



# TRIPLE M REGISTER INFOLETTER

INFOLETTER No 20

January 1973

## MMM MUTTERINGS - by Mike Hawke

The successes of the Triple-M Register are well-known to most of its members. This is not the start of a good back-slapping session for the outside assistance which we have received is considerable, both by intent from many M.G.C.C. members who are not Register members and unknowingly from all those who have given impetus to the old car movement in the last 12 years.

However, we do not live in a vacuum. Just as we have been effected by the actions of others, so have our own had results outside the Register. It was largely due to the growth in the early days of the MMM Register that the T-Register and, subsequently, other registers were formed. In turn this has had a far-reaching effect upon the composition of the M.G. Car Club in general. Until the early 'sixties it had been a club which had naturally grown in a regional manner. When a new member joined he was allocated to a Centre and that was that. Now, a very large number of our recruits join a Register as well as a Centre and there is evidence that some of them think of themselves as a Register man first and a Centre man second or not at all. This could prove to be a bad thing for the Centres who have always had to fight against apathetic members (we used to politely call them badge-bar members), but now find another kind within their midst. He is keen, turns up to Register events or noggins and natters, but never competes in the 'traditional' calendar events of his centre. In the South Western Centre, where there seems to be a very large proportion of register membership, we have over 400 member but consider 20 to be a good competitive entry and, quite often, have to put up with less than 10 together with one man and a boy as marshals. Whatever your point of view, this is not good.

So, if you are rebuilding your MMM car and cannot compete in events, do not neglect your local centre. Offer to help or to marshal at events and do your best to recruit new members (even if they own a mere MGB). This will help to ensure that there will still be local centre events to enter when you have completed your rebuild.

Returning to the success of the Register, one of our activities receives very little mention and most of us are ignorant on progress. I refer to item (f) in our aims; 'To attempt to trace the history and whereabouts of known M.G. racing cars.' The table below speaks for itself. We must ask our historian or the owners of each car to expand on it with individual case histories.



Type	Number Built	Total number accounted for: a) in Register plus b) present location known, plus c) known to have been scrapped
'Shinjo'	1	0
M Double-Twelve Race Cars	5	0
M 12/12 Le Mans cars	2	2
M 12/12 production replica	14	1
C	44	15
J3	22	9
J4	9	9
QA	8	7
RA	10	8
K3	33	21
NE	7	7
Pre Green Cracker Team cars	3	0
1935 Green Crackers	3	2
1936 Green Crackers	3	3
Monte Carlo NAs	2	2
The Musketeers	3	2
Le Mans PAs	3	2
Stanley-Turner PB	1	1
Ashton-Rigby L2	1	1
L.C.C. Relay Race L2s	3	1
Ex 120	1	0
Ex 127	1	0
Ex 135	1	1 (Chassis K3023, also included in K3 figures)

There are a lot of other 'cooking' MGs which had a notable competition history before the war, e.g. P.S. Flower J2 in trials. Many of these have yet to be found or their fate learned. They are particularly difficult to spot because they may be quite normal to look at. Good hunting chaps, we are only just over half-way!

#### Over to Phil Bayne-Powell

You've all been wished a Happy Christmas and New Year so I'll refrain from repeating it. Instead a unique occasion occurs and I shall therefore toast M&M into Europe. This European thing has been a growing link and we have contact with Gerhard and Helga Maier from Germany (ND) and Peter Ellermayer too; in Holland we have Jan and Flip Scholten (II), Barry and Bobby Oudejans (L,F,P & J), Wiart Krook (II and I Continental Coupe) who we see regularly in England with many other M&M friends. We have members in Switzerland (Max Zing with his II), Norway France and Sweden. The latter country is well represented by Bjorn-Eric Lindh, Gabriel Ohman and Carl-Eric Aspe who came to Normandy for an evening in November which will be long remembered. I hope we shall be making further contact with our European friends when hordes of M&M cars come on the Hausach International Rally. Rosamary and I shall be taking a Magnetta and hope to be joined by many of you. So start planning now.

In case you may think that M&M contact are confined to Europe, we have many enthusiasts in America, Canada, New Zealand, South Africa and Australia.

