



# TRIPLE M REGISTER INFOLETTER

AUGUST 1970

Number 6

## IDLE CHAT from Hon. Sec.

Hon. Sec.? Who the devil is that? You may well ask.

For those who have been wondering what he does, and why letters are not answered, I plead my case on two defence lines:- Firstly, I have had my hands more than normally full at work. B.L.M. seem to require more effort put into making cars than B.M.C. ever did. The result of this has been that my 'spare' time has been limited. The second plea is one of sheer self-indulgence, i.e. getting the N.A. going.

For those who think that getting a MMM car running really well is simple, please write to me and give me the secret..... It seems to take around two years (reckoned in spare time) judging by experience of others as well as my self. On the other hand, once they are going well, they seem to require little attention, so I suppose this is better than other marques which always seem to give trouble.

Incidentally I have disproved one of my own favourite theories just lately, and three times over. 'If it is going well, leave well alone' - that's what I always used to say. During my rebuild, the rear axle, supercharger and magneto were not touched. They had been giving good service up to the time of rebuild, and the first had not long been rebuilt. I have now suffered trouble with each of these items in turn, so feel that 'if a job is going to be done - do it right first time!'

On the competitive front, there is Beaulieu - August 23rd. Castle Combe, September 12th. Silverstone, September 19th for the more energetic brethren, - and sisters, but so far we have had no racing ladies in the MMM. I wonder why?

Entries for Castle Combe are now coming in and it promises to be a good meeting. This is my favourite course, being fast and interesting to drive around. Silverstone promises great interest as one of the invited clubs is the V.S.C.C., and there is a race for pre-war cars, and that includes M.G.s. I hope for a good entry, and that we will show that pre-war M.G.s are not to be laughed at.

In October there is the Cheddar meeting - details later.

Here's hoping to see you around .....

For those who expect information here are a few meetings to which we are invited:

- August 29/30 Plymouth Motor Club - Concours d'Elegance.  
details from K.D. Young, Rose Cottage, Ford Road,
- August 30 National Federation of Business & Professional Women's  
Clubs - Concours d'Elegance. Special award for best MG.  
details from Mrs. J. Leman, 25 Ty Toeh, Cwmbran, Mon.

August 31

The 7th Essex Cavalcade of Transport - details from Miss Ann Catley, 343 Main Road, Broomfield, Chelmsford, Essex.

For those on tour: A 'new' Motor Museum has opened at Caister Castle, Norfolk. The Hall is a 15th Century building and should be of interest, while Alderman P.R. Hill's collection of 100 cars must be worth a visit. Caister Castle is near Great Yarmouth, and is open from 10.30 am to 5.00 p.m. every day. Car parking is free and children under 15 are admitted at half price. The 'open' season runs from mid May to last Sunday in September.

#### CHAIRMAN'S CHAT

We are sorry that your Infoletter is late, but both your Chairman and typist have been away on holiday.

Whilst sorting through the Stamped addressed envelopes, I notice that many people have but one envelope left for future Infoletters. To ensure your copy of future issues, will you please therefore let me have a further supply of 9"x4" S.A.E.s. However, BEWARE, the new postal rates starting in 1971.

Mike Hawke writes from Singapore to point out that with reference to issue Number 5, his oversize valves are  $\frac{1}{8}$ " bigger, NOT  $\frac{1}{2}$ ". We are very sorry if you've ground your combustion chambers away so they've all joined each other, but regret we cannot be held responsible!

S.W.D.

#### NEWS FROM THE SPARES SECRETARY - Phil Bayne Powell

Recently the spares situation has deteriorated, prices seem to be rising rapidly and many people are hanging onto spares. At the same time there are often many people who have a good store of spares who could be helping another register member complete his car. Please drop me a line and let me know what you have stacked away, in any case the extra money will go towards a respray or a new hood for you.

