



TRIPLE M REGISTER INFOLETTER

INFOLETTER 22

May 1973

MGM MUTTERINGS - Mike Hawke

From the point of view of the proof reading, the 1973 Year Book was a bit of a disaster. Not only did your Editor miss a few schoolboy howlers, but the printers did not correct all those which were marked. Finally, after the page proof reading, some words were changed, and, in particular, one pun was ruined. For those who are sticklers for accuracy here is a list of errata.

| <u>Page</u> | <u>Item</u> |
|-------------|---|
| 1 | Tony Rogers', Ray Witcher's and Mike Hawke's addresses are as at the back of this Infoletter. Wilson McComb lives at East <u>Marden</u> . |
| 3 | Column 2, line 5, add 'Hill Climbs'. |
| 25 | Picture Caption. The blower is, of course, a <u>Marshall</u> . And anyway, it did not come out in the picture! |
| 27 | The 1968 Car-of-the-Year Award winner was Elwin <u>Sapcote</u> . |
| 28 | In 'Editorial Postscript', it was John <u>Barnecott</u> who helped with the photographs. |

Inner The caption should read 'Motor Boating Championships' and those
Back Cover who were there will see the point.

Years ago, the later W.H. Charnock asked (of Bentleys), 'where have all the 6½ litre Saloons gone? Being too big for caravans and too small to convert into flats they have all been made into Speed Six Replicas'. The wording may not be exact but the meaning is there. Where have all the MMM Saloons gone? These were never very numerous and the ravages of time probably reduced their numbers before the Register was ever thought of. They must therefore be so very few in number by now that there is some doubt whether an example of each sort might exist. I have seen F Salonette, PA and PB Airlines, L Salonette and KN Saloons (yes, plural) at M.G.C.C. gatherings. Owners were B.J. Graves, Phil Peckham, Rick Bould, Phil Bayne-Powell, Irving Branson and Peter Mace respectively. Some of these cars have since changed hands or disappeared from the active scene so the Register might not be able to boast that they could produce these at short notice for a special occasion. But what of the M. Sportman's Coupe in all its various forms, the D and J1 Salonettes, the L Continental Coupe, (an example of which I refused in 1959 at £20), NA Airline and K1 Saloon?. Do we have examples of these on our books? When can we have the pleasure of seeing them in public? Alternatively can I have a picture of for the 1974 Year Book please?

Then there are a number of even rarer items. Phil Bayne-Powell has given us the pleasure of seeing his Cresta-bodied and Allingham-bodied Ms, Ray Witcher's Jensen-bodied K2 is frequently seen and we used to see Bruce-White's Jarvis-bodied M in trials and driving tests. Are there any others? Colin Tiche has a J2 body by R.E.A.L. which he is going to marry to a J2 chassis when he can tear himself away from his J4. There ought to be a few Stiles-bodied F Magnas around and has anyone ever seen that J3 with saloon bodywork (presumably J1 shaped) which used to live in Devon. What of the various body styles offered by several coachbuilders on P chassis? What of the R.E.A.L.-bodied L which Morgan Marshall remembers at the 1933 Motor Show? And do any Lester-bodied P types survive? I remember one Lester-PB leaving my J2 in a cloud of dust at Davidstow in about 1954 and a Lester-L type for sale at the Chequered Flag in about 1958. Were there any more?.

Doubtless Colin Dutchers can answer many of these questions but it would be better if we actually saw some of these objects d'art or had news of them to put in to the 1974 Year Book.

Over to Phil Bayne-Powell

WATCH THIS SPACE!!!

Colin Tioche and Nigel have just returned from a most successful Vintage Mille Miglia run over 850 miles of the old course and the Hamilton J4 excelled itself. They won a vast cup for being the first M.G. into Rome, gained a First Class Award (as it is run as a reliability trial) and have probably finished within the first five places overall. The M.G. was all but fastest over the Futa Pass where timing was in operation; and the only car to overtake them on the mountainous section was a 4½ litre sports racing Lago-Talbot. The car returned approximately 25 mpg and only needed a cork oil seal and few bulbs replaced. 5,000 rpm was the rev.-limit to which they restricted themselves as it was running on petrol - usually 7,000 rpm is seen with methanol fuels. There is obviously more to this epic event and the J2's part in it so we hope Nigel will put it all on paper soon. But I don't think there is anything to compare with driving an M.G. in a foreign country and then tackling the Apennines at racing speeds on unclosed roads - and in the dark. Quite a feat! We heartily Congratulate Colin and Nigel for this magnificent achievement. Let's see others emulating this. To whet your appetite, they are seriously thinking of running a Vintage Monte Carlo Rally in conjunction with the actual event for modern lumps of metal. I wonder how Mike Edmondson got on at the Le Mans Vintage Race.

Before going to Italy, Nigel told us that he is posted on a three months' managerial/promotional course for the Fire Brigade. He has, unfortunately, to relinquish his post of Assistant Spares Sec and we have not had to look far to find John Adams waiting in the wings for his cue to come on. So from now on John will be looking after the new spares and all orders for batches of cranks and camshafts etc. will be handled by me. Nigel will be completing the orders for those items which he has in hand. So to help, will all those with outstanding monies to pay on camshafts, PB postons (see the p.s. which may be at the end of this Infoletter), and cranks, please let Nigel have these without him having to tell you what you owe.

