



TRIPLE M REGISTER INFOLETTER

INFOLETTER 21

March 1973

MMM Mutterings - Mike Hawke

Elwyn Sapcote is a disappointed man. Look at the 1972 Car-of-the-Year results and then at the list of 1972 winners which are in the 1973 MMM Year Book. It is clear that something is out of gear somewhere.

The answer, apparently, is that some members do not claim their C-o-t-Y points and others, when they do, do not say what car they were driving, particularly its MMM Register number. This makes things impossible for Elwyn, especially when the driver owns more than one MMM car or is driving someone else's machine. Some do not say what event they are claiming for, just to make the confusion complete.

'So What?', you may say, 'I'm not a pot-hunter and I'm not interested in this award, especially when it entails grubbing around for points'. This is an understandable attitude to take and it might not matter if only a few occasional competitors behaved in this manner. But when some of our most active and successful cars hardly figure in the table there is a risk of the whole thing becoming a mockery and those at the top may wonder if they are there by default. It takes the needle out of the thing.

Please, in 1973, give Elwyn a clear and complete claim for each event. It should be possible for ten cars to be over the ton.

Southerners often talk as if Manchester were the North of England, then you have the Scottish border and the Pentland Firth is not far beyond that. It was therefore something of a surprise to me when I lived in Barrow (120 miles beyond Manchester) to find that the Rest-and-be-Thankful was still hundred of miles away and that it was actually quicker to go skiing in Austria than in the Caingorns. We do not hear enough about the MMM cars which live in the considerable area north of the Trent. John Kidder, Ray Hesters and a few other souls come south to win their share of the laurels from time to time. It was therefore a pleasure to have a letter from Bill Tonks describing some of the MMM treasures of the Tyne/Tees area. These included NB, F2, J1, J2, M and P types but not the Mike Waggot K2 (KD), the Kidd ND and the curious 6 cylinder car which appeared to be an amalgam of F, K and N parts. Then, a few days later I happened to make a short detour off the M6 to see Maurice Gleeson at Prestwich. Behold, in an area no bigger than a tennis court there were no less than 4 L types (not all Maurice's). How many more are you chaps hiding? Its time you brought some of it out and hammered a few NGBs and things.

Over to Phil Bayne-Powell

I must apologise, or rather explain, the delay to this Infoletter. We wanted to report the outcome of the MMM Committee meeting held on March 4th. The main point to be resolved was the spares set-up. Basically both Nigel and

I want to keep the service of our new parts continuing, but at the same time reduce the vast selection we now offer. This is to allow Nigel to devote some time to HIS MMI cars. Thus we shall be cutting down on items that are offered in comparable form by other people. For instance, Barry Walker, the Bones, and Mike Dowley all offer octagonal dash panels and similar items like centre panels and petrol rods. So we shall not be dealing in these items once they have been sold out.

And so to V.M.T. The result of the MMI Committee Meeting was that we should make use of the proposed Registers' Trading Co (or whatever it will be called) but to prevent unnecessary work for Nigel and myself, we will insist that the MMI section have full control over its own finances, and make its own decisions but make V.M.T. returns to the Company Sec., Brian Morgans. Tony Rogers has given us a few ideas for streamlining procedures and one immediate effect is that you will all have a bill of sale with your goods. We hope that any future crank and camshaft orders will not be as badly effected as we originally feared. No benefits accrue from joining the Trading Co., but our main concern was to find the best solution to the present circumstances.

The new J2 water jacket plates are going well at £1.05 a pair, and the P/N/K/L ones are now with us at 85p each, zinc plated. We have not produced the plate with the waterpipe.

Valve cotters are now in stock at 12p per pair, to the original spec.. Also we have a few duralumin rocker bushes, to the correct shape, at 50p each.

The crankshaft order has been increased to 24 and the first ones will be coming through at the end of the month. Will all those who have not paid the full amount please send this money to Nigel now to save him having to write to each one of you. If the money has not been paid your crank will be given to the next in line. There are no spare cranks.

