



TRIPLE M REGISTER INFOLETTER

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June 1975

What a grand meeting Brands Hatch was, Phil had his K3 out for its first competitive outing, and of course what must have made his day was to have had Capt. George Eyston driving it! Peter Wames K3 Replica also had its first competitive outing, at the moment it's less blower - however don't anyone give him one, he's going quite quickly enough without one!

It was good to see the MMM Register Competitions Secretary getting a first place on handicap, particularly as I followed him and we were the only MMM cars in the race. NOTE Andrew Smith still has wings, lights etc. and was racing on 350/400 x 19 wheels and tyres - 'let's be having some more of yer' - goes to show that you d n't have to be a racer to win.

Most important news this time is the 6 Hour Relay result which Phil has written up, I'm sure you would wish me to congratulate the team on its tremendous result, and by team I mean the cars, drivers, team manager, timekeepers, mechanics etc. Well done all of you - we'll win it next year.

While I think of it, Michael Stanley has broken his racing jinx. He really has persevered with his FB for some 2 years, at Brands he finally got it licked. Come to think of it he looked like the cat that had got the cream - all I could see was a great big grin over the dashboard, not only that, it's a very well presented and quick motor car.

A Another very welcome car at Brands, although not racing, was the Samuelson Le Mans 'M' type - it really is such a pretty little car in a very original condition, not been seen for some time. Let's see some more of it Lewin, perhaps even a few more race meetings?

Further news is that Colvin Gunn has taken his 'Q' Replica over to France for a race at 'Nagarro'. It makes me green with envy, and I wouldn't be at all surprised to see him come back with a 'French Pot'. I shall just have to wait until my wife has re-arranged her front apron, as any of you who saw us at Brands will have realised. Both Phil and myself must have spent at least one night out of the garage last winter! We are both awaiting the arrival of our own personal 'Blowers'.

News of Silverstone next time.

Yours octagonally,

NIGEL MISSELWHITE

We are now well into the racing season with a most successful Brands behind us, and by the time this reaches you our Silverstone will be hopefully a pleasant memory. This year we managed to get a team up for the 6 hour Relay Race run by the 750 M.C., and my own impressions are included in a later part.

As we are still not getting a very good flow of tips to pass on to our fellow members, I shall have to pad this out myself, for which I am sorry as we'd like to pass on as much knowledge to members as possible.

Colin Fieche was recently having great trouble locating an oil leak which seemed to be from the J4s rear main bearing, and in fact had the engine out 2 or 3 times. It wouldn't have been found if he'd not run the engine with the gearbox and clutch off, when he found oil coming from under an oil gallery plug due to the fact that the machined face was not at right angles to the nut, so despite the copper washer, oil was escaping one side.

I, also, had a frantic week before Brands Hatch trying to cure a most persistent oil leak from the vertical drive, and in fact had the dynamo and housing out 3 times. We have read about the oil seal remedy in Infoletter a few months back, and nodded wisely as we noted that we had all done virtually identical installations. First, let me point out that the skirt that is brazed onto the oil seal housing is usually already present in the form of a combined oil seal housing and skirt that was an original Toulmin Motors modification. Under this skirt we were told to make a cork seal so that when tightened down, there was an oil tight area within the skirt. This prevents oil from coming over the 'weir' in the housing and leaking down past the oil return thread which sooner or later wears out. It appears that this cork sealing in the bottom of the housing is most essential, for the housing itself fills up with oil, despite a good sized oil drain pipe, which doesn't drain this vertical drive housing quickly enough. So having prevented oil from leaking down past the vertical drive shaft by using the standard lip seal, one must also prevent the oil in the housing from flooding out at the bottom. 'Blower' also mentions that one of the cures for the vertical drive oil leak is to use a shim between the housing and the head that only has a $\frac{3}{8}$ " diameter hole, at the drain pipe end. This prevents too much oil from draining out of the front cylinder head drain hole and flooding the housing. With these two modifications the K3 is now oil tight in that area.

Dermot Reynolds came to Brands Hatch with an interesting exhibit. This was a king pin off his front axle and a crack was clearly visible nearly right the way through it, right where the cotter pin goes. It appears that his axle eye was slightly oversize and the cotter pin was taking the cornering forces, leaving the king pin unsupported by the axle eye and hence bending the king pin. So make sure that your king pins are a good fit in your axle; I've changed the NDs front axle as a result of this and feel a lot happier.