Lately, the Registers Trading Company has been proposed, to concentrate the registers' trading under a single roof (of soft top). Colin Butchers and I went to a preliminary meeting, and my feelings were that it was going to be somewhat unwieldy with central financial control and approval needed for all projects. In addition, VAT would rear its ugly head and this would involve us in quite a lot more paperwork. Now Nigel and I do not want to be



commercialised. We do this spare parts thing because we wish to help MEM members with spare parts, which we feel we have been quite successful in doing. We do keep the essential books and records (thanks to Tony Roger's insistence) but quarterly returns for VAT, logging of all buying and selling prices is, we feel, getting a bit too much. Nigel at present seems to spend two days per week with MEM spares - and that isn't just evenings, it is full days, collecting, posting, parcelling and shipping. In addition, certain parts will be increased in price. For example, J2 cranks will go up to £120 odd and J2 camshafts will increase similarly. Now we feel that to give all MEM members the best that we can provide, we shall need to continue in roughly the same way as we do at present. This can be done but we would not then be under the Registers' Trading Co.. Unlike other scribes who will now ask you to all write in with your comments, and then be disappointed with the response, Nigel and I feel that we know what you want and will try to carry on giving it to you. We see a lot of members regularly and like to think that we are on the ball.

So if you have any comments, come along to an interesting event, the Flea Market at St. Silas Hall, 74 Penton Street, London N.1. on Saturday, January 13 where we will be having a stall and will also try to sell you something - so be warned.

Now, what's new in the Christmas Selection? Firstly we have the centre panels in at last, these take the horn and dipswitch, the milometer and indicator switches. Because of the detailed work these are £4.00 and will go nicely with the matching octagonal panel that we do, also at £4.00. We have gone ahead on these items because these seemed to be parts that members were always wanting.

Due to public demand we have the P,J,F wing bolts in at £1.50 a pair, chromed and a good deal of this second batch have already gone. We also have dome bonnet bolts with nuts at 20p each, chromed.

For J,D and H types we have now water jacket plates at £1.85 a pair. We are also pursuing the P type water jacket plates which will be about 75p each.

All those with J.D. or H types, attention please. We have now produced over 30 of these cranks but we will have more people wanting them. So as not to disappoint these members we are going ahead with a FOURTH batch of J/D/H/C cranks. The price will be the same as before (there is a prices freeze don't forget) at £85.00 and you'll never be able to do better. Crystals charge £200 each so get your order into Nigel with a minimum of £20 deposit stating whether you want a  $1\frac{1}{2}$  inch or  $1\frac{3}{4}$  inch big end size. These should be ready before April - and final payment will be needed by then too. Tell anyone whom you think may possibly need one and all those who want to build up a spare engine, grab this last opportunity for getting one of these beautiful maps of metal.

Meanwhile, back to more mundane things, like main bearing bolts for P.N.L.K. These are the bolts that hold the main bearings in place and are about 7 inches long, in high tensile steel, as well; cost £1.30 a pair. Still with the engine, 75 ton big end bolts and nuts are now available at 28p for P/N/L/K and 25p for H/D/F/J also Belleville washers for the rocker shaft are once more available at 50p a set.

We have a few spare J2 camshafts for delivery in mid-January. This will be the last batch of these to be produced so send your £18.50 to Nigel now. I've had a few requests for F type camshafts and if we can get sufficient response we will proceed with these.

Nigel still has 57mm pistons at +40 and +60 thou for those carrying out that winter overhaul at £3.75 each complete with rings, gudgeon pin and circlip they are a bargain, especially if you compare them with the PB pistons.



You've all heard the sob story of the PB pistons. It is still a bit sob-sob because in spite of all our efforts, we have been unable to get the price down to somewhere near the price of the 57mm pistons. But we can now offer 60mm pistons +20 and +40 thou ONLY and they will be produced to solely to orders received. The price, unfortunately, is £6.00. It costs £1.50 for the casting from our mould and £4.25 for Sillicons to machine and supply the rings, gudgeon pin and circlip which makes £5.75 (good heavens, you say, the Register is making 25p profit) but the mould has already cost us £30.00 so, in fact, the Register is absorbing most of the moulding cost. Many of you have sent in deposits already and unless we hear from you otherwise, we will take this as a firm order for PB 60mm pistons. Will all those who asked for +60 thou pistons please let Nigel know what you want instead. To all you PB owners who haven't sent in your orders, please do so now, enclosing a 50% deposit and stating which oversize you require. This will be your ONLY opportunity. The pistons will be the same as the 57mm type, i.e. solid skirt, oval ground, four-ringed pistons, most suitable for high speed work. Order to be in by February 14th.

Of the 8/39 and 8/43 crown wheel and pinion sets, none remain. Those ordered should be ready in February. Would all people who have ordered them please let Nigel know whether they want a 6 or 8 bolt fixture.

