



LAUDES AUGETE PRIORES

**TRIPLE M REGISTER
INFOLETTER**

76



M.G. CAR CLUB TRIPLE M REGISTER

Infoletter No. 76

June 1985.

Editor -Gordon Lilley, Beech Cottage, Upper Holloway, Matlock, Derbyshire DE4 5AW.

Circulation by Terry Dickie, of Rockhalls Farmhouse Four Ashes, Kingshill Rd., High Wycombe, HP15 6 LH, to whom all S.A.E.s are to be sent.

Printed by Peter Green.

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Encouraged by Alan Grassam, who is currently our most avid trials enthusiast, we scouted the classic Lands End Trial for the first time in April with a view to competing next year. Too rough for me though, I saw half a dozen back-end failures on Beggars Roost near Lynton, including Sterry's T powered J2 which was fitted with an M.G. "B" differential. It was so rough I could believe reports that someone with a JCB type machine had "nobbled" it. Sutcombe and Crackington were easy but Bluehills I and II were cruel.

M.G.C.C. Silverstone Weekend could have had better weather but we have had worse. The few racing MMM cars looked good, Mike Hawke soon had his ex Horton K3 circulating rapidly even though, it being a single-seater, he had been unable to drive the car much prior to its first event since being rebuilt in its pre-war off-set body shape. Smoke issuing from the engine-room and driver pressing on regardless made a very vintage scene, but he knowing the cause was only a cam-cover joint leaking onto the exhaust manifold.

Barry Foster's C type always gives as much pleasure to spectators as it always seems to give to its driver, as also at Donnington V.S.C.C. Races where he was lapping faster than more powerful cars.

The parking area reserved for the Register at Silverstone was unfortunately not popular, it being too far away from the general congregation, although MMM parts sold well, bringing in over £40 commission to Register funds.

G.J.L.

From Mike Linwood, Competition Secretary.

C. O. T. Y. 1985 To 4th May.

<u>Driver.</u>	<u>Car.</u>	<u>Points.</u>
Barry Foster	C	77
Len Bull	J2	25
Peter Moores	J2	23
Michael Linward	J2	22
Keith Hall	J2	21
Patrick Gardener	J4 Replica.	13
John Hart	J2	11
Mike Allison	NA	11
Patrick Gardener	J2	10
John Bevington	M	10
Reg Miller	N Special	9
Mike Hawke	K3	8
Roger Thomas	PA	8
V.C. Butler	PA	7
John Wilkinson	K3 Replica	6
Charles Hayter	J2	6
Roger Sweet	KN Special	6
A.J.T. Smith	K3	5
C.F. Warner	NA	4
Ian Davison	PA	4
Alan Grassam	PB	2
J.R. Nutter	M	2
J.L. Bannell	J2	2

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COMING EVENTS.

V.S.C.C./M.A.C.	Shelsley Walsh Hillclimb	7th July.
M.G.C.C.	Oulton Park	20th "
M.G.C.C.	Brands Hatch.	8th Sept.
M.G.C.C.	Scammonden Hill Climb.	4th Aug.
M.G.C.C.	Beaulieu.	11th "
V.S.C.C.	Shuttleworth Museum.	11th "
V.S.C.C.	Cadwell Park Races.	25th "
M.G.C.C.	Cadwell Park Races.	31st "

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BREAKDOWN SCHEME - Additions ;

Our member Cees Roeleveld, who lives in central Holland between Amsterdam and Utrecht, has volunteered to assist any member with a MMM car who has trouble in his country.

His address is Silversteyn 80, 3621 P D BREUKELEN, Holland, Telephone 03462-63200 or 03462-63944.
(MMM 1599)

Also

John Mee, who has an FI Magna, (MMM 926) and lives at 20 Heald Close, Littleborough, Lancashire, which is near Rochdale and the Yorkshire Border.

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NEW SPARE PARTS.

We have seen the demand for new 19" wheels cause a very welcome supply from the Trade, and I hope that sales vindicate their investment. To judge the worthiness of producing such supplies is very difficult, but I feel that other essential parts ought now to be manufactured. I think particularly of clutch fingers and gearbox input shafts ("first motion shafts"), as existing ones must all be near the end of their reliable life,- have you seen your splines lately ?

As a Register we must agree that if such 'key' parts are not made available our cars will be in critical need before too long, and then only fit for museums.