Allied to the above, one frequently hears of old MMM cars left rotting. If you know of such a car which is beyond salvation as an entity, please let me know so that it can be rescued for spares.

The camshafts are going quite well, and double spare wheel carriers are all the rage this year! The P.A. Head gaskets (30/-), and head gasket sets (42/6) are still available. Meanwhile further enquires for crown wheel and pinion sets are being made.

A new member, Mike Wortley, has just brought his J2 back from a long journey, having reached Finland. He was aiming to get to Moscow, but the flywheel starting coming adrift and it was felt prudent to return. This ranks on a par with the journey of a former member, Peter Tubb, who took his P.A. 4-seater to Budapest. He broke a spring in Austria, had another flown out to him, fitted it, and proceeded on into Hungary. Another time he took the same car to Italy. This MMMeandering was started by accompanying the Spares Sec. to Rome in the latter's P.A. ('nuff to dissuade anyone!) Has anyone else tales of transcontinental journeys in MMMachinery? Sid Beer is taking the 1934 Mille Miglia K3 down to Hausach for the M.G. International Rally and Spares Secretary's N.D. may also be going depending on his present job's completion.

Meanwhile back in the garage:-

Nigel Musslewhite, 200 Pullman Court, Streatham High Street, London, is offering an E.N.V. 75 pre-selector gearbox less MG Bellhousing fitting; also a K type radiator with the wing stay lugs at the top (who is the expert on K types?).

Arnold Studley, Chestnut Farm, Shipham, nr. Winscombe, Somerset, has an NA 2-seater body for sale with seats, partially retimbered and restored with roll of new leathercloth for trimming. New dashboard, covered with leathercloth and most instruments, good windscreen with brackets, petrol tank with straps, exhaust manifolds, brake cross shaft less ratchet, 2 5.25x18 tyres, one new 4.50 x 18, pair of rear damper plates, remote gear change, starter motor, 4 spoke Brooklands steering wheel, pair of rear axle bump stops, speedo cable with 90° box, an M.G. style rev-counter. M.G. rev-counter, oil filter body, clutch and flywheel, set of hydraulic brakes with linings and master cylinder but no pipes.

Arnold also has P-type brake cable, 2 front, 1 rear, an unknown M.G. bonnet with a ribbing, 40½" long on top, 10" louvres. D-type 3 speed remote gear change, J2 cycle wings, front bottom wing stays, spare wheel carrier, F-Type distributor, pair of alloy cycle wings, two Lucas head lamps, pair of bucket seats for K-saloon. Other parts for N-types may soon become available.

James Evans, Trecarrell Mill, Trebulet, Launceston, Cornwall, is having some P-type top water manifolds made up, cost about £4., all those interested write direct to James, who has made up the rear spring mounting pin, but says that these have to be made individually to suit the car. Anyone else got thoughts on producing these pins?

Ian Collins, 22 Fremantle Road, High Wycombe, Bucks, has 7 pistons, standard, with floating gudgeon pins, and are Hepolite No. 8114. Ian has had an axle straightened by Larking Forge Ltd, as mentioned in the annual, at a cost of £5., but warns other members that they finish the job with a kind of underseal unless asked to leave it off.

F.J. Downey, 3 Eden Grove, Morpeth, Northumberland, is selling his P.A. 4-seater; it has a twin breather engine with water pump, re-wired, new tyres, together with a host of engine and chassis spares, like 2 engines, 3 gearboxes, front and rear axles, etc. Price £250 with tonneaux and hood.

Separately to above he has available, a set of P exhaust and inlet valves and guides. Torrington roller bearing set.

P.A. Sowrey, 2B Orpin Road, South Merstham, Surrey, has a variety of pre-war spares, such as 0-10 lbs/sqin oil pressure gauges, Bosch switches, Jaeger 80 mph black faced speedo, bonnet catches. Also he has M-type aluminium hub caps without fixing bolts at 6/6 and the M-type centre support for V windscreens, in brass without fixing holes at 17/6.

