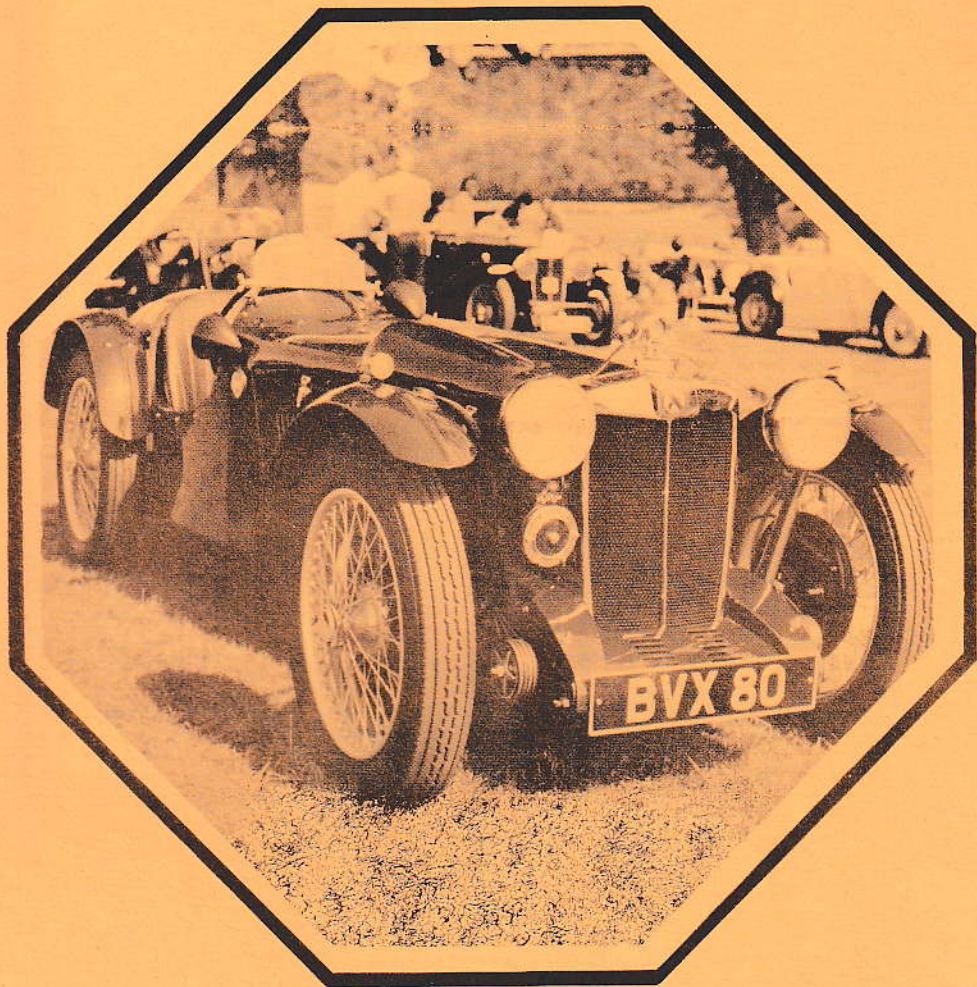
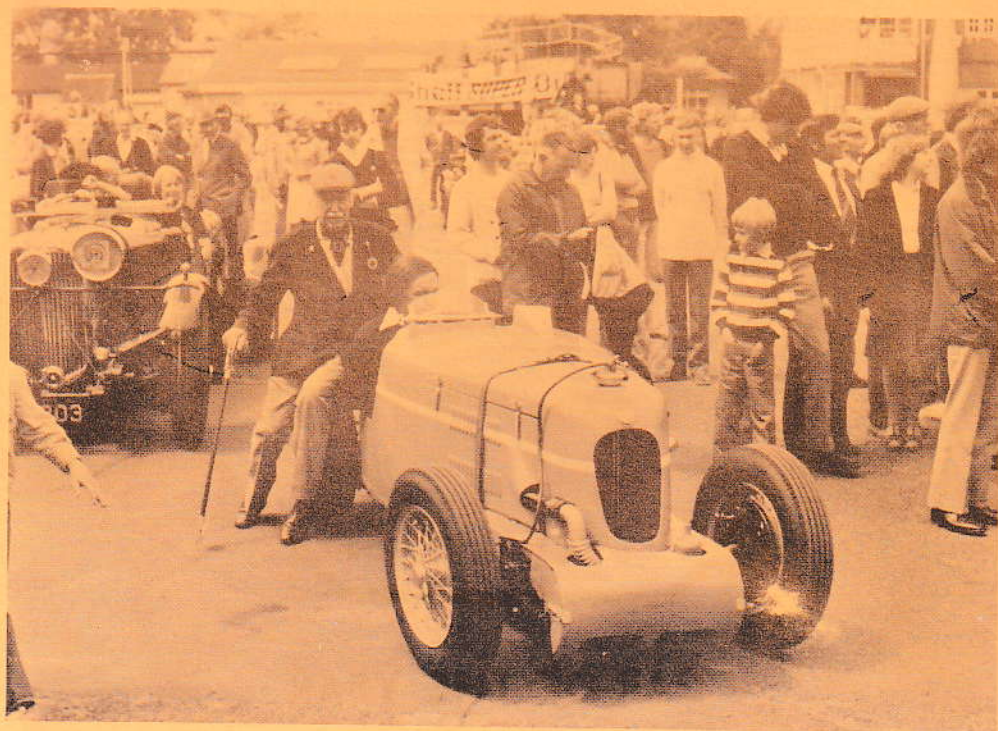
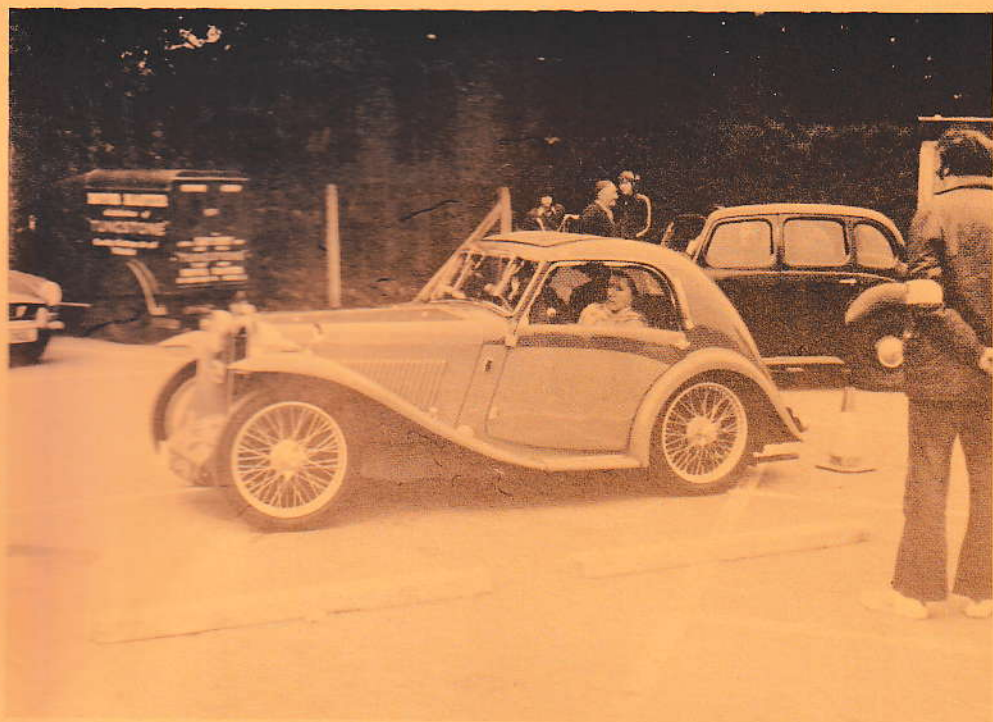




