



LAUDES AUGETE PRIORES

**TRIPLE M REGISTER  
INFOLETTER**

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TRIPLE M REGISTER INFOLETTER

Thanks to all those of you who have expressed their views on the reintroduction of the infoletter - and to those who have sent something for inclusion in this issue.

The result of the questionnair enclosed with many of No69 Infoletters seemed to indicate conclusively that the Year Book was a major asset to the Register and should continue. Safety Fast came in for some criticism for its lack of items related to our sort of cars and pages of waffle that were of local rather than national interest. This publication seemed to fill part of the communications gap and many seemed to think that any sort of regular up to date and MMM related 'bulletin' was essential. So here it is!

One of the kids at school gave me a page of the colour magazine of a certain Sunday newspaper with a picture of a Q type - with no mention of MMM ! Glad to say that we can now welcome the owner to our ranks. Another of my delightful pupils was overheard to remark; "Why has he come in that old car? I'd be ashamed 'cos I couldnt afford a new one". And she was serious about it! As a result of pressures other than MGs I have handed over the Safety Fast notes to Mike Hawke and am looking for a replacement now that the Infoletter is under way again. A literary person of MG bias is sought to do both these jobs. Lots of help will be given and it is hoped to get 'new blood' to the job - so dont be put off if you are a recent MMM Member - we all were when we started! Contact me or Mike at our usual addresses.

Dave Taylor reports that Henry Whitham & Son.Ltd of Sheffield were very helpful in supplying a steel billet of the size and type to machine into a crankshaft.

Mike Gooch recommends Barrie Gillies (Reading 744772) for paneling and parts - given a pattern can make almost anything.

Terry Dickie says he may have bought a Bentley but still has the J2 and would you send your SAEs for the infoletter to him at Rockhalls Farmhouse.Four Ashes.High Wycombe. Bucks.

Keith Hall write on several matters but has noticed that J2193/YY1168 is listed in the Register and was Kenneth Evans J2. Where is it now?

Remember all your contributions to me at 25 South Street, South Petherton. Somerset. Tel.0460 - 41152.

Vernon Marks has put together some helpful tips on J2 panel work. "When the time came to put the outer skin on my J2 body I was very fortunate that there were several J2 owners locally who had already made the bodywork on their cars. This is an attempt to collect their excellent advice for others to use."

