



TRIPLE M REGISTER INFOLETTER

INFOLETTER No 29

September 1974

MMM Mutterings: Mike Hawke

The odds are that these will be my last MMM Mutterings for I have been offered not one but two major tasks in the M.G.C.C. and, whichever I take, the writing of these introductory notes to the Infoletter and the Editing of the Year Book will be passed on to other hands. It therefore behoves me to thank all MMM types who have helped with the Year Book both by giving articles and information and by gaining successes on circuit and trials hill to inspire others to write. Editing the Year Book has been great fun (plug!) because all sorts of people write to offer information. In particular the K3 article in the 1974 number created a flood of correspondence. I've no amendments to make here except to apologise to Harry Crown who owns two whole K3s in addition to the twin c.h.c. engine. The upshot of it all is that we can state the present whereabouts or final end of 29 cars and Mike Allison and Colin Butchers can allocate chassis numbers to 27 of these. Of the remaining 4 cars there are at least 6 rumoured candidates for the vacancies, so if we could sight chassis and engine numbers of these cars we might be very near to 'completing the set'. Mike has offered a summary of all this for the 1975 Year Book and also an article on that most elusive of all MMM Racing Models, the 12/12 M type. If you have any gems of interest for the 1975 edition, please send them to me, at my NEW ADDRESS, which is at the end of this Infoletter.

Finally, do not forget Cheddar on 20 October, write to Phil Peckham NOW. Over to the other Phil

This time we'll spare you my ramblings, exhortations and so on, and plunge headlong into the maelstrom of spares, information etc. that you've all no doubt been itching to know about since you had your last Infoletter!

As people who can offer a white metal service are rather few and far between it is good to be able to mention another firm who can undertake this work. They are T.I.K. Engineering (Terry Webster) 39 Innshill Road, Gosport Hants (Fareham 87444 - work and Gosport 81323 - home) and like all these specialist firms you should state exactly what end float, big end and main bearing clearances you require.

In addition it is essential that the white metal is well keyed to the backing metal. The backing should not be smooth, but have very fine turning marks to form a key. The NDs bearings broke up because of this lack of key, the white metal could be picked off the backing with a finger nail.

Another good contact, given us by Mr. Sharp, is of a firm that can supply any sort of nuts, bolts, screws, washers, studding, wood screws, taps, dies, drills reamers, lathe tools and Fenner and Brammer Link belting, Cadmium, Nickel

Chrome or Zinc plating of these parts is done to order. The firm is O.H.C. (Camberley) Ltd., 167/168 London Road, Camberley, Surrey. Tel: Camberley 64793 or 65817. As you can see they are specialists in the sort of parts that restorers are constantly after.

Neve Churcher (Stoke House, Shaftesbury Road, Gosport, Hants) requires a Marshall 75/79 or Arnott 1600 or bigger supercharger, with opposed parts, in good condition for his J3, also a J4/C type front housing, to buy or exchange a J3 crankshaft or near new Arnott 'T' type kit. If anyone has a J3 manual Neve is prepared to exchange rare books/MMM manuals for it.

Neve tells us of a firm that makes woven wire and flat strip masks for radiator grilles. They are F.W. Potter and Son Ltd., Beaumont Road, Banbury Oxon. OX16 7SD

Colin Bacon (North View, Leval Mare Lane, Aldingbourne, Sussex) has available an M type head, manifold, clutch and flywheel, as well as an O.H.C. Morris Minor head, manifold clutch and flywheel and 3 no hydraulic 8" brake back plates, and some engine bits. He will sell these but would prefer to exchange for the following J type parts: one 8" brake drum and back plate for cable brakes, radiator and shell, front engine mounting tube, accelerator pedal with cross tube, brake pedal, back rods and steering arms, dynamo, rocker cover.

Brian Rhead (25 Leylands Park, Burgess Hill, Sussex) has for disposal an M type vertical drive shaft, 2 M camshafts, M type head with most of the fitting and a tatty M type oil filter. His wants are a J2 vertical drive shaft with fork Altette horn, headlamps, speedo drive gear, backrest rake adjuster, oil filler and details of the passengers footrest.