To encourage investment by suppliers the Register should be able to help give them some idea of marketplace requirements. For a start, will you please write to me showing an interest in purchasing the above-mentioned parts, at reasonable prices we would expect, but realising such parts cannot be easily manufactured. Premature buying to help make a feasible batch is better than being too late, and there is no doubt that the larger the batch number then the cheaper the unit price would be, - I understand as much as 50 % on these sort of forging / stamping , machining and hardening work.

Do write, state model - no obligation, and I will try to ascertain firm prices.

G.J.L. Editor.

From Thomas Harvey ,

2 King Street,
Torpoint, Cornwall

M type OV 3424

This car was owned by Geoffrey Smith who died in 1979. He had been a Club member, I believe, since 1971 or 2. His MMM Register badge carries the number 849 and I wonder if I could 'readopt his number.

If this is a known car to the Register I would be very pleased to meet or contact any member who knows the car, or knew Mr. Smith.

(The Register shows this as OU 3424 Chassis 2M0608 Engine No.450A.

The Register badge number was correct, but the Committee will advise if it may be reused or not.)

Ed.

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At the MMM Annual Dinner in October at 'The Moat House', Oxford, it is hoped to have a guest from the pre-war Factory staff.

On the Sunday following the Saturday evening Dinner, MMM Autotests will be organised by kind co-operation of the Abingdon Works Centre M.G.C.C.

The Register has had an offer from a well-known member to hold the 1986 MMM Annual Event on his land in the South East, but North of the Thames.

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Roger Thomas and Terry Holden have been thanked by the Committee for contributing to Register Funds by producing the excellent 1984 Yearbook.

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CONVERSION OF THIRD BRUSH DYNAMO

By Bob Brassington

When putting my NB back on the road last year I decided to fit a later type control box for the dynamo, discarding the third brush. There were two reasons for this, -first, I like the battery to dictate to dynamo what it requires rather than vice-versa, and secondly I feel certain that the third brush method of regulation causes a bit of armature reaction and may contribute to heat generation. I decided to wait until a reasonable mileage had been covered before letting other Triple M people try this system, - armature rewinds are not to be encouraged !

I went about it as follows ;

Voltage Control Unit

Obtain a working unit of the twin bobbin type, 12 volt version in my case, and check it over for cleanliness and points condition and general adjustment. Some units have alternative connections for a boost charge rate (an extra turn or two on the vibrating contact bobbin) --this I disconnected, thus giving the dynamo less stress.

The Dynamo

Remove third brush assembly, connecting the lead that used to go to the third brush to the EARTHED main brush. - Now connect F A D E of the new unit in the conventional manner, -F to the field terminal on the dynamo and D to the larger dynamo terminal.

Start up the engine and you should get a charge. I was lucky and did not need to touch the regulator settings,--all works well, but I suggest if you are in doubt you leave the headlights on for a few minutes (only), then start up, switch on headlights and rev engine until the unit regulates (flickering of ammeter) noting the current at which this occurs. For safety, restrict this to 10 amps less the load already applied calculated from the items consuming current i.e. - Headlamps 50 watts, sidelamps 10 watts, rear lamps 10w. Ignit. 15 watts =Total 85 watts. This leaves 3 amps for charging when fully loaded.

To decrease charge, release spring pressure on vibrating contact. Increase spring pressure to increase charge, i.e. "increase to increase, reduce to reduce"

continued page 6

continued -

My own car has now covered over 3500 miles, and the dynamo solder has not been thrown and the field coils, ancient though they are, have so far survived. This includes night driving.

Now all I have to do is to find a method of avoiding dazzle to oncoming traffic, - the double-dipping arrangements give scattered light all over the place and precious little change from "main" to "dip" .

---Of course, if Murphie's Law is on form, I shall have a wrecked, burnt-out dynamo by the next time I see you !

Bob Brassington.

.....

From Geoff Moore

Tel. 0795 872577

Applethwaite,
Parsonage Case
Minster Sheerness,
Kent. ME12 3JX.

-- I have just had a complete new M type radiator made. It is an exact replica in every respect of the original and I am very pleased with it.

The firm concerned would be pleased to make some more. Anybody interested should contact Dennis Smith on Medway 724138 at Marston Radiators Services. It should be noted that the work is not being done by the Marston Vintage Restoration Service whos charges would be considerably higher than the prices being offered.

The cost was £460. including V.A.T., or if a film block were used the radiator could be made for £345. including V.A.T. I will be happy to provide further information and to show my radiator to interested people.

