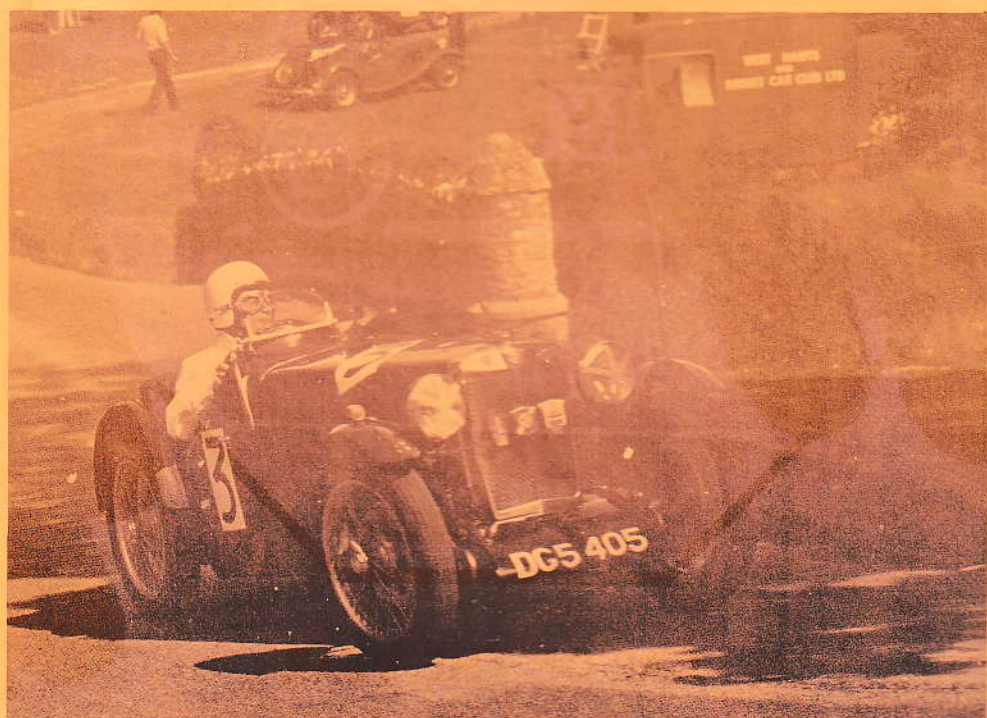
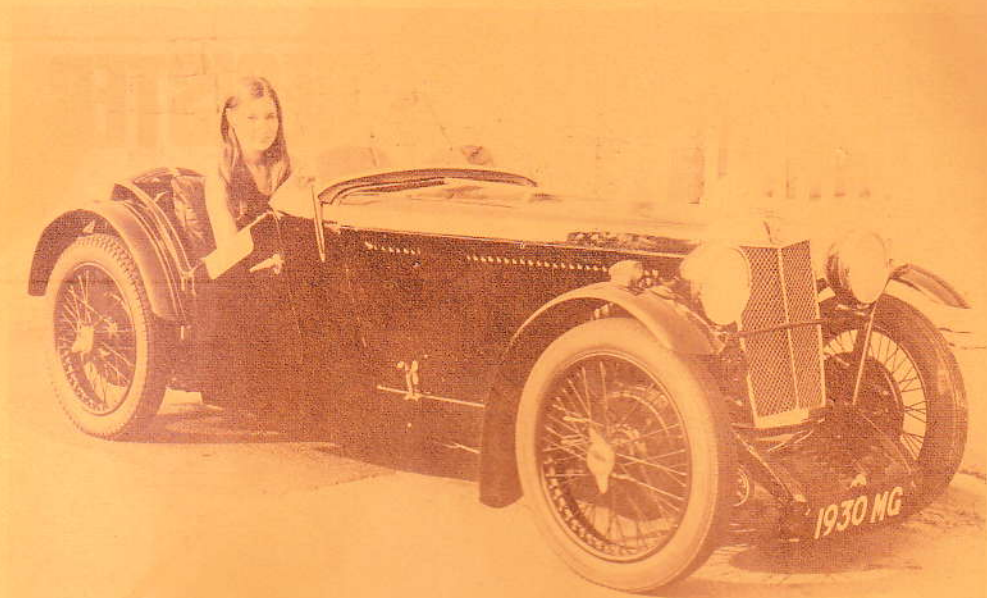




# TRIPLE M REGISTER INFOLETTER



**CAR OF THE YEAR**





## INFOLETTER NO 47

### MM Musings from John Reid

Having a peaceful time of late, except for two most enjoyable weekends. The first was the MCC Edinburgh Trial, where the Register and friends provided marshals for one of the hills, Haydale. What appeared at first to be an easy section in fact turned out to be quite tricky at the stop and restart, especially when it began to rain. Some competitors thought we carried the spirit of Edinburgh too far, as the smell of Scotch drifted across the Dales - but how else does one keep out the cold and wet?!

The second weekend was spent in sight of Cheddar Gorge, at Chairman Steve's house at Clewer in Somerset. The Register dinner was held on the Friday night, with plenty of members attending, and on the Saturday there was a concours followed by driving tests in Steve's field. A more pleasant venue would be hard to find, with well mown grass that allowed plenty of driver exuberance during the afternoon's tests. Add to that a bright sunny day, and the total was one of the best events of the year. Thanks are owed to Steve for allowing the use of his field.

### Editorial

by P.B.P.

Now that our Stiles F-type has got over 200 miles on the clock other Stiles cars are coming to light, one in Singapore is on a D-type but looks, from the photograph, to be fitted with later P-type swept wings. The F and D-type were the two models of the Stiles produced by this Alfa-Romeo agent in Baker Street; now Mike Allison tells us there is a P-type version in the Midlands. The hood disappears behind the bench front seat and it looked impossible to get any one in the dickey seat because the hood frame cut ones knees off, but Sven Ordell whilst visiting from Sweden actually managed to get in to prove that it was possible.

### PHOTOS OPPOSITE

Top: Barry Foster's F2, with Maisie driving.

Bottom: Mike Hawke's J2 at Wiscombe.

Reverting to the last infoletter's suggestions regarding the concours quite a few people have written and others spoken to me, as well as the subject being given an airing at the recent committee meeting. However before embarking on various approaches, I am sure that we all deplore the disgraceful exhibition of unsportsmanship that occured at the Cheddar meeting where a competitor COMPLAINED TO THE JUDGES BECAUSE HE HAD NOT WON!! I'm glad to say that it was not a Triple-M Register member. It is purely an amateur competition and nobody looses out financially or commercially by not winning, and there is no skin off anyone's noses because their car didn't win this time.

