



TRIPLE M REGISTER INFOLETTER

INFOLETTER 36

December 1975

Having spoken last month about the use of 19 wheels and narrow section tyres I have since received correspondence from members which would seem to confirm my thoughts. Mike Hawke discarded all his 'go faster goodies' at Silverstone this year, and with the addition of headlights, wings etc, he still got within 3 seconds of his fastest time ever, and that's after 20 years of trying, and if anyone has even seen Dudley Pinney in his J2 it should be obvious that there's something in it.

The hot news of the month is that a J4 has come to light in France. A friend of mine in Paris who is a motoring journalist, and who races a J2 in the French Classic Car series, albeit with a pre-war FXD engine, was driving along when a man stopped him and said 'I've got a car like this at home, it's called a J4'. So the J2 plus Jaques took off at a great rate of knots for this man's home. Sure enough, there sitting under a lean-to was an original J4 bearing the chassis no. J4008. This it turns out from investigation, is the car that was driven in the 1934 Bol/dor and which was driven by Manier and Maillard Brune at some time. I have some photos of the car and from them it would appear to be in very original condition if a little incomplete inside the cockpit, naturally the man is joining the club and the register

The joke of it is, that anyone going ^{south} through France before the Autoroute came about will have driven right past the car and it could be seen from the road!

Will all of you please read Andy's fable this month - let's try and get a real good turn out for the Car of The Year Award next year, the more who try the better the competition becomes, apart from that Andy's wife is complaining about cleaning the trophy, so will someone else get their finger out! The latest positions are shown this month, there's still Branda Hatch to go and I gather that some people are going to try and improve their scores in the pre 55 race - should be quite a good race!

PLEASE NOTE THAT I AM MOVING, my new address is..... 'MONTLHERY', 90 POSSEWAY AVENUE, MORETON IN MARSH, GLOS. GL56 0RH.

All correspondence to the above as from the issue of this Infoletter please. A very happy Christmas, a prosperous N w Year to you all, may your octagonals keep their shape throughout the festivities.

Yours octagonally,

NIGEL MUSSELWHITE

R E M E M B E R ----- I have moved and changed my address.

As a follow up to Nigel's point about using tyres and wheels close to those originally on the car, an example of overloading occurred when Peter Cranage's N.E. broke a stub axle at Silverstone Sprint, fortunately without any other damage to car or driver. Peter uses 5.25/5.50 x 16 racing tyres on the front.

Colin Tieche is currently getting on with his C type restoration, which looks set to be another yardstick for us to aim at. His J4 has been dismantled after its Llandow incident, and the damaged parts already being replaced, but he has decided that twice is enough, so the car is restricted to sprints, and hill climbs. But his unblown C type is going to be a car to watch next year.

Also, talking of J4s, Mrs Coles has decided to sell Geoff Coles' damaged blue J4, adverts to this effect will be coming out shortly. It is to go to the highest bidder, so if you have a hankering after a J4 then you had better start raising the money now!

Wiscombe Park Hill Climb in September brought out 11 MMM cars which is an excellent turnout for this somewhat out of the way venue. Mind you, what a place for a Hill Climb. It is really tucked away in the hinterland, but when walking the course one arrives at sawbench, thorough puffed out and that is about $\frac{2}{3}$ of the course. I took the ND up for my first practise run and found myself using the rough through the Esses and having vast chunks of axle tramp on the corners. When I'd finished I could really feel the adrenalin pumping through the old veins, and a very satisfying feeling. It is certainly worth making a special effort to go to this effort, and the Gardner, Ritchie and B-P families stayed 2 nights at a pleasant farmhouse which made things very pleasant.

Unfortunately the ND kept shedding its blower belts and that man Richard Beresford again putting a lot of people to shame with his indecently fast J2, only being beaten by Peter Warne's K3 replica and John Wilkinson's blown J2.

At the Silverstone Sprint, 9 MMM cars turned up, with 11 drivers, and here Richard Beresford did well, coming in 4th behind Syd Beer's K3, Tony Dilton's J2 and the ND which at last managed to get the better of Richard, probably due to using Patrick Gardner's spare 8.39 diff when the NDs burst on the starting line.

This year has been a good competition year with a good number of the same people coming to each event to keep the individual battles going. Let us hope that we will have these and other MMMers out next year. The K3 will be out again with its new, rebuilt engine and blower and should be quicker than this year as many things were wrong. Meanwhile I shall keep quiet about the other B-P car that should have finished being restored next year.

