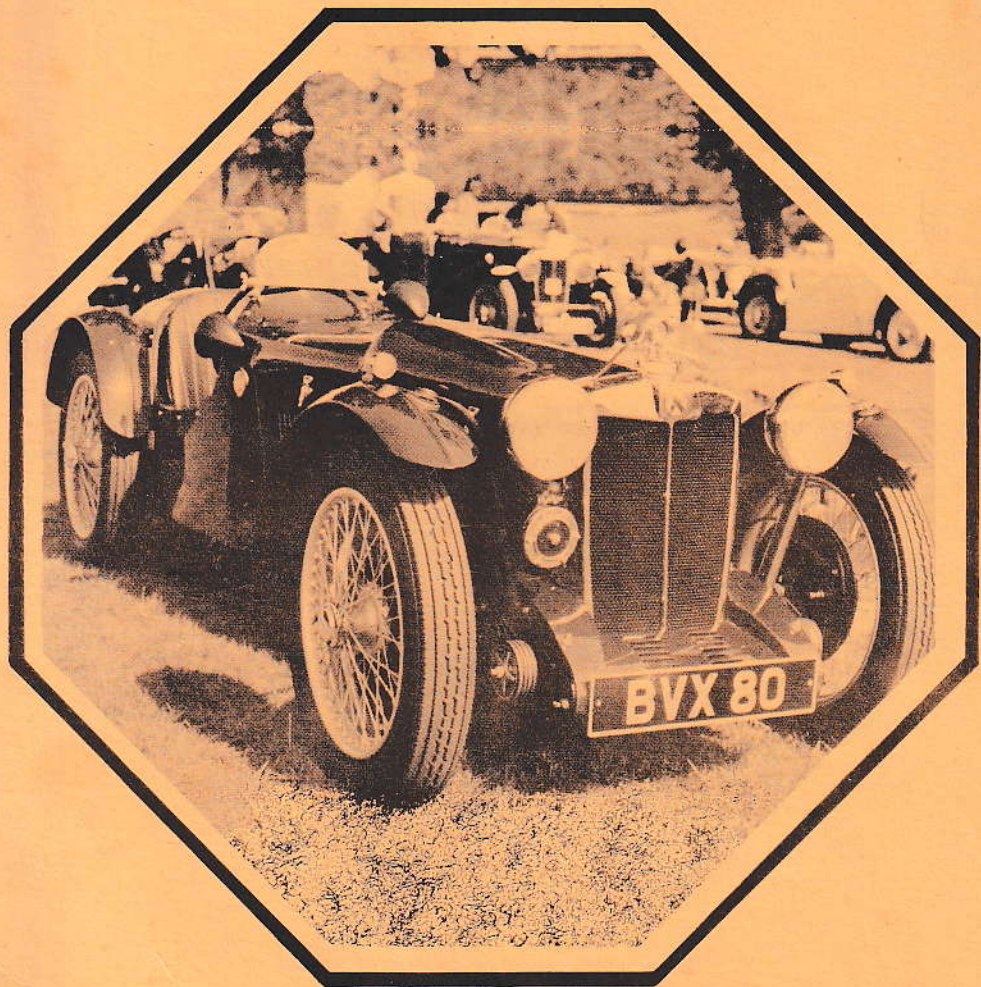
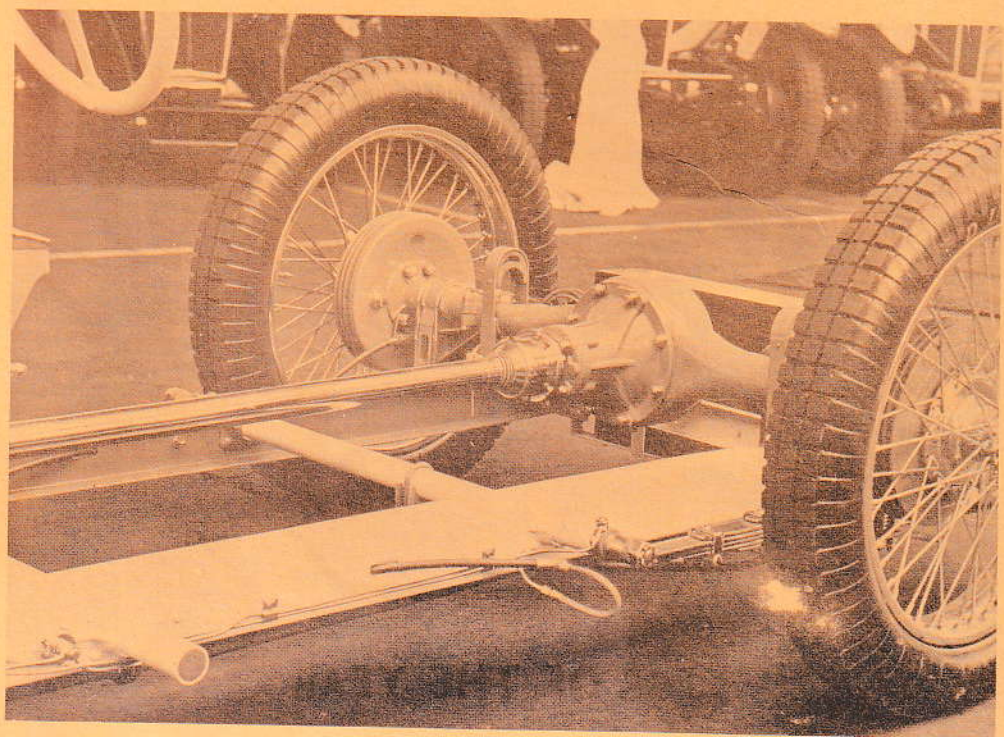
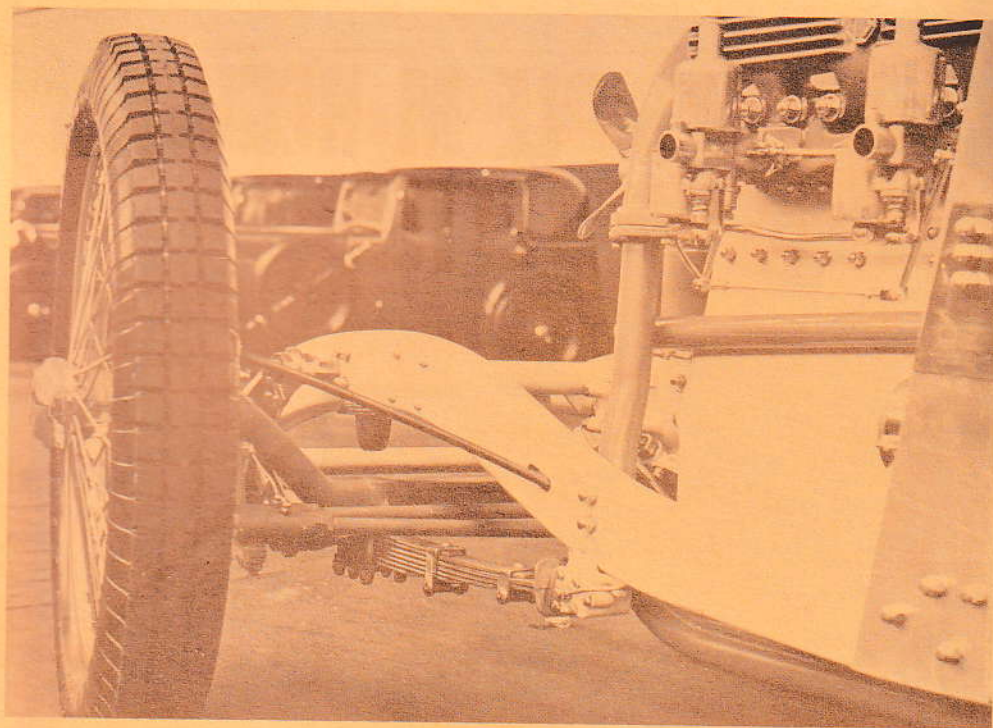