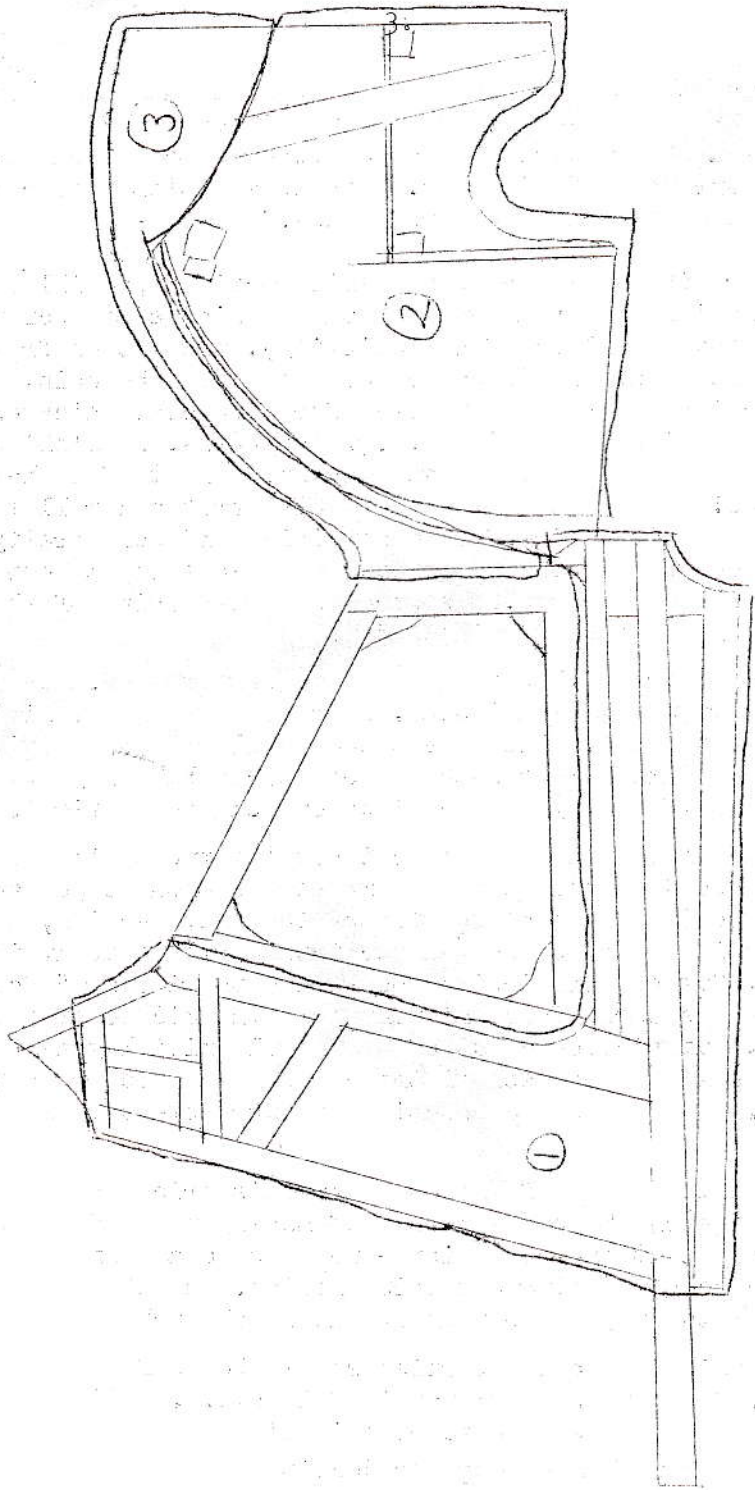
The first drawing shows the outer skin sections pencilled over a bodywork drawing. The body was assembled using steel screws (for strength) and NOT glued (for flexibility). The wooden frame was carefully smoothed. Aluminium was selected for the skin. The easier to fit, sections 1 and 2, were made from 18s.w.g. thickness and the tricky section 3 was of 22s.w.g. thickness. An 8'x4' sheet of 18 g. and one of 22g. would have been sufficient if we had not spoiled some! When you buy ask for "half hard" and roll the sheets carefully. This is semi softened aluminium and work pretty well. The double curved parts must be made from softened material. This should be done with care!!! as successful softening of the hasty bits is vital for a well finished job.

Take the panel and mark out the area to be softened. Rub over this area with a green household soap. Then heat up the aluminium until the soap turns black. This leaves the metal soft and easily worked. Do not soften large areas such as door faces but only, for example, the door edges. Check your technique on some scrap first.

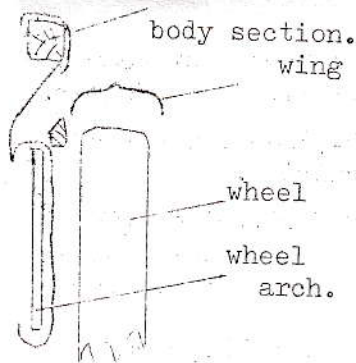
The method we found best was to cut out the two No 1's first. NO softening should be necessary. Clamp at the front edges and cut darts back to the frame at the top of the body section, nail to the frame using  $\frac{3}{4}$ " brass coated escutcheon pins (to avoid any corrosion). Cut out the inside door frame to give a  $\frac{3}{4}$ " fold over, cut darts and secure. Take this sheet to the middle of the bottom door hinge. Cut section 2 out of the panel initially as a 2'x8' piece. The seam at the back of the car will be hidden by the rear wing stays. Secure the rear section and work steadily around one side.

The detail at the top of the wheel arch is tricky and needs patience. The sketch shows the method of making up used by us. Be prepared to repeat the operation - we amassed a fair pile of scrap in the process of sorting out this problem! The sketch (B) shows the edges at the top and bottom of the wheel arch panel bent over.

Having got this far your expertise should be sufficient for the next stage. Cut out an 8'x2' panel of 22 s.w.g. alli. It may look ridiculous but it does have to be this big! Fasten the top to the back of the car with a 6" edge projecting up over the back of the body.



MG J2 BODY PHINELS



'exploded' view  
rear wing cladding.  
(sketch B).