That has brought most of you up to date with what has been happening recently on the MMM scene.

The J and M crankshafts that I arranged recently have all been sold, and although most people have got one that needs one, if there are 10-12 people interested in a J2 crank at £118 I'll be glad to get a further batch under way. For those new to these cranks, they are of ENBM steel machined from solid with $1\frac{1}{2}$ " or $1\frac{5}{8}$ " big end journal sizes. If you are interested please send me your order (to Kimber Cottage, Glaziers Lane, Normandy, Surrey) and a minimum of £30-£40 deposit. Also please state the big end journal size you require. If this goes ahead I should expect it will be the last order as we have already supplied over 50 cranks!

Another item is that at last a manufacturer of crown wheels and pinions has given us a realistic quotation. I can therefore take order for 8.39 spiral bevel crown wheels and pinions, in the best material which off hand I believe is EN33. The price for these will be £38 and again I shall be arranging these, and look forward to receiving orders with a minimum deposit of £10-£15. These deposits are useful in buying the material for these items.

Peter Warne is ordering some KE965 tulip valves without the cotter/circlip groove if anyone is interested in joining the batch. This is the correct way of doing valves as the dimension for the free length of the valve spring can be kept accurate by positioning the cotter/circlip groove correctly for each valve. Contact Peter at The Coachhouse, The Old Rectory, Abinger Common, nr. Dorking, Surrey.

Graham Martin (Black Horse Inn, Boston, Peterborough, Northants) has, like Steve Dear, been unable to find the correct chrome trim to P-type (and other models) dashboards, so is going to produce it himself in 25 gauge stainless steel. It will be supplied in straight lengths, but drilled with fixing holes. Please state length required and will cost about 20p per foot to members.

From Peter Robinson we have some information about this petrol tank lining compound that I've been hearing a lot about, without locating the manufacturer. Now we know that Solent Marine Plastics, 46 Lawnwood Avenue, Shirley, Solihull, Wars. produce this liquid called Petseal, which is a synthetic resin compound, and comes in 2 packs, one of resin and the other the catalyst. The two are mixed together and poured into the tank and then swilled round to ensure all surfaces are coated.

Barry Linger (16 Main Street, Wilsford, nr. Grantham, Lincs) has an M type inlet/exhaust manifold in good condition, also an M/D/F/J1 speedo head and will exchange for any interesting P type parts you may have (Tel Leicester 520).

Patrick Gardner (3 The Maltings, Goose Green, Gomshall, Surrey) needs a J type front valence, windscreen, rev. counter/speedo, Petrol tank, and steering wheel, all for J type and 2 x 12" brake drums. Patrick has for sale, or swap for the above wanted parts, a set of P type wings, P type tank and bonnet and a set of 8" brakes.

Please will people read these exchange notices carefully as we are getting some people offering to buy the parts for which the member was asking, and other people offering the parts which the members want to sell!

Eric Taylor (49 Hardwick Street, Hull, Yorks) requires the following J1 type parts, bonnet, rear wings, dashboard (even if only a pattern, and a pair of central lubrication plates.

A. Brier (347 Leeds Road, Muddersfield HD2 1YB) requires a pair of P type front wings in any condition.

David Hudson (91 Upper Halliford Road, Shepperton, Middlesex) would like his new address noted if anyone can help him with last Infoletters requirements.

Richard Leflufy (HMS Heron, Yeovilton, Ilchester, Somerset) is requiring the following J2 parts for his swept wing model, horn and dip-switch, rear view mirror and stud, speedo/rev counter, rear chassis tube member and nuts and spacers etc. also $\frac{1}{2}$ shafts and hubs.

A.G. Rickman, Bookham Lodge, Stoke D'Abernon, Cobham, Surrey) requires for his J2, 2 front axle bump stop rubbers, rubber frame seal for bulkhead, door lock, oil gauge, mirror, wiring loom and also a complete J2 engine.

Alan Harris (Kempsford Manor Lodge, Kempford, nr Fairford Glos) is looking for the following P type parts, side lights, hub caps, windscreen frame, radiator badge, spare wheel, running boards, steering wheel and radiator top thermometer.

Peter Thomas (Dept of Physics, University of Bath) needs a complete J2 engine, dashboard and instruments.