Also I can arrange for the reconditioning of M type rockers @ £4.50. each, and can supply valve guides @ £1.95 each.

And, -- I need an M type sump, and can offer a J type sump in exchange.

Geoff. Moore.

Brian G. Rhead (MMM 1227) continues his findings and solving of detail problems whilst rebuilding his F1 Magna:

SEATS The passenger seat on all the models I have seen is hinged at the front edge and I hope I have conveyed the situation accurately with the following sketches, see page 8.

The drivers seat adjustment details as shown on pages 10 and 11 are not based on fact as most of my items had rusted away. I do believe though that what was left was based on Morris seat adjustment, if not M.G.

The most common type of driver seat adjustment appears to be as detail No.1 on page 9, also applicable to J1 cars (but not J2) .

F 1 WINGS Does anyone know why there are two small holes, 3/16" diameter, towards the bottom of each wing stay - these holes would be approx. in line with the top of the chassis. Were they rivetted to the wing itself at this point?

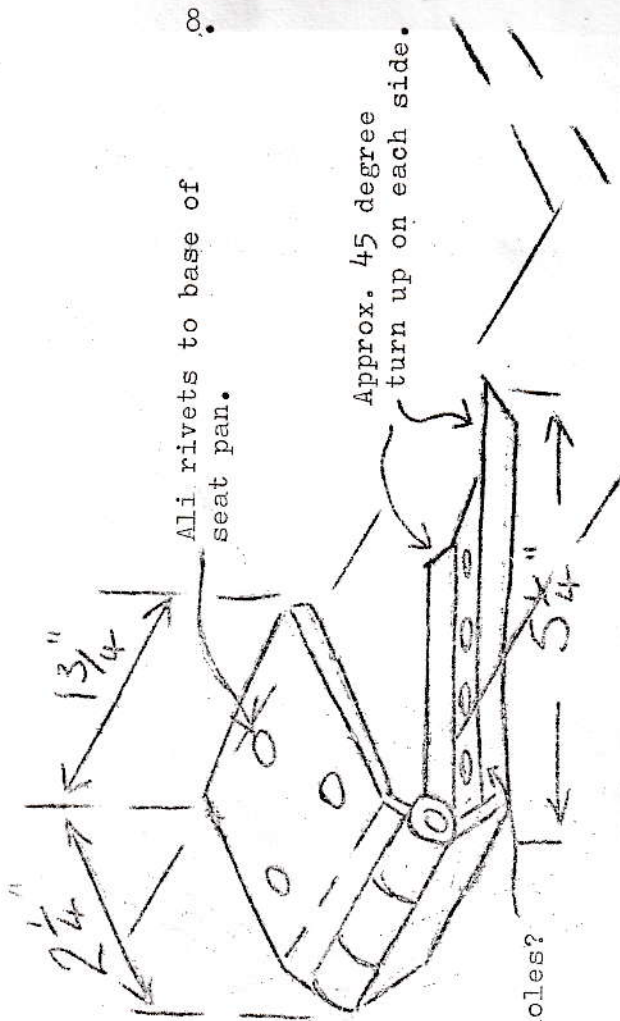
Also the holes provided for the cross-stay bracket appear to have been wrong to start with, as an additional hole is required to take the upper $\frac{1}{4}$ " BSF fixing bolt. The lower 5/16" bolt hole, and the hole for the electric's do line up, although the third hole, lower still, lines up with nothing except perhaps a larger bracket altogether.

Incidentally, should anyone be in the throes of F1 rebuilding and requires New front and rear wings please contact me as I can supply these in the knowledge that they should fit your vehicle, having gone through all the rigamarole with manufacturers to get them correct, which is not always the case with some suppliers- as can be confirmed.

So far as the lower wing support is concerned - (still talking about the fronts)- the bracket is in steel as sketched on page 12 - though I stand being corrected slightly as far as the dimensions are concerned. I am in the process of making a pair of these brackets unless someone comes up with a pair beforehand -- .