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



M.G. CAR CLUB, TRIPLE-M REGISTER.

INFOLETTER No. 61.

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COVER PICTURES.

Outer Front. Bongazon. Tim Hunt writes, The blower is now fitted - a side-mounted Marshall 75, which makes the whole thing very interesting, and so very much more powerful. I have fitted one of the Club 8/39 crown wheel and pinion sets, which was fine at Silverstone on 4.5Cx19 tyres but makes it difficult to drive slowly on the road! It is really too high-ge geared, 4,000r.p.m. in top is 70m.p.h.. I used 5.5Cx16 tyres and wheels to go to and at Beaulieu, which helped but I think for general purpose use a lower ratio diff is the answer. Petrol consumption is down to a little under 20m.p.g. and oil consumption is increased considerably, but I take this to be oil sucked down the valve guides under vacuum conditions.

Inner Front. Two Works pictures of an early F-Type chassis (both obtainable from the MMM Library). This is, presumably, a show chassis. Note the lack of fitting and grease point where the brake cable passes through the chassis at the front and the non-standard brake cable run and oiler at the back. A prototype perhaps?. Yet there appears to be several F-Magna Salonettes in the background of the upper picture.

MORE ON J-CRANKS.

Ken Gallop writes;- Reading the article on fitting a club crank to a J-type (Info-letter No. 59) prompted the following thoughts on an alternative not everyone may be aware of.

If you find the current price of a solid crank, from whatever source, rather expensive you might consider having your bent-wire crank built up by submerged arc welding. This is not an original idea and was in fact mentioned in the 1970 Year Book by Ralph Bateman. For those not having a copy of this article to hand, the great advantage of this process is that the metal imparted adds to the strength of the crank, unlike conventional metal spraying techniques.

The crank to be treated doesn't have to be crack-free, cracks which can be grooved out to their roots should present no problem. Cracks involving the oilway should be repairable in the same way, drilled out afterwards. The amount of metal that may have been removed previously is not important and the journals can be built up, perhaps $1/16"$ over size for J-'rods or to $1\frac{5}{8}"$ for P-'rods.

I have rebuilt my J engine in this way using P 'rods and will be out in the car next year seeing how it goes. Obviously ones rex.-limit must be lower with this set-up, I'm thinking of 5,500 with perhaps an occasional burst (could be literally) up to 6,000 r.p.m., depending on how it feels when run-in. One advantage it does have over the solid crank is being considerably lighter, and, of course you can still lighten the flywheel.

A couple of firms who offer this service are Fields Engine Service of Leyton, E.10 and Thurston Engineering of Ongar. Current costs are about £70 for a four cylinder crank.

POSTAGE is going up again. Please, if you have some ——— ten pee envelopes sitting with Tony, send him some $1\frac{1}{2}p$ or 4p stamps to make them all nice and legal.

OIL FLOW TO THE 'HEAD. Barry Linger writes;-

I felt I must write after reading Tim Hunt's article in the last issue of Infoletter. In fact I read it twice as I can't agree with what he has said.

My main experience is with P's and N's and over the past 20 years I've rebuilt quite a lot of engines. Fellow members may be interested to know what I've found.

Having first taken issue with Tim, let me first start by agreeing, IT IS VITAL THAT ALL VALVE GEAR PARTS GET ENOUGH OIL.

Blower, p.47 and Smith, p.25 help a little but let me start from the oil feed to the 'head. This is a small copper pipe which fits onto the 'head with a $\frac{1}{4}$ bsf set screw. Oil is fed into a drilled hole in the 'head at main pump pressure, up to 65/70 p.s.i. A restrictor pin is placed in this hole which reduces pressure down to 5 to 7 p.s.i. If you want to check this you will find a plug in the 'head exactly opposite the oil inlet port. Put a very low-reading gauge in and check with engine running at, say, 3000 r.p.m. Fine, we've 6 p.s.i. at the main 'head oil gallery.

This drilling connects with a small hole under the front camshaft bearing mounting. Have a look, its between the two $\frac{1}{4}$ " fixing bolts. This feeds into a gallery cast into the front camshaft bearing casting. Take out the bottom front camshaft bearings and you can see in. Yes?. Oil feeds into the front camshaft bearings from below.

Next look for the two rocker shaft support holes, in the back of the casting. Note that they go into the cast oil gallery.

Rocker shafts are hollow with the back ends plugged off down both rocker shafts.

The middle (1 for 4-cyl., 2 for 6-cyl.) camshaft bearing housings thread over the rocker shafts. You must line the rocker shafts up in the camshaft bearing housings so that the cross holes join with the holes drilled in the camshaft bearing housings. Special little plugs are used to seal the outermost ends of the holes. If you push a small rod down the hole before fitting the plug it should go straight through the rocker shaft, this proves the oilway is clear. Clear?¹/₂

A hole drilled down through the camshaft bearing seats connects with the cross hole and feeds oil to the camshaft bearings. Do you have a hole in your lower camshaft bearings?.