Ian Repley (2 Westglade Court, Woodgrange Close, Kenton, Middx) also requires J2 instruments, and seats. He has for sale a virtually complete J1 rolling chassis.

Charles Baird (Magello, 31 Birch Hill Avenue, Onchan, Isle of Man) has a 1930 M type that is lacking a hood, hood frame, side screens and ammeter.

D.B. Anderson (32 Saville Road, Blaby, Leices) needs P type front Hartfords, one Luvax rear shocker, a left and a right hand hub cap, fuse box/cut out, wiring loom, rubber fittings, dashlamps, choke and slow running knobs and water hoses.

Claude Hayes (Ducale, Burntwood Road, Drury, Buckley, Clwyd) has for sale or exchange four nearly new J type cycle wings, 1 J type welded bare cylinder head, 1 J type spare wheel carrier, P type front apron. Claude requires a pair of early J type original door locks, and strikers, any J type engine parts, including a crankshaft, also a gearbox and back axle.

Garry Stone (66 South End, Bassingbourn, Royston, Herts) requires some P type parts such as a differential, four seater rear seat pan, set of standard 60mm pistons, a new PB headgasket, pair of 4 seater rear wings, 2 good Luvax rear shockers and dashlamps.

Fran Ernst (High Bird Poultry Farm, Weeley Heath, Clacton, Essex) asks if anyone knows of a firm that can balance propshafts other than Hardy Spicer. Giesler Ltd., Industrial Estate, Empson Street, London E3 used to be pretty comprehensive on balancing.

Andrew Reed (5 Moss Gill Avenue, Aensdale, Southport, Merseyside) hopes some kind member can help with an N type crank.

Tony White (Turtle House, North Street, Somerton, Somerset) requires an offside lower front J2 wing stay, complete J2 windscreen, crankshaft and a PA ammeter. Tony has for sale (or exchange for the above wanted items) a complete P type windscreen, PA hood frame, J2 near side swept wing and a J2 remote control. Tony recommends Cross Manufacturing Co. Midford Road, Combe Down, Bath, for excellent service for thread inserts and fitting tools.

Derek Moore (25 Woodborough Drive, Winscombe, Avon) has the following parts for sale: P type bent front axle (£3) a pair of P type headlamps (£8) P type camshaft (£10) P type gearbox almost complete (£15) Altette horn (£2).

Bill Grudgings (8 Carlton Place, Hoole, Chester) is looking for a 4 seater J4 body and a cylinder head.

Lawrence Moore (535 Uxbridge Road, Hayes, Middx) would like to acquire a D type in any condition.

I, myself (i.e. Philip B-P) have a few parts I'd like to clear, mainly to help pay for subsequent engine and blower rebuild after Silverstone.

1 pr N type rear wings (£5), pair of NB windscreen support brackets (£3) P/N oil filter cases (£1½) N type inlet manifold (£3) 12 volt (M35A1) starter motor (£5) pair P type doors (£6), pair of N type badge bar brackets (£4), pair curved N type headlamp brackets (£2) pair straight (P type) headlamp brackets (£2) pair of LBD 140 P type headlamps less glasses and some straightening of rims required (£5) 2 pairs of LBD 165 original fluted headlamp glasses (£1.50 pr), one only brand new LBD 140 shell only (£3) P/N clutch plate (£3) a few P type new condensers (80p each) P type crankcase breathers (£1.50) P type steering column bracket (£1.50) pair radiator side brackets (to headlamps) (£1)

Phil Bayne-Powell

MEM COMPETITION NOTES - Andrew Smith

My notes this time are going to be an advertisement for the Car of the Year Award, and how easy it is to achieve a respectable standing in the eyes of your fellow competitors. As a concrete example, let us consider Hubert Kimber, an imaginary member who has a J2 and had just joined the Club at the beginning of 1975 as register no 2251. His car was reasonably original and a runner, so he decided to do a mild season of competition. Since he lived in Clifton Hampden, near Abingdon and was willing to travel no more than a hundred miles on average, to take in a competition, many events would be out of range. Even so, South Eastern, South Western and even Midland centre do's might come within his orbit he felt.