This really brings me on to one of my points about concours. It is suggested that future concours are worked out on a standard yardstick, every judge having a standard sheet with items to check through and award points on each item. The advantage of this is that each competitor knows what the judges are looking for every time and can thus attend to those items. The standard form must however be extremely thorough and embrace ALL aspects of the car, otherwise competitors will only concentrate on those items that they know the judges are going to check. So I suggest that on the bottom of the standard form there should be a place for additional items that judges feel are not quite right (This could also be considered for inclusion in the standard form for the following year).

Now, having established a standard form, which will be quite long, I suggest that this form is kept static throughout the year, and made available to any potential concours entrant early on in the year so that he can work with it in mind - this incidentally will have the advantage of giving the new entrant an equal start with the regular concours man, who knows more of the tricks.

This standard form should mean that the better car will always be ahead of the less correct car, at whichever MG meeting the car attends (this reduces the chance of judges' own preferences, for detail or over all effect in influencing the result.



The opposite point is that at the moment there is a wider likelihood of different people winning because of these judges' bias.

Overall, I think, there should be a greater benefit from a standard form.

When the car is being judged either the judge can hand his completed form to the competitor, making a note of the total mark for scoring, or else it can be given to him at the end of the day - to prevent arguments with the judges whilst they are marking. There will be more work for the judges to do anyway and disputes with the competitor will only delay him in his long task. As a thought, there could perhaps be an appeal procedure based on dinghy racing practise where if a competitor wishes to complain against an unfair marking he lodges his appeal plus a fee with the secretary of the meeting, and if he loses his appeal he also forfeits his fee, whilst if the marking is found to be unfair his fee is returned - this would stop all frivolous appeals and keep appeals down to those who feel really hard done by.

The other thing that needs to be done at the same time is to have judges who really know their cars, and the trend of having separate judges for different classes must continue. The judges themselves must be of a sufficient standing to be respected for their decisions. The present idea is to coach judges.

This is all very well for the bigger events like Silverstone or Beaulieu, but it could be a bit awkward for a Natter concours for example, to arrange enough judges.

I've gone into that side of the subject at length, but the problem comes when one has to decide what is it that we look for in a concours winner? Is it a car that has been so restored that the original inspector at Abingdon could not tell it from the car that left the factory, or is it the car that still has the most original parts as it had when it left the factory. On top of this can the cars annual mileage be brought in to the equation - because let us not forget these cars were meant to be used (a fire-arm was meant to be fired, a sailing boat sailed and a flying machine meant to fly).

At the last MMM committee meeting it was thought that the infoletter should contain an item now and again from the area representatives, so here goes with my offerings with apologies to anyone left out.

Lets go back to July and NE centre Thoresly Hall Concours and gymkhana since I arranged to contact several MMM members there, although being involved in the organisation did not have time to chat to everyone I would have liked to.

As well as our regulars at this event like David Taylor L/K3 Replica. Tony Margel M, J. Swallow M. We had one or two cars new to us. Tony Crozier from Huddersfield with 1931 D-Type on its first outing. Stuart Ashworth of Matlock came along and said "Please what have I got well, it seems to be an "M" with J engine P brakes and M shaped body all in all a combination that seems to work since I have seen this car about going like the proverbial bomb. Paul Goodwin came along with his recently acquired PA which is now undergoing restoration and conversion from 12" hydraulic back to cable brakes.

The Saville family although with us were minus Triple M cars. John not having his M type finished. I think it is the 3rd M that John has rebuilt and father Ron had engine troubles with his NB due I think to the Pistons being too tight a fit on the sides of the little end. John has now finished the M and it looks superb and Ron has the N engine back in the car.

Tony Margel, stalwart of the NE Centre does anything and everything on his faithful M type will I think be hibernating shortly because his car is minus its pointed tail, having a slab tank instead, which it has had since anyone seems to remember. Tony has now got a proper M body for it.

I will leave notes on MMM cars at VSCC Cadwell to Philip since he was competing so has no doubt written about it elsewhere.

We had a production car trial a couple of weeks ago in South Yorks area at which myself NA and Alan Grassam PB from Lincs were the only triple M competitors. Neither of us did brilliantly.



I certainly did not since I arrived late so only managed half the tests.

There are one or two rebuilds going on in the area. Gordon Lilley bought a J2 in bits, a lot of bits too! Seems to be progressing at an alarming rate. Paul Goodwin PA and Tony Margel I have already mentioned, Mr. Padden from Leeds is rebuilding an NB. Martin Cowley from Dronfield I have not seen lately, but I gather he is progressing with a P type.

Eric Taylor from Hull has now finished his F type, whilst I have not seen this car I am told that concours fanatics had better look out.

Which reminds me there was an F on the register a few years ago belonging to a Mr. Smith of Tansley, has this car gone to pastures new I wonder?

Triple M activities in the Lincs Group I will have to leave to Mike Hewson I am afraid since I have been a little out of touch with them.

Last piece of news is that Nigel Musselwhite's EX 120 is in Chesterfield and for sale. It seems it passed through a couple of dealers since Nigel parted with it, consequently the price went up each time. The present dealer says he paid more than 2,500 for it so my guess is the asking price will be approaching £3,000.

### Your Letters

Dear Phil,

As a trickle restorer and avid follower of anything Triple M, I was compelled to place pen to paper on the question of what colour for our cars mentioned in the last info letter.

Having myself a copy of Safety Fast October 1968, this question is well answered in depth by Martin Brent in a three page article taken from factory records with a good deal of useful information.

This includes an extensive table of colour schemes from 1933 to 1953, with details of modern B.M.C. equivalents. Provided that members send me a stamped and addressed envelope I would be very pleased to photo copy this article for any one without this valuable edition of Safety Fast.

Yours sincerely,

Ian Hoper

Dear Phil,

In infoletter no.45, you wrote about finding chassis files, and that if we wanted any information about any car, we ought to write to Syd Beer and we might be one of the lucky ones.

I would like to take this opportunity of letting other people know, it is worth writing. Thanks to Mr. Beer, we are now in contact with the original owner of our M.G. PB. 1936, Mr. Beer supplied the original owners name and address and with a bit of detective work, we managed to find him. He is now in his sixties having bought the car at the age of 20yrs. We are in the process of writing to him, and hope to find out more about the history of the car. If it wasn't for the chassis files, we would have had no hope of finding the original owner, because the original log books were destroyed.

