



TRIPLE M REGISTER INFOLETTER

MARCH 1972

Number 15

CHAIRMAN'S CHAT

MMM members of long-standing (sounds more courteous than 'older members') may recall a temperamental green PB hiding behind a badge that proclaimed it as MMM No 2.

Well here I am, within a month of saying how proud I was to own this historic beast (see 1972 Year Book), and bless me, I've sold it! The pre-occupation of making two Cream Cracker P types behave simultaneously is sufficient to keep me out of the 'Ship and Castle' as it is, the Landlord has already sold his Rover and bought a Mini from the loss of my trade ...

The new home for MMM2 is with Paul Fletcher of Brimscombe, Stroud, who has been competing for a couple of seasons with a nice original PA, and the purchase of MG 4396 (now with Marshall blower instead of Centric) will enable Paul to keep his PA 'original and nice', whilst he gives my old friend its accustomed thrashing around trials hills etc. MMM 2 was, you will recall, Car of the Year for 1966 and 1967, but has been static since 1970.

Rather more important car movement news perhaps, is that the late Stuart Milton's K3 has been bought by Phil Bayne-Powell, and the C type by Colin Teiche, and both will probably be racing within 12 months or so.

Whilst groping about in my cellar looking for bits that belonged to the old PB, I discovered a few spares that I had forgotten were there, so at a risk of setting up in opposition to the spares department, I append a list of odds and ends, any offers?

Swept P type front wings, average state x 2 (both off-side)

Swept P type rear wings, not beautiful, but saveable x 2

P type bonnet x 2. Usable, and one very good but large blemish

P type body in two halves, back bit, and scuttle bit. Not exactly concurs, but it's a start!

M type block, crack in one wall. O.K. for lining.

J2 Water manifolds x 2

P Gearbox partly stripped x 1

J2 Exhaust manifolds x 2

J Gearbox x 1

P sidescreen frames one pair

J Con Rods - about 8

57mm 2nd hand pistons several oversizes L type sump and distributor body

P track rods, p rear axle casing, various horrible dynamo and starter bodies, but could be rebuilt by magician perhaps.

P and J type rocker covers, and dozens of copper oil pipes P and J.

Pair of very good aluminium cycle wings resprayed black (not quite original)

J clutch parts, and few rusty flywheels and brake drums.

Plenty of P type over-head valve gear bits, also J ditto.

1 only surplus PA block with second hand useable pistons to match.

Any reasonable offers accepted for all this stuff.

Please note I do NOT have any uncracked P heads (and that includes those on the cars I'm running'.) I do NOT have any instrument clusters or dashboard parts, and I have never even SEEN a two-way P type reserve petrol tap!!

I can never understand why everyone is so keen to have this irritating original gadget, the wretched things always used to either leak, or else pump neat air to the carbs, and must have been responsible for no end of breakdowns when the cork bit shrank away. But there, I always was a phillistine, and I'm only sour because I shall never win a concourse award unless I buy a car from Elwin Sapcote or Alan Simpson

Enough of my twittering.

Stephen Dear

N.B. My scathing remarks about petrol taps do NOT apply to the new pattern ones being made by Phil Bayne-Powell which will no doubt be efficient! S.D.

NOTE FROM HON. SECRETARY

We have received a number of complaints recently about someone who does a bit of buying and selling of MMM spares, and we are working on the problem in an effort to improve things for the future. In the meantime, any of you who haven't yet sorted out for yourselves which dealers are good, and which are indifferent, might care to get in touch with me or the Spares Secretary for advice.

Colin Butchers.

NEWS FROM SPARES SECRETARY

Nigel Musselwhite has now taken on the New parts department, and he is kept pretty busy on that side of the business, which will obviously expand as time and finances dictate. I am still looking after the other side which we have had for many a year, that of trying to link the people requiring parts to those that have them available. Also I am investigating sources of services and parts, so as to be able to tell members the up to date situations.

We were pleased to meet many old and new members at our MMM stand at the last Flea Market. Nearly as many parts were sold as information imparted!

Members may note a lot of spares that we currently offer are similar to Mike Dowley's (Sports & Vintage Motors) parts. This is because we have an arrangement with him to sell his spares to club members, so widening our service.

A firm which was mentioned in an earlier Infoletter as being capable of re-profiling camshafts, McIntosh Eng. of Newcastle take an extraordinary length of time to carry out the work. So members are advised to go to Piper Engine Development Ltd (Wootton Road, Kingsnorth, Ashford, Kent).

