

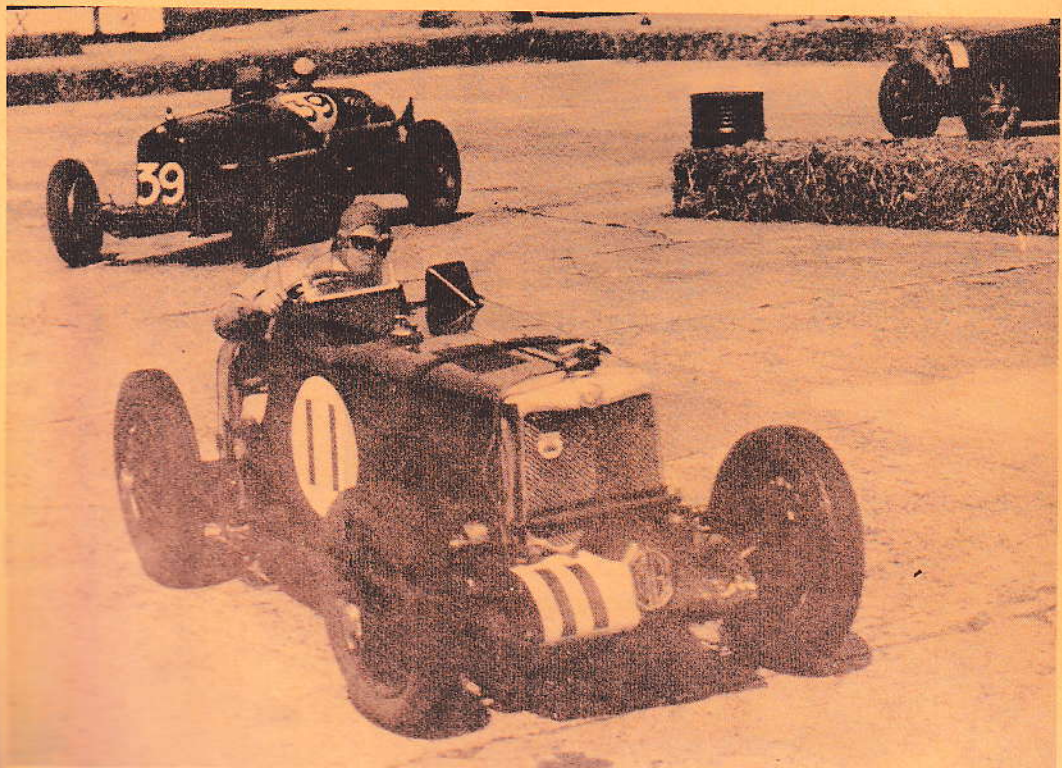
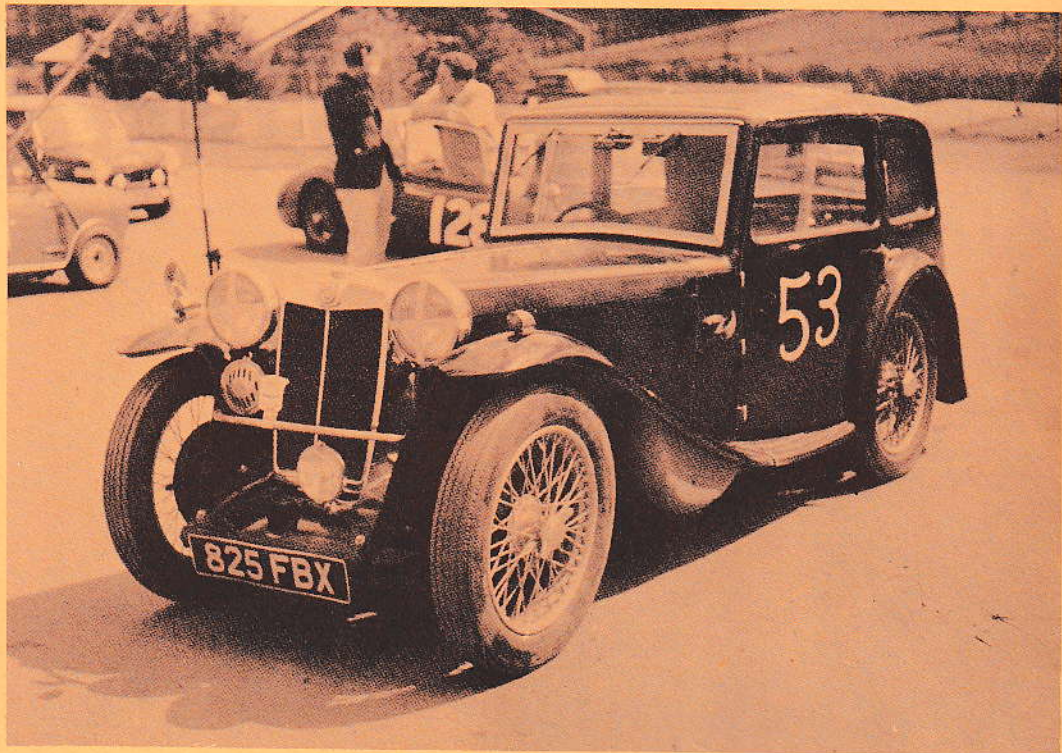


# TRIPLE M REGISTER INFOLETTER



**CAR OF THE YEAR**







M.G. CAR CLUB.  
TRIPLE-M REGISTER

Infoletter No. 62. March 1981

Editor, to whom all copy is to be sent;-

Mike Hawke, 117, Upper Westwood,  
Bradford-on-Avon, Wilts., BA15 2DN.

Circulation Manager, to whom all s.a.e.s are to be sent;-

Tony Roodhouse, 14, Nelson Gardens,  
Boxgrove Park, Guildford, Surrey.

Cover Pictures.

Outside Front. A new Car-of-the-Year, and about time too!

Your Editor's J2 which was MMM Car-of-the-Year for both 1979 and 1980, thus making things for the Infoletter Team who can be a year out of step and yet bang up-to-date. Non-standard items which eagle-eyed readers will spot include the Aeroquip fuel pipes replacing the original copper ones (grit-blasted over the years to wafer-thin wall thickness), the wood-rim steering wheel dating from the 'fifties and, yes, that is a P-Type Rex. counter and not a J2 speedo.

Inside Front Top. Phil Bayne-Powell's I-Magna Salonette at an M.G.C.C. Brands Hatch Sprint in about 1965. This must be one of the few speed event appearances attributed to this model. The fastest salonette in the world?

Inside Front Bottom. A model with far more competition appearances to its name, the K3. E.R.

Hall's car in fact, driving to 3rd. place in the 1935 British Empire Trophy Race at Brooklands. Eddie Hall was particularly associated with three K3s, K3002, K3006 and K3016. By 1935, K3002 had been imported into Australia by Lane's Motors of Melbourne; K3016 was probably in the hands of Lyster Jackson in Australia. So it looks as if this was K3006, even though it is heavily disguised as a 1934 K3 with later front apron and body. That is, unless he was having a borrowed drive on that day.

Continued on page 24.