Once again may I take this opportunity of thanking Mr. Beer and "MMM" register.

Yours sincerely,

M.L. Siddons (Mrs.)

Dear Phil,

Latest infoletter was very interesting, and prompts me to put down a few thoughts.

I say infoletter was interesting because you mention two problems that I have had experience of, namely woodruff keys shearing, and water in the oil. Taking the first point, up to now, I have only had trouble with the upper key, mainly due to a poor fit of the fork on the shaft, or of the key in the slot. Once I had an armature shaft shear, because it was slightly off true, and now I always take the precaution of turning the engine over with the bolts slackened off before finally tightening up. (I understand that some dynamos of the racing models had 4 splines machined in the bottom of the armature shaft, with a special splined bottom bevel gear to match; Mike Hawke K3 engine has this arrangement, and I've got a spare dynamo like this too - Ed).



Taking the second point I have water in the oil of the KN and can't track down the cause. There is a lot of dampness around the rocker gear. Now Allan Scott says this is very likely to be core plugs, which may look all right, because they only lift when the engine gets hot, so I am going to replace them.

One other piece of advice for owners of the heavier car with the Bishop cam box. The drop arm pinch bolt needs to be checked frequently. I thought mine was all right, but it had worked slightly loose, and the consequent strain caused the splined part of the drop arm to fracture, fortunately whilst parking.

I still require the following items to finish the KD:- 2 horn brackets, distributor, oil filter internals, 2 sidescreen wing nuts, rear hubs and bearing carriers.

2 tips for restorers (1) all sizes of gas thread nuts, connections and copper piping to suit MMM petrol lines are available from any well stocked caravan centre (2) the 1" dia flexible metal conduit that runs down the fire-wall carrying the main loom is available from electrical wholesalers, being used in electric motors etc. (the usual vintage sources only stock up to  $\frac{1}{2}$ " dia).

Finally 2 recommendations:- B and W Plating, Redkln Way, Horsham, Sussex are quick, cheap and careful and will tackle anything e.g. chroming and silver plating; also very helpful and knowledgeable on MMM electrical problems are P.D. Auto-electrical services, Grafton Road, Worthing, Sussex.

Cheers

Peter Mace.

Dear Phil,

Congratulations on the production of another first class "Infoletter" (No.45).

The electrical system seems to be a popular subject! Kid Neyt's letter makes good sense;

however my own solution to the charging problem on the 6 volt M-type was to fit a voltage controller as used on the 6 volt Ford models of the fifties. The snag is that the unit has no current limiter and will permit high changing currents when the battery is low, such as after starting a cold engine. For this reason I drive away slowly after starting up, watching the ammeter, and usually do a 'warming-up lap' round the block before joining the traffic stream. A more modern controller might overcome this!

It seems likely that legislation will soon require vehicles to use headlamps at all times after dark. The 48 watts available from the M-type dynamo are actually inadequate when the load consists of two 24 watt headlamps, two 6 watt tail lamps (the sidelamps can be switched out when headlamps are on - is this legal?) plus about 12 watts for the coil and instrument lamps. Suitable 6 volt 24/24 watt headlamp bulbs are also becoming difficult to find. The wisest move would appear to be to convert to 12 volts, and I enclose a copy of an article from 'Motorcycle Sport' describing a very elegant conversion for 6 volt motorcycle dynamos; I see no reason why it should not work for the M-type, but the article does mention that an additional current limiter may be required for use with a car battery. It does mean that a 'black box' would have to be hidden somewhere under the scuttle; it should be possible to fit 12 volt 36/36 watt headlamp bulbs which are readily available.

Such a conversion might upset the purist, personally I welcome any device which helps to keep my M-type on the road within the laws. Please note that I came across the article only recently and have not yet tried the conversion; I shall however write off to the address on the ad. for details and prices.

Yours sincerely,  
Peter Minett.

Converting an old dynamo to provide more power.  
Modern electronics give answers to the problems  
.....from Motorcycle Sport Oct '76.

The "J.G." voltage conversion unit enables much more power to be taken from a standard,



unmodified six-volt dynamo. Of all the many questions asked, the main one is: Where does the extra power come from? The simple answer is: it is already being generated, but is lost as heat.

Now there is one, and only one, reason why a dynamo burns out. Because it gets too hot. The heat generated in a dynamo is proportional to  $I^2r$ , where

$I$  = total dynamo current in amperes

$r$  = internal resistance of the dynamo

The affect of doubling the output current of the dynamo will increase the internal heat loss by four. What usually happens is that the armature gets hot enough to melt the solder on the commutator, and as the molten solder is flung off, one or more of the windings goes open circuit. This results in even more load on the windings, and a cumulative, usually total failure results. The effect of adding, say, a spot lamp to an existing system is enough to trigger this action off, as would a partial short circuit of a faulty battery.

In my example I use the Lucas E3L dynamo as a model because it is still being produced, and is the most common one fitted. The dynamo has the following characteristics:

Maximum output: 8.5 amp at 7 volts.

Field resistance: 3 ohms.

Armature resistance (brush to brush):  
0.55 ohms.

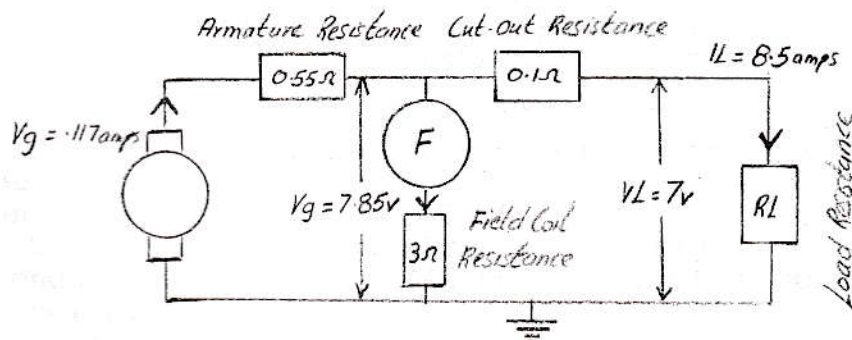


Figure 1

The circuit in figure 1 shows the 6-volt system with its main components and currents at the onset of stabilization. There is 59.5 watts developed in the load (lights). The losses are:

Cut-out loss: 7.225 watts

Field loss: 20.540 watts

Armature loss: 67.973 watts

The total power taken from the bike's engine is 155.238 watts, which is 0.208 horsepower.