The first two months of the year were spent in tidying the car and waiting out the winter, but having made the decision to join in, by the beginning of March the

urge was strong. Tempering desire with caution however, he thought the S.W. Spring Road Event, being a Rally cum Treasure Hunt, might be a suitably mild introduction. An entry form was obtained from Mike Hawke and since it was a closed to club event, there were no more formalities after returning it. When the great day arrived, it was bright and sunny, so the drive down into Somerset was a pleasure. On arrival only two other MMM cars were found to be entered, though Andrew Smith failed to turn up, so the run finished with Hubert as second MMM car, his wife Doreen proving a competent navigator on OS maps. Fired with enthusiasm, more outings were sought, and though the Brands Hatch Race Meeting was felt to be a bit too adventurous, steps were taken to obtain a Racing licence from the RAC to allow the MG Silverstone meeting to be tackled. However, the next actual entry was for the Midland Grass Hill Climb, held just south of Droitwich, which proved to be a sort of uphill gymkhana. This time there were four MMM entries, though Chairman Dear did not make it, so after a very good day avoiding the markers, third MMM position was the reward.

May Silverstone was now too close to allow any intermediate excitement, particularly since Doreen was dropping heavy hints about decorating the small bedroom. This task accomplished, the only motoring relaxation being the natter night in Abingdon, preparation was seriously commenced for the meeting since, for the first time, a race was to be attempted. After a thorough check on the mechanical side of the car, it was found that the designer had thoughtfully complied with all the necessary RAC requirements except that two throttle springs had to be arranged, and the studs securing the battery to its carrier needed replacing. After purchasing a bottle of Windolene to allow white numbers to be painted on his green doors, Hubert's preparation was more directed towards spit and polish for the Concours on Sunday than the High Speed Trial and MMM race he had entered on the Saturday. This approach paid dividends on the day when the scrutineers complimented Hubert on his turnout, though there was a last minute panic when it was found that the Dymo ('ON-OFF' marker for the ignition switch had been left behind. However, a biro and masking tape solved the problem temporarily. Early misfortune did not bring particularly good luck however, the qualification requirements for the Trial being at least one lap greater than a standard engine and a novice driver could manage, but the practice was invaluable and produced even more respect for driver/engineers like Mike Hawke who on standard wheels, tyres and carburettors could achieve apparent miracles. The actual race was rather better, however, for although a place in the first ten could not be managed, the J reached the finish with no drama at all. In fact, Reg Cousins, Hubert's mechanic-cum-service car driver, complained that race meetings were too easy to be interesting!

The next day, after wiping off the minor amounts of iod film blown on to the engine, the road to the circuit was taken again for the Concours. On arrival, the massed effect of all the bright chrome and paintwork was most dispiriting, so a speedy retreat was beaten into the Clubhouse for consolation, though before opening time the opposition was more closely inspected and hope rekindled as the minor defects in virtually all the cars was spotted. However, at the end of the day, there was no trophy to be carried back home, but meeting all those fellow enthusiasts who could only swear to 'make it next year for certain' had a notably invigorating effect. The next month was spent with only road mileage being covered in the J, though attention to the adjustment of timing, tappets and carburettors did yield slight though noticeable performance benefits.

A swift mental calculation done at this time also indicated that it might be worth claiming 'Car of the Year' points since it seemed that more than 30 had been amassed. The claim eventually looked like this:

Event	Type	Position	Points	Event Points	Total
Spring Road Event	Rally	2nd MMM	2 + 8	-	10
Grass Hill Climb	Autotest	3rd MMM	2 + 7	5	24
High Speed Trial *	Race	-	2	5	31
MMM Handicap *	Race	-	2		33
Concours *	Concours	..	2 + 5	5	45

* Silverstone

This was marvellous!

However, the hot day season was approaching, the children Frankie and Margaret becoming restive at the thought, and so no further expeditions could be undertaken until Beaulieu provided an excuse for a good long run-down through the New Forest. Gymkhana and Concours were on the agenda though once again, no placings were managed.

Finally, to round off the season, it was felt that a trial should be undertaken, since after all the sports cars of the thirties were designed to suit this type of action. The autumn one being run by the Midland Centre was on a convenient date, though since the regulations were not automatically circulated a letter to Peter Coenage was required to obtain entry forms, but when these arrived it was found that the site was to be just north of Hambury, so the road-petrol costs were at a minimum too. The Sunday dawned cold, but without the fog that had been feared, but the weather warmed as the day progressed and by mid-day was very pleasant. The MM competition was three fold, but proved quite friendly even offering useful advice about tyre pressures though to no avail as several silly mistakes left Hubert cursing himself and carrying too many penalty points to beat anybody but some of the cars in other classes. At the end of the day though, no less than thirteen points for the OTY award were collected, so that the score for the year was:

	Event	Type	Position	Points	Event Points	Total
Beaulieu		Gymkhana	-	2	-	45
		Concours	-	2 + 5	-	47
Midland PCT		Trial	4th MM	2 + 6	5	67

leaving Hubert as one of the top ten in the competition

End of Parable.