The service is swelling quite a bit this month. Firstly we have ordered a second batch of J 2 crankshafts, semi-counterbalanced, with either 1 $\frac{1}{2}$ " or 1 $\frac{5}{8}$ " diameter big end journals. These have gone up since the last batch to £85.00 but are still excellent value for money (when Laystall cranks will set you back about £200). The delivery will be in April and half the batch of 6 have already been taken. These cranks are also suitable for the M type. so send in your order before you are disappointed and a minimum deposit of £20, to Nigel.

The J2 camshaft bearings have been delayed but should be coming through by the time this is printed (£4.50 a set). Trouble has been experienced with the PB pistons inasmuch that a 60mm casting pattern is unavailable, so the club is having to have one made. This will put back the February delivery date, for which we apologise to all concerned, but felt that the demand was there to justify the pattern being made.

The new J2 camshaft orders have been placed (please note that it wasn't supposed to read in the last Infoletter that these were being produced by Leonard Reece). These should be ready in two months or so, the price actually being reduced to £18.50. A few extra cams are available if you didn't get your order in earlier.

The J2 spare wheel carriers still haven't been priced but are now being plated prior to sending out to the people who have placed orders. A very approximate figure seems to be £15.00 complete and chromed.

F types have so far been neglected but we can now offer F1 rear wings at £25.00 a pair in alloy.

The J2 oil pump gears and shaft have gone well, and you only need to send your body in for modification if you are racing, the oil pressure being about 120 lbs/in² after these new parts are added.

Now to the big news. Rotax J, F type headlamp bodies and rims are being made, but the mountings and innards will need to be taken from another lamp and fitted. A pair of bodies and rims will be £11 and the Rotax badges for the lamps will be £2.50 a pair.

Also arranged are the P and N type two way petrol taps which will cost £5.00 per tap. This may seem on the high side, but if you dismantle one of these taps you will see the tremendous amount of work necessary.

We also have a slightly reduced price on the crown wheel and pinions. It is down to £23.50 for a straight cut racing set of 8/43 and 8/41 ratios, so send us your letters now so that we can place the orders.

The next new item on the lists are P type bucket seat frames, as original with the cut out round the prop shaft tunnel. These were fitted as standard to the four seaters, but as they are far more comfortable than the bench seat, we get a lot of enquiries for them. They will need to be upholstered over foam or similar, as we are only supplying the metal part.

J2 water manifolds will be available by the time this comes out. Price £7.75 all ready drilled and finished, only need bolting on. N type manifolds will be following shortly after at £8.90.

I have also a 6 bolt crown wheel and pinion, 7/37 ratio at £8.00.

We also have some gaskets e.g. head gaskets for L and K types, N and P water plate gaskets, N P and J oil pump gaskets, M type cylinder head gaskets, J inlet manifold gaskets and water plate gaskets, as well as oil restrictor pin gaskets and oil drain pipe gaskets.

Mike Smith (24 the Roman Way, Newcastle upon Tyne, NE5 5AB) only needs three more people to buy a pair of door sill plates in anodised ally to bring the price down to £3.50 each. So let him have your orders so that everyone can benefit.

Rosemary and Pete Davis (Pike House, High Street, South Carney Cirencester, Glos if you can't remember where you sent your see's for your infoletter) have a couple of Marshall blower manifolds spare, brand new, at £10 each.

Brian Fogg (5 Shearbrook Lane, Goostrey, Crewe, Cheshire) has for sale the following P type parts: a pair of tatty front wings, one rebuilt nearside front wing, a reasonable front apron, and 2 tatty, 2 good knockons; Brian needs an electric cut out, and an octagonal instrument panel, preferably complete, for his P type.

Dermot Reynolds (21 The Poplars, Whitecroft, London Road, St. Albans, Herts) offers for sale P type doors, a P type bonnet, 2 x 19" wheels (one virtually new), 4 F type 12" alloy brake drum covers, 2 P type rechromed windscreen supports, a 4 star 8 bolt diff. unit, 7/37 ratio, and a brand new J2 crown wheel and pinion. Dermot requires the following parts, preferably in exchange for some of the above, a Scintilla Vertex magneto, clockwise rotation, 1 $\frac{3}{4}$ " brass bodied S.U. Carb. front housing for P type, also an inlet manifold, oil filter housing, and for a J type the prop shaft and tunnel, also any literature, sales leaflets, parts manuals etc. Dermot asks us to remind members (some of whom he saw mentioned in the last Infoletter) that his Natter and Noggin at The Bell, London Colney, nr. St. Albans on the A6 looks forward to their presence.

