



# TRIPLE M REGISTER INFOLETTER

Number 16

MAY 1972

## NEWS FROM SPARES SECRETARY

This month we all look forward to the May Silverstone meeting where we hope to have a display of our full range of parts. If people want items, we can arrange to bring them up if prepaid, but it looks as though no selling will be allowed.

Since the last Infoletter we have 'waved the flag' at yet another Flea Market in conjunction with Mike Griffiths who is very adept at getting parts made, so, if you are stuck over something, drop Mike a line; he also has a large range of stock items. (But where is he? Ed!)

Fortunately many members are not as phillistine as our Chairman, for the originality items are constantly being asked for, so as well as providing petrol taps at £5.80 (a bit higher than mentioned last time due to pattern costs being forgotten) we can now offer such delectable items as octagonal cluster plates, 5" and 2" instrument bezels, and J and F control rods. The octagonal panels are in brass and have all the holes and slots ready cut. All that is required to complete them is to have them chromed, and we are only charging £4.00, and the brass bezels ready for chroming are 80p for the 2" and £1.10 for the 5" size and the control rods and knobs are £2.00 a pair, the knobs are not plated on these, so if you want to have them chromed you must do so yourself. In addition we have the MG rubber insignias that go behind the trim in the door pockets on the P types and possibly other models too, at 25p. To complete the petrol tap assemblies we have the control rod and knob and dashboard plate now in stock at £2.70. These may be bought separately, or else together with the taps we will charge you £8.50.

With all these above items we should be able to restor many more cars to their original layout.

One item that I'm sorry to see hasn't aroused any interest is the new extra low price of £23 for the straight cut crown wheel and pinions. If I don't get a flood of orders in the next month this idea will be abandoned. But on this item the club is making no profit at all.

Happily other things are going far better than expected. The second batch of 8 J2 cranks was well oversubscribed and we are now anticipating placing the third order for 6 or 8 depending on further interested members swelling the ranks. The cost is still £85 and 1 $\frac{1}{8}$ " or 1 $\frac{1}{2}$ " journal sizes can be had, so all those still dithering send your minimum deposit of £20 to Nigel right away, for this will be the last batch for some time - certainly at this price.

People have been enquiring about the possibilities of P type cranks and an approximate price will be about £120 if you are interested. Incidentally the second batch of J2 cranks will be available within a few weeks of this Infoletter reaching you, if not before.

The J2 cam bearings are through and selling nicely, about a third of the batch (of 100 sets) have already been sold. And now for an encore we have got a price down to £5.65 for a P type set, There is 3 times the amount of metal in these compared to the J2 ones.



The J2 tank straps and spare wheel carrier assembly has now arrived, and the price is £16.00 which includes the tightening knob and holes drilled ready for assembly, there is only one other hole required to be drilled and this is in the vertical strap that bolts to where the two tank straps cross. This cannot be predrilled as its position depends on the mounting of the petrol tank and the top fixing. All parts have been chromed and this is part of the high cost.

The J and F type 8" Rotax headlamp bodies and rims are now with Nigel and look very good indeed, the Rotax badges will be following shortly.

Last time I mentioned the bucket seats but in the listing at the end omitted to make it clear that the £11.50 price was for a pair. I hope therefore we will now get a flood of orders. As these are difficult to deliver, it would help if they could be collected (from me at Normandy, as Nigel is running out of space!) or else arrange to collect them at Houghton or Silverstone, otherwise send money to cover delivery by BRS.

N type aprons are back in stock at £8.25 each.

At long last the door hinges have arrived (having been on order since last September), they are in brass and the cost is as before £4.50 for a set of 4. They are taken off a P type pattern but should be suitable for J2s etc.

We have in the pipe line new octagonal sidelight bodies for a price of £1.75 which is cheaper than before. Also arranged are J and F type domed wing stay bolts at £1.65. Other items in the pipeline are dashboard centre panels, KG badges to go with the octagonal panel, and J apron nuts and rocker nuts. All these items have been possible due to the tremendous support you have all given to the parts we are producing for you. The only way a spares service can be viable is to keep stocks turning over quickly without a lot of items sitting around on the shelf. So keep your orders rolling in.

One thing that we, and indeed all club officials, will be very strict on is that all enquiries should be accompanied by your Register card, and an sase if you want a reply. Also on new parts we do not charge postage so a contribution allows the club to make a bit more profit (Nigel's post bill in the last 3 months has been £18) and hence to arrange further orders for you. We must insist on the Register Card now that they have been issued to all paid up members; Nigel and I (as well as other committee members) are doing all this work in our spare time for the benefit on the Register members, and feel that if people want the extra facilities that the Register offers they should pay the 25p

A good replacement for the standard knurled edge petrol filler cap is one from a Norton Dominator (motorbike I believe).

One other tip, or rather a point to watch, is that when your engine is bored make sure that it is done concentric with the outrigger carrier that bolts to the front housing, otherwise you will find as I did that when the engine is turned over on the bench a high spot is felt and the carrier is fouling the oil return on the front pulley.