Graham Martin (Black Horse Inn, Easton, Peterborough, Northants) has rejoined the fold having had a disappointing affair with a 3½ litre Alvis, and has kindly offered to do small machining jobs for members. He has modified the petrol changeover tap using a solid brass insert with an 'O' ring seal, which sounds very good idea. The external appearance is unaltered and his charge to fellow MG members would be £2 inc. carriage. He has also converted the oil return thread on the rear of the gearbox so that a modern lip oil seal can be used. The cost for this would be £2 but carriage extra and he'd require the gearbox end cover and prop shaft flange. Other jobs Graham has already done are refacing clutch pressure plates (£1 plus carriage), skimming starter and dynamo commutators (50p plus carriage) This is purely a spare time activity, but I'm sure many members will be glad to know of this facility.

John Powell (419 Heathway, Shard End, Birmingham) requires a rocker cover for his P type.

Mike Hawke (117 upper Westwood, Bradford on Avon, Wilts) needs an oil float chamber that tops up the K3's sump, also any information on a modern crown wheel and pinion which will go into a K type back axle.

E.B. Bellenger (13 Shooters Drive, Nazling, Essex) has a PA requiring carbs and rockers. He has a J type spare wheel carrier for sale or swap for the above. Chris Doyle (26 Brownlow Road, Peterborough PE1 3PN) requires a dashboard control rod and knob for the petrol tap and a water manifold for his Maltby bodied NA. Jeff Branston (27 Western Drive, Claybrooke Parva, nr. Lutterworth, Leics) needs a P type oil pump or just the gears. He has a set of J/M gears for exchange. Tony White (Turle House, North Street, Somerton, Somerset) has for sale a P type chassis with TC brakes with log book, axles, springs, wheels, body, tank, radiator, transmission tunnel, windscreen frame, hood frame and other miscellaneous bits. Tony is requiring a PA ammeter, junction box, centre panel and odometer for PA, also he has a J2 screen he'd like to exchange for a P type one and a J2 clutch in exchange for a P type one.

Reed Yates (1524 Lindsey, Denton, Texas USA 76201) urgently needs the brush gear for a Rotax AT 174 (N type) dynamo and will even buy a worn out dynamo to enable him to get these bits. He also is desperate for a good N type camshaft.

Phil Bayne Powell

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6 HOUR RELAY RACE FROM THE COCKPIT - Phil Bayne Powell

Up at 5.30 on the Saturday morning, so as to get to Silverstone before 8.00 for signing on. We took the ND up on the trailer, having already taken off the windscreen, and spare wheel carrier so that we wouldn't waste time at the circuit.

The weather was trying to rain and there was the usual cold wind. As we fitted the aero-screen, took off a few more non-essential items, the rest of the MMM team turned up: Colin Tioche (J4) and Tony Dolton (J2) by trailer; whilst Andy Smith and Mike Garton came by road. Team Manager, John Adams was backed up by John Reid on stopwatch, Richard Beresford and Nigel Reilly on spanners and Colin Butchers on running spikes!

As an awful lot of people had to get scrutineered, we were advised to get there early on; that went well, but the rain had by now set in as a steady drizzle. Back at the pit, Tony Dolton was having trouble finding oil pressure, so was busy draining the oil so as to put it back in again! This ritual proving successful on previous occasions. Fortunately it proved so this time. Tony was also busy putting his cycle wings on so that the spray from his front wheels would be reduced.

Early on in practice, I took the ND out. Fortunately, not much of the heavy metal was out, but a nice ding-dong with Vic Ellis' MGA kept up the interest. He could pull away down the straight but seemed to brake early for Woodcote so that I caught him up and held him along the Pit straight to Copse where I could close right up, the streaks of oil there seeming to affect the ND less than the MGA, which managed to pull away up towards Maggots and Becketts, where his early braking let me catch him.

It was pretty continuous rain by now and whenever another car came past one was swamped by the spray which was the only indication of where the car was in front, which was a help on out-braking (on cable brakes!) into the bends.

The chequered flag came off for the end of the practice session and the NDs fastest lap was seen to be 1 min 37 secs. I'd been out for 20 mins and had used about 2½ gallons in that time, so we had to see how much would be needed for our 1 hour stint; as it was we were told the fuel was going to run out, we were advised to fill up. Nigel Reilly's car was taken to the outside of the track so that with various petrol cans he could supply us if we ran short. The ND was filled right up, which is about 12 gallons, hoping it wouldn't affect the handling too-draastically.

Tony Dolton and the others were soon out practicing, or was it power-boating in the rain? Tony doing about 1 min 40 secs and Colin with the J4 newly rebuilt a bit slower as he was still running in the engine and blower.

The new pits have a good amount of undercover space, but the time-keeper has to peer round an up-and-over door which was none too satisfactory, especially as the wind kept catching it. We finally held it open by putting spare wheels on top of it!