I will now control the dynamo electronically to give 14 volts at the lights. I will also control the maximum power to the field coil to be the same as before (20.54 watts), so as not to exceed the manufacturers specification. Instead of a conventional cut-out I will use a Schottky Barrier Diode. This device has a forward voltage drop of 0.3 volts at up to 10 amps.

The new circuit is shown in figure 2.

I will take the same power from the bike's engine as before. The powers in the system are:

Armature loss:  $I_g^2 \times 0.55$  watts

Field loss: 20.54 watts

Cut-out loss:  $I_L \times 0.3$  watts

Load power:  $I_L \times 14$  watts

By lumping the field current and load together, then:  $I_L + I_f = I_g$

Therefore I have the equation:

$1.55.238 \text{ watts} - (I_g^2 r) + (I_g V_g)$

or  $I^2 g r + I_g V_g - 155.238 = 0$

This is a simple quadratic equation, so solving for  $I_g$ :

$$I_g = \frac{-V_g \pm \sqrt{V_g^2 - 4r \cdot 155.238}}{2r}$$

$$I_g = \frac{-14.3 \pm \sqrt{204.40 + (4 \times 0.55 \times 155.238)}}{2 \times 0.55}$$

$$I_g = 8.243 \text{ amps}$$

Now the powers in the circuit are:

Armature loss: 37.368 watts

Field loss: 20.540 watts

Cut-out loss: 2.042 watts

Power to load: 95.292 watts



In a practical case, the headlamp is a 65 watt QH bulb and the rear lamp is 5 watts.

This is a 70 watt total load at 14 volts.

Therefore: Load current is 5amps

Cut-out loss .5volts

Field loss: 20.54 watts

Armature loss 22.80 watts

In this case the generator is running at a third of its original heat while the brushes are carrying a half of their original current. But the load power is higher, and the power taken from the bike's engine is less. This is why I can claim increased reliability, because as well as reducing the heat loss in the system, the brushes will last longer. I also eliminate the mechanical cut-out and buzzing regulator contacts which require periodic maintenance, adjustment, replacement and delicate handling.

Taking the system to its limit, the armature current of 11 amperes will produce output powers of 130 watts or so and still not exceed the ratings of the dynamo. Of course there is no need to stop here, by controlling the dynamo's output current at 11 amps maximum, the only limit to power out is the voltage generated. In the 200 watt conversion I only control the generator's current and use a step-down switching regulator to keep the output at 14 volts. The dynamo is producing up to 30 volts, but this is of no importance to the load, which only gets 14 volts maximum.

The only fly in the ointment could be the field winding. This is effectively a 6-volt load, and if used at 12 volts would take four times its rated power (80 watts) and quickly burn out. As it is an inductance, however, I can use an electronic switching regulator to limit the maximum power to the field. This is the job of the secondary regulator in the unit, with the primary regulator controlling the output voltage

The above example can be used to analyse any 6-volt dynamo performance - Miller, Bosch, Ural, etc. But my own favourite is the little 36 watt Miller. This is quite capable of driving a 65 watt quartz halogen headlamp, and the difference from the original 24 watt lamp is so incredible it has to be seen to be believed.

Since producing my conversion, I have been asked many questions. Here are a few of the most common:

(a) Battery - is one required?

There are three good reasons for fitting a battery, but the unit will work without one. However, I do not recommend it. The three reasons are:

(i) The effect of switching off the main lamp, or dipping it, will produce a current surge in the wiring. This is liable to blow the rear lamp and/or instrument lamps. A battery will "mop up" these surges.

(ii) When the headlamp is first switched on, its cold resistance is very low, and the dynamo will have a very difficult job to initially light the lamp. A battery can supply these initial heavy currents.

(iii) Most important, if for some reason (say a seizure) the engine stopped, you could be trying to brake or corner with no lights. This is very undesirable, so for peace of mind, fit a battery.

(b) Battery - can a car type be used in a sidecar?

Using a basic unit - no, as a discharged large battery will demand very heavy currents from the dynamo. However a special unit for this job is available, which has a maximum current limit built in, to protect the dynamo.

(c) Battery - what size to use?

The best size is about 12 ampere-hours but anything will do. However, if a very small one is fitted, say two or three ampere-hours, I have discovered that if they are allowed to discharge below a certain level, they go into a high impedance state and have to be charged separately using 16-17 volts, as the unit controls the dynamo at about 14 volts. The bigger batteries do not appear to have this characteristic.

(d) Why is it possible to use a 6-volt horn on the 12 volts?

This is because the horn is a current sensing device, and as the brake current is reached, it disconnects itself. The effect of running from double the voltage will increase the frequency of the horn by 2 times.



(e) Is there any advantage is rubber-mounting the unit?

No. The unit is "potted" and will withstand anything the bike can do. To prove this point I sometimes throw a unit against a brick wall - try to do the same with a Miller or Lucas regulator. There is in fact a positive disadvantage and that is you would have to run an earth wire to the unit. By using the two studs supplied you get a very good earth and a secure mounting.

(f) How long will the unit last?

The calculated mean time before failure is 150,000 hours. This is a very difficult subject to analyse, as there are so many variables. Every component in the unit is running at no more than one-tenth of its rated power and most at much less than this. This is very bad commercial practice - but I like to sleep at night.

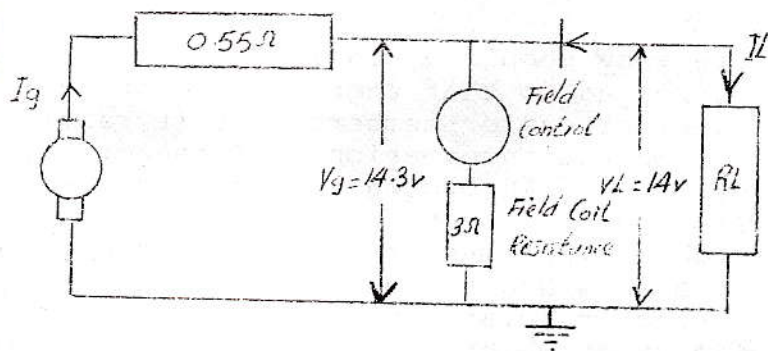


Figure 2

A Few Tips You May Find Useful.