## MORE ON Q-TYPES.

Colin Butchers writes;-

Just received Infoletter No. 61, the top picture on the back cover - the N type at Silverstone - is a really rare one. It is owned by Chris Doyle, 26, Brownlow Rd., Peterborough and it is a special body by Maltby of Folkstone, believed to be the only one in existence and possibly the only one ever built. Chris is only the second owner of the car and, as it has done only about 60,000 miles, it is extremely original. Personally, I don't find the coachbuilding very tasteful, as it seems too large and slightly coarse for such a small and refined chassis. As you say, it is reminiscent of a VA.

Turning now to several numbers ago, when you printed a picture of a Q-type which Nick Sands captioned as being 0255 driven by Capt. Elwin Jones at Goodwood in 1954. My own records support the information which you quote, namely that PMY 586 is (or was) 0254 which was last seen at Silverstone in 1957 being driven by B.A.M. Gilbert who I believe lived in the Manchester area. It is quite important that the fate of this car be established, and in the circumstances I wonder whether you could ask our members if anything is known of the car or Mr. Gilbert. If all of us could simply check out the local telephone directories for a B.A.M. Gilbert and either let me know or ring him up for any details, it might enable some more facts to come out. I can hardly think that the car has been scrapped, having survived in good order until as recently as 1957, but I can quite believe that the car is mouldering in a garage somewhere, awaiting time and/or finance to complete a rebuild.

.....  
Ed.'s P.S. Mr. Turner appeared on the circuits in 1958 driving a Turner. He competed in the 1000cc Sports Car Class with Mel Jones at yours truly in our J2s. I think he sold the Q. Does the Registrar know where to find QA0254?

## FOR SALE AND WANTED.

1. V.E.Marks, 56 Rochester Ave., Bromley, Kent, has the following bits for sale;- J2 half-shafts, front hubs, two double-row bearings, rear axle straps, aluminium diff. carrier, and rear wheel carriers. Also Y type inlet and exhaust manifold and carb..He needs;- J2 Marles Weller steering box cover and rocker and shaft, all body pieces, 19 inch side-laced wheels and a J2 engine complete. He also has a "tatty old lathe" and will gladly do turning for any MMM Members.

2. Tony Jenkins, 21, Turvey Lane, Long Whatton, Leics., LE12 5DW, needs a complete J cylinder head/valve gear/rocker cover. He can exchange NA equivalent. He wants to exchange an NA radiator for a J. Also wanted are a J2 sump and rear lights for a PA or TA. Also for sale are a pair of 400x19 Dunlops with pre-war tread pattern in v.g.c., £30.

Tony is having trouble calibrating the speedometer on him M type which is not right. How can he adjust this?. Ed.'s note. I thought that a speedo. repair firm could calibrate a speedo. if you told them how many times the cable rotated for onr turn of the back wheels and the tyre size on the back wheels. Tony's tel is. 0509-842506

3. Nick Sands, 58b, Poplar Grove, Maidstone, Kent, Tel. 0622-673341, has for sale one L type Continental Coupe; 1934, in yellow and black, engine recently overhauled, current M.o.T. and in original condition.

4. Sven Ordell, Stora Allen 1, S-612 00 Finspang, Sweden, needs for his L2;- radiator honeycomb type, dynamo Rotax DDS 14, vertical drive assembly with bevel gears, exhaust manifolds, distributor, clutch assembly, cut-out control box, prop. shaft and tunnel, (will J2 do?), steel diff. carrier, brake cams and levers and anchor bolts for the brake shoes, instruments including the petrol gauge that sits on top of the tank, bonnett and kk side-screens (J2 will do here). Sven will be visiting Britain later this so collection will be no problem.



5. Phil Bayne-Powell, Kimber Cottage, Glazier's Lane, Normandy, Guildford, Surrey has for sale two new P type crankshafts. These are left over from his Triple M Spares days, are semi-counterbalanced and £245 each.

6. George Cooper, 40, Blair Drive, Milton of Campsie, Glasgow, has an early Morris Minor front axle with brakes etc. (suitable M-type?), for sale. Will swap for Wolseley Hornet bits. Ed.'s note. Transport can probably be arranged.

7. Maldwyn Jones, Awelfryn, Llanddeusant, Holyhead, Anglesey, LL65 4AG, Gwynedd, Tel. ~~XXX~~ 040-788-206, needs for his J2 chassis no. 3226, starter motor, distributor (auto. advance), Lucas vacuum wiper cyl. cut-out/junction box, propshaft cover, pair original exterior door handles, pair original headlamps.

Maldwyn complains that he does not have much contact with the MMM world living "on the Celtic fringe". If anyone ventures into that area, perhaps you could pay him a visit.

8. Guy Gregory, 20 Abingdon Place, Potters Bar, Herts. has for sale a P type gearbox (excluding bell housing) and two 16" wire wheels with two fair tyres.

9. Stuart Reavill, Beechcroft, The Avenue, Porton, Salisbury, Wilts., SP4 0NT, has a brand new M type camshaft which was supplied to him in error by the old C.K. Spares Co. and which he would like to swap for a J2 type. He also has for sale, one each unused six-hole c.w.&p s 8/43 and 7/39 suitable for M, J etc. Also one second-hand 8-tooth pinion for 8/43 ditto in good condition. C.w.&p s £25 each. Offers for pinion. Also, M type oil filter body and bracket. Also pair of Lucas SFT575 6inch chrome spotlights, slight repair required but complete. Tel. 0980-610234.

10. J.L. Prince, 41, Overhill Rd., Cirencester, Glos., Tel. Cirencester 4583, has for sale; -M type engine (Minor?) good block & 'head with  $1\frac{1}{8}$ " carb. and M type inlet / exhaust manifold. Crankshaft complete with rods and

pistons, flywheel, clutch, dynamo and oil pump gears, oil pump and oil filter, distributor, oil pipes, front and rear engine housings, also fan pulley and fan for M (?) or F. Also J2 block, crankshaft and rods. He needs three in number 8inch J2 brake drums.

11. Don Stewart, 22, Kingsmead Ave., Worcester Park, Surrey, needs two 19inch side-laced wheels for his P Type (it seems a bit unsteady on three wheels). Don hopes to soon do some more copper etchings of MMM cars, similar to those already advertised in Safety Fast, starting with the P Type. He'd appreciate an sae with any enquiries. Tel. 01-330-1021.

12. From Motor Sport, Feb. 1981; "For Sale, K3 Magnette sump, offers around £1,000 by March 1st. Box 6456." We have tried to hurry this number of Infoletter out so that you may have a late bid for this if you want.

13. Will Weldon from the U.S.A. please say what mod~~ll~~ he needs his trafficators, bonnet and instruments for.

14. Andrew Bradshaw, 16, High St., Cottenham, Cambridge Tel;- Cottenham 51090 (evenings), has for sale an original type crank for J, M, D types, journals 10 to 20 thou. undersize, 4 clamped-bolt small end con-rods, t the shaft has been reground and the rods remetalled and have done less than 4,000 miles since and they are still in his J engine. £175. Also, Andrew seeks news of a 1935 PA 2-seater reg. no. ABM 510 which belonged to his father for 25 years and he would like to know if it still around.