continued on page 12 ---

F. 1 PASSENGER SEAT.



Ghosted front edge of seat pan

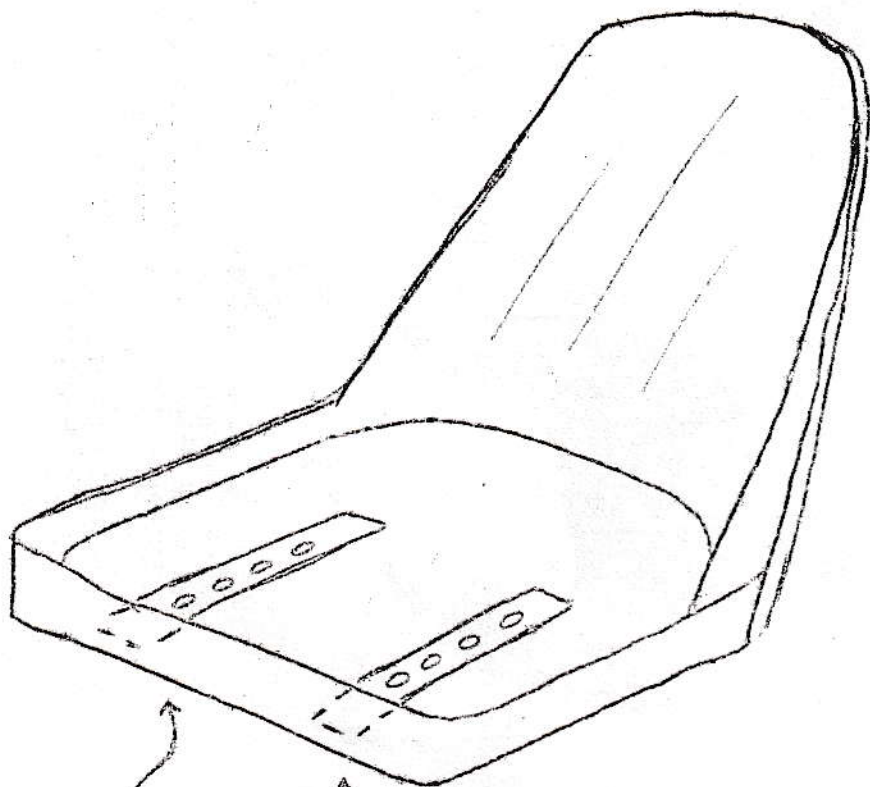
Ali. rivets to base of seat pan.

Approx. 45 degree turn up on each side.

What variations on the F 1 fitting thro' these holes?

F 1 DRIVERS SEAT Detail One

Normal arrangement
(As per Phil Staddons F 1)



Thro' holes in base of seat.

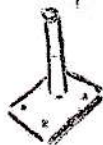
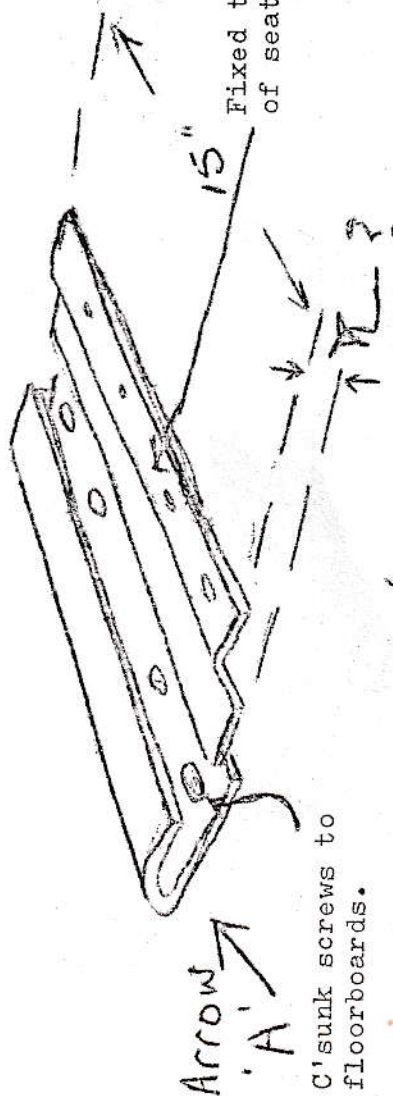


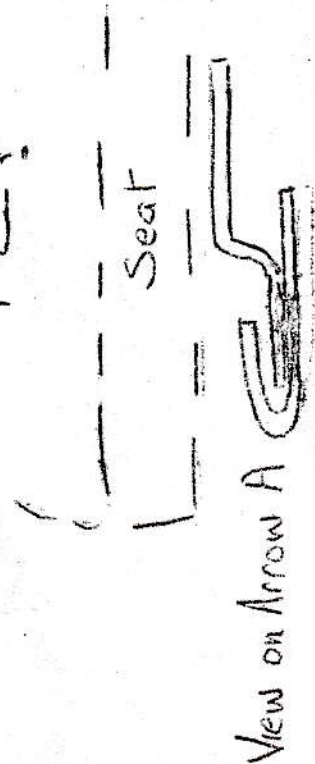
Plate fixed - 4 wood screws
to underside or topside of
floorboard.