As an aside, when my only transport was a well used PA, I ran my camshaft bearings on the A1 north of Sandy. You get one hell of a knocking and no power!

I hitched a lift home, collected some spare bearings, micrometer blue, scraper and other useful bits and returned to the car. Using the lights of a nearby roundabout, I refitted and scraped the camshaft bearings in. The engine went on for another 15,000 miles before excessive oil consumption necessitated a rebuild. I am quite sure the bearings failed because no hole had been drilled into the bearing into the oil gallery.

Back to the assembly. Holes are drilled in the rocker shafts, opposite each bush. If you look at original M.G. bushes you will find a circumferential groove inside the bush bore. The bush can be put in any position and oil will flow round the groove. Bushes do have a special position for valve timing reasons (see Service Information Sheet No.13).

A cross drilling in the bush feeds into the rocker itself. The rocker has a hole drilled down its shank connecting with a small hole in the camshaft rubbing face. Inside the bore of the rocker you can see the hole, to allow for rocker bush movement a semi-groove is cut inside the rocker bore, giving about 120° of bush movement.

When you think about it, both bush and rocker bores must have grooves as they both turn in use. The bush on its shaft every time the valve opens and the bush in the rocker when adjusting valve clearances.

Just to finish off, to check that all is well, run the engine with cam cover on until the engine is warm. Stop engine, lift cam cover. Start engine for half a minute, any longer and you will have oil everywhere.

You should see oil oozing out of the ends of each camshaft bearing and also out of the ends of each rocker under the camshaft. If this so, all is well. Stop engine and feel each camshaft bearing cap. All should be the same temperature, if not, you have a faulty oil

supply or incorrectly-fitted camshaft bearing.

I hope this will help new owners of o.h.c. M.G.s, it is not the easiest part of the car to get right.

.....

John Kidder writes;-

Last year I took over from Ray Witcher as Technical Adviser for the P,K,L,N,Q and R models. My full address is, 22, Storrs Rd.,

Brampton,

Chesterfield, Derbyshire, S40 3PZ.

Please note this since the Infoletter covers give Ray's old address.

May I appeal to members to consult our Library Service before contacting me?. I get many questions which are of a non-technical nature, e.g., what does a K1 look like?. This can be answered far better by a photograph. The Librarian has an excellent selection of pictures and brochures as well as manuals and books for sale or hire.

Another regular question is one of colour schemes. Again, this might be answered by obtaining the appropriate brochure from the library. Colours, as you may imagine, are difficult to describe, Oxford and Cambridge blue, Post Office Red etc., are not so bad, but are meaningless to someone overseas, and things like dark blue can be anything from what we know as Royal Blue to nearly black.

A few notes on bodywork may not be amiss since there is little in the way of drawings or dimensions available for body frames.

If you are contemplating a body rebuild, do take care in stripping the old body. Make notes and take measurements particularly when the floorboards are removed. Measure the distance from the chassis sides to the bottom body rails. Also take measurements at the scuttle top width and the distance between the rear wheel arches because it is very easy to make the body too wide and find that the windscreen will not fit or that the rear wheels rub on the wheel arches when cornering.

Another useful tip when rebuilding the body frames is to place a string down the centreline of the chassis

and again take several measurements from the string to various parts of the body. This should avoid the possibility of having the body on a slant relative to the ~~chassis~~ chassis. You may laugh but I once did it!, and what a job it was to retrieve the situation.

DO NOT glue the joints since there is considerable body movement which takes place on the road and, if you have glued the joints, you will have some peculiar noises the first time you run over a manhole cover.

Similarly, use steel screws. Brass ones will shear off. Stainless screws might be O.K. but they are expensive and not as strong as ordinary mild steel screws.

I would be grateful if members would let me have a any hints or tips they think are particularly useful. I am thinking particularly of parts from more modern vehicles that just happen to fit our cars. Better still, send them to Infoletter.

.....

Clive Sherriff writes on VALVE GUIDES:

Certainly one should aim for a clearance of 0.002" to 0.003" on new guides. 0.007" is far too much and, as the 'head would be stripped down, I would replace any at 0.005" or over and fit new valves at the same time as the stems themselves will be worn to some extent.

As to checking the clearances, the best way is to have made up a set of test pieces, six should do, sized at valve stem diameter + 0.001", + 0.002" up to 0.006". Any small engineering works can do these (mine took me 15 minutes). Then see which one fits.

On no account would I use the grinding paste method. It would be disastrous as the grinding paste will become embedded in the grain of the metal of the guides (usually a chilled cast iron) and no amount of cleaning will remove it all. It will just sit there and wear the valve away. The correct approach would be to use an adjustable reamer to bring an undersize guide up to the correct clearance. (Incidentally I've yet to come across a commercially produced guide that had to have such treatment.

Ed.'s note. I've always just popped the valve in the guide and if there's obvious play, replaced it. Page 6.

THE MMM REGISTER, EPISODE TWO.

Continuing the sage from last month, Yvonne Ward has sent the next 250 cars on the Register. Once again I must emphasise that the Register is only as good as the information in it and that information is provided mainly by a keen and observant membership. Therefore, if you can add or correct any of the data recorded here, please write to Yvonne at 15, Jesse Close, Yateley, Camberley, Surrey.

- Key;-
- (1) Ex-Gardner 1931 T.T. Car.
 - (2) 3rd., 1931 T.T.
 - (3) Ex-Samuelson.
 - (4) Chassis only.
 - (5) Sprint Special.
 - (6) C.J.Randall 12/12 Team Car.
 - (7) 1930 Le Mans (Samuelson).
 - (8) ~~XXXXXX~~ Le Mans
 - (9) Replica
 - (10) EX.120 Replica.
 - (11) "C"-Type Replica
 - (12) 2-Seater
 - (13) Former Salonette.
 - (14) J1 Salonette
 - (15) Confiscated by a German General in 1942 as a present for his ladyfriend and abandoned in a gravel pit. It now has a more promising future.
 - (16) J2 Replica
 - (17) The First J2
 - (18) Hon. Member, Trials Special.
 - (19) Ex-Police Car.