15. Tony Jenkins (see item 2. on p.3) has a p.s., he needs a J/P dynamo (exchange for P water pump), a J external oil delivery pipe to the 'head, and five 19" side-laced wheels (can exchange for centre-laced).

16. Tony Roodhouse reminds me again to tell you that postal charges have gone up and envelopes with ten pee stamps are an embarrassment as he slides them into the letterbox with the postmaster looking on. Overseas (non-European) members who wish to receive Infoletter by air-mail can do so if you sent Tony the correct amount of money in International Reply Coupons. We try hard to please.



Andrew Bradshaw writes;-

ON ELECTRICS.

It does upset me to see peoples' wanted adverts. for cut-outs for MMM cars, because in the 1975 Year Book Ewan Harris described how to fit a diode in place of the cutout. I've carried out this mod. on my J2 and with a bit of care made a heat-sink that would fit under the original cover. It works a treat. I found it necessary to connect the diode I used the other way round to the one shown in the circuit diagram that was published. This suggests that either there are two types of diode or the diagram is incorrect. However, the point is, it works perfectly. So all MMM owners with cut-out troubles need not be ripped off for original replacements - carry out this extremely low-cost mod. and forget your troubles. the great thing is that, if done properly, it can't be seen so any concours-minded folk are not excluded from doing it, unless of course they really are kinky about non-original fittings.

.....

Ken Rees writes;-

ON D-TYPES.

I was very interested to see the the cover pictures in Infoletter 61 as the F was so similar in body and chassis to the D Type which I am restoring (DD469). The brake cable runs the lack of attachment where they pass through the chassis and the coupling to the oiler system by rubber hose are exactly as my D-Type. All the original fittings such as these were with my car, even to what looks like original brake cables! I have, of course, replaced them, but the attachment on to which the rubber fits, unscrews from the original and will fit directly in place of the grease nipple fitted in the cable by Sports and Vintage Motors



The list of D-Types supplied by Yvonne was surprising, I had collected a few names myself in the past couple of years some of which were not included on the list and some that are now with new owners since the original registration. The surprise was that so many had been registered. Differences and extra cars are:-

D0340 was for sale at Paradise Garage in 1979 for £8,000.

D0364 is not now with T.Hogarth but lives in Wiltshire.

D0464 I heard that this car is now in Holland.

D0480 lives in Sussex.

D0493 lives in North Humberside.

D0474 is in San Fransisco (owner has 17 M.G.s).

D0291 lives in Devon.

D0285 lives in Chesterfield.

I haven't included names and addresses as I promised all of these people that their names would only be available to other D owners as part of an information swapping service. The number of vehicles on the road is very small although 4 or 5 more should be on the road in 1982 when rebuilds are completed (my own included).

.....

Ken also included a tip on gaskets which I hold over to No. 53 (an issue devoted to seals and gaskets, you remember).

This issue's instalment of the MMM Register comes later but, after Ken's letter it is appropriate to put in a few notes on the Register here.

Yvonne's handiwork has generated enormous interest. She has asked me to say that she is getting several letters a week on the subject and cannot reply to them all but says they are much appreciated. It is becoming clear to us that the Register is very out-of-date because there is no way in which member's changes of car and address are fed to the Registrar. Therefore, if you have changed your car(s) or address in the last few years, please tell Yvonne so that you are sure she is up-to-date. If you know of cars which do not appear in the listing or if you see entries which are inaccurate, please write

and tell Yvonne all about it. I know of two active members who have changed address, told main club office (Safety Fast is delivered to their new abodes) and yet the change has not reached the MMM listings. Some have asked why a full Register with car details etc. cannot be printed. The present simplified exercise will last more than a year yet. There is no doubt that the original intention was to keep a list of all o.h.c. M.G.s updated and in circulation among MMM Register members (what else is a Register?). These fine ambitions were quite practical when it was thought that there could not possibly be more than 50 or so MMM cars remaining in the whole world. The survival of over 2,000 took all our breaths away and made the printing and circulation of an updated Register a huge task. But first we must get our data base right and that means that each one of us must help Yvonne to get her records as up-to-date and complete as possible.

.....

And so, somewhat delayed, to Barry Linger writing on:-

#### BACK AXLES AND THINGS,

Talking to club members about crown wheel and pinions it became clear that most ratios are almost unobtainable and the situation could only get worse as gears wear out. This fact together with the availability of a bevel gear cutter clinched the decision to make some new gears. This exercise of designing and making gears for our back axles has produced quite a lot of information which sooner or later each owner will need. To date gears have been made for the J/P axle with ratios of 8/37, 8/41, 8/43, 8/39 and 8/45, so most info. will be on this type, but M and K's will also be covered. Boffins can miss this paragraph but a few words on gears will be useful.

Imagine two discs running edge-on one driving the other. The diameters of the discs are known as the Pitch Circle Diameters (P.C.D.). Cut bits out of the discs and add bumps on, and the discs drive positively without relying on friction. The shape of the tooth must be such that a smooth drive is transmitted. This



can only be done with special tooth shapes and the involute form is the most common.

Tooth size is defined as Diametrical Pitch which is;-

NUMBER OF TEETH divided by P.C.D.

More understandably, the number of teeyh round each 3.142" of P.C.D. circumference is the D.P.. You may be interest-  
ed to know that gears in the P/N gearbox are 10 D.P. uncorrected. We found this when making a close-ratio gear set and an extra close-ratio gear set (more of this if anyone is interested).

I understand our axles fall into three types.

- (i) M. Small series.
- (ii) J,P,Q,N,L medium series
- (iii) K. Large series.

Bevel gears are of three main types.

- (i) straight bevel
- (ii) spiral bevel.
- (iii) hypoid.

For MMM cars we can generally say racing cars used straight bevel and most others spiral bevels. Hypoids were never used pre-1935. Straight and spiral gears are interchangeable in a diff. but hypoids are not.

Just a word about interchangeability. It is often asked if a gear from one set, i.e. the 8 from an 8/41 set A can be run with the 41 from an 8/41 set B. For straight bevels cut in the same batch the answer is "Yes so long as both gears are in good condition."

Follow the same procedure for fitting as new gears.

For spirals, gears are lapped as pairs after heat treatment and should never be split up or run mixed. I know people do it and some get away with it but it is bad practice and you never get good gear life.

You may wonder if an 8 from an 8/41 straight bevel can be run with a 43 from an 8/43 set. Under NO circumstances should this ever be done. The 8 from the 8/41 has a different cone angle from the 8 from an 8/43 or any other. E Even if the P.C.D. is the same for both 8-tooth pinions the P.C.D. for both crown wheels is not. The apex height of the pinion pitch cone is half the P.C.D. of its mating

wheel, and hence the higher the numerical gear ratio, the smaller the pinion cone angle.

The P/J axle uses both 2-pin and 4-pin differential units. The J mainly has 2 and the P mainly 4. The difference is that the 2-pin has two intermediate differential gears where the 4-pin has 4. The 4-pin is stronger. The effect on crown wheel and pinions is that the 2-pin diff. uses a 6-bolt fixing and the 4-pin diff. an 8-bolt fixing. To make gears more interchangeable our new gears have been drilled so as to fit 2 and 4-pin diffs.