The start was at 1.00 so we had plenty of spare time to check the cars over, fitting the Velero backing for the 'sash' to be attached to. I was a bit worried because the ND at Brands had rapidly overheated as well as cutting out on right hand corners. I'd cleared the water passages as far as I could and Southern Carburetors had made up a neat double bowl float chamber for the $1\frac{1}{2}$ " carb. so that it was fed from either side as the car rolled in the corners. The carb. on these Marshall installations faces backwards and so gets subjected to fuel surges due to cornering.

John Adams' race procedure was that Tony Dolton should run for the first hour, followed by the ND for $\frac{1}{2}$ to 1 hour, depending on whether I felt I could manage the longer distance, never having done more than a 20 minute High Speed Trial. After that, Colin Tiche would take the J4 out for a third hour, followed by the PBs doing $\frac{1}{4}$ to $\frac{3}{4}$ hour each, the last two hours or so then being finished off by the fastest of the blown cars.

One o'clock came, and Tony Dolton began with the rest in a large curtain of spray, whilst I took up position with the ND in front of the pits. I was just putting on my helmet and gloves when John Adams said, 'He's coming in next time'. So I leapt into the ND, started up and Tone appeared moments later; the 'sash' was changed and I shot off down the pit road to join the track just after Copse.

It soon was apparent that visibility was very poor with 24 cars trying to overtake many had lights on which helped, but others just appeared as a ball of spray. I settled down into my routine keeping well to the left after Copse and taking a wide line into Becketts so that others could go inside me. However not many seemed to be able to go through there much quicker than the ND, in third. Pulling up the straight to the marshall's post where I changed into top at 5500 - 6000 rpm, keeping well to the right which meant plunging into a stream running across the track which took a lot of speed off as we went through. Vic Ellis' MG3 pulled upon the right early on.

Dashing down to Woodcote, I had time to check oil pressure at 60 psi, oil temperature at 45°C and water at a thankfully constant 75°C; rear view mirror was wiped dry as was the inside of the visor every so often. Pulling 4500 rpm in top before Woodcote, I'd check the rear to see that I wasn't about to be overtaken by anything, and move across to the marker and by carefully balancing steering and power, came through without too many twitches, check rear view mirror for faster cars, splash down the straight taking top by the bridge and then reading the pit signals if I wasn't surrounded by mobile spray makers.

Copse is usually a nice flat out corner, but with the streaks of oil it was very treacherous, as various cars in the bank already proved, but the ND was going through with the best of them, on one occasion taking an inside tight line past an A.C. Cobra the driver of which looked across somewhat startled. I caught him on braking into Becketts and went round outside him, but he powered it away down the straight, but at Woodcote he'd spun it and so had to repeat the exercise all over again!

I was lapping at about 1 min 40 secs, depending on traffic, Copse being the one that I was baulked on most; despite the oil, the ND felt very positive, breaking away gently allowing me to correct easily. The Porsche 911 team seemed to be overtaking me quite regularly - maybe I noticed them more as their exhaust was shattering; I followed one down to Becketts only to be overtaken by a GT40. Instantly losing both in the spray, the Porsche I saw coming out of Becketts, but no GT40, which I caught a quick glimpse of continuing straight on for the Grand Prix Circuit!

The only cars I managed to overtake were a 750 special and a Ginetta, but the latter beat me down to Woodcote.

After what I thought was about 20-30 minutes, John Adams indicated the $\frac{3}{4}$ hour. I was thoroughly enjoying myself apart from the short rain storms which made the rain feel like hail on one's face, so I stayed out for the full hour, as the ND hadn't missed a beat. Having done the hour I was called in to change over to Tony Dolton. I'd covered 37 laps and our handicap position at the first hour was second!

Tony had apparently been hit up the petrol tank by a Porsche, so came in to check for damage, which wasn't serious. Tony soon was lapping about 2 seconds faster than I and clocked up a quick, uneventful hour, apart from a 40 sec delay while he found a way past a spinning car at Becketts. He came in telling us of the many cars littering the trackside between Copse and Becketts, whilst Colin Tichehe started whittling down his times to 1 min 35 secs.

Our position was still second on handicap to the Alfa Sud team, at the $1\frac{1}{2}$ and 2 hour placings. So we hoped Colin with his faster times would be able to bring us to the top. He was very quick and neat - coming through Woodcote, he took a Morgan and, not content with that, passed the next car in front - which was a Ford GT40!! The rain was a real equaliser, but had also brought so many accidents that Race Control was unable to cope, so the red flag came out after only $2\frac{1}{2}$ hours of racing.