Chassis No.	Owner	Location	MMM No.
M-Types, Continued.			
2M3437	T.Gorman	Worcs.	501
2M3473	J.McNab	Herts.	341
2M3474	D.Smith	Glos.	1532
2M3475	B.Bowles	Lincs.	1686
2M3482	N.Scott	?	?
2M3484	?	?	-
2M1110	G.Mansfield	Herts. (6)	1489

2M1674	A.Hacking	Sussex (7)	136
2M1675	?	? (8)	?
2M2267	T.Dickie	Middlesex (9)	397

C-Types.

CC253	I.Patton	Cumberland	144
CC254	?	?	?
CC256	D.Cooksey	Berks. (1)	1521
CC261	B.Lyth	Northumberland (2)	591
CC265	?	? (3)	98
CC267	B.Beer	Huntingdon	349
CC271	W.Reynolds	U.S.A.	1805
CC273	M.Gooch	Surrey (4)	?
CC276	C.Tieche	Middlesex	477
CC277	J.M.Edmondson	Essex. (5)	1223
CC278	R.Dickie	Glasgow	164
CC283	T.Peerless	?	242
CC284	R.Hudson	Eire	81
CC286	A.McNab	Herts.	247
CC290	R.Gordon	Cheshire	181
CC292	K.Schellenberg	Scotland	?
CC294	A.Bentley	France	404

D-Types.

DO252	Mrs.C.Larsen	U.S.A.	?
DO253	R.Gaulier	Herts.	263
DO258	M.Goodwin	Derby	299
DO259	R.Readdie	Gloucester	8
DO298	R.Holmes	London	275
DO308	J.Crozier	Huddersfield	1681
DO311	P.Ventham	Dorsey	1600
DO319	Soe-Knudson	Sweden	1518
DO321	D.Miller	Cornwall	402
DO326	G.McPherson	Middlesex	824
DO329	P.Gardner	Surrey (11)	1700
DO334	J.Ravenhall	Warks.	1749
DO340	?	?	?
DO342	R.Neapole	Paris.	983
DO351	E.Loversidge	New Zealand	?
DO352	R.Evans	Staffs.	?
DO357	V.Dean	London	1850
DO360	T.Verbiesen	U.S.A.	1464

DO364	T. Hogarth	Warks.	630
DO366	D. Farrar	Notts.	1490
DO377	P. Heaton	Herts.	922
DO407	T. Hunt	Hants.	393
DO423	E. Davison	U.S.A.	1832
DO424	G. Carleton	London	1258
DO425	?	Thailand	?
DO427	M. Jakeman	Lincs.	1676
DO428	?	?	578
DO453	K. Appleton	Oxford	1736
DO454	J. McCullough	Ulster	?
DO456	J. Vossen	Holland	1664
DO464	P. Bowlas	Flintshire	962
DO469	K. Rees	Coventry	1831
DO476	F. Bensdorp	Holland	187
DO477	F. Schnaer	U.S.A.	?
DO478	N. Ledger	Beds.	1666
DO490	S. Hudson	Carlisle	900
DO491	Dr. B. Ardill	Broken up	?
DO492	?	?	?
DO494	R. Abrahams	Manchester	1007
DO500	A. Graves	London	798
DO ?	N. Musselwhite	Somerset (10)	1500

J1 Types.

JO257	0?	?	531
JO268	I. Fairhead	Lincoln	?
JO321	?	?	772
JO343	P. Sybenga	U.S.A.	315
JO350	B. Robinson	Preston	1390
JO356	J. Baxter	Sussex	1794
JO358	D. Milum	Somerset (12)	1420
JO362	D. Bourgeois	Surrey	1905
JO363	L. Howard	Bath	1811
JO377	A. Perkins	Herts. (12)	1149
JO383	L. Howard	Bath	?
JO385	M. Hewson	Lincs. (4)	?
JO388	S. Evans	Berks. (11)	1917
JO412	I. Coxen	Bristol (13)	1567
JO413	R. Williams	Monmouth	1724
JO420	P. Pollicott-Reid	Middlesex	914
JO421	R. Humphries	Berks. (14)	969
JO440	I. Shute	Kent	584
JO455	J. Gould	London	1273

J0468	K. Baker	Hants.	505
J0469	J. Bredstrup	Denmark (12), (15)	801
J0470	L. Moore	Middlesex	332
J0471	N. Watts	Cornwall	1282
J0474	P. Sybenga	U.S.A.	314
J0483	T. Driver	W. Midlands	1774
J0494	P. Frost	Leicester	1590
J0501	?	?	?
J0500	G. Fogleman	Scotland	1399
J0512	W. Estes	U.S.A.	1781
J0516	?	?	388
J0519	?	?	506
J0544	R. Daniell	Leics.	245
J0551	D. Smith	Berks.	1874
J0557	P. Evans	Bristol	1806
J0558	J. Montague	Kent	1794
J0570	I. Payne	Hants.	615
J0573	J. James	Bristol (12)	1411
J0575	?	?	647
J0577	F. Oostingh	Holland	56
J0583	J. Andrews	Cardiff (16)	120
J0597	P. Perry	Yorks. (12)	1357
J0617	I. Bramson	Middlesex	400
J0619	B. Dees	Oxon.	1430
J0624	K. Poole	South Africa (12)	1130

J2-Types

J0251	M. Beer	Hunts (17)	1063
J2003	B. Beer	Hunts.	171
J2006	S. Roe	Hants.	1172
J2013	N. Scott	Dorset	754
J2020	P. Heath	Cleveland	1779
J2023	J. Kirkland	Worcs.	634
J2029	B. Miller	Northants.	755
J2032	P. Gardner	Surrey	1827
J2033	J. Clarkson	Cornwall	1859
J2034	P. Thomas	Cornwall	1814
J2035	M. McMillan	New Zealand	1303
J2040	?	?	342
J2050	J. Harvey	Hants.	1075
J2052	W. Reynolds	U.S.A.	1289
J2064	K. Dalby	Yorks.	1689
J2067	J. Lundskov	Sweden	1513
J2068	A. Scott	Sussex	1692