I must apologise to members who bought the tandem wiper sets and were surprised not to get any blades with them. These blades are still available from many sources (eg Complete Automobileist, 40p each), but this type of original wiper arm is unobtainable except from our one source which has a limited stock of them. So, apologies to all concerned. To set the matter right, then, these tandem wiper arms with 18 inch connecting arm for P types cost £3.50 a set, threaded (but less blades)

Also we would point out that the petrol taps we supply need a cork to be fitted inside to be fitted behind the spade baffle. I think that we shall have to issue a sketch with these in future. The seal of these corks is all-important and so it was left to members to finish these off, otherwise we would have a lot of problems.

Now we must mention a new service for members set up by one of our own members, Colin Ticeho. He is now in a position to undertake cylinder boring and honing at £1.00 a bore and will do this to any size to suite odd pistons and to racing tolerances too, if required. He will also do relining at £18.50 for a 4 cylinder and £27 for a six. This price includes liners and boring and honing. Also Colin can do boring and honing while you wait where else can you get such services? as long as you arrange an appointment with him first. Ring Colin at 01-902-9597, which is Wembley where his works are. I trust that every member will use this service if at all possible. Colin is also trying to set up for white metalling and line-boring in the future. (Note: Phil got so excited about all this that he forgot to give an address. Colin's home address, where presumably you can write is: 97 Barn Hill, Wembley Park, Middlesex).

While we are on the line-boring and white metalling track, I would like to mention a few firms in the London area. This job is one of the most important and expensive so it is as well to get it done properly. Remember to clean everything thoroughly when you get it back because unless you specially ask for it, it will not be done. The crankshaft oilways will need to be cleaned out with a length of wire, plus-gas and a high pressure air line. Dawson Shankan Ltd., 89 Hartfield Road, Wembley, London SW 19 do a good job, as do Crankbears, 17 Queen Lane, London SW 14. Princes of Kingston are not recommended, whilst Arnold-Foster of Basset Down sends his work to Crankbears! As yet, we've no report of a firm we mentioned recently, Hatton & Speyer.



We have recently received a catalogue from Paul Bock who runs a spare-time accessory service for older cars. He is at Brunstead Grange, Stalham, Norwich, Norfolk, NR8 17Z and offers such items as cast aluminium number plates, jointing materials, grease nipples, door check straps, door buffers, copper tube, solderless pipe fittings, BSF and BSF nuts, headlamp stone guards, aeroscreens, brass bonnet hinge, rubbolite lamps, original style of leather-cloth covered wing piping, cast oil, fishtail and loctite at 25% off.

We have had a letter regarding spokes for 19 inch wheels. Apparently they used to be thicker at the hub end than those fitted as replacements today. Consequently the modern job does not last more than 2,000 miles when used for racing (just enough for a 24 hour blind). If members have experienced this, please let me know because I've not heard of it before. If it is a common occurrence the Register can get the spokes made up.

Bob Wimmer (4 Bedford Villas, Wrythe Green, Carshalton, Surrey) has for sale a 350/400 x 19 Dunlop tyre ( $\frac{1}{2}$  worn) also a 400 x 19 Blue Peter reould ( $\frac{1}{2}$  worn) a green 2 seater P.V.C. tonneau cover (fair), a very sound 2 seater p.v.c. hood, 2 complete brake cables, a PA crank, also, brand new, and at original prices, 4 pairs of Withams track-rod ends, 2 complete P type king pin sets, a decoke and head gasket for a PA, an oil filter element and a new drop arm for a Marles Weller steering box. Ring 01-647-9989.

Mike Ellis tells us that Exceloid Co Ltd., Greenhoughs Road, Beacon Street, Lichfield, Staffs, can recover steering wheels in black plastic. The wheel centre needs to be chromed first. The cost of this recovering was £5.00 for a 4 spoke M type wheel and took 7 days. Contact Mr. Birnie (Managing Director). For his J2 Mike needs an accelerator pedal cross-shaft, front sheekors, steering wheel, 2 seater hood frame, near side lubrication plate, carbs, dynamo, starter front axle, gearbox ball housing, and one 19 inch side laced wheel.

Peter Robinson, (64 Moor End, Spalden, Donby) has a PA back axle for sale (complete) and needs a pair of 4 seater P type rear wings, a 4 seater P type hood frame, and a P flywheel and rear engine housing. Peter also says that the dashboard push switches on the 'Auntie' Rovers, with the return spring removed make almost identical replacements for the P type dashboard pushpull switches.