The camshafts are also all booked. The J2 type will be ready by the time this gets to you, and the C and H types will be coming at the end of the month. Again, all those with money to pay, please send it to Nigel now.

We at last have the PB pistons produced! (Pause for cheers, hos, etc.) At one point the people who make the castings in the LM3MP metal told us that they would not carry out our order - that had been previously agreed. However, a large amount of pressure was brought to bear by Sillicans and ourselves, and the net result is that we have 108 castings and only 108. So all those with confirmed orders will be receiving their pistons in 2-3 weeks. We hope that the cost will not be over £6.00 each complete with rings and gudgeon pin. As there is nowhere in England that is capable of casting these pistons in LM metal once this order is completed there is no hope of any more, except about £15-20 each if you go to Mhle in Germany. To put you in perspective, a set of 6 pistons for an 8 litre Bentley cost its owner £320 from Mhle. So ours are dirt cheap! As we are absorbing the £30 cost of the mould you are getting these pistons at less than cost price - so you should not complain.

The straight-cut c.v. a.s. are now being cut and should be available in 6-8 weeks depending on when machining time is available. All those who have not let Nigel know if they want a 6 or 8 bolt fixing please tell him right away. Otherwise they will be snapped up by others. With these and all our larger spares, we can arrange to get the work done at a very low price because the firms fit the items in during slack periods. Thus a definite date is not possible, but we do try to get them to keep any promises. If your item is delayed, please be patient - we are doing all we can to get it to you.

We apologise to those awaiting the black Bluebirds steering wheels. The stainless steel spokes are the cause of the delay. However, we have taken their stock of 6 brown-rimmed wheels which we are selling at £7.85 each. We hope that the black ones will be ready by the end of this month.

Also the radiator and spare wheel badges have been held up - we are pressing hard for these too.

At long last, a supplier for the Rotax headlamp badges has been found and they are now in production.

J2 oil pump shafts with gear and idler gear are now produced, but only 12 sets. Cost of £7.50 a set. You will need to fit your own driving gear but it is the correct profile of the teeth which gives the oil pressure. Also gear sets for the P/L/Ks are being planned at about £9.50 each. The Allingham has one of the latter and it is giving 110 psi, hot.

Nigel still has a good selection of J,M,F,D big end bolts and nuts at 25p and P water outlet manifolds that hold like you to use.

Another quality item is reproduction guarantee plates. These will be handled by Mike Allis n. We have had special permission from the M.G. Car Co., to reproduce these and no one else is allowed to do so. The Company itself is stamping these with the original die. As they are reproduction plates they will replace exactly the plate your car would have had, so that the original engine number will be put on these plates. The number of your present engine, if different, cannot be used. So send Mike your chassis number only and £1 for each plate (post and packing covered) and state if you want an Oxford plate for early M types or an Abingdon plate. Mike will then get your original engine number from the records and stamp it and the chassis number on the plate.

Last time we gave a plug to Colin Ticho's but forgot to give the address and his telephone number was wrong! Colin lives at 147 Wembley Hill Road, Wembley, Middx (his father Eric lives at Barn Hill mentioned last time) and his work number is 902-9575. Colin can now do white metalling and line boring at very competitive prices. This is something that we should all welcome.

J. Merland 8 Somerton Road, Brighton, Bolton Lancs, has for sale an M type chassis, front and rear axles complete with springs, backplates steering wheels and columns, radiator shell with non-original core, rocker box manifold and differential, a set of 5 J2 wheels and brake drums and back plates and a new 4.00 x 19 tyre.

Gerhard Hrier, 7613 H usach, Eisenbahn-strasse 38 Germany who is host for the International M.G. Rally, has a dismantled F type engine less pistons, and a complete F gearbox that he would like to swap for N type parts, especially battery carrier, flywheel with good starter ring, oil filter for susp, dynamo, undertray, K type bevelled glass instruments except milometer and an ND/K2 petrol tank. Gerhard will be at the May Silverstone meeting to carry out any transactions.