F. 1 DRIVERS SEAT - Detail TWC.

Due to severe corrosion this sketch is based on 'Guestimate'



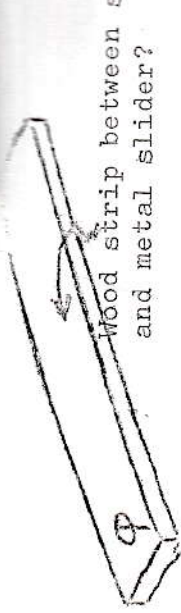
C'sunk screws to
floorboards.



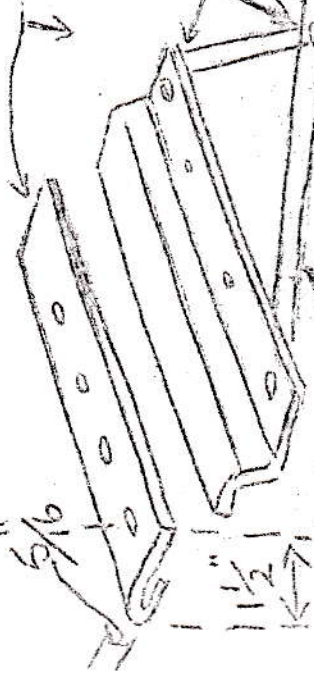
View on Arrow A

Or see
Detail three for
possible alternative.

1 DRIVERS SEAT -Detail Three.
Alternative arrangement.



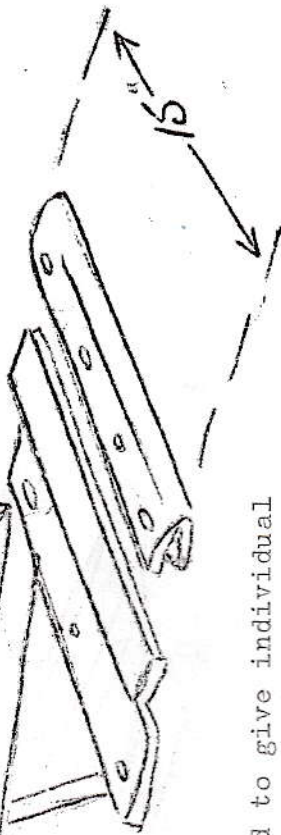
Wood strip between seat u'side and metal slider?



2 off fixed to u'side of seatpan (traces of chrome plating on this part of my seat. This being the only remaining section.)

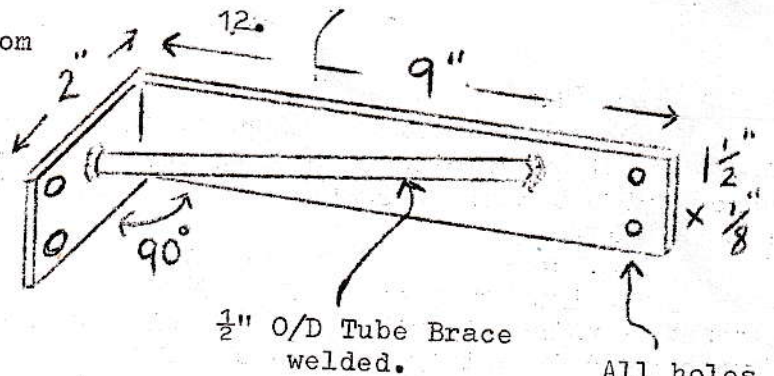
Pivot Pins? to adjust fit into seat slides.

This Assy fixed to floor board, carpet omitted in vicinity of seat support.



QUESTION - What method was used to give individual distance settings fore & aft.?

Cont. from
page 7



F1 LOWER FRONT WING SUPPORT
in $1\frac{1}{2}$ " x $\frac{1}{8}$ " steel strap.

All holes
 $\frac{5}{16}$ " clearance
diameter.

.....