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



M.G. CAR CLUB
Triple-M Register

Infoletter No. 66

Editor. To whom all copy is to be sent;-

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Bradford-on-Avon,
Wilts., BA15 2DN.

Circulation Manager, to whom all s.a.f.s are to be sent;- Tony Roodhouse, 14, Nelson Gardens,
XX, Boxgrove Park, Guildford, Surrey.

Cover Pictures.

Outside Front. Tim Hunt's P-Type, Bongazoo. This car is now in its third season since its restoration and I saw it at Silverstone in June, looking as if it had done about 5 miles since it had left the showroom. How do people do it?. I try to keep my J2 clean but there are always oily fingermarks and paint chips to see on it.

Inside Front.

Top. Gert Jensen's PA Airline Coupe which looks as if it is heading a standing start drag race with a Y-Type saloon. In fact he is at an early MMM Register Cheddar meet. Gert restored this car in the U.S.A. and it spent some time in the States. Then he returned to Denmark and, later, came to live in England where it was based until recently. But Gert and his cars are so mobile that I would not like to bet that it is still living in the Cheshire area. This is a well-known and very smart car.

Bottom. Mike Edmondson (seated on the wheel) and his ex-Evans' C-Type. Yes, this really is the Evans' sprint car. This has an R-Type engine

and it has had its Zoller blower rebuilt to the extent of virtually having a new blower made by Colvin Gunn. I think it could be Colvin who is sitting in the car. This car has recently made some particularly fast ascents of Shelsley Walsh and Prescott Park. With a full stable of R-Type horses it must give a very exciting drive. It looks as if this photo was taken at a Brooklands Reunion.

**Parts and Information.
Offered and Wanted.**

1. Alan Witham, Heathfield, Kensington Rd., Halifax, (Tel. 0422-57573), has for sale or exchange a PA gearbox, original NA radiator stone-guards, J brake pedal and chassis mounting bracket. He also has various Marles Weller parts to exchange for Bishop Cam steering spares. He needs, four-bolt flange for gearbox drive, P-flywheel, PB engine/steering mounting chassis x-tube, P engine front main bearing housing and cover, Hobson telegauge and tank unit.
2. Alan Witham (again), needs information on how to set up the lubrication system of an Arnott 160 blower.
3. Mr. P. Nichols, Maryland, Bradfield Rd., Woodbridge, Suffolk, hopes to cast a batch of Centric 160 alloy casings. Contact him direct.
4. Barry Foster, 25, South St., South Petherton, Somerset, TA13 5AE, has a pile of ignition keys which anyone sending an s.a.e. can have on a first-come basis. the types are; H, RM805, MRN14, MRN21, MRN24, MRN41, FS880, FS888, FS891, FS921, FS946, FP628, FP633, FP650.
5. D. Lawley, 192, Mowat St., Stratford, Ontario, Canada, N5A2C1, needs an original Lucas

distributor for an N-Type, also a petrol gauge and sending unit.

6. Piston Services Ltd., 83 & 84, Cinder Bank, Dudley, Worcs. (Tel; - Dudley 54159), have a large stock of pre-war pistons, cylinderliners, gaskets, valves etc. and can do rebores, crank regrinds, rebushing of small ends, helicoils, crank balancing etc..

7. Miss Lesley Baxter, 15B, Gloucester Lane, Edinburgh, (Tel 031-225-2295) has a PA for sale. It is complete but in need of restoration.

8. Neyt Kid, Tongersesteenweg, 95, 3800 St. Truiden, Belgium, would like to find a 1971 MMM Year Book. Failing that, can anyone provide a photocopy please?

9. Bob Williams, 19, Leyland Drive, Saltney Ferry, Chester CH4 0BG (Tel; Chester 672692), has for sale; - Headlamps, One pair Lucas LBD148, 8" chrome, complete, would suit N-Type. Lucas MD148, 8", black shell, chrome rim, similar to P-Type. Spotlamps. Lucas SFT700S, chrome; Halfords 5" chrome pair; Desmolite 8" No. 852166, chrome, suit WA or conger to headlamps. Tyres. Michelin 4.75x5.00x18, new; Dunlop 410x19, TT100 5mm with tube. Sidelights. Lucas 1130, black, complete, new. Windscreen wipers. Lucas vacuum cylindrical. Lucas CW type, 6vol $\frac{1}{2}$. Also, Quick-lift petrol filler cap, Enots No. 473522, suit racing special.