1. The (live) brush holder on the Miller dynamo is very near the cover. I have known it touch to earth on the odd occasion. Solution - file the edge off it.
2. The dip switch fitted to most bikes is very unreliable. Replace it with a sealed relay so that you can dip by just one wire to ground. Even if this wire drops off, the system fails safe. Full details will be given if required.

3. 12-volt instrument lamps are quite delicate - they sometimes vibrate to pieces. You can improve their reliability by wiring a resistor in series.
4. The comments in (3) apply to the rear lamps as well, but here it is better to run the stop lamp at reduced power (to act as the rear lamp) and by-pass the series resistor with the brake switch to bring it up to full brightness.
5. Soldered joints are the worst type to use with braided wire. It is much better to use crimp connection. It has been shown that bad connections are responsible for over 90 per cent of electrical failures.
6. If a dynamo is run "dry", i.e., no current taken from it, the commutator and brushes can "glaze" over. Normally the field winding always takes some current from the armature, and this current is essential to keep the commutator clean. So if you come across this - clean the commutator and brushes, otherwise the dynamo will not start up.

#### TIPS & HINTS

I believe many people would like to see this section increased so that there is a continual flow of information for members, but it requires you to send me the information as I cannot fill it up every time with my own experiences. So please let's hear from you.

This month's tip comes from Colin Tieche, who found that his J4 had violent front wheel tramp which he couldn't locate until he found the front tie bar fractured which led him to think that the MG designers knew what they were doing when they put this bar across between the wing stays, because it effectively ties the tops of the stays together and prevents the bottom of the stays where they bolt to the chassis from twisting, causing the chassis to flex and also the shock absorber mounting position. On the later P and N types this tie bar was made even more substantial by being incorporated into the radiator with more positive connections.

Still related to vibrations from the front wheels, the Stiles F-type had this problem going down to Cheddar and as a result had to keep below 50mph.



It was found to be a front tyre that was not properly centred on the wheel. The way to encourage the tyre to centralise is to mix up some squeezy and water and squirt this around the inside rim of the tyre, on both sides. This encourages it to slide over the inside well ridge of the wheel. Having got this as central as you can, partially inflate the tyre and go round the tyre thumping it with your trade hammer.

Nick Sands has produced a new reproduction leaflet, this time of the K-type. It is an 8 page offering with four full colour pictures by Connolly, together with full specification and colour options all for £1.25, cheques or sterling money orders to be payable to C.K. Spares Ltd., and sent to Nick at 58B, Poplar Grove, Maidstone, Kent. Nick also has a 1957 photo of M-type GF1900 if the present owner is interested. If you have any original works or pre-war photographs Nick would be glad if you could lend them to him for copying to build up the photos he can offer members.

#### Spares for Sale and Wants

Martin Latimer (27, Lorimer Avenue, Gedling, Nottingham) requires for his N-type, a badge bar with supports, both windscreen top supports, clutch plate, front wing stays, front axle rubber bump stop, all wiring cover for bulkhead, foglamp Rotax dynamo brush cover.

He has for sale or swap for the above a brown cut-out fuse box complete and working, a reproduction N-type manual, and an 18" wheel and tyre.

D. Robinson (28, Pembroke Avenue, Syston, Leics.) has produced 12 sets only of P/L/N/K type rocker box knobs with a lovely crisp MG and octagon as the originals - which are usually badly corroded. They are £12 for a set of 4.

Hugh Redington (Walnut Tree Farm, Ellingham, Bungay, Suffolk) wants a J2 rear main bearing and flange in good condition.

Terry Holden (6, Cambridge Road, Wimbledon, London, SW20) is looking for a Marles-Weeler steering box and column and a pair of headlights for his J2.

Patrick Gardner (3, The Maltings, Goose Green, Comshall, Surrey) is considering selling his M-type and his PA 2-seater. The former is a 1931 fabric body in very good general order and is a "delightful and very original little car." The P-type was 6th in last year's Car-of-the-Year Award and was re-built 3 years ago.

R.P. Williams (19, Leyland Drive, Saltney Ferry, Chester, CH4 OBG.) has the following Triple M spares which he is prepared to exchange for PA spares he requires:-

PA 4 seater luggage rack octagonal, PB octagonal quick lift petrol cap, new junction box type RTF92 12v, S/H junction box as before, bonora quick lift petrol cap, Pr. Lucas headlamps complete LBD 140, badge (spotlamp) bar, 3 Lucas 8" rims with domed glasses one fixed reflector, one dipping, Lucas MD140 headlamp shell black, Michelin tyre 175-500 x 19 new, set of patterns and core boxes for "N" type water pump with gears etc. to complete 3 pumps. M type spares as follows, back axle with diff unit, hubs and one half shaft (morris minor), rear springs, vacuum windscreen wiper motors (cylindrical) 30/1 and 30/E, windscreen mirror arm (also suit J), front axle with drums, track rod (morris minor), wheels 19" one early one late, rims gone, new crown wheel and pinion 8/43 6 hole, J spares, gearbox remote control extension, camshaft bearing housing, rocker shaft pillar, water manifold clamps 8 off, filter top, rocker shaft. WANTED PA SPARES, cylinder Head, flywheel, distributor Lucas, oil pump with full width gears, 2 x 16" wire wheels, diff unit 8 hole, 2 x 1½" SU carbs.

John Kirkland (28, Ryton Close, Matchborough West, Redditch, Worcestershire, Tel:Redditch 24634) has the following J spares for sale; cylinder head, inlet manifold, 4 brake drums, 1 front brake back plate, 1 rear axle casing, he requires 1 pr. J butterfly windscreen adjusting nuts and washers.

Jeff Branston (27, Western Drive, Claybrooke Parva, Nr. Lutterworth, Leics. Tel:209824) he requires a propeller shaft rear shroud part number 2973 for his PA.

D.C. Gosling, (Doctors Mess, Basildon Hospital, Nethermayne, Basildon, Essex) requires 2 good rear spring front pins for J2 can anyone help.



Helmut Klockner (Suhrenkamp 29, 2000 Hamburg 69) requires a K1 petrol gauge, K1 clock, K1 ignition lock, 2 K1 dashlamps, J2 dynamo, J2 intermediate rocker shaft bracket, 1 headlamp J2, P.L.C.2 switch, oil pressure gauge, radiator, rear hubs or axle complete, four 8" brake shoes.