John Clifford, 37 Downie Road, Bilbrook, Wolverhampton Staffs, has for sale a J 2 steering box and column, gearbox, rear springs, front engine/radiator mounting bracket, gearbox remote control, clutch bell housing, propshaft, front and rear engine oil drain pipes, 19" centre-load wheel needing rebuild, pair of 9" headlights with dipping reflectors and what looks like an M type petrol tank.

Rod Martin, 11 The Cedars, Brook Road, Buckhurst Hill, Essex, has available a pair of M front wings, sound and original, slight repairs necessary, £20 the pair, 5 18" centre spoke wheels (available April) £15, 3 18" side load wheels and tyres £11, one 19" side load wheel and tyre £4, complete set of 5 k.e. hub caps £2.50 Rod needs a pair of badge bar brackets for his M.

A.M. McEwan, Ardowan, 28 Suffolk Street, Helensburgh, Scotland wants a P1 engine and petrol filler cap.

Colin Ladd, Four Winds, Esplanade Rd, Newquay, Cornwall is looking for a complete J2 cylinder head, inlet and exhaust manifolds, rocker cover and bell-housing.

Alistair Russell, 82 Laceby Road, Grimsby, Lincs needs a P1 diff.

Robin Race, Greenlands, The Avenue, Ascot, Berks has available a brown bakelite cover for fuses on CJF2 cut-out/fusebox as fitted to the J2, one early and one lat H type wheel, a set of 4 imitation cast k.o. hub caps for an H type, many P spares including a cleaned and treated chassis and a four sector hood and frame.

Doug Harris, 16 Swansholm Gardens, Sandy, Beds. wants a PB gearbox.

National Tyre Services Ltd., 55 Marylebone High Street, London (tel: 01-466-2051) have a few 4.50 x 19 RQ tyres at £5 each. Contact Mr. Percival.

Mike Bost c/o Jonifers, Sheet, nr Petersfield. Hants has a pair of new N type wings (front) and running boards, suspend gearbox which he will swap for L type parts.

Len Ball, Hill Barn House, Holt Close, Church Lane, Doddinghurst, nr. Brentwood, Essex, has recently reproduced the rear end of his P type in fibreglass. It has come out well, is identical to the original and weighs half as much. If any member is interested in having a similar piece produced, please contact Len who has the mould. He reckons he could make them available at about £50 each. He can also offer front aprons in fibreglass at £6 and running boards in metal at £3 each.

Alan Simpson, Pennington, Chan-er Drive, Tylers Green, Penn, Bucks, has for exchange: one L140 and one L150 headlamp for an 8" Rotax J or F headlamp type K624/2, a P type windscreen without supports to exchange for an F1 windscreen, and a P type and H type coupe cut-out for a J or F type Rotax cut-out.

Russell Ward, 15a McArthur Avenue, St Heliers Bay, Auckland 5, New Zealand, has an F2 that is in need of a rocker cover, susp, gearbox, remote control, windscreen with brackets, 2 wheels, instruments and radiator quick filler cap.

Neil Farnfield, 3 Windsor View, St. Cleer, Liskeard, Cornwall has found that he must reluctantly sell his P1 2 seater. It is green, first reg. Feb '36. The car was stripped down about 6 years ago and rebuilt including new bodywork, but the restoration was not to concours standards as it was intended for daily use and competitions which it has been doing for a good few years. Only minor work is necessary to get it back on the road and a good selection of new and used spare parts come with it at an asking price of £450.00

P. Lancashire, 30 Sunny Bank Rd, Sutton Coldfield, Wares. has a Fxxd engine in his J2 and would like any or all J2 parts to replace this engine.

Kevin Hersey, 2 Mount Close Rayleigh, Essex, needs for his P1 2 seater a petrol tank, seats complete with mountings, sidelights, traffic cones, windscreen wiper motor, hood frame, hood and tonneau, radiator, oil pressure gauge, ignition switch and dashlights.