Bob's tip is that there is no need to buy a sump plug key for your P-Type, the $\frac{1}{2}$ inch square drive on the ratchet handle of your socket set fits perfectly and is a lot easier.

10. Dick Morbey, Stanley House, 182, Little Marlow Rd., Marlow, Bucks (Tel. Marlow 3904), needs a complete bonnet top for a P-Type.

11. Tony Rawlinson, 64, Fernside Ave., Hanworth, Middlesex, TW137BL (Tel. home, 01-890-8062, or work, Sunbury-on-Thames 81234 ext. 331) would like anybody with any information about his P-Type (chassis PA1208) to get in touch with him (pint waiting). He needs to know the original registration number. He knows from the chassis file that it was supplied by University Motors to Mr. Leigh Hyams in 1934 and subsequently passed to Mr. C.R. Hales of Enfield in 1935/36.

12. Phil Bayne-Powell, Kimber Cottage, Glaziers Lane, Normandy, Guildford, Surrey regretfully announces that Triple-M Motro Spares has close down. Their residue of stock consists of; Books. M.G. World '75, £4, M.G. International '77, £4 and M.G. Year Book, 1973, £4, (all these books are the publications edited by Dick Knudson). Tulip inlet valves (in KE965) for P,K,N,L types £1.80 each. Tieche rocker bushes at £1.35 each. One in number L-Type front apron at £14.75. M-Type side-screen frames, £10.00 pair. M-Type rear valences, £14.25 per pair. One set of Marshall supercharger castings for an N-Type, £65. All these prices are as quoted in previous Info-letters and you need to add V.A.T. to all of them except the books.

13. N.G. Wilkinson, 25, Redland Drive, Kirkella, Hull, (Tel; 0482-653216), needs for a P-Type, one rear main bearing brass bush and a set of thrust washers for the crankshaft. He can offer a P-Type inlet manifold in exchange.

14. Paul Dudley, 39, Ebor Gardens, Battleford, Mirfield, West Yorkshire needs the following K1 spares. Engine (Any K or N), gearbox, rear wings, running boards, steering wheel, windscreen, hood frame. He says he has only half a car. We must wish him well in his efforts to make it a whole one.

15. Paul Thomas, Lancrasse, Trewingie, Redruth, Cornwall still has his J2 for sale at £1550. Just to recap., it is 1933, Reg. No. XJ 9404, has a PB engine and 12" brakes, and is half rebuilt with rolling chassis and body frame cut out. Some bits (not specified) are missing.

16. Nigel Musselwhite, Rhodes House, Thurloxton, Taunton Somerset, is putting in hand another batch of J2 cranks. These will be made of EN8T with the original size of $1\frac{1}{2}$ " diameter big-ends. Cost will be £230 each approx. He can also order con-rods to suit these cranks, made in a 65ton material with shell bearings at £150 approx for a set of four. Please write to him and say what you need BUT DO NOT SEND HIM ANY MONEY. Don't worry, he'll ask for it in plenty of time!

17. Mike Hawke has for sale two new Ransome and Marles LJ40 bearings for rear hubs. (Mike Dowley list no.1(74). £3 including postage.

18. Tony Jenkins, 21, Turvey Lane, Long Whatton, Leics., LE12 5DN, (Tel. 0509-842506), has for sale;- Two original Dunlop Triple-Stud 4.00x19 tyres, offers; Two inch Eureka oil pressure-gauges, one black-faced, one white-faced, £8 each; First edition of Wheelspin, £5; He wants; "P" rear lights (ST38s), will exchange for P side light bodies; a J/P ammeter will exchange for oil pressure gauge; J engine parts (he does not say which), will exchange for N engine parts; P oil filter.

19. Tony also says that he uses a 4-speed gearbox with synchromesh on 3rd. and top (as recently described in an Infoletter) on his M-Type. This came off a Morris or Wolseley, is one inch longer than the J2 'box, has the opposite gear gage to the J, and the side handbrake mount as on the M-Type. He uses a Wolseley remote control. Ratios are different from the J with 4th. at about 4:1 and 3rd. at 1.5:1. He also noticed IG 5405's new brake drums at Silverstone (clever fellow) and asks about their effectiveness. I hope to give a little thesis on 8-inch brakes in a future Infoletter.

20. John Inglis, 2, Seafield Ave., Aberdeen reports some bits in a field at Pitcapel, viz;- two M chasses rusty, with axles, rad., two road wheels, steering column; J chassis, complete with axles, bulkhead, etc. and log book; F chassis with sawn-off saloon body, rad., and a few other bits, including log book. The owner wants £600 for the lot. (£60 sounds more the mark to me). Anyone in the Aberdeen area on holiday could contact John and have a look.

THE TRIPLE-M REGISTER

One of the main aims of the MMM Register when it was formed was to find and list all surviving o.h.c. M.G.s. The number which were recorded was

far in excess of what even the most optimistic estimates had been. Thus, publishing a Register, i.e., a complete written list of MMM cars and their owners became too big a task for the Registrar to undertake. Now, thanks to the keenness of Yvonne Ward (she was our cover girl pin-up on the 1973 MMM Year Book, you remember) we are able to produce a simplified version of the Register in instalments in the Infoletter. This will show information as it is currently known to the Registrar. It may be very out-of-date. If you can offer any additional information or correct any false entries, please write to Yvonne at 15, Jesse Close, Yateley, Camberley, Surrey, GU17 7AH.