J2070	L.Chatten	Sussex	1217
J2071	L.Gibson	Bristol	1034
J2080	S.Cook	Yorks.	1021
J2085	E.Mateer	Ulster	1907
J2089	?	?	1197
J2098	R.Loveless	Hants.	272
J2099	P. XXX Gjerdrum	Norway	1662
J2105	?	?	590
J2107	B.Wilson	Oxon.	1484
J2109	C.Andrew	London	661
J2110	I.Rapley	Middlesex.	1743
J2113	J.Glenny	Bucks.	1180
J2115	A.White	Cumbria	1669
J2116	I.Rapely	Middlesex	732
J2119	M.Thorpe	Kent	1572
J2121	R.Hughes	Somerset	993
J2125	A.Littlejohn	Surrey	271
J2126	?	?	853
J2131	A.Dolton	Berks.	1061
J2132	B.Frank	West Germany	1747
J2134	P.Blamey	Cornwall	1587
J2135	L.Almstrom	Sweden	172
J2139	F.Tate	Peldon	1052
J2153	G.Jarrard	U.S.A.	487
J2157	L.Smith	Gloucester	1531
J2158	K.Rhodes	Hants.	992
J2159	A.Ekstrand	Sweden	1191
J2161	V.Marks	Kent	?
J2164	J.Andrews	Cardiff	119
J2174	J.Redfern	Devon	1025
J2175	J.White	Virginia	?
J2179	V.Marks	Kent	?
J2182	C.Smith	Essex	1076
J2185	F.Bainville	France	1697
J2186	K.Riley	Notts.	1725
J2193	L.Gage	Essex	1707
J2201	J.Eio	Surrey	646
J2215	A.Coplen	Hants.	1261
J2223	?	?	692
J2226	A.Scott	Sussex	?
J2229	A.Wood	Yorks	1111

J2235	?	?	1183
J2263	B.Olsson	Sweden	642
J2266	D.Southwick	Yorks.	1414
J2270	J.Riley	Lancs.	448
J2271	R.Dixon	Scotland	1901
J2275	A.Read	Southport	1625
J2281	A.Stephenson	Leeds	1348
J2285	R.Green	Yorks.	1054
J2287	N.Kerr	Scotland	916
J2289	R.Meere	Staffs. (4)	?
J2302	?	?	302
J2304	Miss V. Grant	U.S.A.	760
J2303	B.Oudejans	Holland	307
J2309	C.Hill	Lancs.	1721
J2312	J.Bagnall	New Zealand	1487
J2320	R.Sharland	Herts.	1506
J2323	Mrs. D.Dwyer	Australia	27
J2326	P.Bell	Middlesex	413
J2328	C.Bowman	Herts.	1456
J2331	P.Lancashire	Warks.	1447
J2332	B.Partridge	Worcs.	425
J2342	Capt. M.Joyce	B.F.P.O. 30	1748
J2353	?	?	140
J2358	?	?	?
J2360	H.Bondesen	Denmark	1043
J2361	A.Gould	Warks.	865
J2366	E.Worsey	Worcs.	1465
J2372	S.Reavill	Wilts.	1349
J2379	?	?	?
J2383	S.McLean	Surrey	1560
J2384	C.McKnight	London	1611
J2390	D.Sterry	Derby (18)	-
J2391	M.Thomas	Wales	1437
J2396	M.Hawke	Wilts./Scotland	3
J2400	I.Newby	Canada	451
J2401	B.Robinson	Lancs.	1389
J2402	W.Child	U.S.A.	658
J2415	?	?	905
J2426	?	?	115
J2431	A.Dolton	Berks	318
J2447	J.Potherot	Paris	1667

J2451	J. Goodman	Essex	1382
J2454	T. Holden	London	1866
J2457	J. Ash	Derby	474
J2460	I. Hallett	Surrey	1062
J2469	C. Symes	Kent	1250
J2471	Dr. S. Thomson	Worcs.	537
J2478	I. Blenard	Yorks.	818
J2480	D. Scott	Abingdon	1740
J2484	A. Bradshaw	Cambridge	1696
J2488	?	?	?
J2490	S. Shepstone	Clevedon	693
J2494	P. Damant	South Africa	1554
J2495	T. Bray-Deacon	Essex	733
J2497	K. Brezanson	Canada	414
J2498	J. Howe	Canada	1501
J2501	M. Beetham	Fife	1446
J2502	D. Cotter	Hants.	1055
J2503	A. McMeekin	Hants.	1473
J2525	I. Clifford	Hants.	1720
J2508	?	?	485
J2510	J. Roantree	Hants.	1454
J2517	C. Hayes	Flintshire	1379
J2518	M. Slay	Berks.	1502
J2526	?	?	?
J2530	G. Williams	Denbighshire	1400
J2532	N. Taverner	London	1776
J2537	L. Erskine	U.S.A.	1241
J2548	R. Giddings	Essex	935
J2550	B. Grudgings	Chester	1293
J2562	J. Clifford	Wolverhampton	817
J2569	P. Heath	Cleveland	432
J2571	J. Chapple	New Zealand	248
J2574	T. Hunt	Hants.	1092
J2579	J. Hall	Herts.	?
J2590	B. Wehli	Middlesex (19)	980
J2598	M. Blackwell	Middlesex	1862
J2609	A. Hewson	Surrey	507
J2610	C. Irvine	Ulster	1129
J2611	R. Beeching	Worcs.	1275
J2619	?	?	361
J2621	R. Seiffert	U.S.A.	1259
J2622	J. Powell	Wales	?

Here endeth the second episode of the MMM Register. It does my heart good to see all those J2s listed. Next month we hope to give you some more J2s and, if they continue to be as thick on the ground, there wont be room for anything else.

FOR SALE, WANTED, ETC.

1. Dave Dockersill, Gorllwyn Bungalow, Caenant Rd., Caerphilly, (Tel; Caerphilly 868383), has for sale, rear end of M-Type chassis, M-Type rear axle case and wheel with good hub but poor rim.
2. Phil Staddon, Hillside, St.Mary Church, Cowbridge wants to know what grease to use in the U/Js of his F-Magna now that Castrol "Unioynt" is no longer available. "MS" has been suggested but it seems a bit thin. Any recommendations.
3. William Sanderson, 17, Victoria Hall Rd, Kilsyth, Glasgow, needs a J2 Cylinder Head.
4. Tony Margel, The Spokesman, 10, Bentcliffe Lane, Leeds, LS17 6QF, West Yorkshire, (Tel; 680681), tells me that he is now running a small wire wheel rebuilding service. He can "true-up" wheels and replace missing spokes but he cannot supply new rims or hubs. He also has a grit-blasting and stove enamelling facility. He has FREE, yes, FREE for an M-Type a pair of tatty "house-roof" front wings and an even tattier pair of back ones plus a pair of louvred valences. Note for Andrew Smith. He wants to listed in the MMM Recovery Scheme.
5. R.A.Emmerson, 164, Glen Rd., Oadby, Leics., LE2 4RF, (Tel; 0533718615, evenings), needs for his J2, horn, propshaft cover, bottom engine oil pipe, seat cushions (or pattern), white-faced temperature gauge, original petrol tap, and off-side bonnet side.