I was very surprised to find that one cannot interchange an early Harley Kellner steering box with the later Bishop Cam type as the mounting bracket on the P type cross member is different. However, the cross tubes are interchangeable if you can find a later type to match your Bishop Cam steering gear.

Before I forget, the PB pistons are still being arranged; the casting of the pattern has been arranged, so that by next Infoletter we should have something more definite.



We hear from Tom McNeilly that Morsey Side Metal Sprayers, British Rope Works, St. John's Road, Bootle send blasted and zinc sprayed Tom's PA chassis for £5.50. Extremely reasonable.

We also understand that Blucels will no longer do their renovating service, nor supply new Brooklands steering wheels. Has anybody got an alternative contact for this work? Also Smiths seem to be closing down their repair and overhaul service, so I can only suggest you go to John Marks, who is a bit quicker but more expensive (Where is Ho?!)

Mike Ellis (59 Ullswater Crescent, Plas Newton, Chester, CH2 2PN) is making the B type steel rear number plate backing plate (as shown in Plate XV of Maintaining the Road). The price will be £1.50 + 15p postage unpainted. Mike needs for his J2 a quick filler cap, accelerator pedal and fittings, chassis plaque, ANY engine bits to replace a F\*D engine, front shockers, horn and dip switch, bonnet catches and petrol reserve tap.

Ed Taylor (o/o Sewage Purification Works, Blackford Bridge, Bury, Lancs) is a recent new member from Down Under who now owns the J3 of Gibson that was registered some years back. Ed received the J3 in a very dismantled state and has been playing 'Leccano acts' ever since. Ed is over here now looking after civil engineering projects, and trying to gather missing parts to complete his J3. Basically an Arnott or Centric blower with opposed ports is required that will deliver 6 to 8 lbs boost. He also would like a 9143 differential or just a crown wheel and pinion.

Arnold Studley (Charles Cottage, Lippiatt Lane, Shipham, nr. Winscombe, Somerset) has the following parts available, an PA windscreen and fixing brackets, pair of front H type springs, a PA two seater petrol tank, pair of 525 x 18 tyres with fair tread, set of 10" hydraulic brakes, D type remote gear change pair of good Armstrong dampers and 2 Lucas pre-war pass lights (no SA)

Mr. Williams (19 Leyland Drive, Saltney Ferry, nr Chester) has an M type optional 4 speed gearbox with Derrington remote control.

Tony Robinson (47 Mayfields, Spennymoor, Co. Durham) has an assortment of PA parts available free and no callers without prior appointment please, and all parts to be collected.

J. Coates (The Acres, Holme in Cliviger, Nr. Durnley, Lancs) has some new M type bonnet and front apron catches at £3.25 each including postage. Please state if for bonnet or apron and if you want chrome or nickel finish.

Neve Churcher (Stoke House, Shaftesbury Road, Gosport, Hants) has acquired a son to help get the J3 finished! Congratulations. As christening presents(!) Neve would like some 16" wire wheels offered, 2 black or brown dashlamps and a 750 Crystall Crank and rods, and is offering a pair of good 18" wheels with 4.50 Dunlops at £10, a K type King pin set at £3, and a P type windscreen frame with glass £2.

Nick Sands (36 Linkley Court, Eastcote Lane, Farrow E2 8RT) has a grey double duck J2 hood going cheap, in quite good condition.

Brian Fogg (5 Shearbrook Lane, Gooatroy, Crewe, Cheshire) has 4 Dunlop 450 x 19 tyres brand new at £6.25 each, and needs one short type central lubrication greaser, and two of the underfloor unions.

Alan McNab (7 Lodge Drive, Hatfield, Herts) has found a whole load of spares to offer members. A P type crank, centre main bearing housing, 2 cam bearing covers, exhaust manifold, inlet manifold for Centric (or similar) blower, petrol tank, 2 doors, bulkhead with guarantee plate and supports, steel diff housing, a pair of rear wing brackets and a pair of Armstrong and a pair of



Girling shockers all parts for P type, while for M types there is a flywheel and clutch cover plate, 2 cylinder heads with cams and rockers, 3 ali. diff. housing (one with rusty 8/43 cw&p), 6 volt starter and dynamo, half shafts and rear hubs, oil filler, filter and pumps and a set of 8" hydraulic brakes; also a J2 bare cylinder head.

T.H. Organ (Merrifields, Ham Lane, Longham, nr. Wimborne, Dorset, BH22 9DP Tel: Northbourne 3697) has a wide selection of J2 parts too numerous to mention but at somewhat high prices.

Rik Gibbon (6 Ayston, Nr. Uppingham, Rutlands) would like an L type engine and doors, and a P type clutch housing, also any engine parts and an 8/14 speedo reduction box.

Patrick McBride (32 Lansdowne St. Parramatta 2150, N.S.W. Australia) wants for his VA:- a clutch inspection cover, gear lever knob, oil temperature gauge, and has a pair of P type headlights available.