F1 Magna ---

APRONS Comments about correctness also apply where the F1 front apron is concerned. Having purchased a new so-called F1 apron I am having to get another one made up as a replacement, an original apron not being available other than one from a Salonette, which I have sketch details of and which seem correct. Again, anyone interested may contact me if in need of an F1 apron, --- With horn-support and spring clips underneath the cost will not be less than £50. it seems, -in steel.

F1 SILENCERS I am in the process of costing these so if interested get in touch as soon as possible, although at present I haven't even a guide-price. They would however be the "flat oval" shape with a support to pick up the chassis cross-member, this being at the rear end of the silencer, heavy guage mild steel construction throughout proposed.

Brian Rhead continues about --

NEW REPLACEMENT HEADLAMPS, - Following recent correspondence in Infoletter, I remember these were made in the early Seventies, spinings available with rims, and Rotax badges were also available. If the Austin Seven brigade have had these made then perhaps they will suit the M type, (same diameter ?)
continued page 13.

WANTED For FI.

1 off, chassis fixing shock absorber shackle pin. Pair of front wing support brackets. Half of Andre Hartford shock absorber with the single inner friction plate.

Also, does anyone have any insulated copper wire of the type wrapped around the outside of the ignition warning light ?? The wire is .0075" diameter and is thinly insulated with what appears to be cotton wrapped tightly around the copper core -single strand. I need enough to replace the broken winding on my ignition light, - this being the light on the instrument panel of course.

Contact; Brian Rhead (MMM 1227)
25 Leylands Park, Burgess Hill,
West Sussex, RH15 8AQ. Tel. B'Hill 47089.

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About INFOLETTER ,

It is three years since we had photographic covers and it was some time earlier than that since the Register had any revenue to pay for covers, which usually had two photographs inside each back and front cover. Remembering that there is no income from the Club, should we seek specialist advertisers to aid in obtaining a more impressive communication for the MMM Register? Could any member with knowledge of the printing trade advise if say, 400 covers might be printed for £80. -or £100. if four advertisers thought fit to spend £20 or so with each issue??

On the other hand, we do get a lot of space for MMM articles and photographs in Safety Fast nowadays so perhaps Infoletter should continue as a more mundane vehicle for MMM adverts. and " in-House " information, with all glory to The Triple M Yearbook. TOPICS for NEXT ISSUE of Infoletter, -suggestions--
Vintage Insurance, Gearbox overhaul and clutch overhaul.

G.J.L. Editor.

FOR SALE For J2, Pair front brake cables, used but very good - £8. the pair. Also 2 new copper head gaskets - £6. each.

Contact G. Godber-Ford, 5 Silver Street, Wivelscombe, Somerset TA4 2PA . Tel. 0984 24184.

Our member above purchased a J2 in 1932 and which he is now trying to trace, -

EA 8444 - Can you help ?

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FOR SALE or EXCHANGE A good second-hand P type petrol tank to sell or exchange for the following J1 parts ; Windscreen; petrol tank and headlamps. Contact ; Mike Hewson, The Cherry Trees, Bucknall, Lincoln. Tel. Horsington 680.

-- Mike also writes to point out that Motor Wheel Services, Jeddo Road, Shepherds Bush, London, who considered making rolled-edged 19" outer laced wire wheels last year, now have them available.

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WANTED For restoration of J1 0507 , a J2 gearbox complete with bell-housing and remote lever.

Could part-exchange M type. Free new Blower workshop manual for successful purchase or exchange.

Contact; Bruce Brown, 54 Woodthorpe Drive, Bewdley, Worcs., DY12 2RH. Tel. 0299 403 036.

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FOR SALE Original Instruction Manual KA /KD , dated March 1934, Good condition - £40. or best offer.

Contact; R.J.Vergine, Bottom Cottage, Highwood Bottom, Speen, near Aylesbury, Bucks. HP17 0PY.

Tel. Hampden Row 292.

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Registrar Barry Foster asks for any news about a K type, - MG 3094 ?????