While on these orders, the 12/12 M type camshafts, J type camshafts and C type camshafts are finished and are ready for all those who have ordered them - no extra ones are available. Also the first 3 of this latest batch of J2 cranks should be ready. The remainder will follow at a batch a month. So please be patient, it is a case of first ordered, first supplied.

John Adams will be looking after your new parts from now on, so send your letters to him. Please do not forget that he is now to the job and will take some time to get into his routine. I should like to thank Nigel for all the tremendous work that he has done for the Spares Section of the M.M. Register not only in his capacity as Assistant but before then when he was setting up piston, crankshaft and camshaft supplies. I'm sure that many of you are personally most grateful for all that Nigel has been able to arrange for you. As he has not been able to do much to his M.M. cars, he will be driving my ND at race meetings whenever possible. John's address is at the back of the Infoletter.

The black Brocklands steering wheels are now available again, but due to VAT the cost is £7.95 + 70p = £8.63. If you wish to have them sent by post please add 40p for postage and packing.

It is with regret that we hear that Bill Bromson's wife has died. She was always a keen M.G. enthusiast and many will remember her smiling face as she helped Bill at the counter at 106 Kingston Road. Bill is continuing with the M.G. spares, but next time to see him, remember

So what is in Alladin's cave this time? John Seymour-Howell (1 Orchard Drive, Horsell, Woking, Surrey, has the following P type bits:

| | |
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| 1 camshaft bevel wheel, good | 50p |
| 1 front axle beam, slightly bent, worn eyes | 1.00 |
| 2 rear springs, eye ends need rebushing | 1.00 |
| 2 rear spring trunion nuts | 20 |
| 1 original horn | 50 |
| 1 exhaust system, less tail pipe | 75 |
| 1 Bishop steering box and cam, shaft needs work | 50 |
| 1 handbrake ratchet sector | 25 |
| 2 eight inch reflectors | 50 |
| 15 feet $\frac{1}{4}$ inch dia. hydraulic tube, unused | 50 |
| 2 rear spring pivots - new | 2.50 |
| 1 brake master cylinder, unused | 50 |
| 2 rear hub bearings, used, but OK | 50 |
| 1 distributor, less cap | 1.00 |
| 4 57mm + 0.020" pistons, need reringing | 4.00 |
| 1 water outlet manifold | 50 |
| 1 centre-main-bearing housing | 25 |
| new cylinder head studs | 20 each |
| Engine oil pipes, various | 20p each |
| 1 adapted TC front apron | 50 |
| 1 cylinder head, probably repairable | 2.00 |
| Collection of used but serviceable valves | FREE |
| 1 G type splined blower drive shaft, new | 2.50 |

Buyers should collect or pay postage.

Jeremy Wood (Brook House, Faygate, Horsham, Sussex) requires a complete N type engine or possibly major components.

Michael Nassim (6 Addison Crescent, London W14) has a good Marshall 87 blower which he would like to swap for a Marshall 75 with cash adjustment.

Merryn Fellows, (Hatherleigh, Snatchwood Road, Abersychan, Pontypool, Mon.) would like a crown wheel and pinion set and rear seats for his 4 seater PB

Peter Innes-Ker (3 Cole Court Lodge, Twickenham, Middx) has an loan a complete set of plywood templates for a P4 body - presumably P4

Buddy Dees (Box 317, RAF Upper Heyford, Oxon) requires a set of J1 back plates, drums, shoes etc.

Alan Simpson (Pennington, Chan-er Drive, Tylers Green, Penn, Bucks) needs a windscreen, headlamps LBD150, instruments, gearbox remote control, dynamo, carbs., and a water pump for his M4.

R.E. Hewitt (42 Rosebury Road, Hounslow, Middx) is looking for a complete J2 engine with dynamo, carbs, and clutch assembly, also front wing stays, upper and lower and brake gear to convert hydraulics back to cables.

Fran Ernst (High Birch Poultry Farm, Woeley Heath, Clacton, Essex) has been most public spirited and bought up a load of crown wheel and pinions with the shorter length of teeth suitable for J, P and possibly L types. They are Remax or Roper (Regent? Mike) 6 hole crown wheels (ie suitable for 2 star differentials). Ratios are 7/37 and 8/43 and one only of 7/38 with 8 hole fixing which is believed to be an alternative ratio for a TC. The price is £8.00 undelivered, allow 30p for postage and packing. If arranged, they can be collected at Silverstone. Also, Fran has an L type king pin set with bushes and cottors at £3 + p & p.

Bob Tyddell, c/o Englehard Industries Ltd., Valley Road, Cinderford, Glos. needs an M type dynamo or else a brush set and top plate. He offers an M type front axle hubs, brake drums, road springs, inlet and exhaust manifold, camshaft, con rods, flywheel and other bits to rebuilders in need.