Tony Dolton, 62 Ferners Way, Maidenhead, Berks, is looking for a J2 engine and F gearbox with cross-shaft that he would exchange for a nearly complete bottom end for a PB i.e. block lined to standard crank, bearing housings and bearings, breather pipes, clutch, two flywheels, bell housing, gears, as well as P rocker box, exhaust manifold, supercharger inlet manifold, oil drain pipes, suspend oil pump.

Nigel Russellwhite (address at back - whoever he is) has for sale 4 new 4.00 x 19 block pattern tyres for £12.50 one set of split skirt 4 ring pistons 57mm, clay gudgeon pins, brand new, +.020, £10 the four. J2 cylinder head, high compression, fitted with tulipped, circulipped valves and springs, £15. a second-hand J2 camshaft, good, £5, 2" bore external Brooklands type exhaust, fish tail and silencer with 4 bolt flange fixing £15. Nigel has produced six 12/12 type inlet manifolds to take a downdraught carb. or for use as a supercharger inlet manifold. An external exhaust system is needed in both cases. £6.50 ea.

Self (Phil B-P) would like to appeal to all readers (but never does!) to search for a pair of K2/K3 rear body mounting outrigger brackets that bolt to the side of the chassis frame by four bolts at $\frac{2}{3}$ " centres vertically and $2\frac{2}{3}$ " centres horizontally. It is made of $3/16$ " metal bent in an inverted U shape in section. As this is one of the basic setting out points of the body it is necessary to get the correct thing or at least a pattern for dimensions.

Nick Sands has only a few of the L type brochures left (sorry chaps) but he's progressing with J and K type brochures. More news next time.

Spare Department - Write to Nigel Musgrave with s.a.s. please.

J,D,M,C water jacket plates	£1.85 pair
M,D,J,C, white metal camshaft bearings	4.50
P.L. decked sets	2.50
P white metal camshaft bearings	5.65
P water outlet manifolds	5.75
K,P,N,L oil filter elements	90
N water outlet manifolds	9.50
P,J,L,K,N valve guides	35 each
Valve cutters	12 pair
P water jacket plates	85 each
P reprofiled camshafts	7.50 exchange
N reprofiled camshafts	12.00 exchange
57 mm pistons, +.040 and +.060	3.75 each
Belleville rocker washers	50 set
P,L,K,N,C big end bolts and nuts	28 each
M,D,J,F " " " " "	24 each
P,L,N,K main bearing bolts	1.30 pair
Chromed, domed bannet rest nuts and bolts	20 each
P,N petrol taps and rods (corks needed)	8.50 set
J,F choke and slow running rods with knobs	2.00 set of two
Radiator/bannet top $\frac{3}{8}$ " x 5'6"	22 length
Bannet/scuttle top $\frac{3}{8}$ " x 7'6"	35 length
Sidescreeen sockets, chromed	35 each
Toe section rubber for between wings and running boards	25 per foot
Octagonal dash panels	3.75 each
N,P,L matched pair bucket seats, steel	11.50 pair
Bannet corners	25 set of 4
N,P front aprons	8.25 each
Rear axle cork oil retainers	20 pair
Door hinges	2.50 set of 4
Shock absorber transfers for 506, 502 and 198 types	30 pair

MM Committee Members

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and Nigel Musselwhite, Flat 15, London Fire Brigade Headquarters,
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Infoletter S.A.E.s Rosemary Davis, Pike House, High Street, South Cerney,
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STOP PRESS from Nick Sands

'Thanks to the kindness of members who have lent me original photographs the following are now available additionally to those already offered.

4 M type photos	1 12/12 M type photo
1 Supercharger installation on an M type	3 M type saloonette
	1 J 1
4 C type	1 under bonnet C type

I would be grateful for more if people have them to loan. Also available is an N & L type parts list.'