Key. x = "Manxed"

- (1) Special body
- (2) Chassis only
- (3) Replica 12/12 body
- (4) Metal-rounded back
- (5) Single-seater, h/c pistons, lightened flywheel.
- (6) Coupe
- (7) Possibly ex-Hon. Victoria Worsley
- (8) Supercharged
- (9) Special 2-seat body
- (10) Beggars Roost car etc.
- (11) Winner, Mary Harris Trophy 1965
- (12) 4-seater
- (13) Brought from Egypt in 1936
- (14) Was a saloon
- (15) Was a Coupe
- (16) Replica J2 body
- (17) Sportsman's Coupe
- (18) Was a Jarvis.

Chassis.	Owner.	Location.	MMM Reg. No.
2M0261	n/k	n/k	289
2M0262	n/k	n/k	1014
2M0266	n/k	n/k	427
2M0276	N. Hough	Devon	1877
2M0282	n/k	n/k	185
2M0283	J. Barnes	Stafford	1672
2M0287	T. Mutsaers	France	898
2M0317	R. Dickie	Middlesex	166
2M0318	B. Taylor	Salop	936
2MG319	I. Garrick	Scotland	941
2m0329	R. Bruce-White	Wilts.	15
2M0333	F. Ashley	Warks.	1595
2M0337	P. Saville	Kent	405
2M0341	J. Alcorn	U.S.A.	1896
2M0367	M. Nixon	Lancs.	1154
2M0371	E. Lowdnes	Wales	219
2M0422	P. James	Sussex	526
2M0423	J. Vigneau	France x	563
2M0426	A. Dunkerley	Lancs.	961
2M0434	P. Langdell	Herts.	1641
2M0437	D. Holland	Dorset	666
2M0490	T. Swallow	Yorks.	1263
2M0500	n/k	n/k	74
2M0548	B. Bassett	Berks	1751
2M0549	R. Hunt	Middlesex	1115
2M0586	H. Grey	U.S.A. (1)	449
2M0600	n/k	n/k	51
2M0608	G. Smith	Middlesex x	849
2M0619	R. Lesadd	Middlesex x	1370
2M0626	B. Lindh	Sweden (2)	1326
2M0628	D. Eades	Birmingham	1657
2M0631	G. Ohman	Sweden	977
2M0633	n/k	Germany (1)	149
2M0640	D. Griffiths	Sussex	726
2M0641	n/k	n/k	478
2M0653	W. Frazer	Bucks. (3)	1576
2M0658	D. Weeks	Cumberland	765
2M0659	R. Murray-Jones	Kent	910
2M0662	P. Cracknell	Mersey	848
2M0671	M. Cleary	Berks.	845
2M0692	Mrs. K. Pegrum	London (4)	1305
2M0694	T. Harper	Sussex x	466

2M0697	P. de Solla	Kent x	442
2M0700	D. McDonald	South Africa	160
2M0715	n/k	n/k	1265
2M0734	P. Gledhill	Lincs.	382
2M0747	W. Walker	Yorks.	1580
2M0750	D. Nicholas	Wales	988
2M0755	R. Wigglesworth	Bucks.	1364
2M0787	n/k	n/k	176
2M0816	J. Peckham	Sussex x	1445
2M0827	D. Murray	Glasgow	1793
2M0848	P. Cracknell	Mersey	1535
2M0880	B. Dean	Notts.	1660
2M0885	M. Browne	Devon (5)	373
2M0936	n/k	n/k	536
2M0950	R. Abrahams	Manchester	1224
2M0998	M. Stanley	Cambridge	1174
2M1026	D. Baird	Isle of Man	1214
2M1041	P. Minnett	Middlesex (2)	1593
2M1056	P. Yares	Aberdeen	108
2M1063	A. Booth	Wilts.	1298
2M1075	T. Bugbird	Surrey	1650
2M1094	M. Budd	Hants.	1290
2M1128	I. Judd	London	613
2M1134	M. Morris	Notts.	917
2M1154	R. Fisher	Kent	1873
2M1160	D. Domke	U.S.A.	1341
2M1174	D. Hammond	Leeds	813
2M1194	J. Bevington	Sussex	1894
2M1198	n/k	n/k (6)	28
2M1207	P. Sowle	Bucks.	1864
2M1233	B. & r. Oudejans	Holland	1385
2M1268	A. Gravestock	Bucks. (7)	1338
2M1270	D. Patterson	Ulster	1809
2M1271	C. Owen	London	1216
2M1295	N. Baker	Beds.	1031
2M1301	N. Cook	Alnwick	1284
2M1313	D. Cookssy	Berks. (3)	?
2M1319	M. Johns	Surrey (6)	802
2M1369	n/k	n/k	252
2M1383	Dr. M. Armstrong	Ulster	1239
2M1408	M. Goodall	Northants.	1219
2M1412	n/k	n/k	?

2M1422	R. Elrick	Aberdeen	1359
2M1425	P. Sowrey	Surrey	309
2M1455	N. Davies	Leics.	1151
"m1460	R. Powley	London x	543
2M1465	B. Bowles	Lincs. (2)	?
2M1468	J. Rodrigues	London	790
2M1471	N. King	Suffolk x	1492
2M1485	J. Coates	Lancs.	877
2M1488	R. Parrett	Cambridge (3)(8)	374
2M1500	J. McNab	Herts.	1342
2M1502	n/k	n/k	284
2M1503	P. Lee	Leics. (9)	348
2M1504	R. Neve	Wilts.	1417
2M1513	n/k	n/k (6)	1247
2M1538	n/k	n/k	45
2M1543	W. Fletcher	Nelson	871
2M1544	M. Ellis	Chester	1135
2M1561	A. Mudie	Lincs.	319
2M1562	B. West	Surrey	823
2M1594	M. Boulton	Kent (10)	42
2M1613	A. Newbold	Notts.	1802
2M1653	R. Twydell	Glos. (3)	835
2M1686	G. Ohman	Sweden	1233
2M1690	H. Parker	Leeds	1496
2M1694	R. Elliston	Essex	1821
2M1702	R. Chapman	London	1474
2M1703	C. Salaman	Kent (9)	354
2M1714	n/k	n/k	113
2M1721	Mrs. R. Burke	Berks. (2)	1468
2M1768	G. Wadson	Cambs.	1012
2M1774	R. Lear	Somerset	561
2M1802	S. Christie	Ulster	963
2M1816	C. Pulley	Norwich	1066
2M1835	J. Wilson	Herts. (3)	901
2M1854	R. Sheard	Wales (6)	459
2M1870	C. Prest	Notts. (11)	295
2M1876	A. Mudie	Lincs.	884
2M1879	C. Sherriff	Berks. (9)	1077
2M1907	n/k	n/k	766
2M1910	I. Judd	London	814