Leonard May (Flat 5, 144 Villiers Road, London NW2 5PU) requires sidescreens, instruments and headlights for his FI.

Wallace Birtwhistle (43 Wincombe Drive, Ferndown, Dorset) offers five Dunlop 4.50 x 19 tyres and tubes with only 5,000 miles use. They are at present stored with Mike Dowley to whom enquiries and sensible prices should be sent.

Wallace tells us that Lucas make conversion sets to make FI00 headlamps to take quartz-halogen bulbs at about £11 the set. These make MM night driving much less of a strain. Wallace can also get a limited number of solid walnut dashboards made up to pattern at about £11 to £12.

Ron Cover (360 Southampton Road, Eastleigh, Hants) has a spare copy of 'Combat' by Barre Lyndon in good condition that he would like to exchange for a good copy of 'Grand Prix' by the same author.

The Lithanode Co. Ltd., (190 Queenstown Road, London SW8 3NR. Tel: 01-622-4541) can make up batteries to any size as well as supplying standard types. The J2 long battery costs £10.76 (Ref no. 12/11 LMG)

Jim Norland (8 Somerton Road, Brighton, Bolton, Lancs) is in need of original headlamps, all dashboard controls, and instruments, (except speedo.) and an original carb. for his M type.

Allan McNab (7 Lodge Drive, Hatfield, Herts,) has a fabricated external exhaust manifold for a P type; ideal for trials or Q replicas! It is professionally made, cost £20 and has not been used. Offers. He also has a P type exhaust manifold. J2 'aerofoil' cycle wing stays and a 6 volt M type starter and dynamo.

Finally, there are 5 only 12/12 M type camshafts available in the order that has recently been placed on the overflow that has come through recently. These will be due for delivery in July. Please send your orders to me (Phil B-P). Also I can offer the following old-style bulletins for those who are interested: nos 24-27, 29-33 and 35 (1966-68). Offers to me at Normandy please (These would cost you up to 50p a copy and nearly £10 for a complete set if you went to Charles Mortimer. The authors, Irv Branson, Steve Dear and Phil Peckham must be tickled pink)

SPARES DEPARTMENT Please write to John Adams

The list of spares available will be held over until next month's Infoletter.

SILVERSTONE 1973

We hope that you will all have entered your speedy MM machines for this, the top event of the M.G.C.C. calendar. There was a time when MM cars were top dogs in the Inter-Centre Team event which is held in conjunction with the High Speed Trials. In 1966 and 1967 the MM Team won by a handsome margin and only a minor electrical fault prevented us from completing the hat-trick in 1968. How are the mighty fallen? In 1972 only two MM cars started in these events and one of these was poor Bob Frydell's ill-fated M type. In one of his weaker moments, Mike Hawke agreed to try to collect an MM team together for the 1973 event. If you have entered the H.S.T.s at Silverstone, please tell Mike before the event so that he can consider you for the MM Team. At the time of writing it is not known whether the schedules will favour the standard machine or the tuned ones. Clearly it is best if we have a variety of cars to select from. So, whether you have a plain M or are Syd Beer with the Monkhouse monoposto K3, if you have entered please let Mike know.

Now to other things. We presume that most of our younger members (those under 90) saw nos. 3, 121, 207, 329, 436, 656, 730, 835 and 1123 desporting themselves between Dawn and Charlotte. I'm told that W.B.'s text was poor.

Note: There is no 'P.S.' from Phil B-P re PB pistons!

'Stop Press' - Paul Fletcher, (Brockhurst, Bagpath, Stroud, Glos Tel: Amberley 3541) is still offering to make solid copper gaskets, for P types, but would like to make them in batches to make it worthwhile. If anyone would like one would they please let Paul know.

Paul is also in need of a PB block to replace the block on the ex-Steve Dear PB he bought. He unfortunately put a con-rod through the side of the block during a trial the other week.

MM Committee Members

Chairman: Stephen Dorr, Yew Tree House, Brinson Road, Congresbury, Bristol BS19 5JQ

Hon. Secretary and Registrar Colin Butchers, 21 Hill Farm Way, Southwick, Brighton Sussex BN4 4YJ

Hon. Treasurer Tony Rogers, Ramore, Lower Green, Leigh, nr. Tonbridge, Kent.

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and John Adams, 51 Henry Street, Reading, Berks.

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Technical Adviser Ray Whitcher, 4 Station Road, Kintbury, Newbury, Berks.

P.K.L.N.Q.R.

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Scottish rep. Ken Patullo, Address in question

N.W. Centre rep Ray Master, 78 Derby Road, Heaton Moor, Stockport Cheshire.

John Goodacre, 19 Albany Avenue, Eccleston Park, Prescott, Lancs

Midlands rep Peter Cranage, 11a New Coventry Road, Sheldon, Birmingham 26

S.W. Centre Rep. Phil Peckham, Afallon, Line Street, Nether Stowey, Bridgewater, Som.

Devon & Cornwall rep. Neil Farnfield, 83 Darwin Crescent, Laina, Plymouth, Devon.

N.E. Centre rep John Kidder, Denville House, Main Road, Cutthorpe, Chesterfield, Derbyshire.

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