6. Peter Long, 35, Wellington Rd., Ashford, Middlesex TW15 3RL, (Tel; Ashford 45293), has for sale or exchange, 1934 K3 exhaust manifold, two ~~XX~~ K steering arms, pair rear K shock-absorber links, K/L oil pump, three K backplates, K brake shoes, new PA cylinder head gasket, K rear hub, P exhaust manifold, P cylinder head, new alto horn, fuel tank air pressure gauge, P cut-out, P water pump parts, and two L150 head lamps. He needs;- K-type 9/44 CWP, original type front Hartfords (the ones with four friction discs?), K/L type black "diver's helmet" lamps or parts for same, Hobson telegauges, K engine parts (not specified)
7. Robin Mace, The Old Farmhouse, Wirmersh, Berks., (Tel; Wokingham 787989), has for sale, N-Type reconditioned radiator core, radiator shell & nosepiece (re-chromed), o/s front wing, P-Type flywheel with crankshaft flange and spigot bearing housing, water inlet pipe, sump gauze, pair of chassis lubrication data plates, windscreen frame and glass, oil pump (less cover). Original N-Parts List, F and J Manuals and other ~~MMM~~ Literature.
8. Mike Hawke, (address on page 1), seeks any information on ~~MMM~~ M.G. reg. No. JB 1285. What model was it?. Are any of its owners recorded?, Do any pictures exist?.
9. Ian Davison, (address on back cover), is just about to put the 1981 ~~MMM~~ Year Book to bed with the printers. If any of you have any copy which you were preparing for this high-class publication, this is your last reminder to send it to him.
10. James Earle, c/o J.E. Earl Pty. Ltd., 181-189, Bay St., Port Melbourne 3207, Australia still needs an L/K Type flywheel housing plus a K-Type magneto drive (the skew gears and housing). He has adapted a non-cross tube E.N.V. Gearbox to fit his K-Type, making up some brackets to pick up the original chassis mounting points.
11. Mike Dowley, (Tel; 093-97-458), now has his J/M L/F/K/L clutch plates in stock, also NEW rear Hartford shockers for J/F/L and Gordon Allen cranks for J & P.

17 V.F. Marks, 5, Rochester Ave., Bromley, Kent has the following to sell or swap (model not specified) two front hubs, two $\frac{1}{2}$ -shafts, six rear wheel carriers and bearings, and he needs the following - steering box cover and arm, four shockers, five wheels, complete engine, rad shell and all body parts

19 P Heath, Dodder Carr Cottage, Sealing Dam, Saltburn, Cleveland TS13 4TW needs the following J2 bits - inlet manifold, carbs, speedo/rev. counter, radiator and shell seats, petrol tank, cycle wings and steering wheel

20 Bob Wheeler, Well House, Well St Callington, Cornwall has had a further batch of triple valve springs made to original factory spec from works C/K3 drawings Suitable for all MMM models, Prices including p+p, 4-cyl cars £8 50, 6-cyl £12 50 He is looking for a P-type oil pump drive gear

21 Alex Bray 43 the Fairway, Oadby, Leicester LE2 2HN has for sale or swap J-back plates, J brake shoes, J brake levers, two M back plates, L radiator shell, M gear change assembly, F rear axle, P bell-housing, M cam cover, four F alloy con-rods, J camshaft and M camshaft

22 Jos Wanty, 41 rue de la Paix, L-477 Petange, Luxembourg needs the following for his J-2 five 19 inch wheels, complete radiator, cut-out and carbs He can offer a set of 3" hydraulic brakes (no drums) He has also been waiting over a year for some parts he paid for from a member (name withheld) advertising in Info-letter He would like to receive his parts or his money back
Editor's note This particular batch of 'wants' came via Nigel Watts If this is a case of one of us acting in an unfair or dishonest

way we should know who he is so that we can avoid having anything to do with him in the future. Perhaps Nigel should see that the member concerned gets a copy of this Infoletter and, if the misunderstanding is not cleared up by the press date of the next issue, then we print the known facts

23 Frank Chittenden, Westwood, The Park, Great Barton Bury St Edmunds IP31 2SX needs the following PA parts - front spring trunnions, stub axles, brakes, track rods, drag link, all shockers, steering box and wheel complete radiator, O/S headlamp & stoneguard, windscreen, rear axle, dash switch panel. He has to swap or sell VA (1937) parts complete radiator, 19" wheel, exhaust manifold, screen air cleaner, water pump, fan, two 1/2-shafts, diff, dynamo, cyl-head, bumpers cut-out fuse box, stub axle, hub, luvax filter, tecalemit filter, push rods, six rockers, valve guides, thermostat housing, starting handle and shocker bracket. Also some MGB and Midget parts

The Infoletter Team Tony, Peter and Mike thank all those who sent us copy in 1980 and wish all MMM owners lots of fast and safe MMM motoring in 1981

Peter Long writes;-

You may feel it useful to publish in the Infoletter a small note that could be of interest to those who have front hubs that are tight enough to require a good pull on removal. A front hub puller can be made quickly and cheaply from an old wheel retaining nut. I have just done this by drilling a $\frac{1}{2}$ " hole in the centre of the fave of the wheel nut and brazing or tag welding a $\frac{1}{2}$ " B.S.F. nut onto the inside of the wheel nut over the hole. A long $\frac{1}{2}$ " bolt or a threaded bar screwed into the hole when the wheel nut is on the hub will pull the hub off without any undue struggle. It is necessary to repeat part of the work for the other side hub. It may not win a Design Centre Award but it works and is easy to make.

.....

COMPETITION NOTES. by John Adams.

Provisional scores for the 1980 Car-of-the-Year Award, the Slade Trophy and the Racing Championship are set out below, and will become final unless any more claims are made to me by 31st. January 1981.