2M1914	A. Clark	Hants.	1323
2M1918	B. Jones	Hants.	1288
2M1922	Dr. T. Gjertsen	Yorks.	?
2M1933	R. Mace	Berks.	21
2M1935	n/k	n/k x	727
2M1996	J. Hester	U.S.A.	<u>660</u>
2M2019	N. Mills	Leics.	455
2M2027	Mrs. J. Coley	Worcs. (12)	241
2M2030	H. Parker	Leeds	?
2M2031	H. Kenniard	Kent	1848
2M2057	J. Smith	Yorks	1630
2M2069	P. Bradshaw	Kent x	978
2M2076	P. Sowry	Surrey	10
2M2099	M. Wood	Yorks	1030
2M2112	K. Durston	Sussex	1545
2M2115	T. Moffet	Ulster	1361
2M2119	J. Marriott	Kent	728
2M2125	D. Arthur	Oxon	594
2M2173	D. Proctor	Mersey	1868
2M2180	N. Caudwell	Devon	1006
2M2226	K. Latus	Cheshire	1248
2M2242	H. Hernaes	Norway	?
2M2278	R. Eastwood	Herts	1622
2M2301	F. Walton	U.S.A.	1402
2M2304	Mrs. L. Dickie	Middlesex	344
2M2305	A. Dunkerley	Lancs.	729
2M2339	n/k	n/k x	707
2M2345	K. Portsmore	Kent (13)	1189
2M2351	S. Campbell	Cheshire (9)	305
2M2358	K. Hunter	New Zealand	1340
2M2394	P. Henry	Notts	1609
2M2423	T. Denne R. Ardern	Cheshire	419
2M2426	H. Grant	Dorset	1083
2M2436	T. Denne	Notts x	966
2M2445	R. Peck	Essex x	751
2M2451	K. Durston	Sussex x	623
2M2456	D. Hammond	Leeds (14)	1099
2M2471	D. Miller	Cornwall	1596
2M2475	G. Vergine	Bucks. (15)	1152

2M2509	K. Durston	Sussex	XXXX ?
2M2510	n/k	n/k	1166
2M2528	M. G. C. C.	Berks. (15)	192
2M2592	N. Sands	Kent	420
2M2597	A. Mudie	Lincs	885
2M2619	C. Streeter	Essex	1541
2M2672	W. Zimmerman	Canada	179
2M2678	L. Einar	Sweden	1378
2M2697	R. Wright	Hants.	69
2M2699	A. Jenkins	Leics.	1712
2M2710	Mrs. E. Nutter	Matlock	902
2M2712	R. Sevier	Derby	1221
2M2732	P. Gardner	Surrey	1828
2M2735	B. Dean	Notts.	1212
2M2739	n/k	n/k x	24
2M2748	A. Gravestock	Bucks.	221
2M2764	B. Dean	Notts.	?
2M2763	D. Harris	Beds. (8)(16)	999
2M2790	Dr. K. Weissman	W. Germany	46
2M2801	n/k	n/k	502
2M2824	D. Shute	Somerset	1038
2M2834	D. McCartney	Manchester	1880
2M2838	L. Jones	Cheshire	1091
2M2845	C. Cameron	Scotland	891
2M2846	n/k	n/k	876
2M2847	R. Doughty	Birmingham	x1032
2M2860	R. Shelley	Berks. x	286
2M2879	R. Elrick	Aberdeen	550
2M2892	A. Martin	Kent (3)	1719
2M2897	---- destroyed	---	
2M2909	C. Wilkins	Kent	811
2M2913	P. Miller	Bucks	1610
2M2917	R. Nicholson	London (17)	1112
2M2926	E. Sapcote	Alcester	330
2M2949	J. Moore	Ulster	186
2M2950	Miss M. Bailey	Yorks.	368
2M2952	A. Thompson	Hants.	577
2M2960	E. Loversidge	New Zealand	1785
2M3011	E. Hock	Lancs.	810
2M3030	C. Bourgeon	Surrey	1019
2M3035	E. Sales	Australia	524
2M3044	N. Mills	Leics. (18)	317

2M3100	D. Crowe	Somerset	1155
2M3119	C. Rains	U.S.A. x	1452
2M3126	S. Ashby	Essex	562
2M3135	K. Latus	Cheshire	262
2M3138	M. Hetherington	Yorks. (3)	759
2M3140	R. Holmes	Hants.	233
2M3150	n/k	n/k	409
2M3157	T. Jackson-Stops	London (9)	375
2M3166	L. McCann	U.S.A.	1818
2M3175	J. Haine	London	148
2M3179	n/k	n/k	1100
2M3183	D. Miller	Cornwall	1131
"m3187	S. Rutland	Kent	294
2M3192	n/k	n/k x	460
2M3199	W. Lane	U.S.A.	882
2M3216	M. Dowley	Salop	730
2M3254	n/k	n/k	0?
2M3264	M. Beer	Hunts	316
2M3272	S. Ashworth	Matlock (16)	1810
2M3273	B. Cripps	Sussex	?
2M3278	D. Mottram	Australia	1684
2M2M3281	J. Inglis	Aberdeen	1245
2M3286	n/k	n/k	95
2M3291	R. Burgess	Worthing	?
2M3299	J. Johnstone	Trinidad	938
2M3300	A. Edwards	Berks	1262
2M3310	I. Cundy	London	20
2M3318W.	Marsden	Râchdale	1069
2M3329	D. Hind	Notts.	1256
2M3337	M. Keen	Middlesex	446
2M3338	A. Margel	Leeds x	843
2M3341	University Motors	London	283
2M3347	W. Pollock	U.S.A. 924	1155
2M3359	R. Guise	Lancs.	277
2M3364	C. Kelsey	U.S.A.	1352
2M3376	R. Langdon	Essex	1173
2M3378	S. Jones	Staffs	731
2M3386	P. Miller	Bucks	345
2M3392	n/k	n/k	130
2M3396	P. Minett	Middlesex (9)	169
2M3399	P. Grzelinski	Somerset	1150
2M3415	n/k	n/k	137