Straight-cut bevels were generally used for competition M.G.s pre-war as John Thornley tells us in "Maintaining the Breed". The k3 used a variety of back axle ratios, mainly  $9/44$  including straight-cut camshaft gears P61.

The NE used ratios of  $8/39$ ,  $8/36$ ,  $8/33$  P79 and the Q similar  $8/36$  and  $8/39$  straight-cut P90. The J4 used similar gears no doubt.

The  $8/33$  must have been a Brooklands special ratio as  $4.125$  to  $1$  is very high.

The general fitting for crown wheels and pinions is common for straight and spiral gears, the only difference being the detailed tooth setting.

The following procedure should be used when fitting axle gears. The diagram relates specifically to type (iii) gears, medium series.

All parts must be thoroughly cleaned and all grit and fluff from cleaning rag blown off with an air line.

All bearings which show any sign of wear or shake must be replaced.

IT IS IMPOSSIBLE TO GET GOOD GEAR LIFE WITH BAD BEARINGS.

The two pinion bearings will almost certainly be worn. The distance piece "C" is subject to wear if nut "D" has been run loose. Replace if in doubt.



## ASSEMBLY

The pinion should first be assembled in its own housing.

Take the new pinion, check that the new distance piece "C" is 0.120" to 0.130" thick. This part should be hardened and ground to thickness. If distance piece correct, fit to pinion head with inside radius to gear head. Fit roller bearing inner "B" to pinion. Fit roller bearing outer into bearing housing and retain with circlip. Fit distance piece "E" over pinion shaft and slide assembly into bearing housing.

Press ball bearing onto shaft and into bearing housing. This should be done in a light hand press, but failing this, a raw hide hammer should be used. ON NO ACCOUNT USE A STEEL HAMMER ON THE PINION. This would ruin it beyond further use.

Fit bearing cover and fix with two countersunk screws. Fit driving flange flat washer and nut. Tighten the pinion nut, but do not hold the pinion teeth in a vice, hold the assembly by the driving flange. When fully tight, lock nut with split pin.

The pinion should now revolve freely without any end-play. If there is any end-play it should be removed by fitting a new ball race. If the pinion is tight it is probable that distance piece "C" is worn, it should be replaced. It is not permissible to leave the pinion nut slack to relieve the tightness on the pinion bearings, this would ruin the pinion in a few miles.

Take some engineers marking blue and blue both sides of pinion teeth from toe to heel. Fit pinion assembly into differential housing using the correct number of shims as marked on "Bevel Gear Setting Sheet" shims to go at "A".

Lock down with nuts "F".

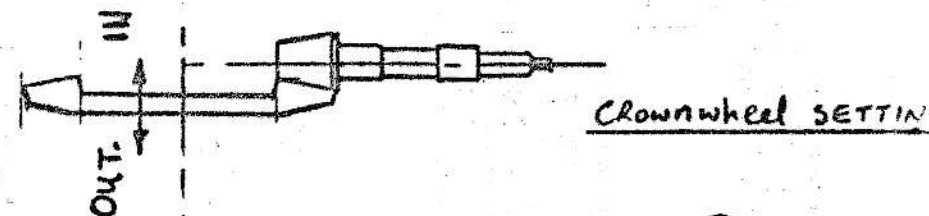
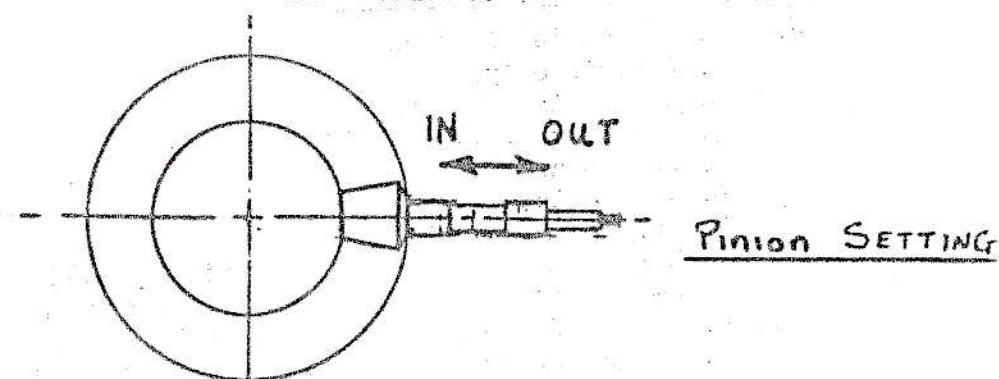
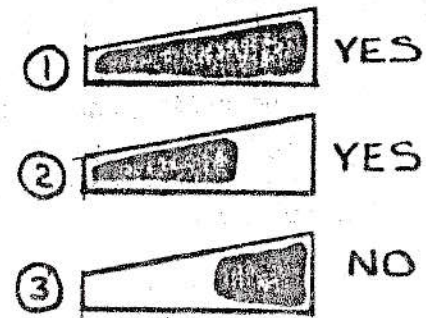
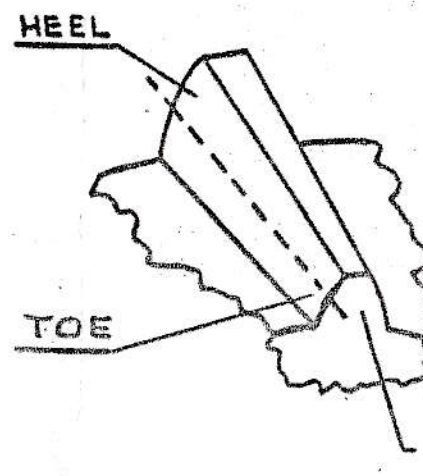
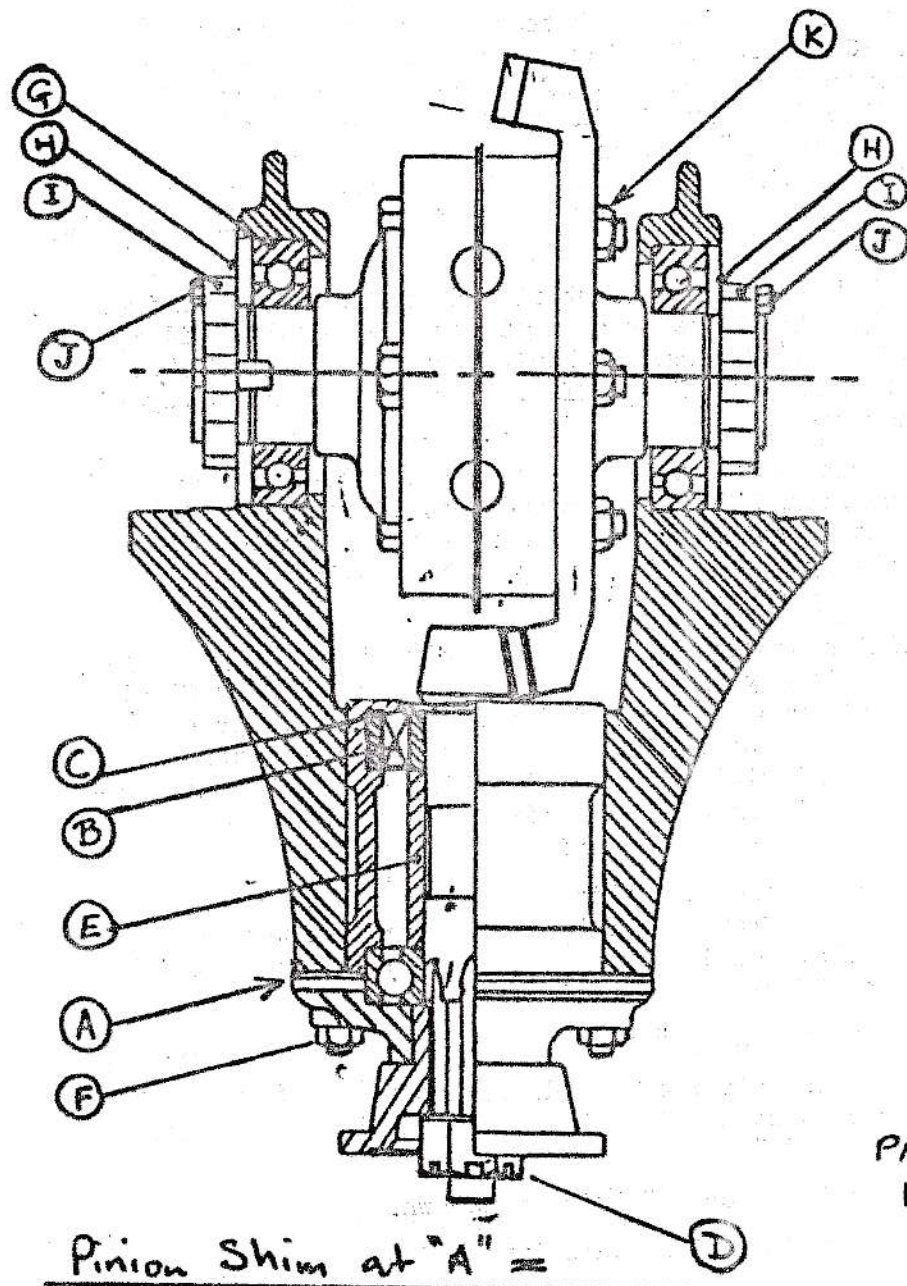
Take the two halves of the differential carrier and fit on angular contact bearings "C", followed by locking ring "H" and nut "I",