Start to tack down the top of section 2 where the nails will be hidden by the rear wing stay. Bend around the sides and mark out, cut away excess leaving plenty of margin. Soften the edges to be folded over. Start to fold down the top edge. A cut will have to be made at the corner but keep it as small as possible. When the body flexes it will open up. If all fails this can be covered by the hood!! Fold down completely and tack into place. Leave an overlap over the bottom and cut across both panels with a fine hacksaw to get a clean butt joint.

By this time the doors can be attacked(?) with confidence. The soap technique leaves the edges so pliable that it really is easy. The infill section at the top of the wheel arch can now be made up using scrap sheet and fitted up before nailing in. With patience, enthusiasm and plenty of spare aluminium sheet the panelling of the ash frame is not too difficult an operation.

P.S. Use fine pliers to hold the pins - the Doc says my fingers will heal in time!

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The Following advert appeared in Safety Fast in December 1974.  
" 1934 M.G. PA. Chassis virtually complete. Chassis shot blasted - zinc sprayed, wheel rebuilt, brakes relined, engine rematted - rebored etc., windscreen, scuttle, bonnet, mudguards, doors available, body to complete. £200. Reason immigration. Thornton. Winton. Bournemouth. Tel. 0000000 etc."

It is thought that an MGCC member living in the Salisbury area and owning a T.F. bought the car. It was originally an Airline-coupe and Mike Gooch has the body and many other parts. If you know anything about the car please phone him on Reigate 41755.

#### EXCHANGE AND MIMMART

70/1. Mike Hawke has a very good J2 Instruction Manual for £20 - cheque to be made out to A.G.PAYNE.

70/2 Chris Spencer; Flat 45., Vale House., Aylesbury., Bucks. is looking for a PB to buy. Preferably unrestored.

70/3 Any photos appearing in Safetyfast I took last year are available from me - send an SAE 5"x7"..Free.. Barry Foster.

70/4 Keith Hall; 15 Scrub Lane.,Hadleigh.,Essex. wants an original adjuster'nut' for spare wheel carrier.

70/5 Peter Long; 35 Wellington Road., Ashford.,Middx (Tel Ashford 45293) has some P type clutch parts for sale. He also would like to exchange a J2 windscreen for a P or similar hood/frame.

70/6 Martin Latimer., 18 Chapter Close., Breadsall., Derby., needs the following for an N-type; 12 tooth speedo pinion, fog lamp FT27, Morrор bracket for windscreen, rotor arm and side entry distributor cap. He recommends P.V.T. AutoElectric Supplies of 19 Lucks Lane. Buckden. Huntingdon. Cambs. for our type of electrical parts. He has for Sale or swop the following N parts for his wants; brown fuse and cutout covers, starting handle, trafficator unit, camshaft front bearing 1 lower section, centre laced 18" wheel, 6 used rockers, lens for 9" headlamp, side lights, rear lights, used clutch plate, thrust washer, bonnet hinge pins (sides to top).

70/7. Roger Emmerson, 164 Glen Road., Oadby., Leicester., is looking for a J400 supercharger, P type front dynamo housing, brake cross shaft, front engine mounting cross shaft, crankshaft gears, oil pump - all for P-type. To swop/sell he has a P-type Zoller supercharger with original manifold and carb, front axle, back plates, shoes, stub axles, tie rods etc.

Terry Andrews, 3 Wichelsea Ave, Bexleyhath. Kent. is in need of a centre cam stand for a P-type - URGENT-!!! He has to swap 2 x 18" centre laced wheels. 70/8

70/9 Sean Smedley. The Granary., Heaverham, Nr. Sevenoaks, Kent wants a petrol change over valve for P-type and information on PA1055, reg. no. LV 9210, first owned by David Weir who lived in St. Helens., Lancs., and worked at Forster Glass Works in 1934 - 36. Sean also has a 3 spoke M/F steering wheel to swap for a P type one he requires.

70/10. Derek Baty., 22 Lade Braes., Dalgety Bay, Fife., is in need of 8" cable brake parts - especially some shoes. Also any engine parts (J2) he asked about body panels so I hope the article was of help.

70/11. Colin Henderson., 49 Hatherleigh Rd., Ruislip Manor., Middx., says his wants list is more like a book but the

tits he cant get new include door handles,locks,front apron, wind screen parts, spare wheel,hood frame,fasteners, seats, running board treads,instruments, wingstays - all,engine parts, side valences. He also asks for the best place to aquire a body frame, wiring loom,dashboard etc and for trimming.