2M3420	n/k	n/k	x 873
2M3433	J. Marshall	Cheshire	1267
2M3437	T. Gorman	Worcs.	501

We leave these numerous M-Types for this time but will return to them next issue, hopefully together with some D and C-Types.

Triplets, by Andrew Smith

As those of you who have received their Year Books by post will know, the MMM Register Assistance Scheme is now in operation. With your annual you should have found a keyed map giving the locations and phone numbers of all volunteers. Unfortunately those who collected their copy at Silverstone, the hectic activities of that weekend prevented the insertion of the sheets in the books at that time. However, an s.a.e. to Ian Davison, (address on the back cover) will correct that situation. If there are any members who have not received their books by any route, send a suitably large s.a.e. to Ian for your copy.

The idea behind the scheme is encapsulated in these words, "The scheme is intended to help members suffering breakdowns while using their Register cars on the road". Each person has offered to provide knowledge, advice and assistance to those who run into trouble whilst in their vicinity, up to a radius of about 25 miles. Individual volunteers may be able to offer the loan of tools, spare parts or towing or storage of vehicles but none of these can be guaranteed nor can 24-hour coverage.

DO AS YOU WOULD BE DONE BY.

So there you have it. The scheme is operational, though I have yet to receive (or make) my first call so the duties are not exactly onerous. Already, however, additional volunteers are applying and more would be welcome to fill the gaps. At the moment coverage is thin between Cornwall and Somerset, in North and South Wales, in East Anglia and especially in Northern England and Scotland. At the moment Mike Hawke is the only aid point north of Hull, so more infilling in this apparent terra

incognita would be most useful.

Before I leave the topic, please note that there is an important error in entry no. 25. Both Brian Harries name and his 'phone number (which should be 0603-712391) are misprinted, so please correct this entry. Brian has contacted the owner of the incorrect number and persuaded him to pass on the right information, but we do wish to retain good relations with the public so it would be better to change your sheets and avoid any possibility of annoyance.

CAMSHAFTS AND VALVE GEAR.

Tim Hunt writes;--

My point concerns rocker shafts and lining up the oil holes with the eccentric bushes. It is not generally known how critical it is that the rocker shaft holes and the eccentric bush holes must line up exactly. Half an overlap restricts the oil flow to the rockers quite dramatically, and to achieve a perfect job I follow the following procedure. Put all the rocker gear together on the 'head complete with camshaft, so that the rockers line up with their respective valves and camshaft lobes. Having got that right, disassemble the lot, keeping everything in the right order. Now take the rockers off their bushes, put the former on one side, and reassemble the remainder of the 'head gear again. Without the rockers you will now be able to see whether the holes in the bushes line up with the holes in the rocker shafts. Some, you will find, do. Some will leave room for improvement and others will leave you wondering how oil ever did get through. At this point your own ingenuity must take over, but the requirement is to mark through the bush the exact position where the hole must be on the shaft. Upon disassembly you will be able to ascertain the extent of work required. Some judicious increase of the hole size may be sufficient, but it may be necessary in some cases to braze over the original hole and redrill in the exact position to get it right. One final point, do not forget to make absolutely certain that when the work is finished, that you clean the shafts absolutely thoroughly.

LUBRICATION of the STEERING BOX.

Nick Sands writes;-

I found that despite adding STP to SAE 140 oil (or perhaps because of it) to lubricate the steering box, and finding the original Tecalemit system to the box via the spring trunnion could not cope, I inserted an oiling nipple to the union on top of the 'box. I found that, in the system as originally laid out, more oil comes out of the shackle than into the 'box. As I have not found a way of preventing the oil in the steering box dripping past the felt seal, I felt it was best to supplement the system.

Ed.'s note. Quite right. The steering box needs much more oil than any other item on the chassis lub. system.

CLEARANCE of VALVE GUIDES.

Neyt Kid sends me a colour photo of his J2 engine which I cannot reproduce, alas, and writes;-

When it comes to check the wear of the valve guides most specialists (e.g. Philip Smith in Tuning and Maintenance of M.G.s, page 20), write that the clearance between the valve stem and the guide should be about 0.003 in., not less than 0.002 in. and not more than 0.007 in.

There is one little point, how does one measure this?. Let me suggest a less scientific but practical test;-

Clean the valve and valve guide.

Slightly oil the valve stem

Introduce the valve into the guide.

If the valve slides slowly down the guide under its own weight, the clearance is correct.

If the valve drops sharply down the guide, the wear on the valve stem or the guide is excessive (so try with a new valve).

If the valve will not slide down the guide under its own weight, the clearance is too small. If one is really desperate, try a little grinding paste but I think that is what you English call bodging and is not to be encouraged.

M.G. MAGNETS. YES, MAGNETS not MAGNETTES

by. Ralph Bateman.

When gear teeth, piston rings, rockers etc. do their job; they wear. When wear takes place, small (and not so-small) particles of steel get into the oil. These subsequently pass between the rubbing surfaces causing accelerated rates of wear. Chips off pinion teeth can go between the crown wheel and pinion and smash off more bits of teeth leading to rapid failure. Fine slivers of hardened steel pass through ball races and damage their fine surfaces.