Once again, the rules seem to have put Mike Hawke's J2 on the top of the chart. Mike's car is the typical all-rounder favoured by the rules, and in 1980, scored in seven different kinds of events, whilst by contrast, Roger Thomas becomes a runner-up mainly from concours and driving tests.

On the racing scene, the 1980 year has been surprisingly absent of any one successful car dominating the results, as usually occurs. In 1979 it was Tony Dolton's 'P'-Special which won on almost every outing. For 1980 Tony sold the 'P' which is now winning races for its new owner in Germany. In the meantime Tony has bought an 'N' chassis and parts from the Green family to be rebuilt as a track car on similar lines to the 'P'. The rebuild will keep Tony out of sight for a year or so but, on past record, the results should be worth waiting for! 1978 was the year of Tim Hunt's Bongazoo but this car was much less active in 1980. Other likely contenders for 1980

honours who fell by the wayside included Phil Bayne-Powell, whose K3 met frequent mechanical disaster, and Peyer Cranage Whose 'N' was, as usual, on good form but out of eleven races failed to achieve a single place. Such is handicapping! In the absence of any late claims, Andrew Smith in his 'PB' will win the Racing Championship for 1980. After the disaster of 1977 this car has returned, perhaps a little slower than indicated by past form to achieve success more by persistence than by mere speed. For 1981, that could be a thought for all of us!

MMM CAR OF THE YEAR AWARD, 1980, SCORES AT 5th. DECEMBER.

1. Mike Hawke	J2	130
2. Roger Thomas	PA	123
3. Georeg Ward	K1	100
4. Andrew Smith	PB	83
5. Derek Moore/Steve Dear	F1	65
6. Patrick Gardner	J4 Replica	62
7. Mike Hewson	J2	54
8. Barrie Dean	PA	50
9. Tim Hunt	PA Bongazoo	48
10. Steve Dear	PA Cracker	47
10. J. Wilkinson/P. Warne	K3 Replica	47
12. Len Bull	J2	45
13. Ian Davison	PA	38
14. John Adams	PA	35
15. Nick Dean	L2	32
16. Tony Roodhouse	PB	29
17. Peter Green	ND	28
18. Derek Moore	PA	27
18. John Wilkinson	J2	27
20. Janet Ashton/P. Gardner	PA	25.

RACING CHAMPIONSHIP 1980.

1. Andrew Smith	PB	40	7. Len Bull	J2	28
2. Patrick Gardner	J4 Rep.	38	8. Peter Cranage	N	22
3. Mike Hawke	J2	34	9. Tim Hunt	PA	19
4. John Wilkinson	J2 &	33		Bongazoo	
	K3 Rep.		10. John Adams	PA	11
5. Peter Warne	K3 Rep.	31	10. Barrie Dean	PA	11
6. George Ward	K1	29	12. Janet Ashton	PA	9

SLADE TROPHY 1980.

1. Ian Davison	PA	38
2. Steve Dear/ Derak Moore	F1	24
3. Barry Smith	PB	22
4. Steve Dear	PA	20
5. George Ward	K1	18
6. John Adams	PA	18
7. Alan Grassam	PA	13
8. Paul Fletcher	PB	12
9. Mike Hawke	J2	11
10. Andrew Smith	PB	10
11. George Ward	PA	8

FOR SALE & WANTED (continued).

12. Andy Ritchie, Hazelbrook, Peaslake Lane, Peaslake, Surrey has a P-Type petrol tank and hood frame to sell. He needs a c.w.&p.
13. Paul Dudley, 39, Ebor Gdns., Battysford, Mirfield, West Yorkshire needs the following for a K1. KD engine & gearbox (but any 6-cyl. K, L, or N will do), pair of rear wings, pair of running boards, hemispheres for steering box, windscreen, and any info on K1 spares.
14. Donald Lake, Birch House, Binton Lane, Seale, Farnham, Surrey, GU10 1LG wants a magneto suitable for an N-Type .
15. Roy Crowhurst, 18, London Rd., Leybourne, Kent, ME19 5EY, needs two crankcase breathers for a 1934 PA and four correct centre dash panel switches. He has a grotty WA scuttle free to anyone who collects.
16. M. Jones, "Awelfryn", Llanddeusant, Holyhead, Anglesea, LL65 4AG, Gwynedd, (Tel; Llanfaethlu 206), needs for a cycle-wing J2, headlamp stays and badge bar, centre and rear cam-stands, 4 brake back plates and one clutch finger.
17. Michael Goodwin, 18, Cooke Close, Old Tupton, Chesterfield, Derbyshire, S42 6JE, needs for a D-Type hood frame, radiator shell, pair of rear wings and two 19inch side-laced wheels.

CONCOURS. Ken Gallop writes (again):-

Comments have been made from time to time in various quarters regarding decreasing turnouts in ~~MMM~~ concours classes. Without wishing to cover a lot of old ground, I can't see the system in favour at the moment (i.e., competitors judging other competitors' cars) can be helping very much.

At Beaulieu this year, where the system operated, nobody I spoke to seemed very happy with it, although I gather they were judging only other ~~MMM~~ cars. Even so, being a J2 owner, judging an N type or a K for originality is not something I would relish, let alone an 18/80 or a 14/40 if an amalgamation took place with the Vintage class, and some of the comments regarding ~~MMM~~ cars made me wince.

The system may have some attributes for small local meetings but not, I think, at premier events like Beaulieu. By the time one has judged all the cars, half the day has gone by, severely restricting the time available to meet old friends, make new ones etc., which in my contention is the point of entering a concours in the first place.

I may add that I was not competing at Beaulieu, being restricted to the passenger seat of Ralph Bateman's string and horsehair upholstery (what's left of it - see ~~MMM~~ 1980 Year Book, p.8) but my long rebuild nearly over, I hope to compete next year, but in the gymkhana only if the above-mentioned system still operates.

The Committee's ideas on concours judging seem to change from time to time, I wonder what the thinking is at the moment?. I would prefer a return to the old system of specialist judging under the headings of originality, presentation and mechanical condition; perhaps you don't agree?.

.....

GERALD C. RISNER, 521, Sakton St., Park Ridge, Illinois, 60068 U.S.A. (who gave us that super description of events in the 'States) seeks advice on the use of an N 'head on an L block. Should be O.K., the Works did it on the 1934 K3s. you'll have to run that extra oil drain on the driver's side into the sump. He also seeks a source of 57mm pistons with the gudgeon pin holes 1/16" above their normal location. Any addresses anyone?.