Barry Foster (25, South Street, South Petherton, Somerset, TA13 5AE) has the following spares for sale 4 M/D/J/F con rods - no caps, pinch bolts - cheap to clear: 1 pr. prop tunnel plates F/J/P etc. 12 well used rockers for J etc., he wants oil pipe from sump to pump M/D/J type, 1 double row crank bearing for M/D/J/F types, J sump, J block, M/D/J cam cover, M/D/J/F Flywheel, 2 P/N dash pull on switches, he has to swop a reconditioned 12v S.U. Petrolift, 8 day 2" black faced clock (working order) several M/D/J/F vertical drive parts, plus other odds and ends. By the way Barry would like all his bits he has lent to various people - as he is starting to screw the beast together.

E. Harris (Flat 3, 23, Powderham Road, Newton Abbot, South Devon) has all the following F type spares for sale and would you please add postage cost to these parts. F gearbox rebuilt with two new mainshaft bearings £85, complete 4 star diff, new 8/39 crown wheel and pinion new pinion bearings £95, cylinder head £25, 6 steel conrods and used + 60 pistons £12, org. 2 star diff unit alloy case all good bearings 9/43 ratio but  $\frac{1}{2}$  of one pinion tooth gone, drives OK! £25, oil drain housing below cyl/hd., vertical drive £1.50 studs one set each for cylinder head, manifold and sump £1.50, 12 valve spring caps and oil baffles plus 10 rockers £4.50, 24 outer valve springs, 8 inner 1 set of clutch springs £1, 2 rocker shafts and 2 intermediate camshaft bearings £2.50. 1 front camshaft bearing and bevel housing £2.50. oil pipe to head £1. Sump oil filter £1. camshaft pinion 50p. G/box M/shaft bearings, used, good £3. 2 hyatt bearings and sleeve, rocker shaft spacers and springs £1. 2 headlamp glasses £1. 1 rear spring good £4. 1 rear, 1 front spring not so good £1.50. some carbs. float chambers £4. 3 front wheel bearings £3. 2 brake drums clean and painted £5. 1 Griffin open crash helmet BS2495 little used £12 plus most other spares mentioned in Info Letter No.45 are still for sale. 17.

Mike Hawke (117, Upper Westwood, Bradford-on-Avon, Wilts.) has an N-type inlet manifold, two headlamp bodies off his J2 (believed P-type actually - NO RIMS OR GLASSES), a 1½". 30-0-30 ammeter, a pair of Derrington pattern door trims and a pair of 6in. wide alloy cycle mudguards to sell or swap.

Triple-M Motor Spares (Timberley, Linnersh Wood, Bramley, Surrey) offer members the following MMM parts:-

|                                       |          |        |
|---------------------------------------|----------|--------|
| M/C/D/J white metal camshaft bearings | £8.60    | a set  |
| P-type " " " "                        | £10.50   | " "    |
| F-type " " " "                        | £11.60   | " "    |
| K/L/N " " " "                         | £12.75   | " "    |
| P/J/F/L Phosphor bronze trunnions     | £1.65    | a pr.  |
|                                       | or £2.95 | for 4. |

Hardened steel U.J. bushes for pre-1936 propshafts, with circlips. £4.40 a pr.

Original style N/P-type bucket seats shells, with the correct propshaft cut out. £20.00 a pr.

New M-type PCN 0-80 mph speedos, with original rim trip return, chrome bezel. £19.50 each

Also 0-60 mph, unconverted to PCN-type black rim, new £5.50

New 8/39 crown wheel and pinion sets, 6 bolt fixing £38.00 each

P/N/L/K original 506 shock absorber indicator dials, self adhesive 50p each

New M-type petrol tanks, complete except caps £36.00

New M-type early 'split' type hood frames £10.00 each

New M-type side screen frames £9.00 a pr.

New M-type rear spring valences £13.00 a pr.

One pr. ali covered bonnet side valences £6.00 a pr.

L-type front aprons, without starter hole flap £13.50

All the above spares are subject to 8% VAT, as well as postage, whilst MG World '75 still at its bargain price of £4 has no VAT. 18.



I remember my first re-action to the change from a MMM race to a pre-1940 race some time ago was one of regret, but in retrospect, whilst it would be superb to have an all MMM grid, I do not believe that we have in fact lost anything. On the contrary to-day's grid produced a very interesting cross section of cars, including nine entires from VSCC members (who are very welcome despite the extraordinary article in the programme of the day) - Rileys in various guises of bodywork, a Lagonda, Bob Burrells 8 litre Bentley-Royce, and Peter Warne in his ERA.

Permit me to deviate a little at this point from true MMM comments. Peter is better known to us as a regular driver of MMM cars, and I recount the following comments in the interests of maintaining our efforts in perspective. The car is R6B, and this is only the second time that Peter has driven it, and he did honestly admit that he was finding the power incredible. He was only using up to about 5000 revs, and even then finding it at times very difficult to keep the thing straight. Apparently, anything under 5000 wets the plugs and you have to use not less than 5000 and then up to 7500! Well, Peter was having problems in the plug department, as vividly witnessed by Terry Dickie in his Double Twelve M type, who on following Peter on one occasion closely round paddock bend, was rapidly deterred from repeating the action by sheet flame emitted from the ERA's exhaust on the overrun! I think he took the most sensible course of action and overtook the ERA!!!

Practice for the MMM cars went smoothly, with to my knowledge only Janet Ashton (back in the driving seat for the first time since producing a little Ashton - congratulations, and nice to see you back) experiencing nasty vibrations at anything above 3500 revs, subsequently diagnosed as worn UJ's on the prop shaft. As she was the only one to have experienced any serious problems, many hands were assisting her husband Paul to change the complete prop shaft after practice - once again with many thanks to Phil Bayne-Powell for coming to the rescue with the replacement.