David Taylor tells us that the stop rubbers for the rear axle can be made up from one Hillman (type unknown) Exhaust support rubber. This is an 1 $\frac{3}{8}$ " diameter rubber by 1 1/16" over the steel plates bonded to each end. The plates each have $\frac{3}{8}$ " UNF x $\frac{5}{8}$ " long studs fixed in them. Cut the rubber section in two and you have two 1 $\frac{3}{8}$ " dia. rubbers bonded to backing plates with studs. Seems easy, but the chassis has to be opened out from $\frac{1}{4}$ " to $\frac{3}{8}$ " (necessitating removal of rear axle) and UNF nuts (9/16" AF in this instance) have to be used mixing the nut types on the car, although this item very rarely needs to be removed (and I find it helps to replace nuts on their appropriate studs when dismantling anyway S.Sec) Also David says that rear axle cork oil seals on the half shafts, can be made using a synthetic rubber washer of $\frac{1}{8}$ " thick x the bore of the half shaft x about 2" O/D. A bronze washer is then required of the same bore and O/D, the thickness of which has to be exactly .010" more than the gap between the wheel bearing nut and the face inside the hub, less the thickness of rubber. This bronze washer has to have accurately machined and true faces. The bronze washer is then slipped over the half shaft, followed by the synthetic rubber washer, and the half shaft is assembled as usual. The rubber seals to the axle end and the bronze washer, pressing the bronze washer up to the hub face where it runs. This forms a mechanical seal; 'Gaco' rubber of Shore hardness 70 was used and it has been satisfactory for 20,000 miles. David still desperately needs a 'Front Plate' or complete panel, for a K1 or K2 octagonal instrument panel, and offers in exchange a complete panel for a KN (or ND), the latter two being identical to the one required except for having an ignition warning light in place of the dash lamp switch.

David also has for sale an external double barrelled exhaust system for an L type specially made for him by V.W. Derrington. David's address is 13 St. Helen's Road, Brigg, Lincolnshire DN20 8BX.

Chris Baker (17 Glebe Gardens, New Malden, Surrey) would like a 3" rev counter for his KN.

Nick Sands (36 Winkley Court, Eastcote Lane, Harrow HA2 8RT) has for sale a P type head, inlet manifold, exhaust manifold, gearbox, rear wings and front wings, and a J type gearbox, swept front wings dynamo and 4 odd spotlights.

Nick has had a long and fruitful correspondence with Mr. Bradley, Repair Section, Manufacturers Dept. Ext 5, Joseph Lucas (Sales & Service) Ltd., Great Hampton St. Birmingham 18, who confirmed that the correct starter for an L type is a 12 volt type M35A 250105, which should have 11 teth on the pinion, part no 250057 later replaced by 250135 for the replacement pinion and sleeve. The replacement bearing bushes are 250626 for the small one and 250678 for the large. The replacement brush set is 250055 (2lp for set of 2). The dynamo was a Rotax AT 174 (which I'm surprised at as I always thought they were the Lucas P type one. Spares Sec.) and

brushes are 2 off 236188 and one off 236187 later replaced by 2 off 236019 and one off 236174.

Nick requires a J2/1 petrol filler cap, and an oil temperature gauge and dash lights for his L type.

Mike Hewson (Fern Royd, Witham Road, Woodhall Spa, Lincs) would like a 2" brown faced Jaeger clock. 4 pull $\frac{1}{2}$ push panel lamp switches, a petrol tap dashboard control knob, 2" brown faced oil and water temperature gauges, and racing type petrol cap, also a J2 camshaft and rocker gear.

George Locking has found a supply of ash at Agate's 1 Kings Road, Horsham, Surrey, but only sell it by the plank.

The Seven Workshop, rear of 153 Leytonstone Road, London E 15 have a large selection of parts, including pistons at times, and crown wheel and pinions, and a lot of other useful parts, well worth a visit, although they always have a stand at Flea Markets etc.

As armoured electrical cabling is out of production and stocks, the Jerrot Engine and Accessory Co, (1a Victory Road, London SW 19) are proceeding with the manufacture of it themselves; also pistons are machined and reringed amongst their other services.

John Kirkland recommends a good stage I P type conversion, as being a gas flowed head of about 7:1 compression ration, together with a pair of 1 $\frac{1}{8}$ " S.U. carbs. The S.U.s were as fitted to the K and L types, only needing slight enlarging of holes. The needles used were M5 and proved very satisfactory; the increase in power throughout the range with easier cruising and only a slight increase in petrol consumption seeming to be well worth while.