Mike Hawke (address at back) says that if members <sup>are</sup> really stuck for headlights, Lotus agents can supply those fitted to the Lotus 7 and look quite in keeping. Mind you for the J2 owners we hope you'll buy the club's Rotax set. Mike is also trying to contact the owner of TR 8865 for sentimental reasons. It is a J2 or an M type

We hear that the Jarrot Engine and Accessor Co. (1a Victoria Road, London SW19) now have armoured cable in stock. It has been unobtainable so these people have set up production.

Doug Harris, (32 Claverton Road West, Saltford, nr. Bristol) has an M/D engine and box for sale, almost complete.

J.T. Marshall (82 Parsonage Road, Heaton Moor, Stockport, Cheshire) needs for his M type a windscreen, brass instrument plate, headlamps, 6v cut out box and a glass oil coil 6v. He has many mechanical spares to either exchange or sell

F type instruction manuals reprints are available at 75p each, which is good value considering these are 80 odd pages. Contact Spares Sec. for these.

We have been promised the J2 camshafts in 4 to 6 weeks (from end of April).

SPARES DEPARTMENT - for these write to Nigel Musselwhite

PA head gaskets	£1.50 ea.
N & P type front aprons	8.25 ea.
M.D.J. white metal cam bearings	4.50 a set
Rocker shaft Bellevue washers	50 a set
P type water manifolds	5.50 ea.
J type water manifolds	7.75 ea.
N type water manifolds	8.90 ea.
Back axle U bolts with nuts (P,L,J,F,)	1.75 ea.
Back axle U bolts with nuts (D,J)	1.65 ea.
Brake lever cam bushes	18 ea.
Brake pull off springs (P.L.N.)	20 ea.
Brake pull off springs (M.J.D.)	18 ea.
Vertical drive couplings	1.40 ea.
Rear spring hangers P.L.N. with nuts	1.85 ea.
Front spring pins, J.P.L.N.	90 ea.
Bonnet corners, set of 4	25 ea.
Brake cable dust excluders	20 ea.
Front and rear felt hub seals F.M.D.J.	20 ea.



N & P oil pump gaskets	6 ea.
J oil pump gaskets	6 ea.
P type matched bucket seats (steel)	11.50 pair
PA. head sets	2.25 ea.
K.L.N.P. oil filter elements	95 ea.
New J2 camshafts (few left)	18.50 ea.
New J shaft & gears for oil pump	7.00 set
J2, F2 spare wheel carrier (3 only)	16.00 ea.
Big end bolts with nuts J.M.	29 ea.
Big end bolts with nuts P.K.L.N.	29 ea.
V drive/prop shaft bolts	10 ea.
Clutch thrust toggle springs (P.N.)	10 ea.
Push starters (s/hand)	45 ea.
P type speedo pinion (G/box end) one only	3.25
P type starter armature with bendix	3.75
L or K head gaskets - few only	6.00 ea.
M type head gasket (2 only)	2.00 ea.
J inlet manifold gaskets	75 ea.
Rubber MG insignia for inside doors	25 ea.
J.F. choke and slow running control rods	2.00 pair
Petrol taps and rods complete	8.50 set
Octagonal dash panels (unplated) with clips	4.00 ea.
Large bezels (unplated)	1.10 ea.
Small bezels (unplated)	80 ea.
P.N.L. Brake cams complete with greaser (state which side wanted)	1.80 ea.
M.D.J. Brake camshafts complete with nipple	1.55 ea.
P type reprofiled camshafts (exchange)	7.50 ea.
N type reprofiled camshafts (exchange)	12.00 ea.
J.P.N. Door hinges (set of 4)	4.50 set
J type Rotax headlights in brass to original pattern rims and shells only	11.00 pair
Rotax badges to suit above	2.50 pair
J 2 crankshafts	85.00
F1 rear wings in alli. (1 pr only)	25.00

#### NAMES AND ADDRESSES OF COMMITTEE

Chairman: Stephen Dear, Yew Tree House, Brinsea Road, Congresbury, Bristol.

Hon. Secretary } Colin Butchers, 21 Hill Farm Way, Southwick, Brighton.

Registrar }  
 Hon. Treasurer: Tony Rogers, 115A Corbets-Tey Road, Upminster, Essex

Spares Secretary } Phil Bayne Powell, Kimber Cottage, Glaziers Lane,  
 Infoletter } Normandy, nr. Guildford, Surrey.

Assistant Spares } Nigel Musselwhite, Flat 15, London Fire Brigade Headquarters,  
 Secretary } Albert Embankment, London SE 1.

Technical Adviser } Geoff Coles, 26 Bounds Oak Way, Southborough, Tunbridge  
 (M.C.J.D.F.) } Wells, Kent

Technical Adviser } Ray Witcher, 4 Station Road, Kitbury, Newbury, Berks.  
 (P.K.L.N.Q.R.) }

Librarian: Ian Clarke, 1 Flat, Stanwell Place, Stanwell Staines, Middlesex.

Historian: Mike Allison, 25 Meadow Close, Grove, Wantage, Berks.

Editor MMM Year } Mike Hawke, 11 Linden Crescent, Lower Eastwood, Bradford  
 Book } on Avon, Wilts.

Car of the Year Scorer: Elwin Sapcote, 11 Goodby Road, Moseley, Birmingham 13.