Brian finds a cheap alternative to the front rubber trunion cover is to use a bicycle inner tube fitted over the spring and trunion box. For lubricating the springs, an 8" long steel bar 1" x 3/16" thick is cut into 2" lengths and a hole drilled in the middle to take an oiling nipple. These can then be fitted when the springs are bound with chord or tape. Also when rebuilding his J2 windscreen, Brian found the angle pieces holding the bottom rail to the rest had been devoured by a non-friendly tin-worm; these he replaced with 16 s.w.g. stainless steel and then drilled and tapped 5/32" B.S.W. (a high speed steel tap costs about 20p and Mike Griffiths, can supply the chrome countersunk set screws) One must check the length of these as otherwise they will contact the glass. Filling in the unnecessary holes is best done with brass as the screens are brass.

Before going any further we must apologise to overseas members who didn't get their March Infoletter due to various problems. Please will all of you sending stamped addressed envelopes to Nigel (41 Mosedale, Moreton in Marsh, Glas if you've forgotten) please remember to send foolscap 9" x 4" envelopes, and if you want your envelopes upgraded to the new postal rates you can send the extra stamps which Nigel will lick and stick; otherwise your SAEs will go out as they are and you may have to pay excess postage or else the GPO may lose them!

Nigel asks if anyone has got a D type in running order - no, not Jaguar, an MG - 4 seater or 2 seater if it is nicely done, some minor work could be required, but Nigel doesn't want to tackle a major rebuilt, as he's concentrating on improving the EX 120 replica, although clocking 55 second at VSCC Prescott indicates it is pretty quick anyway.

Tony White (Turtle House, North Street, Somerton) has a D type chassis with log book for sale, also an F type radiator shell and 4 seater windscreen, together with a J type chassis with some spares. Tony's P type needs a complete radiator, bonnet, instruments, screen, steering column, 19" wheels, spare wheel carrier and w.h.y.

Robert Thornton (104 Strouden Road, Winton, Bournemouth) has a TJ type body for sale or exchange for a P type 2 seater body, also P type rear wings and rev-counter required (Tel: 020-511629 or 0202 22066 daytime).

Peter Barratt (25 Fairfield Road, Ramsgate, Kent) has a cycle wing J2 which requires a bonnet, petrol tank, scuttle, doors, valences, cycle wings and stays, propshaft steering column and wheel, and shockers to help with his restoration. He has a J2 rocker cover with date plate available for anyone in need.

Dr. J.S. Cran (Rowan Wick, Wolvers Hill Road, Banwell, Somerset in Avon) requires the following for his PA - a P type engine or the major components, gearbox rear axle back plates, drums, shoes etc., footbrake with rod and adjuster, milcometer and trip for the central panel switches and starter switch.

Robin Mace (Greenlands, The Avenue, Ascot, Berks) has some M type parts for sale such as a steering column and box, fully reconditioned dynamo an expert original speedo in km/hr, ignition warning light holder, V windscreen frame, small Bosch 6 volt wiper motor. Robin wants a dynamo brush cover and terminal block.

J.W. Coles (Arford Garage, Arford Road, Headley, Hants) Tel. Headley Down 2350. can help members with chassis welding, cellulose spraying, bodywork repairs and sand and bead blasting, as well as selling a variety of T type rubber mouldings some of which suit MMM models. He also sells a very neat home shot blasting kit for under £50 complete with gun and container, which would most likely pay for itself handsomely if someone is just embarking on a full restoration.

R.J. Charles (15 Chapel Road, Brightlingsea, Essex) urgently requires a P type cylinder head complete with cam etc., rocker cover, dynamo, vertical drive and distributor, as well as carbs, headlamps, instruments, sidelights, dipswitch, headlamp brackets.

Robert Hodgkinson, (1 Cape Close, Commonsido, Brownhills, Staffs) requires a PA cylinder head with valve gear too.