The breakdown trucks then went and collected the cars from off the track, and it was thought after that that the race might be restarted, so Andy Smith was to be ready to go out. However, it was decided to award the results to the teams as at the $2\frac{1}{2}$ hours. So the MMM Register team came SECOND on handicap, bringing us the Andreason Racing Trophy. This was a tremendous achievement for the oldest team entered by about 20 years; a team of Sebring and Targa Florio Frazer Nashes being the next oldest. We'd come through without any spins or accidents (except for the Porsche attacking Tony) and all the cars were as healthy as they were at the start. A real testimony to the reliability of MMM cars if you ever needed one.

I'd like to thank Andy Smith, our effective Comps Secretary, for getting the team together when it looked a bit doubtful some months ago. Also we should thank Mike Garton, the other PB driver who never got his drive, for so ably backing up our efforts. Let's hope that next year we can get another team up to defend our achievement of this year.

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C.K. SPARES NEWS - John Adams

A further small stock of bucket seat shells is now available. As before, these are made in steel to the pattern originally fitted to the front of 4 seater cars, with a cut-out to clear the prop-shaft tunnel, and are a good replacement to all MMM cars where the original bench seat is missing. The price is £19.25 + VAT per pair, un-trimmed, carriage extra.

Also new is a stock of alloy rocker bushes. These are most excellent and accurate items, having been made by our Technical Adviser, Colin Tichehe, and represent the first step in ensuring accurate valve timing. Price 60p each + VAT.

Demand for the 8" Rotax headlamp shells and rims mentioned previously is still not sufficient to justify production, due to the high tooling costs involved. If anyone else is interested please write now!

The Alladin's cave of S.U. parts is now very bare, and although a list is again given below, they may not all be available by the time you read this.

$1\frac{1}{2}$ "	HS dashpot/piston assemblies only	£3.00 + VAT
$1\frac{1}{2}$ "	M type bare body only (alloy)	£3.00 + VAT
$1\frac{1}{2}$ "	HS4 carbs complete, vertical 2 bolt mounting flange; not vintage, but possibly ideal for blower installation	£15.00 + VAT

AUF 300 HP 12v fuel pump	£5.00 + VAT
AUF 400 HP 12v dual fuel pump	£10.00 + VAT
Butterfly throttle discs (1 $\frac{1}{8}$ " , 1 $\frac{1}{4}$ " , 1 $\frac{3}{8}$ ")	50p + VAT
Lid assembly for 1 $\frac{3}{8}$ " diameter float chamber (T1)	£1.00 each + VAT
Floats for 1 $\frac{3}{8}$ " diameter float chamber (T1)	50p each + VAT
Floats for 2 $\frac{1}{8}$ " diameter float chamber (T2)	50p each + VAT
Needle valve/seat assembly (old solid type)	£1.00 + VAT

An interesting project being considered in conjunction with the Spares Secretary of the 750 Motor Club is production of original type Lucas contact set ST 361/400833. This is the type with threaded adjustable contacts and was fitted to several makes of car in the early thirties. No decision has yet been made, but it would be interesting to receive comments or indications of demand.

Holmut Klokner has very kindly donated an M type cylinder head and J/P gearbox rear end plate. These may be collected, by arrangement, from me at Hartley Wintney.

C.K. SPARES LIST Write to John Adams, 5 Hare's Lane, Hartley Wintney, Hants, price list to M.G.C.C. members only - quote membership card no. when ordering. Add 8% to all U.K. orders for VAT. Cheques to be made payable to C.K. Spares Co Ltd. Prices include post within U.K. Overseas orders please add extra.

<u>Item</u>	<u>Basic Price ex VAT</u>
J.D.M. Water Jacket plates	£1.85 pr
P.K.L.N. Water jacket plates (plain only)	80 ea
J.D.M.F. big end bolts and nuts	30 ea
F.J. Lower water inlet pipe (screws into block)	1.00 ea
Valve cotters	14 pr
M type only shock absorber transfers type 198 or 502	30 pr
P - 10 tooth speedo pinions	3.25 ea
KE 965 exhaust valves for P.L.K.N.	1.00 ea
Front wing/running board moulding	30 ea
Radiator shell/headlamp bracket rubber mouldings	25 ea
Centralised lubrication system unions (16 pieces)	10.00 set
'Brooklands' MG steering wheels	11.20 ea
J.D.M.C. White metal camshaft bearings	5.30 set
F " " " "	9.00 set
P " " " "	7.30 set
N " " " "	9.30 set
M camshafts (12/12)	21.00 ea
J camshafts (small delay)	21.00 ea
Bucket seat sheels (carriage extra)	19.25 pair
Alloy rocker bushes	60 ea
K half shafts	11.75 ea

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