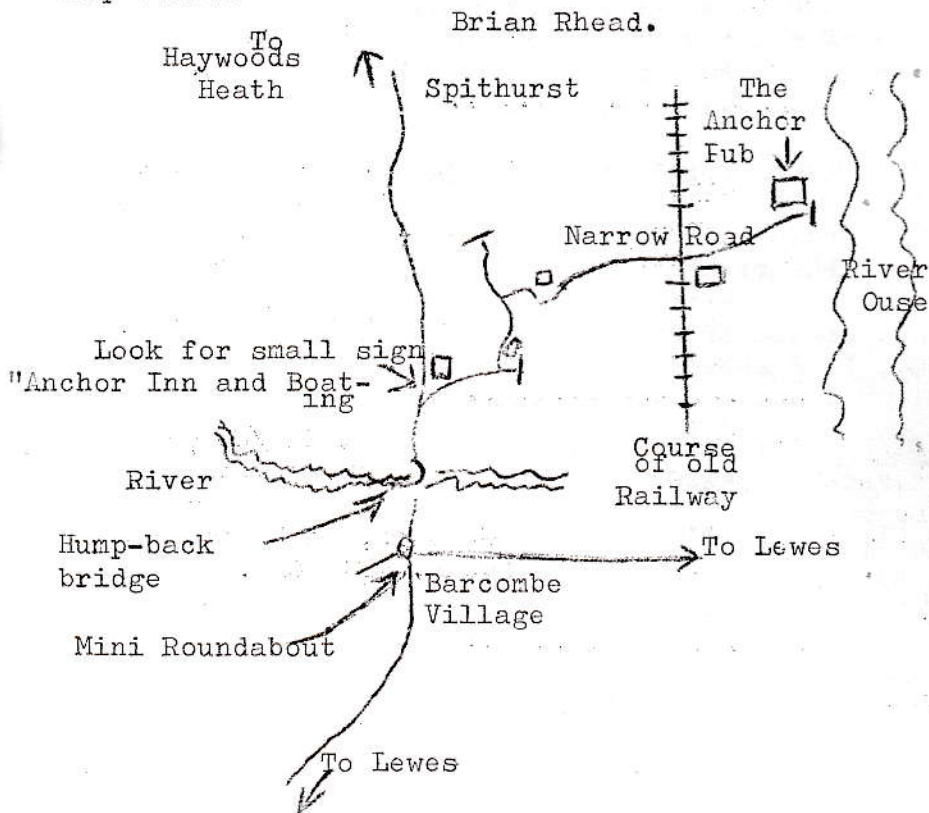
Please reply to Barry, address back page.

NATTERS.

I have had a telephone conversation with David Shattock who would like to start a Natter Night in the Chalvington area and is perhaps in contact with someone about this (Chalvington is halfway between Lewes & Polegate).

I have however, told him of a 3rd Wednesday meeting I attend which is made up of Alvis, VSCC and M.G. people. This being in a pub in Barcombe, Nr. Lewes, Sussex, the pub being known as 'The Anchor', hosted by Dereck Bovey-White whose father sent him a black J2 out to Malaya in the mid-thirties, where Dereck was then working.

Interested M.G. pundits may wish to visit the pub on the Wednesday mentioned but the place is difficult to find unless you know the area, hence the map below.



WANTED For PA engine;

Centre main bearing (complete housing)

Front Housing (dynamo carrier)

Any other P type spares.

Contact; George Cooper, 'Brownville' Glasgow Road,
Kilsyth, Glasgow G66 1QL, 0236 823210.

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WANTED For 1935 PA 2015 in New Zealand ; MMM 2154.

Gear lever knob, octagonal, brown. Horn /dip switch,

Pair front Andre Hartford shock absorbers. brown.

Alloy sump. Oil dip stick. Valve rocker cover.

Tecalamit fittings. Divers helmet dashlamps- brown.

Gearbox reverse stop catch and spring.

Contact; Frank Carter, 3 /135 Bucklands Beach Road,
Bucklands Beach, Auckland ,New Zealand.

Frank also writes that he is making up some new
rev. counter faces, - a batch of twelve. These will
be exactly as original being brown, -colour-matched,
with all lettering and calibrations exactly copied.

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WANTED For J2 ; Engine and instruments to enable
conversion to original on Ford-engined 1934 J2.

Contact; Peter Thomas, Bramble Cottage, NQsty, Great
Munden, Ware, Herts. Tel. Dane End 521.

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WANTED P type Engine or parts?- especially block,
head, sump, etc.

Have to exchange ; Front and rear wings, gearbox,
brake drums, etc.

Contact; Donald Biggs, 26 High Street, Odiham, Hants.

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FOR SALE Reconditioned Lucas Starter M418A-DA28.

WANTED -Or exchange for above, DA 14. -or DA9 will
be considered.

Also wanted,- any condition 2" brown-faced petrol
guage, and triple-arm Hartford shock absorber.

Contact ; M.Clapham, 121 Felpham Way, Felpham,
Bognor Regis, Sussex. PO22 8QB.