Jak Wilson, (9 Beverston Way Roborough, Plymouth, Devon) is in need of a PA dyn mo petrol filler cap and two rocker cover nuts.

Barrie Dean (143B St. Albans Road, Arnold, Notts) needs the following M type bits, a pair of headlamps, handbrake lever and cables, pair of headlamp brackets, brass carb, distributor, 4 MG hubcaps (now incidentally offered by Barry Walker) a metal dash panel with switches and gauges and 2 door locks.

R.P. Cooper (44 Loughborough Road, Shepshed, Leics.) would like to locate a Bishop Cam steering box, rear shockers, and a rev counter for his PB.

J.J.G. Andrews (73 Springfield crescent, Harpenden, Herts) has a PA wanting a complete engine, radiator, side and tail lights, instruments, tyres, petrol tank and headlight innards.

Ingram Wallage (Rockwood House, 94 Fircey Road, Stranocum, Ballymoney, Ulster) wants a PA speedo and rev. counter with cables.

C.E. Streeter (13 Clebeffield Road, Hatfield Deveril, Essex) would like a workshop manual and photographs of an M type engine and gearbox, front wings, seats (or details, door locks, dashboard with instruments, all lights, rad. badge.

I still have a few items that may be of use to people: pair of N type rear wings, P type bonnet (£4) N type windscreen (£3) 14 windscreen less bottom rail (£2.50) N type bulkhead with most fittings (£2) P type radiator core (£5) 1 pair of NB windscreen support brackets (£3) P/N oil filter cases (£1) P type rocker cover (£4) N type inlet manifold (£3) poor NB running boards (£1.50 pr) M type cylinder heads (£3 ea.) new P/N ignition switch with the two charging rates (£4)

Hugh Redington's father in law runs A.E. P. Umsted & Son Ltd., (120-140 King Street, Norwich) - an engineering firm who have been shaving Hugh's cylinder head and other general machining.

Ian Mathieson (o/c Mansanto Europe S.A., Place Madon 1, B - 1030 Brussels, Belgium) has a 1935 NA 4 seater that is lacking adynamic, water pump, distributor, coil junction box, front shockers with mounting bolts, as well as the head valve gear and camshaft, and hopes some kind members can help him find these parts.

Chris Gregory (St. Just, Valley Way, Gerrards Cross, Bucks,) has broken his P type crown wheel and is consequently in need of a replacement, an 8 bolt fixing, with pinion. He has a 6 bolt diff for sale together with a D/J1/F 'Maltese Cross' oil pressure gauge.

John Chatten, 60 College Road, Ardingly, Haywards Heath, Sussex) needs a clutch release bearing and lunge carrier for F type MIV gearbox and a front-mounted supercharger drive. Can anyone give him the diameter and length of the mainshaft needle bearings or supply a set please?

Rod Martin (11 The Cedars, Brook Road, Buckhurst Hill, Essex) needs the following for an N type, sump, camshaft, camshaft bevel gear, vertical drive housing, and 4 rockers and chrome strip for scuttle/bonnet join.

Len Bull, Hall Barn House, Most Close, Church Lane, Doddinghurst, Essex has for sale the following PA parts. Running boards £5 pr. supports £3 set, petrol tank strips (chromes) £5, glass fibre front aprons £4.50 each. He needs a pair of 16" wheels suitable for a PA special.

J.S. Cran, Rowan Wick, Wolvers Hill Road, Benwell, Somerset in Avon, needs a P type engine or the major bits of same, P type brake drums and backplates and shoes, and mileometer and switches for dashboard centre panel.

Ian Cozen Golden Guinoes, Pembroke Road, Portishead is in need of general spares for a J rebuild especially, Petrol Tank and Headlamps.