On the same point Roger Bishop was telling me that the indicator switches on his original PA 4 seater have to be held out all the while the indicators are required. I had not realised that this was the original mode of operation for these. Roger is looking for a new owner for his nice PA as he has just bought my own Crest Magnette to campaign in the coming years. It is good to know that it has gone to a good home, as well as being brought along to IFFI events. I was extremely sorry to see the car go, but another Magnette is requiring a brand new body.

George Lucking has found that an idea to remove IFFI brake drums without damaging these with a hammer, is to drill and tap two 5/16th BSF holes opposite each other at the centre of the drum and thread two bolts in and tighten up until they bear on the flange, continue to turn the bolts to push the drum off (Not necessary if you have lightening holes in the drums M.B.H)

Globe and Simpson Ltd., Turberville House, Dyke Road, Brighton have a small stock of pre-war Lucas parts but an ignition switch costs £5.10! (I got one of these new at the Booker Flea Market for £1).

Servais Silencers Ltd., Ashford Works, Ashford Road, London N.2 can do J2 exhaust systems at £3.25 for the silencer and £2.25 for front and rear pipes to pattern. Sounds very good value.

We offer our best wishes to Tony and Kate Rogers who were married on 7 January. Their new address is at the end. Kate is often seen at I.G.C.C. meetings and perhaps we will see her competing in the near future.



Mike Hawke, (address at the end) still has a pair of 5.50 x 16 wheels and tyres for sale, also some odds and ends such as a 12v sports coil and S.U. fuel pump, he also asks that the few M&M members who have not written asking for the Brooklands silencer and the aero screen refrain from doing so - because they have GONE.

### Received for Review

From our brand new Librarian, Nick Sands. In October 1933 MGs produced two sales leaflets and now these are available to M.G.C.C. members. The first covers the L type with colour drawings by Connolly of the 2 seater, 4 seater, saloonette and Continental Coupe giving detailed specification such as overall height, ground clearance, even telling one of the road tax £12.00! Optional equipment, such as a Philco Transitone 5 valve radio set (for closed Models) costing £21. are given and priced. On the last of the 8 pages is detailed the colours available. This is a truly magnificent reproduction of the original item - the only difference being a sentence to claim that it is indeed a reproduction, for otherwise you would not know it. The reproduction is as clear as the original, forget about Xerox or any other type of copy. The cost is only £1 which should enable everyone to have a copy in his MG library.

The second reproduction brochure, again of 8 pages, is of the K3 and J4, surely a marvellous collector's item. This includes such detail as the option of a streamlined detachable tail at £35. Excellent photos show details of the blower installations and dash layouts and lists of successes of the cars. Again the price is a mere £1. Nick will be reproducing further rare M&M literature which will be eagerly awaited.

As a companion to these, the following October's broadsheet has also been reproduced on the same creamy-brown paper, showing all the current models from K3 at £795 to the PA 2 seater at £222. Specialised coachwork, optional extras and full specifications are included in this comprehensive sheet. The cost is 75p for this exact facsimile.

In addition, Nick now has in the library a copy of 'Flat Out' by George Eyston, an N type photo, some P type trialling photos. To help Nick increase the scope of the photo library, he would like to borrow some original M type photos for reproducing.

### SPARES DEPARTMENT - write to Nigel Musselwhite (S.A.E. please)

J/D/M/C water jacket plates	£1.85 pair
M/D/J/C white metal camshaft bearings	4.50 set
J camshafts	18.50 each
J/D/M crankshafts (to a final order)	85.00 each
M camshafts (12/12 timing, few left)	18.50 each
J water outlet manifolds	7.75 each
PA docoke sets	2.25 each
P white metal camshaft bearings	5.65 set
P water outlet manifolds	5.75 each
K/P/N/L oil filter elements	90 each
P starter motor armature with bendix (1 only)	3.00
P/J.L.K.N. valve guides	35 each
P reprofiled camshafts	7.50 exchange
N reprofiled camshafts	12.00 exchange
57mm pistons, +40 and +60 thou	3.75 each
60 mm pistons, +20 and +40 thou, to order only	6.00 each
P/L/N/K main bearing bolts	1.30 pair
P/L/N/K big-end bolts and nuts (75 ton steel)	28 each
M/D/J/F big-end bolts and nuts (75 ton steel)	25 each
Belleville rocker washers	50 set
J/P/F wing donut bolts, chromed	1.50 pair