I spoke too soon in my recent Goodwood report about starting lights being only for the Grand Prix Circus, for they were to-day in use. I wondered if anyone tried the idea of watching the green light? Perhaps Syd Beer was for he got the K3 off to a really good start, with the car to-day firing on all six and sounding very much like business, closely followed by Phil in the K3 and the rest of the field. Phil's race was however very shortly over when he pulled off immediately after Paddock, and we were to discover later that his blower had in fact holed itself in a very nasty manner. A bitter piece of luck, especially having just had it all put right after his mishap at VSCC Silverstone, the latter incident which I would add was no fault of his. From this point on in every Brands pre 1940 race I find it almost impossible to maintain any sort of race position in my mind, apart from who is in the lead. To-day Syd held his lead throughout the race to record a fine scratch win. Meanwhile Phil Venables in his L/N Lester MG progressed rapidly to 6th place in the scratch results and 1st place in the handicap, despite wondering why his rear end (sorry the car's) was getting more and more twitchy as the race went on. When all was over he discovered that he had in fact been pouring oil out through a leaking rocker cover gasket, all down the nearside of his car and all over his rear wheel. John Wilkinson had his supercharged J2 circling in its quiet, efficient manner and took 4th position on handicap (2nd MMM car). Clive Sheriff in the single seater M type, on 3.50 x 19 tyres had everything going superbly well, apart from one tricky looking moment at Paddock, and finished 7th in the handicap (3rd MMM car). Hotly in pursuit of Clive, but alas to no avail, were Terry Dickie, and Patrick Gardner in his PA. The latter took three laps to catch Terry and finally passed him round Paddock, the particular moment giving MMM enthusiasts in the stands at this point a lot of enjoyment. However, having got by, Patrick then spun at Druids and threw away all his efforts. He did emphasise to me that he spun on oil; that was his story and he was sticking to it!! Dave Cooksey had the Ctype going well, although he is still not happy with performance. I for one await the fitting of the blower with interest. Janet, meanwhile had retired her 4 seat PA with fuel problems.



Mike Zimmerman had the misfortune to be called off the grid at the last moment, for as first reserve if no one drops out on the warm up lap, that is the prescribed action.

A day enjoyed in the dry by MMM competitors and followers alike, and we all went home looking forward to the following Saturday's meeting at Wiscome.

Wiscombe, Saturday 24th Sept.1977. by Tim Hunt.

There we were, almost airborne, screaming along at a tremendous pace, Patrick Gardner and I hanging out as far as we dared to keep ourselves down, with both of us almost completely blinded by the continuous water being thrown up from in front of us.

No, not in MG's on this occasion, but in a Tornado class catamaran sailing in the Solent in a force 5 - an equally exhilarating sensation to that of being at full chat in an OHC MG, but as you are now quite rightly wondering, what is the relevance of this to Wiscombe? It was on the way to Wiscombe on Saturday 24th Sept., for which I had volunteered to write up on the MMM activities, that the sailing episode came back to me. With Bongazoo finally to-gether, Wiscombe about 120 miles from home seemed an obvious proving journey to make, and it is always dry and fine for our meeting!!! Well on the day it was quite the opposite, and by the time I arrived, after 120 miles in torrential rain behind a single aero screen, I felt as if I had been sailing in a bucket in the Solent for four hours. The weather forecast had promised that the West Country would be brighter in the afternoon, which once again proved to be incorrect, and with one or two respites it did not improve at all.

It is therefore with no disrespect to the stirring efforts of those who competed, and with apologies to those readers who would have liked a more factual article, that my report is not perhaps as detailed as it might have been had the weather been more conducive to exposing of engines and making minor adjustments etc. which invariably leads to interesting conversational material to include in an article such as this.

This was indeed a day to sort the "men" from the "boys" (and after to-day I admit to falling into the later category!). For when I arrived I was warmly greeted by the "Men" of the MMM brigade, Steve Dear, John Adams, Dave Cocksey and Phil Bayne-Powell to mention some (yes, there were others so you can be a man too!) were strolling about completely oblivious of the elements, saying that it was typical trialling weather but rather warm! But where were the "Boys"? Then a steamed up saloon car window was lowered two inches, and a greeting came forth. Upon closer inspection, it looked rather reminiscent of childhood games of sardines, and discretion being the better part of valour, I moved on to the 'covered grandstand' which quite by chance happened to have a bar in it! More MMM members here also, but above all, (and in contrast to the above light hearted ramblings) how very good to see our competitions secretary Andrew Smith back on his feet again - I am sure all of us were delighted to see him well on the way to a full recovery.

I then decided to see the MMM action from up the hill, but alas this only resulted in being caught with two small children in another torrential down-pour, and I never made it. A squelch around the paddock followed to try and see some of the cars, because we had the biggest MMM gathering at Wiscombe that I can remember. Don Smith had decided that he wasn't going to knock four seconds off his time, and was already loading up; John Wilkinson was found cursing the idiot who had run over his tool box; Peter Warne was quietly enjoying the pleasure of the adequate weather protection being provided by the Kimber Kl, now sporting a blower, whilst 'Junior' Bayne-Powell was spied to be thoroughly enjoying similar comforts in the passenger seat of the ND, with the tonneau cover on!

In the unsupercharged class Clive Sherriff on his second run improved on his previous time by over five seconds to win the class in 63.4 - I am not sure whether he was elated by this improvement, or whether he thought he was still competing, when he returned up the paddock road and without stopping drove up two six inch wide wet scaffolding boards straight on to his trailer! Len Bull in his J2 also improved by a similar time to Clive on his second run, to clock a time of 64.6 Terry Dickie in the



12/12 J type 66.2, Ralph Baleham in his J2 a 71.4, Patrick Gardner in his PA a 72.1, Janet Ashton in her four seat PA a 77.9, And Dave Cocksey in the C type 80.5.

In the supercharged class Tony Miles in his PB set the target for all with a time of 62.8 on his first run, and it teally looked as if no one was to better this, until John Adams in his P with the bit between his teeth on his last run exactly equalled it. Apart from Rosemary Bayne-Powell, John was the only one to improve on his first timed run. Don Smith completed only one timed run in 66.2 to be next best to the two joint victors, and Steve Dear was only just behind him in the Cream Cracker P type in 66.3. John Wilkinson in his J2 achieved a time of 67.6 on his only timed run, Phil Bayne-Powell in the ND 68.0, Peter Warne in the Kimber K1 71.7, and Rosemary Bayne-Powell on her second run improved her time on her second run by almost four seconds to 72.8.

A great shame with such a good entry that the weather was so unkind, let us hope that things are better next year. With the weather conditions as they were, I feel that a thank you to the marshalls and officials who had no choice but to stay out in it all, would be the wish of all the MMM members present.

#### MMM Competition Notes

Andrew Smith

The "Car of the Year" Award is in quite an interesting state at the moment, as though scores are not outstandingly high, both the cars in the leading two places are primarily specialists in the same types of events namely autotests and trials. I think that this is the first time for five years that the recipe for the leaders has not been to try every type of competition. The rules for the award are designed to encourage the all rounder and even the above two specialists have found it necessary to enter five each of the different types of event showing that this aim is being met.