C.K. SPARES NEWS

Camshafts: A few of the J and M camshafts supplied have been found to be improperly hardened; if anyone has a camshaft which appears to have suffered undue wear, or an unused camshaft which appears suspicious, we will re-harden if found necessary. Obviously this will not apply if the wear has been caused by improper assembly (often indicated by wear on one or two lobes only) and a few tips may not go amiss:

1. Ensure that the rockers are smooth, even and not faceted. This can usually be achieved by dressing with an India stone, but if necessary the rockers should be built up and re-profiled.
2. Do not build up rockers with Stellite or other very hard surface.
3. If newly reprofiled rockers are used, remove the grinding marks with an India stone.
4. Do not remove the black surface finish from the camshafts. This is an anodising process known as Parkerising which assists initial running in.
5. With the engine running, remove the rocker cover and ensure that oil is reaching each rocker. Rectify as necessary.

A few odds and ends this month include J and N front aprons (3 each only), M axle U bolts (1 set only) M/J brake cam bushes (8 only) P octagonal and central dash panels (unchromed) (2 each only) J front apron mounting bolts (without badge - 2 only) J bronze clutch thrust race carrier (2 only) These will not be repeated and will be sold on a first come, first served basis. There are also a very few Brooklands steering wheels available at £9.70 + VAT.

For the avoidance of doubt, the P 10 tooth speedo pinion is the gear which fits into the brass housing (not supplied) on the top back of the gearbox. They are suitable for both the PA mileometer and the PB speedometer, and considered very good value at only £3.25 + VAT

C.K. Spares List.

Write to John Adams, 5 Hares Lane, Hartley, Wintney, Hants, price list to M.G.G.C. members only - quote membership card no. when ordering. Add 8% to all U.K. orders for VAT. Cheques to be made payable to C.K. Spares Co. Ltd. Prices include post within U.K. Overseas orders please add extra.

<u>Item</u>	<u>Basic price ex VAT</u>
J.D.M. water jacket plates	£1.85 pr
P.K.L.N. water jacket plates (plain only)	80 ea
J.D.M.C. white metal camshaft bearings (-5 or -15 thou approx)	4.50 set
F " " " " " " " " " "	7.70 set
J.D.M.F. big end bolts and nuts	30 each
F.J. lower water inlet pipe (screws into block)	1.00 each
Valve cotters	14 pair
Rear axle cork oil seals	20 pair
M type only shock absorber transfers, type 198 or 502	30 pair
P.N.L.K. oil filter elements	95 pair
P water outlet manifolds	6.00 each
P.L.K.N.F.Q.R. main bearing bolts	1.30 pair
P - 10 tooth speedo pinions	3.25 each
KE 965 exhaust valves	1.00 each
Front wing/running board moulding	30 each
Radiator shell/headlamp bracket rubber moulding	25 each
Centralised lubrication system unions, 16 pieces	10.00 set
Bucket seat shells - untripped	12.80 pair
J front aprons	8.70 each
N " "	9.20 each
M axle U bolts	1.85 set
M/Jorako cam bushes	44 each
P Octagonal L.H. cash panel (unchromed)	3.75 each
J centre dash panel (unchromed)	3.75 each
J front apron mounting bolts (without badgo)	50 each
J bonnet clutch thrust race carriers	2.00 each

MMM Committee Members

Chairman: Stephen Dear, Tithe Barn, Rowbarrow, nr. Shipham Somerset.

Hon. Secretary & Treasurer: Colin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex, BN4 4YJ

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

Spare Secretaries: Phil Bayne Powell, Kimber Cottage, Normandy, nr. Guildford, Surrey.

Car of the Year Scorer: Elwin Sapcote, 11 Goodby Road, Moseley, Birmingham B13 8RH

Librarian: Nick Sands, 36 Winkley Court, Eastcote Lane, Harrow, HA2 8RT

Year Book Editor: Mike Hawke, 117 Upper Westwood, Bradford on Avon, Wilts BA15 2DN

Historian: Mike Allison, 25 Meadow Close, Grove, Wantage, Berks, OX12 7NN

Infocletter SAEs: Nigel Musselwhite, 41 Mosedale, Moreton in Marsh, Glos.