Barry Way (8 Neway Road, Wellington 3, New Zealand) appeals to all members for parts for the chassis lubrication system for his EB such as two adjustable feed nuts (as fitted to the rear spring front pin and the front spring trunnion carrier) and 6 open feed nuts (as fitted to the rear spring trunnion mounting) four combined greasers and set screws, as well as the bulkhead aluminium wiring cover, two brown dashlamp hoods, one brown slow running knob, and a 30 mph warning light.

Paul Fletcher of P.F. Welding Co Brimscombe, Stroud, Glos. is prepared to make solid copper gaskets 1/16" for P, J and N etc provided the quantity makes it worthwhile. Will all those interested in these gaskets please advise Paul of their needs, so that he can assess the demand. Depending on quantities, the price for 4 cylinder cars will probably be between £3 -£4, and £4.50 to £5.50 for 6 cylinder cars. If you have ever tried to make a solid copper gasket, you will know twice that figure is cheap!

B. Frankland (West Lodge, Danson Park, Danson Lane, Welling, Kent) is looking for the following parts for his K1 Magnette 4 seater tourer: Hood frame, clock, petrol tap, door locks complete, speedometer and running-boards.

Colin Hawkes (35 Hawstleigh Drive, Redhill, Surrey, Tel R. 66344) has for sale an L type 2 seater, pointed tail, 'N' engine and box, 28 gallon fuel tank. Spare reconditioned L engine will sell separately - good condition - offers.

SPARES DEPARTMENT - for these items write to Nigel Musselwhite.

PA head gaskets (a few only)	£1.50 ea.	PA head sets	£2.25 ea
P type front aprons	3.25 ea	K,L,N P oil filter elements	95 ea
New 060 mph speedos (M type)	3.75 ea	J2 new camshafts	18.50 ea
+60 57mm pistons	3.75 ea	New J shaft & gears for oil pump	7.00 ea
M,D,J white metal cam bearings	4.50 set	4 cyl. set.	
Rocker shaft belleville washers	50	J2, F2 spare wheel carrier	15.00
P type water manifolds	5.50	Back axle U bolts & nuts (M)	1.75 for 4
Back axle U bolts with nuts (P.L.J.F) for 4	1.75	Big end bolts with nuts (J.M)	29 ea
Brake Lever bushes P.L.N	18 ea	" " " " " (P.N.L)	29 ea
Brake pull off springs P.L.N.	20 ea	V.drive bolts/Prop shaft bolt	10 ea
" " " " J.	18 ea	Clutch thrust toggle prings (P.N)	10 ea
Vertical drive couplings	1.40 ea	Front spring pins J.P.L.N	90 ea
Rear spring hinges & nuts J.P.L.	1.85 ea	Hartford shockers facing disc	25 ea
Bonnet Corners (rubber) set of 4	25	S/h starters	45 ea
Brake cable dust excluders	20 ea	P type speedo pinions (g/box)	3.25
Front & rear felt hub seals F.M.D.J	20p ea	P type starter armature with bendix	3.75
L type distributor caps	90 ea	Original viper blades	25p ea
Wolseley Hornet piston set (2 only) standard + rings	6.00 set	L or K type decoko set (1 only)	7.00
N & P water plate gaskets	10 ea	L or K head gaskets	6.00
N & P oil pump gaskets	6 ea	M type head gasket (2 only)	2.00
J " " " "	6 ea	J inlet manifold gaskets	75
J water plate gaskets	12 ea	oil restrictor pin gaskets	8
P.J.L.F. oil pipe drain gaskets	8 ea	1 Marshall 79 blower	45.00
P etc bucket seats (new)	11.00		

NAMES AND ADDRESSES OF COMMITTEE

Chairman: Stephen Dear, Yew Tree House, Brinson 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, Normandy, Infoletter nr. Guildford Surrey.

Assistant Spares Secretary } Nigel Musselwhite, Flat 15, London Fire Brigade Head Quarters, Albert Embankment, London S.E.1.

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

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

Cars for Sale and Wanted } Ian Clarke, No 1 Flat, Stanwell Place, Stanwell Staines, Middlesex

Librarian: Irving Bramson, 3 Clydesdale, Enfield, Middlesex

Historian: Mike Allison, 25 Meadow Close, Grove, Wargate, Berks

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

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

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EXTRACTS from Infoletters 1 - 13 inclusive available for 5p from Colin Butchers