How gloomy! So what can be done to minimise this problem?. The answer is to fit magnets into all your drain plugs. In the case of the engine drain plug simply drill a hole that is a suitable fit for a small cylindrical magnet, then solder the magnet into place. You will tin everything first, won't you?. Magnetism finally disappears at 780°C so there is not much likelihood of demagnetising at soldering temperatures. Make sure everything is CLEAN and well FLUXED and hot enough to make the solder wet the surfaces.

In the case of the gearbox drain plug, if it has a hollow inside, an insert will have to be made to take the magnet and then that soldered into the plug.

Make up a brass plug for the rear axle, otherwise the rest of the axle casing will become the other pole of the magnet. You may need the assistance of a friendly plumber to get the plug threaded. The magnet will need to be quite short to avoid fouling the crown-wheel and pinion.

Suitable magnets can be raided from Mini drain plugs in breakers' yards. Alternatively, laboratory suppliers have suitable magnets intended as magnetic stirrers. Just remove the encapsulating plastic.

After fitting the magnets, take them out after about 500 miles. You will get a fright! You will wish you had left the magnet in place because you would rather not know, about the muck circulating in your

oil. Subsequent cleaning of the magnets can take place at oil-change times. However, the diff. casing magnet can do with frequent inspections. I removed lots of chips of pinion teeth during a ten year period of commuting and gymkhana driving. I finally fitted a new c.w.&p. because the existing one became embarrassingly noisy. If I had not fitted a mafnet, the c.w.&p. would probably have failed during the drive home from the incident when the first tooth was chipped, not ten years later.

So make your long-lasting car last even longer by fitting a magnet to your Magnette (or midget or Magna).

An extract from Gerald Risner's letter from the U.S.A.

reads;- Some Register members may be interested in my activities with my "L" Magna last year. The year's first event was a hill climb sponsored by the Vintage Sports Car Drivers Association at a ski resort in Wisconsin. I had been having difficulty with my car back-firing through the carbs. on even moderate hills. Switching from L10 to colder L5 spark plugs completely cured this problem and the spark-plugs have required no further attention. I'm using a Lucas sports coil with a spark plug gap of 0.032 in..

The second event of the year was practice racing at Blackhawk Farms, a small one-mile road course approximately 100 miles from Chicago, all the time one could want was available to drive the course at any speed. The day ended with timed runs. This event was also sponsored by the VSCDA.

The premier event of the year was driving the "L" to the June GOF in Sturbridge, Mass. We went by way of Niagara Falls, for a distance of 1050 miles. This was the first time that a "Vintage" M.G. had ever driven over 1,000 miles to a GOF and the first time that one had ever

14C.

DON'T FORGET. Closing date for copy for the next
Infoletter is end of November 1980.

received a distance award. Again, the car performed without incident other than consuming about a quart of oil per day.

We continued east to the Boston area and viewed Jerry Gougen's extensive collection of over 50 M.G.s. We took a car ferry from New London, Conn to the far tip of Long Island. We drove the length of Long Island (105 miles) to New York City. I had some fear of overheating in the almost motionless traffic on Brooklyn Bridge. The temperature that day was about 95^oF and the needle on the gauge was starting round for the second time. The car didn't overheat so I suppose the gauge is a bit off. I drove round Manhattan for a while which created quite a stir since not many people drive old sports cars around during the middle of working days. Many offered to buy it on the spot.

The next event was the vintage sports car races during the Can-Am Challenge Cup races at Road America in Elkhart Lake, Wis., about 150 miles from Chicago. This event was sponsored by the VSCC of America. Road America is over 4 miles long and possibly the finest road racing course in this country. The "L" type was the oldest car there and one of the few that wasn't trailered there. There were over 50,000 spectators for this event.

STOP PRESS.

Alan Witham (address earlier) has P-Type bits for sale;—sump with strainer, inlet manifold, rocker cover, water manifold, oil filter and canister.

Sports and Vintage, Upper Battlefield, Shrewsbury, SY4 3LB, have now completed their clutch plates for M, D, J, F, and K/L. £37.50 each. They have brand new Hartford shockers for the rear of J, F, and L types (can be fitted to P), a new batch of rockers should be in stock by the next Infoletter. New brake levers for 12" brakes are available. In the pipeline are 8/41 c.w.&p.s for P & N. Straight cut, fully heat-treated etc. Also special fitted bolts for M, D, J flywheel/flange. Also larger size for P, N. Tel. 09397458 for details.

Editorial Notes.

The more perceptive of you will notice a change of printing machine this month. As I type this (having just bought a new supply of stencils) I have no idea how it will turn out. I can only hope it will be for the better.

Quite rightly, many of you were very critical of the standard of printing of recent Infoletters. However, beggars cannot be choosers and the Register cannot afford to have the job done professionally. Tony Roodhouse's machine was not designed to cope with the large numbers which the popularity of the Infoletter calls for and it was wearing out and having its maintenance skimped into the bargain. We were at our wits end. We had tried various qualities of paper etc. to no avail. Then one critic offered a new and, we hope, a better printing machine.

This issue comes to you by courtesy of Peter Green and we welcome him to the Infoletter production team. Peter will be remembered by all who were at Silverstone this year as the lucky owner of the ex-Richard Seaman K3. When buying an old racing car one normally has the choice of having one with a fine history but has suffered some modifications or one which has survived in a more original form but has gained less success. Peter has the best of both worlds in that his car has one of the most illustrious K3 histories and is one of the most original too.

Tony continues as your distribution king with, hopefully a better Infoletter.

Finally I would like to thank all those who offered helpful suggestions to improve the quality of print, especially Fran Ernst and Chris Baughan who made such a generous offer of help that they are marked men whenever the present team have to retire.