Now after you have finished spotting all my allusions, could you take note of the points I wish to convey:

1. All the results in the story were vacant at the actual events, so could have been picked up by another entry.

2. Hubert never actually beat anybody in the MM classes, he achieved his position mainly by making claims.

3. He only devoted six days to actually competing.

4. The competition is designed to favour anyone who will have a go at anything.

So, next year, who don't YOU make a start and see if you can beat Hubert, who just might have to start appearing in the official tables to spur you on.

MM 'Car of the Year' AWARD Positions as at 10.11.75

Position	Car	Register No.	Driver	Points
1	PB	571	Andrew Smith	119
2	J2	1079	Richard Beresford	115
3	L s/c	72	David Taylor	107
4	Ex 120 Rep.	1500	Wigel Musselwhite	101
5	J2	3	Mike Hawke	89
6	J2	41	Bob Smith	85
7	J2/4	6	Patrick Gardner	82
8	J2	437	Alan Simpson	71
9	M	1305	Mike Hewson	69
10	J2/3	607	John Wilkinson	65
11	N	169	Phil Bayne-Powell	64
12	M	1189	Keith Portsmouth	59
13	PA		Andrew Ritchie	51
14	PA Cream Cracker	1200	Steve Dear	48
15	J2	768	Ralph Bateman	45
16	K3	300	Phil Bayne-Powell	22
17	NA	691	Rosemary Bayne-Powell	14
18	J2	1092	Tim Hunt	12
19	PB	2	Paul Fletcher	10
20	NE		Barry Linger	8

7.

Keith Portsmors has sent the following useful information on ash for those who are going to be engaged in bodywork replacement this winter.

Cost of sawn ash is about £14 a cubic foot, provided you buy over £10 worth. For example a piece of ash 2" x 2" x 24" would cost 78p. Wood yards will cut ash to the nearest $\frac{1}{8}$ " and according to Keith you can reasonably rely upon them for size cutting. Keith gets his wood from Morgan & Co (Strood) Ltd., Knight Road, Rochester, Kent ME2 2BA

Keith is rebuilding the Allingham body at present and he estimates complete cost of wood at £35, as he says, it is worth teaching yourself woodwork when you read that a J2 body will cost you £275-£325! - apart from that, there is no joy in driving a car that is really only a kit of parts that someone else has put together, its never really yours. Those of you who have seen Keith's M type will appreciate that he really does practice what he preaches, so consider what you are capable of before spending all your well saved pound notes, they may be used to build the engine instead.

Nick Sans, our MMM Librarian has asked me to include the following to remind members that our stock of photos continues to grow, thanks mainly to those members who have been kind enough to let Nick have original copies for him to copy, and then include them for all our enjoyment.

I would add that although Nick doesn't say it, it is also due to the painstaking time and effort that Nick himself puts in, that we get the best possible results for our collections, those of you who have not yet availed yourself of the service should think about it, there are some really cracking period photos - very helpful when rebuilding as well.

The following list gives some of the new photos that are now ready:-

- 4 K3s being worked upon by mechanics at Abingdon
- R type on the test bed with engine visible, being watched by a crowd of onlookers.
- 'Humbug' at speed on the banking at Montlhery.
- K 3 being overtaken at Brooklands by a Bugatti (shame)
- 3 MGs at Donnington AMA 84..ANX 650 ...LVI
- JB 4748
- Twin rear wheeled single seater (Evans Q type)
- Horton K3 in the paddock at Brooklands
- R type at Brooklands (back and front)
- C type at Brooklands RX 8028
- 3 different shots of an M type KX 4614
- 5 different shots of K3, Q, C with bonnets open - some very good enthusiastic shots.
- 2 photos of Ex 120 on the dock at Newhaven prior to going to Montlhery to break the records

If you want any of the above, please contact Nick at 58B Poplar Grove, Maidstone, Kent, ME16 0AW

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December 1975

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