Note that lock screw "J" is withdrawn.

Assemble differential gears into housing and close the

# BEVEL GEAR SETTING INSTRUCTIONS.

## STRAIGHT



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S.P. GEARING

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BURY ST. EDMUNDS, SUFFOLK.



two halves together. Note reference mark for correct assembly.

Place crown wheel over differential carrier and press down tight. Fit retaining bolts, 6 or 8 depending on differential type, and pull slotted nuts up tight. Bolts are "fitted" and may need tapping through assembly gently. Do not use undue force or you will damage threads.

It is strongly recommended that the crown wheel nuts should be split pinned or lock wired.

Assemble differential and crown wheel into axle casing, fit bearing caps as marked, pull up nuts and lock with pins or wire.

To be continued.

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#### THE TRIPLE-M REGISTER, PART THREE.

- Notes;-
1. Toulmin's first car.
  2. Chassis only.
  3. Some trials history.
  4. Raced by A.R.Norton 1963/4
  5. Supercharged.
  6. J4 Replica.
  7. Ex. Peter Sutcliffe.
  8. Won the Irish Championship, driven by John
  9. 4-seater body. (Porter.)
  10. First owned by S. Johnston's father.
  11. Pre & post-war racing history in Australia.
  12. Chassis destroyed.

<u>Chassis.No.</u>	<u>Owner's Name</u>	<u>Location.</u>	<u>MMM Reg. No.</u>
J2635	R.Pettman	Cumbria	851
J2646	O.McNeill	Australia	1661
J2648	E.Wilkin	U.S.A.	1125
J2653	M.Dunkley	Essex (1)	450
J2663	R.Garrett	Kent	1443
J2672	G.Runcieman	Glasgow	1565
J2674	D.Milum	Somerset	1401
J2675	M.Shearn	Avon	1064

J2676	?	?	678
J2679	K.Blick	Surrey	767
J2680	A.Huizer	Holland	1598
J2681	R.Nethercot	Canada	243
J2697	S.Brind	Derby	246
J2698	G.Cenzer	U.S.A.	291
J2699	J.Jack	Midlothian	1858
J2700	G.lilley	Derby	1790
J2701	T.Loversidge	New Zealand (2)	?
J2703	E.Taylor	Hull	1900
J2714	M.Parkinson	Sussex (3)	985
J2723	R.Jeffcoate	Surrey	1346
J2725	P.Gardner	Surrey	1428
J2731	P.Bloomfield	Cambridge	618
J2736	W.Scholten	Holland	394
J2741	J.DeBoer	U.S.A.	44
J2755	G.King	Herts	862
J2759	J.Bullock	Northants.	1655
J2760	S.Green	London	1543
J2765	R.Hewitt	Middlesex	1371
J2768	P.Lang	Lancs.	559
J2771	B.Hopkins	Airdrie	?
J2772	?	?	396
J2774	J.Hart	Sussex	447
J2775	D.Brownridge	Kent	1097
J2776	K.Bakin	Notts.	1745
J2788	W.Hoole	Lancs.	1722
J2790	M.Charles	Kent	1096
J2791	M.Wells-Cole	Hants. (4)	256
J2794	C.Leader	Lincs.	407
J2807	W.Holt	Canada	1302
J2818	M.Houfield	Oxon.	1404
J2819	B.Staple	Kent	617
J2824	J.Northover	Surrey	548
J2825	J.Bronkhurst	Holland	947
J2826	G.Mills	Herts.	68
J2828	W.Marsh	Cheshire	1628
J2829	R.Stewart	U.S.A.	1047
J2834	N.MacKay	Bristol	1887
J 2837	J.Hall	Herts.	1679
J2846	N.Sands	Kent	503
J2847	H.Pole	Shetland Is.	549