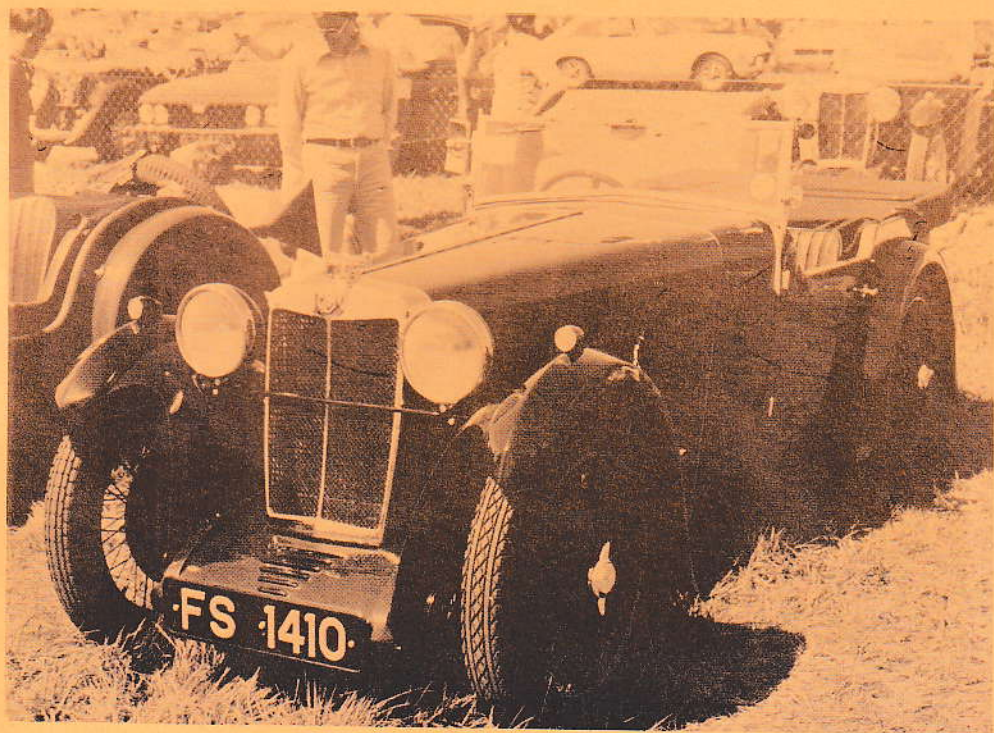
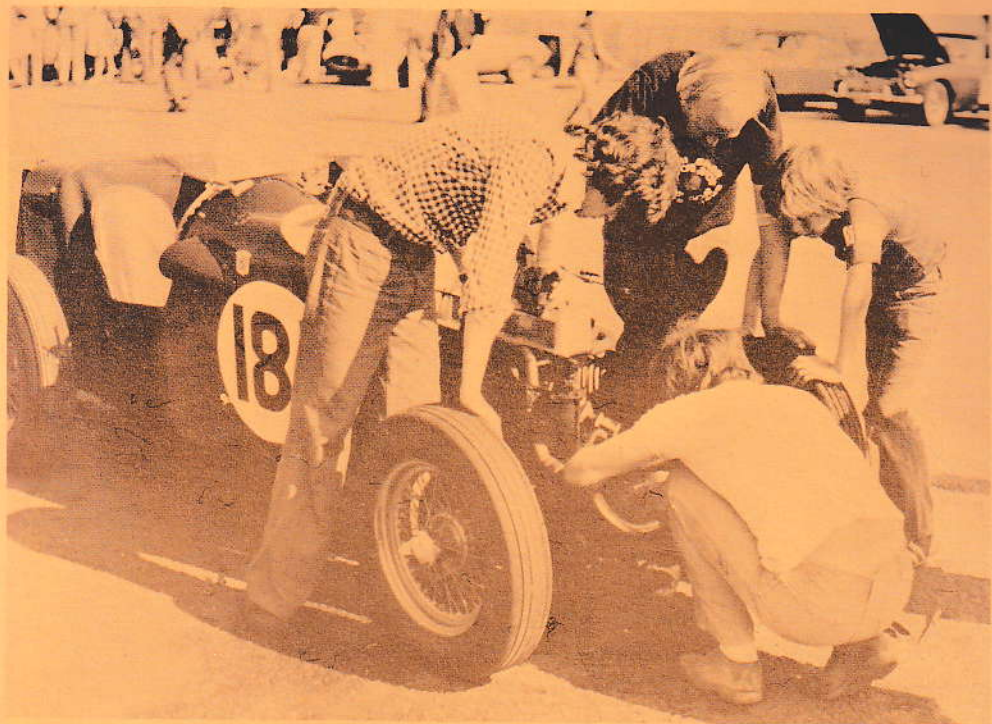
Cover Pictures.

Inside, tack, top. Four heads are better than one, especially when you have what looks like a blower drive problem. The car in trouble is Dermott Reynolds' blown P-engined J2 which goes so very fast, especially when Andy McLennan is given free rein. Dermott is the handsome man in the Shell Motor Sport tee shirt. Just as a matter of contrast he also owns an F Magna Salonette. The best lap time for the Silverstone Club Circuit that I can find for this car is 1 min. 21 sec. or thereabouts.

Bottom. Eric Taylor's F1, probably at the 1978 Silverstone Concours. This car's restoration took a number of years because it was interrupted by all sorts of things like moving house. He tackled many jobs which many of us would consider to be "specialist" and would have had done professionally. The result is a very satisfying rebuild. A j2 is now in the pipeline.

Outside back. We've seen this car before, both in the 1978 MMM Year Book and in Infoletter no.57. But as you probably could not read what I had to say about it then, a repeat may not be amiss. It is an N-Type with body by Fritz Ramsier & Co. of Worblaufen, Switzerland. Two such bodies are thought to have been built, differing in detail. Their present whereabouts is not known. This picture shows a large and comfortable tourer with a goodly-sized luggage compartment on the back. It does not show the spare wheel which went on the back of that. The car must have been very tail-happy.

The fact that Nick has had to repeat one of the cover photographs shows how short of material he is for these. As I write we are hoping to get ~~emit~~ another series of covers printed which will take us through 1981 and into 1982. If you have any original MMM photos, especially pre-war ones, please offer them to Nick.



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