Donned bonnet rest bolts and nuts, chromed	5	£ .20 each
Dash centre panel, unplated		4.00 each
P t and/or windscreen wiper sets (less blades)		3.50 set
P/N petrol taps and rods (cork to be fitted)		8.50 set
J/F choke and slow running rods and knobs		2.00 set of 2
Radiator/bonnet tape, $\frac{3}{8}$ " wide, 5ft 6ins long		25 per length
Spare wheel badges		90 each
Radiator badges		90 each
Sidescreeen sockets, chromed		35 pair
'T' rubber for between running board and wing		25 per foot
Octagonal dash panels, unplated		4.00 each
Large octagonal bezels, unplated		1.10 each
Small octagonal bezels, 2 inch diameter - unplated		80 each
Rubber MG insignia for inside doors		25 pair
N/P notched pair bucket sets, steel		11.50 pair
Bonnet corners, set of 4		25 set
N/P front aprons		8.25 each
Rear axle cork oil retainers		20 pair
J2 front apron bolts, without badge		45 each
P/L/N rear spring hangers, with nuts, few only		1.85 each
Door hinges, set of 4		2.50 set
Shock Absorber Transfers - for 506, 502, 198 type shockers		30 pair

#### MMM COMMITTEE MEMBERS

<u>Chairman</u>	Stephen Dear, yow Tree House, Brinsoe Road, Congresbury, Bristol BS19 5JQ
<u>Hon. Secretary</u>	Colin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex, BN4 4YJ
<u>Registrar</u>	
<u>Hon. Treasurer</u>	Tony Rogers, Rannore, Lower Green, Leigh, nr. Tonbridge, Kent.
<u>Spares Secretaries</u>	(Phil Bayne Rowell, Kimbor Cottage, Normandy, nr. Guildford, Surrey (Nigel Musselwhite, Flat 15, London Fire Brigade Headquarters, Albert Embankment, London S.E.1.
<u>Technical Adviser</u>	Geoff Coles, 26 Bound Oak Way, Southborough, Tubbidge Wells, Kent.
<u>M.C.D.F.J. Types</u>	
<u>Technical Advisers</u>	Ray Whitchoz, 4 Station Road, Kitbury, Newbury, Berks.
<u>P.K.L.E.Q.R. types</u>	
<u>Car of the Year Scorer</u>	Elwin Sapcote, 11 Goodby Br. Moseley, Birmingham B13 8RH
<u>Librarian</u>	Nick Sands, 36 Winkley Court, Eastcote Lane, Harrow, HA2 8RT
<u>Year Book Editor</u>	Mike Hawke, 11 Linden Crescent, Lower Westwood, Bradford on Avon, Wilts.
<u>Historian and S.E. Centre Rep</u>	Mike Allison, 25 Meadow Close, Grove, Wantage, Berks, OX12 7AN
<u>Scottish Rep.</u>	Ken Patullo, 8 Ravelston House, Edinburgh 4.
<u>N.W. Centre Reps</u>	(Ray Masters, 78 Derby Road, Heaton Moor, Stockport, Cheshire. John Goodacre, 19 Albany Avenue, Eccleston Park, Prescott, Lancs
<u>Midlands Rep.</u>	Peter Cranage, 11c New Coventry Road, Sheldon. Birmingham 26
<u>S.W. Centre Rep</u>	Phil Peckham, Adillon, Mine Street, Methuen Stoney, Bridgewater, Somerset.
<u>Devon &amp; Cornwall Rep</u>	Neil Farnfield, 33 Darwin Crescent, Laina, Plymouth, Devon.
<u>N.E. Centre Rep.</u>	John Kidder, Denville House, Main Road, Cuthorpe, Chesterfield, Derbyshire.

STOP PRESS The following has just been received from Max Zingg Scheibenackerstrasse 9, CH-9000 St. Gallen, Switzerland: 'I am the owner of an MG Magna L1 tourer 4 seater 1933 and require a lot of original parts - distributor DA 11-1 Model DFE 6A/4 or a distributor for K or N type. Also interested if not complete; 1 pair of Rotax headlamps for L1; Junction box as fitted to J and F types; undertray; sound front apron; Rotax ign/light switch; petrol tap (on top of Petrol tank); 1 pair of front hood fasteners; 1 inner rear view mirror; 1 outer rear view mirror; clock water temp. gauge; original cluster plate, 2 original octagonal bezels; 1 starting handle; 1 pair of front wings; 1 pair of running boards; engine or only a block or only a crankshaft. I can exchange - KD block with pistons; Crankshaft etc in very good condition; early JB number; various FL parts.'