Cover Pictures.

Inside Upper. A special-bodied N-Magnette pictured, I think, at our Silverstone meeting two or three years ago. Nick does not give any information about the maker of the body, (presumably because he does not know). Nor do I. I do, however, remember seeing the car and, so substantial was the body, that I nearly mistook it for a VA! Can any of our knowledgeable readership tell us more?. Better still, can our Registrar or the real owner step forward and tell us all about it?.

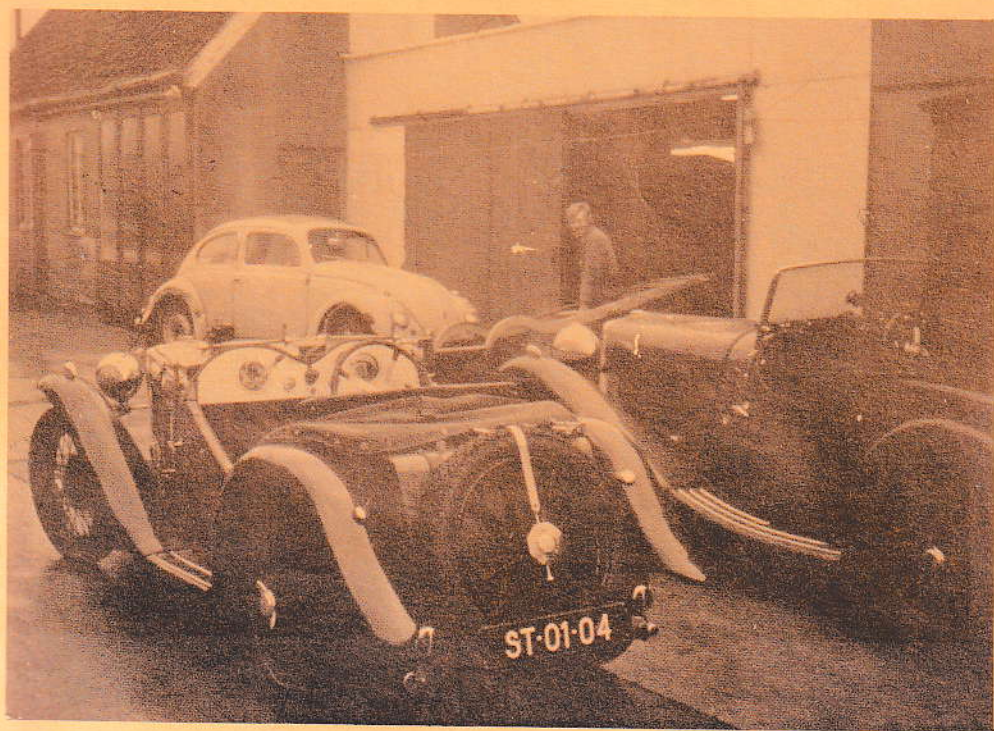
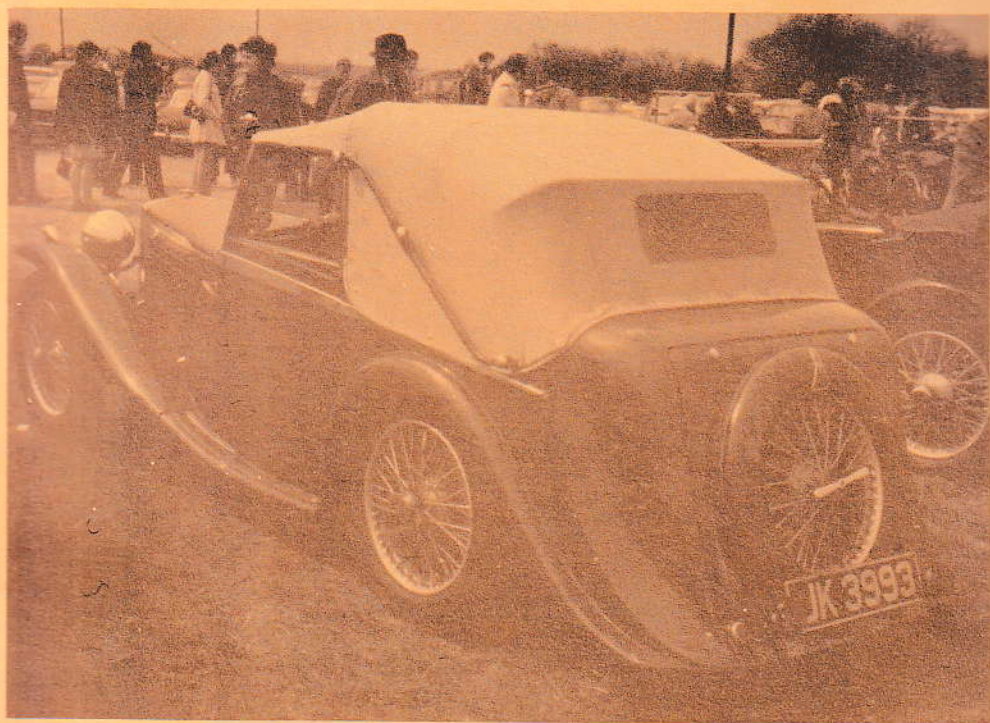
Inside Lower. A fine example of early nineteen sixties Volkswagen beetle parked at a secret location in Holland. In the foreground is Wiard Krook's swept-wing J2 (sorry, I've just been corrected, its Rob and Berry Oujan's J2, Wiard is the one with the work to do because he owns the chassis which is being man-handled in the background). The other car in the picture is a puzzle. The radiator looks M.G.-ish from the angle at which we see it and so do the running boards but the windscreen is definitely not standard M.G.. Another special-bodied N-Type, perhaps?. Can anyone tell us, please?.

Outside. The Fritz Ramsier-bodied N-Type (again). We seem to be specialising in special N-Type bodies this issue. Perhaps someone can tell us which MMM model was given the most attention by the custom body builders. With these, Allingham, Cresta etc., the N must be in line for the prize.

COPY FOR INFOLETTER is to be sent to me by early March, please. This assumes that we get this one out by Early January.

62

IMPORTANT NOTICE (which should have been in the last Infoletter. Brian Lyth's C-Type (yes, C-Type), has been stolen. I understand the car was not complete, being a running chassis. LOOK OUT FOR THIS AND BEWARE C-TYPE BITS ON OFFER.



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