J2849	S. Lightbody	Essex	146
J2851	R. Kurvers	Holland	890
J2856	M. Quaedvlieg	Holland	1605
J2859	Dr. M. Carabine	London	1798
J2861	J. Linn	Sweden	1635
J2862	W. Shaw-Evans	Berks.	734
J2863	J. Page	Newcastle	1708
J2867	D. Potter	Essex (5)	508
J2880	R. Bateman	Herts.	768
J2884	A. Witham	Yorks. (6)	1932
J2886	?	?	422
J2887	J. Bell	Holland	832
J2893	R. Tilsed	Australia	838
J2896	?	?	29
J2908	D. Naylor	Leeds	1319
J2917	B. Warnett	Cardiff	552
J2918	R. Earnshaw	Yorks. (7)	930
J2923	D. Watts	Cornwall	1927
J2930	A. Langdon	Kent	125
J2932	P. Sargent	Sussex	716
J2934	P. Knowles	Kent	1546
J2936	G. Burke	Wilts.	589
J2943	C. Ladd	Cornwall	1413
J2944	Mrs. D. Mickel	Scotland	800
J2946	M. Gooch	Surrey	421
J2947	P. Kelly	Dublin (8)	1767
J2948	M. White	Berks.	1552
J2949	N. Parry	Wilts.	1337
J2950	E. D. Reynolds	Herts. (3)	1441
J2952	C. Herod	Bath	444
J2953	K. Gallop	Herts.	1325
J2957	R. Wincote	Kent	698
J2964	J. Pierce	Cheshire	1467
J2965	Dr. T. Gjertsen	Yorks.	?
J2966	T. Holden	London	989
J2974	F. Ernst	Essex	1422
J2976	W. Reynolds	U.S.A.	1381
J2977	D. Hammond	Yorks.	1234
J2980	K. Farnfield	Bucks.	1226
J2982	J. Lovgrove	Middlesex	1419
J2987	I. Mackay	London	627
J2988	P. Gardner	Surrey (6)	6
J2996	P. Jay	Bristol	982

J2999	W. Shambrook	London	1369
J3001	D. Skilton	Notts.	555
J3002	M. McMillan	New Zealand	1303
J3006	F. Loeser	U.S.A.	16
J3017	O. Clubine	Canada	1339
J3021	G. pinney	Surrey	1057
J3026	?	?	?
J3036	?	?	50
J3042	?	?	227
J3046	P. Moores	Cornwall	971
J3049	A. Herring	Ghana	1395
J3055	R. Reeves	Northants.	1670
J3059	D. Barnes	London	381
J3061	S. Reavill	Wilts.	1005
J3069	?	?	36
J3070	M. Cowie	Glasgow	?
J3071	A. Mowbray	Notts.	1673
J3075	B. Gaunt	Herts.	1734
J3079	Dr. K-J. Weissmann	W. Germany	1869
J3081	A. Redington	Suffolk	58
J3087	Miss Y. Tout	Herts.	725
J3089	D. Smith	Kent	1358
J3091	J. Patterson	Warks.	1163
J3092	R. Hesketh	Cheshire	724
J3094	J. Chambers	France	1645
J3095	J. Little	Kendal	1842
J3097	J. Wibberley	Staffs.	340
J3100	?	?	430
J3112	G. H. Fletcher	Sussex	1220
J3115	T. Goodwin	Lancs.	1524
J3116	?	?	665
J3120	W. Mead	U.S.A.	381
J3127	M. Dohrendorf	Canada	1555
J3133	R. Bush	U.S.A.	1713
J3139	R. Emmerson	Leics.	753
J3141	J. Herman	Sussex	1819
J3152	G. Bunyan	Norfolk	1914
J3153	J. Green	Bucks. (5)	357
J3154	S. Reavill	Wilts.	1350
J3155	J. Watson	Glos.	1469
J3156	B. E. Lindh	Sweden	1327
J3173	P. Jennings	Wales	94
J3179	J. Bannell	Cheshire	1762



J3185	R. Wilkes	Birmingham	1026
J3201	J. Buchanan	Italy	1107
J3211	G. Swann	Ulster	270
J3213	W. Grudgings	Chester	603
J3218	?	?	251
J3219	G. Bennet	Birmingham	1886
J3221	Lt. L. Townsend	Morayshire	699
J3226	M. Jones	Wales	1916
J3223	Dr. M. Armstrong	Ulster	1895
J3231	J. Driver	Cheshire	1103
J3237	?	?	31
J3248	M. Marks	Dorset	909
J3252	R. Beresford	Leics.	?
J3254	A. Brook	Suffolk	1497
J3262	D. Worrin	Devon	70
J3266	M. Pfeferkorn	Switzerland(5)	1789
J3268	D. Baulkwill	Manchester	1903
J3274	R. Martin	Middlesex	399
J3280	K. Hall	Essex	1460
J3288	M. Linward	Essex	1140
J3291	D. Kempton	Northants	1649
J3292	R. Burge	Somerset	886
J3293	K. Robinson	Bucks.	600
J3297	M. Watts	Cornwall	1121
J3311	?	?	499
J3322	G. Roots	Surrey	117
J3321	R. Thorp	Herts.	1045
J3343	W. Traill	U.S.A.	1477
J3357	L. Bull	Essex	1048
J3362	T. Watts	Cornwall	1926
J3365	R. Daggitt	Newcastle	1665
J3374	J. Wilkinson	Surrey	607
J3377	T. Lightfoot	New Zealand	1742
J3379	D. Lander	Manchester (9)	1179
J3383	C. N. Smith	Essex	305
J3384	Dr. B. Ardill	Ulster	1237
J3387	R. Pettman	?	1015
J3396	D. Gosling	Surrey	1513
J3402	R. Crabtree	Lincs.	1084
J3403	P. Wright	North Yorks.	987
J3404	H. Luff	Kent (3)	138
J3419	B. Hopkins	Airrie	1601
J3436	H. Klockner	W. Germany	1478

J3437	S. Johnston	Ulster (10)	1459
J3439	J. Wilson	Dorset	1218
J3450	J. Arnaud	Belgium	1838
J3455	D. Bowen	Flints.	1435
J3462	D. Heath	?	1716
J3466	R. Ames	U.S.A.	1046
J3473	D. Pinney	Surrey	436
J3477	B. Leer	Australia (11)	1424
J3489	M. Bucknell	Wilts.	761
J3499	G. Haughty	Cheshire (5)	688
J3500	?	?	?
J3523	?	?	?
J3519	J. Wilkinson	Surrey	?
J3529	B. Kimmings	Australia	1450
J3531	W. Stacey	Kent	1579
J3540	R. Needham	Essex	1808
J3545	J. Browh	Scotland	1591
J3563	R. Green	Yorks.	1093
J3564	A. Simpson	Bucks.	437
J3569	J. Skeavington	Leics. (5)	530
J3574	R. Beresford	Leics.	1079
J3578	?	?	188
J3581	N. DaBica	U.S.A.	660
J3588	M. Thorpe	Kent	1573
J3590	F. Neitveld	Belgium	1631
J3596	?	?	30
J3601	?	?	1201
J3608	M. Jordan	London	1246
J3612	R. LeFluffy	Hants.	1315
J3620	-	- (12)	-
J3622	M. Brown	Staffs	904
J3626	K. Wein	New Zealand	1291
J3640	M. Gratte	Herts.	932
J3641	K. Gallop	Herts.	?
J3645	B. Hingston	Canada	735
J3646	M. Poulney	Canada	1044
J3649	R. Hargreaves	Staffs.	831
J3652	?	?	679
J3653	J. Nightingale	Northants.	1852
J3656	J. James	Bristol	1847
J3658	J. Snowden	Dorset	529
J3659	B. Brown	Kent	1185
J3663	B. Bowler	Abingdon	1815