Tel. Middleton on Sea 3181.

WANTED For P type 2 brown push/pull switches, 2 dash lamps, Pr. seat back adjusters suitable for pattern or re-chroming. Rear carb choke operating lever. (long bronze one). Centre and rear cam shaft pedestal tops. Oil pipe (sump outlet to oil pump). Clutch release bearing and cover. Front main bearing steel/white metal thrust ring. Contact: G.C. Harris, 58, Royle Close, Chalfont St. Peter, Bucks. Tel: 0753 887721. MMM 2129.

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FOR SALE Pr. of rare pre-war aero screens new laminated glasses as K3 type fixings. 6 cyl distributor, top entry, spare cap, and leads, as Magna. Horn working, case needs restoring for N. 2 x 2" black oil gauges 100 psi. as K type. 1 only 2" black oil (face only) new K. 2 x 2" black petrol gauges K operation not checked. 1 x 1 $\frac{1}{4}$ " black amp meter similar J. 1 x 8" head lamp bar believed K. 'Safety Fast' Feb to Dec 1967, April to Nov. less June/July 1968. Blower Workshop Manual, List £16 offered £7.50.

WANTED (Exchange/Cash either way for above. 6 Cyl. distributor side entry N. N dash lamps, 2" octagonal bezels N. Ign. warning light for N. Mileometer N, Black octagonal gear, throttle and choke knobs for K. Black dash lamps or hoods K. Good steering wheel N. Black 2" clock K. Dynamo top plate only N. N type steering drop arm 5" - between centres. 6 New plus 60 pistons. 'Safety Fast' April/ May 1969 & May 1960. Contact: Arnold Studley, 'Carfax' Lippiatt Lane, Shipham, Nr. Winscombe. Avon. Tel: Wins(Avon) 3131.

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FOR SALE. Twin spare wheel holder - re chromed and heavy. £10.

WANTED Un-butchered camshaft support pillars for N/P type - front plus two centre ones and one pair 12" brake shoes. Contact: Bob Brassington, - 50, Hawthorn Road. Gatley, Cheadle, Cheshire. SK8 4NB Tel: 061 491 0450.

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WANTED P/N flywheel housing (damaged repairable considered) will purchase or exchange for P/N bell housing (original casting but brand new and unused.) N chassis/shock absorber brackets. N trunnion housing (front). N Luvax shock absorbers. L flywheel.

FOR SALE P carbs with new spindles to fit £100. P inlet manifold £20. P clutch cover plate (holds mousetrap springs) £7. P clutch plate with operating fingers £12. P firewall £5. P 2 doors £4 each. P seat squab for pattern. £5. P pr. front wing supports (1 with chassis mounting bracket) £15 pr. P propshaft (plain bearing type) £15. M/D oil filter housing £5. P/N octagonal instrument panel £14, (new and unused. M/D cylinder head (very good order) £30 Petrolift £15. Lucas vacuum wiper £15. Witter towbar complete for rubber - bumper M.G.B. £15. Speedo for D type (type PN) £5.
Contact:- Ken Rees, 29, Avondale Rd. Earlsdon, Coventry.
Tel: 0203 711142.

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WANTED Four 12" MMM brake back plates. J2 gearbox. J2 Front engine rad bearer. J2 front crank bearing retaining plate. Contact: Gordon Lilley, Beech Cottage, Upper Holloway Nr. Matock. DE4 5AW. Tel: 062 984254.

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Next Committee Meeting, Sunday 3rd November 1985.
at Oxford.

Triple-M Register Officers

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

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

Treasurer: David Smith, Gateways, Chart Lane, Brasted, Westerham, Kent, TN16 1LN.

Comp. Sec. &
COTY Scorer: Mike Linward, 18, Victoria Rd., Chingford, London, E4 6BZ.

Registrar &
Historian: Barry Foster, 25, South Street, South Petherton, Somerset, TA13 5AE.

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Safety Fast Notes: Ken Rees, 29, Avondale Rd., Earlsdon, Coventry.

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

Centre Reps:

Ulster: Vacant.

Tyne-Tees: Bill Wood, Ham Hall, Scruton, Northallerton, N. Yorks.

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

Midland: Mike Allison.

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

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

N-East: John Kidder.

S-East: Roger Thomas.

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

Co-ordinator: David Taylor, Garden Street, Brigg, South Humberside, DN20 8HE.