70/12 J.A.C. McPherson.,75 Hatherop Rd. Hampton.,Middx(01-979-2898) has a M/D engine to sell or swap - ring up for a talk.

70/13 Keith Barclay., 10 Drivers Rd.Dunedin New Zealand has an N-type - purchased in boxes -needs the double helical gears that slide on the main and layshaft (or complete P/N gearbox) A diff with a high ratio (8/36?), set of rods and uncracked crank. Any help welcome as N-type are a bit thin in N.Z!!!

70/13 Mike Hewson.,The Cherry Trees,Bucknall,Lincoln., has for sale a P & PB manual, PA & PB illustrated parts list - excellent condit. PA exhaust manifold, M head + valves,stands & rockers.,J4 silencer, New P fuse box cover(swap for blackJ2 ditto) E.N.V.75 preselector. Information on M-type UB 1856/2M1134 is sought.

70/14.Roger Eastwood . 26 Moorend Rd. Cheltenham.Glos. is in need of wheels - he has a mixture of early/late type, SU carb,distributor,fuel tank,body. He has to barter the following,block,crank, heads + vlvave gear, rocker cover, camshaft,bent steering column, and a dynamo. (tel 0242 517471)

70/15 Barry Foster has J1/J2/J3/F1/F2/F3 parts for sale.sae for list

70/16 Mr.Turner.Orchard Cottage.,Church Lane.,Backwell.,Bristol. has 7 new M/F rockers, some camstands,trackrod ends and a Manual for a 1933 Wolseley Hornet Special.

70/17 J.Gardner, 40 Beechill Park West.,Saintfield Road.,Belfast. is in need of a front axle for his PA. (Tel Belfast 703262).

70/18 Phil Bayen-Powell., Kimber Cottage.,Glaziers Lane., Normandy Surrey., has a few new parts left eg. Rocker bushes, tulip inlet valves, M-type rear valves, side screen frames, shocker transfers

70/19 Norman Wilkinson.,25Redland Drive.,Kirkella., Hull., needs a 5 tooth worm drive for speedo(N-type).can over small N parts exchg.

70/20 Alan Grassam.,13 Southwoods.,Yeovil.,Som. 0935-28679. has a P crank and rods (tested) L type gearbox and some P odds and ends. Sell or swap - interested in 16" or 19" wheels.

70/21. Bill Tonks.,Greenways.,Haswell Road.,Wingate., Co.Durham. has for sale M or J(?) cam,gears,front stand.,vertical drive gears cil pump, 4 cyl sump. J steering box. 6 bolt propshaft. most of a gearbox - either J/P(?) most of a diff, back axle(Morris?) with 7/37 diff plus others. He needs some 12" brake parts for an L.

Triple-M Register Officers.

Chairman: Mike Allison. 197, Rigby Rd, Cubbington, Leamington Spa, Warks., CV32 7JJ.

Secretary; Mike Hawke, 117, Upper Westwood, Brafford-on-Avon, Wilts., BA15 2BN.

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Safet Fast, Historian & Barry Foster, 25, South Street, South Petherton, Somerset, TA13 5AE.  
Infoletter.

Librarian & Yearbook. Roger Thomas; 3, Kenmore Close, Kew, Surrey, TW9 3JG.

M.C.D.J.F. Tech/spares Colin Tieche, 147, Wembley Hill Road, Wembley, Mdx.

P.K.L.N.Q.R. Tech/spares John Kidder, 22, Storrs Rd., Chesterfield, Derbyshire, S40 3PZ.

Concours Adviser. Elwyn Sapcote, Marlcliff Farmhouse, Bidford-on-Avon, Warks., B50 4NT.

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Ulster: Vacant.

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N-West; Ray Masters, 78 Derby Rd., Heaton Moor, Stockport, Cheshire, SK4 4NF.

Midland; Mike Allison.

S-West; Steve Dear, c/o Motor Master Battery Depot, 138 Lr. Ashley Road, Bristol.

D & C. Nigel Watts, 7, Harefield Estate, Eastern Lane, Camborne, Cornwall.

N-East. John Kidder.

S-East; George Ward.

Scottish; Mike Waggott, Templedean House, Florabank Rd., Haddington, EH41 3LR.