J3667	J.Hawkins	Kent	655
J3673	C.Bacon	Dyfed	546
J3674	S.Ashworth	Lancs.	1081
J3688	I.Davison	Surrey	1277
J3690	?	?	570
J3696	P.Thomas	Bath	1624
J3697	W.Cumber	Abingdon	1882
J3698	W.Yeomans	Warks.	?
J3702	R.Cadogan	Wilts.	?
J3711	C.Wells	Salop.	965
J3712	T.Aage	Norway	756
J3717	P.Docherty	Bucks.	1853
J3722	J.Epps	Kent	579
J3725	M.Gallagher	U.S.A.	1109
J3743	B.Davis	U.S.A.	1817
J3749	?	?	509
J3772	C.N.Smith	Essex	?
J4104	P.Cooper	Yorks.	1158
J4110	R.Jarvis	Suffolk	1421
J4115	R.Oudejans	Holland	1386
J4116	R.Hendriksen	Surrey	1102
J4118	?	?	674
J4125	C.MacKenzie	Sussex	1098
J4128	F.Collard	Holland	1608
J4135	?	?	599
J4136	R.Yearwood	Surrey	1883
J4138	?	?	?
J4139	J.Cliff	Berks.	796
J4149	J.Gibson	Sissex	1704

Next month we hope to continue with J2s, J3s and J4s and, perhaps, start the P-Types, which may be even more numerous than the Js. Please fill in the gaps and update this list with Yvonne if you can but do not write to her about the deliberate mistake - It's my fault.

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CAR OF THE YEAR - 1981.

The rules, gentlemen, are the same as for 1980 as far as I know and John Adams is waiting for your claims.

## FOR SALE & WANTED (Continued)

Ian Mackay, 84, Grosvenor Rd., Muswell Hill, London N10; Tel 01-883-1081), needs a complete L1 hood frame (or an F1 frame if it is the same).

George Jenkins, 82A, Cadogan Square, London, SW1, (Tel; 01-606-5275 daytime, 01-584-4572 evenings), needs some rockers, camshaft and bearings and a water pump for his PA.

Robin Mace, The Old Farmhouse, Robin Hood Way, Winnersh, Berks., (Tel; Wokingham 787989) has for sale; Lucas LB165D and LB150D headlamps, Lucas 1130 (plain) sidelamps, Lucas DK4 distributor, Lucas Alette horn, and for P/N types, water pump adaptor, crankshaft oil thrower, crankshaft spiral gear, oil pump (less cover), Luvax shock-absorber mounting plate, set of hub caps, body mounting castings with U-bolts, steering column support bracket and J type engine dipstick. He needs a wing, spare wheel mounting and hood frame for an N type Allingham Coupe.

Bob Williams, 19, Leyland Drive, Saltney Ferry, Chester, (Tel; Chester 672692) has for sale N type water pump, reconditioned, fish-tail silencer 10"x10"x2<sup>3</sup>/<sub>8</sub>" I.D., double pinch bolt fixing, new; will exchange for P type spares. New PA spares for sale, dural rocker bushes, one set, £8; rocker shafts, one pair £4; clutch centre plate alignment tool, £2; pinion setting gauge, £1; rev-counter drive attachment, £2; brass oil metering pin, £1-50; vertical drive oil seal housing, £3-50. He wants; 8-hole diff-unit, 12" brakes and 16" wheels.

Barry Linger asks me to mention that new crown wheels and pinions can be supplied by;

Mike Allison,	and Mike Dowley,
Coventry Road Garage,	Sports and Vintage Motors,
Cublington,	Upper Battlefield,
Leamington Spa.	Shrewsbury.
Tel; 0926-24688	Tel; 193-97458

Barry can also make a set of gears for 1st. and 2nd. gears for the J,P,L,N gearbox. (they are all the same, the lower ratio of the PA is obtained by changing constant mesh and 3rd. gears). A oneOff set would be £200 but a batch of



twenty would more than halve the price. Twenty or more names to barry at The Grange, Long Thurlow, Badwell Ash, Bury St. Edmunds, Suffolk.

Barry Foster, 25, South St., South Petherton, Somerset, Tel South Petherton 41152, has for sale four 57mm+0.020" solid skirt Syllicum pistons, New, £45; a pair of J2 rocker shafts, new, £8; 7/37 c.w.p.; 6-bolt, used, £10; two large Wade superchargers with set of castings to make blower suitable 85-950cc, £100; pair 8" stone guards and fittings new, £15; odd J engine bits, valve spring caps, split collets, crank gears etc..

Barry Foster writes;-

With reference to the various items in Infoletter no.61, the brake cables in the F type pictures were standard up to chassis FC395 when the braking system was revised. The cables went through the frame in an anti-chafing ferrule (part.no.1047, costing 4d. each).

The lubrication was via some bicycle type connectors to the oil escutcheon plates and flexible connectors which, according to chassis records, burst on several occasions. Hence the system was altered to that first used on C types. The early fixed-mounted cables had steel plates with copper sheathed bowdnn cables of a better quality than the modern replacements. Early C types had the chassis fitting in bronze.

On C types, C0253 is sick (crank in 2 bits) in Yorkshire. C0265 was the Samuelson Le Mans car which was in the New York Automotive Museum until 1979 and was purchased by Margaret Rockefeller of Maine, U.S.A.. She visited me last summer. C0273 now has a body and lots more being done, Mike thinks 1983 may see it move. C0283 Trevor Peerless lives in Sussex and is 2/3 of the way through a restoration. C0290, Robin Gordon hopes to be active soon.

Finally, J2121 is JB 662, the ex-1932 Motor Show car. It was bought off the stand as a two-tone red car and is now owned by Bob Hughes of Somerset.

## EDITOR'S QUESTION TIME.

1. In The Autocar of 5th. August 1932 wherein the J2 Road Test was published, the weight of the car was quoted as  $11\frac{1}{2}$  cwt. W.E.Blower in The M.G. Workshop Manual quotes the weight of a 1933 J2 as  $12\frac{3}{4}$  cwt. That of a 1934 J2, presumably with swept mudguards, is quoted as 13 cwt. Why the difference?. A tankful of petrol, a radiator of water and oil in the sump, gearbox and back axle would amount to about  $1\frac{1}{4}$  cwt. So we cannot explain the difference by saying one weight is dry and the other is a fully-fuelled maximum weight. Can anyone explain? Has anyone weighed their J2? If so, what did it weigh and what was its condition at the time?.
2. While we are on this topic, I have seen weights for the P-Type quoted which vary from  $13\frac{1}{2}$  cwt to  $15\frac{1}{2}$  cwt., with W.E.Blower coming in between at  $14\frac{3}{4}$  cwt. Again, any offers of an explanation and anyone any real weighed weights?.
3. Many modern gearboxes run on engine oil. That in my Midget is filled with 20/50 grade, just like the engine. For some time now it has not been possible to get Castrol ST (S.A.E. 90) which is recommended for the J2's 'box. I've hesitated to create more drag by using S.A.E. 126 oil (as recommended for the identical P-Type 'box, why?) and have used a mixture of S.A.E. 120 and 30 oil in the ratio of about 2 to 1, to get the desired thickness. Can we run on a thinner oil in an MMM 'box?. If not, what is the intrinsic engineering difference between an MMM 'box and that of a modern Midget?.
4. When visiting the Myreton Motor Museum recently (has a nice example of M-Type, 2M1817), it was noted that the Singer Le Mans there had 18 inch, 48-spoke, side-laced wire wheels (as on N, Q or R Types), BUT these had ALUMINIUM rims. This was the first time I had seen such a wheel. The car had not run for nearly 30 years and was a one-owner-from-new example, so they were probably a contemporary fitting. Has anyone else seen such wheels? Or similar 19 inch jobs?. Where did they come from?.