To do a little crystal ball gazeing I think the odds must be on David to hold on to his lead until the end of the year, as though most of the remaining MG competitions are in the South and South West of the country favouring Steve geographically,

at this stage of the game seven points is a lot to pull back. In fact the only way that I see for our chairman to win the award for the third time is for him to enter and do well at the Brands Hatch race meeting, though to clean up the Kimber Trial in his normal fashion would help. David on the other hand can either sit tight, or enter the Buxton Trial.

I see that in the above text I have mentioned all the remaining opportunities for pitting car against car this year, so if your plans do not include these then I hope to see more of your out and about next season.

MMM Register "Car of the Year" Award 1977.  
(points at 8.11.77.)

| <u>Position</u> | <u>Car</u> | <u>Reg. No.</u> | <u>Driver</u> | <u>Points</u> |
|-----------------|------------|-----------------|---------------|---------------|
| 1               | L s/c      | 72              | David Taylor  | 115           |
| 2               | PA Cracker | 1200            | Steve Dear    | 108           |
| 3               | K3         | 300             | Phil B-P      | 95            |
| 4               | J2         | 1048            | Len Bull      | 84            |
| 5               | M          | 1686            | Bryan Bowles  | 81            |
| 6               | ND s/c     | 162             | Phil B-P      | 50            |
| 7               | J2         | 768             | Ralph Bateman | 39            |
| 8               | J2         | 3               | Mike Hawke    | 36            |
| 9               | F Stiles   | 471             | Rosemary B-P  | 23            |
| 10              | PB         | 1049            | Alan Grassan  | 19            |
| 11              | L Coupe    | 1440            | Mick Sands    | 13            |
| 12              | PA s/c     |                 | Barry Linger  | 11            |
| 13              | J2         |                 | Brian Scotney | 8             |

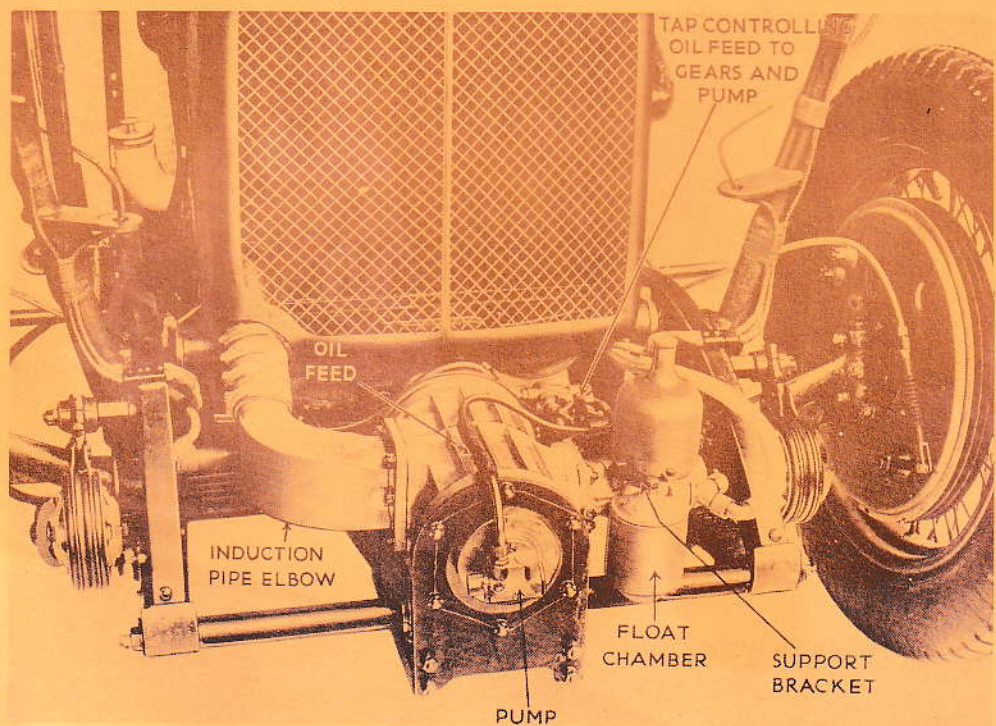
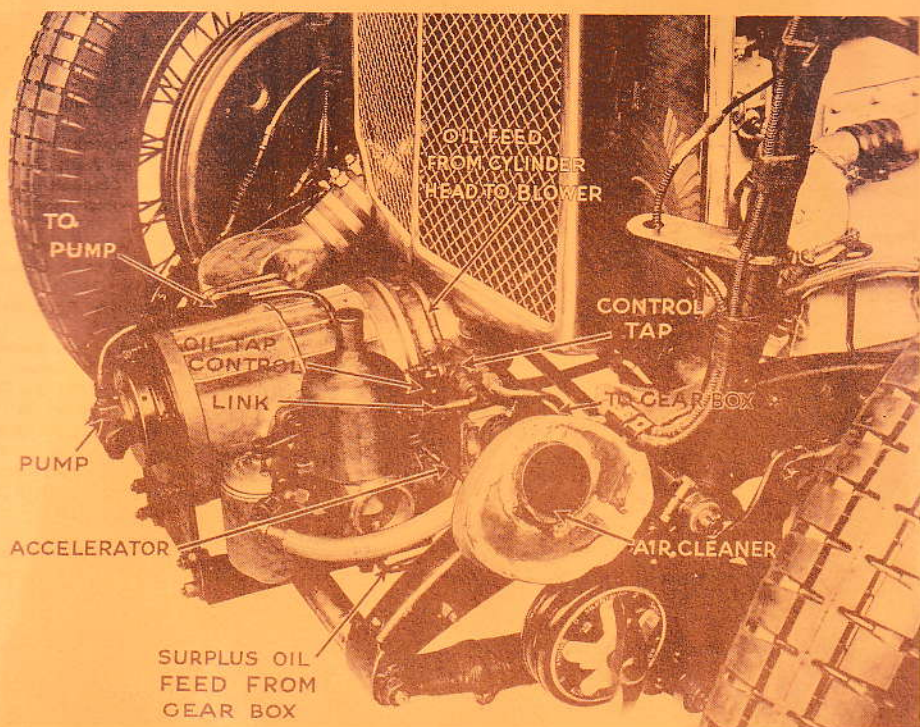
"Offers of Goods etc." as included in Infoletter 46.

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PHOTOS OPPOSITE

Top & Bottom - Works photo of 1933 K3 Powerplus.  
supercharger installation, (note  
car's chassis number).







# TRIPLE-M REPRESENTATIVES

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