Continued from page 1.

K3006 is now believed to be in Ireland, owned by Dick Lovell-Butt and fitted with a single-seat body. A picture of her appeared in Safety Fast a few years ago. Other K3s in the race were K3023 (Ex.135) which came 17th., driven by Donald Letts, K3024, 15th. driven by L.Seyd and both J.L.Ford in K3028 and B.Bira in K3030 retired.

Inside Back Top. Barry Foster's C-Type as it was when Barry found it. (The picture was taken in the 'fifties). Barry is doing a down-to-the chassis rebuild but it is a measure of the changing standards of the old car game that such a car would have been a definite running possibility twenty years ago. Note the 4-spoke steering wheel. The sump-plate rex.-counter is present and correct but the Hobson Telegauges are missing. Presumably the windscreen is J-Type.

Inside Back Bottom. A swept-wing J2, this is presumably a pre-war picture, judging by the lady's hair style, the A.A. badge and the tyre tread patterns. Does anyone know where this car is now or anything else about it?

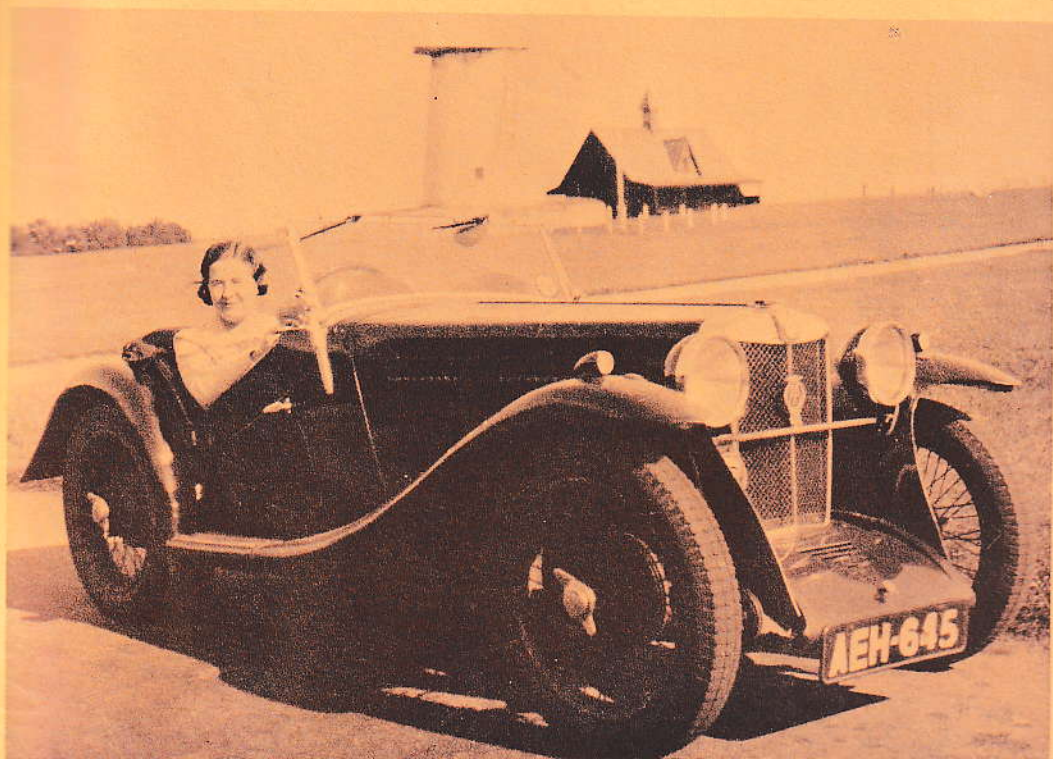
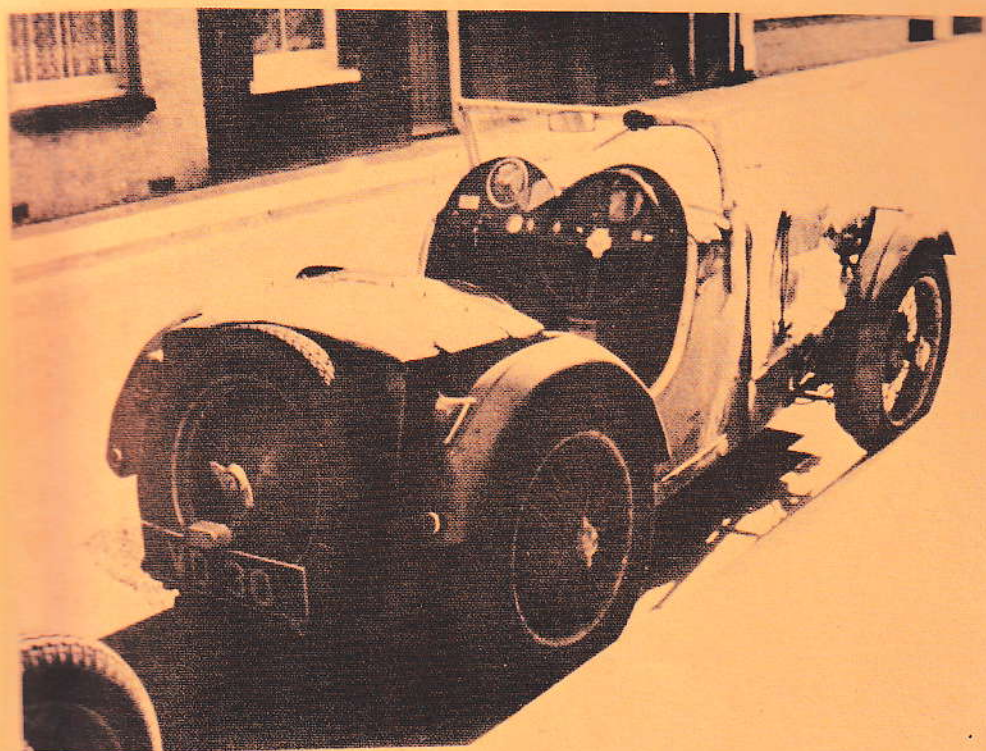
Outside Back. Nick Sands' L1 Tourer with eldest daughter waiting for a ride. This is a very smart and original two-tone blue car and has been seen at a number of southern M.G.C.C. events.

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This cover is the first of a new printing of six. Nick is always pleased to receive pictures for Infoletter covers. If you have any favourite MEM photographs which you believe would be of interest and would like to see on our cover, please send them to Nick at 58B, Poplar Grove, Maidstone, Kent, ME16 6AN. He will copy them and return the originals to you and your name will be in lights - but not until No. 63!

.....

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