Robert Wale, 92 Church Street, Pinxton, Notts, may still have some 60 mm pistons +30, +40 and +60 at £16 a set.

Mike Fanow, 1 Normanshurst road, Borough Green, Sevenoaks, Kent, has 2 PB gearboxes for sale at £6 each. He also recommends Stewart Eng., Bective Road, Putney, S.W.15, as being very helpful.

Rik Gibbon, A.M.T.C., R.A.F. North Luffenham, Oakham, Rutland, has a KN windscreen available and Mitchell Galvanising of Peterborough can do shot blasting of chassis.

Barry Sidery-Smith, 66A Victoria Road, Surbiton, Surrey, has a rebuilt J2, but with a Fxxx engine, for sale.

Peter Coopey, 19 Morris Close, Penarth, Glamorgan, can get the octagonal side lights cast at £2 a time. As the original ones never take plating very well, these are very welcome; the bulb holders are still available so one only has to find a correct lens, to make up a side light.

Ray Brown, 53 Conygre Grove, Filton, Bristol, BS12 7DW warns members of McIntosh Engineering, as mentioned in the last Infoletter, as their service seems to be extremely slow - about 3 months!

Pete Harmer, 37 Blackbushe Park, Duncells Lane, Yateley, Camberley, Surrey, is looking for a J-type manual and parts list, a good photocopied one will help. Also can anyone who has rebuilt the rear woodwork on a J1, D or F-type give Pete any information or even drawings.

James Robbie, 40 Eltisley Avenue, Cambridge, CB3 9JQ, needs an L-type engine and gearbox for his L2, also a fusebox, a petrol tank and tail door handles and locks. For sale he has various K-type engine and chassis parts.

Barry Foster, 98 Legim Road, Yeovil, Somerset, has a load of J2 parts available, would prefer F-type bits in exchange, valve cover, sump, cylinder head, oil pipes, door catches, springs, starter motor, send SAE for list. Barry tells us of an Italian garage owner in Ilchester who is making vast profits by selling M.G.s to Italy, he is A. Copozzdi at Ilchester Garage.

David Taylor, our regular contributor (where are all the others?) elaborates a bit further on the point about using C.V.C. units with MMM cars. The J, K, L and P dynamos have field coils of virtually the same resistance as a modern dynamo, and using the C.V.C., unit the third brush is removed and the field wire to it connected to earth. This is workable under most conditions, but tends to burn out the armature when over 8 amps are being continuously used. BUT an N-type dynamo has field coils of less than  $\frac{1}{3}$  of a modern dynamo and this is why spares sees C.V.C. unit gave up operating.

David has had a 4 brush set up, which he reckons is the best one can do with MMM cars. The armature for this has to have 42 coils of 9 turns per coil of .032" diameter wire, LAP-wound. If only 8 turns are used, (which is possible if not enough room for 9 turns) the cut-in would be about 1,200 to 1,400 rpm. As 4 brushes are needed a second positive brush at 180° to the existing positive brush is required and connected to it, and a second negative brush likewise positioned, the field coil lead from the third brush being earthed. The cover should be removed or drilled to allow enough air for cooling.

David is still in need of an octagonal instrument panel for a K-type, as shown on page 290 of Blower. (David Taylor, 13 St. Helens Rd., Brigg, Lincs.)

N.B. all contributors get a platform for their latest needs, so come on up you shy young MMMers, and lets have some Info from you! Spares Sec. is running out of his gen!

Just a thought for this production; radial tyres fitted to MMM cars are a retrograde step due to the flexing of the walls, so not allowing the rock steady cornering characteristics of the trunnion mounted car to be fully utilised. Any comments, objections or experiences?

Brian Gothard, 2 Lydgate Road, Soothill, Batley, Yorks, needs the ignition switch for the K-type instrument panel as fitted to NDs, also a pair of N-type stub axles.

P.C. Gordon, 3 North Road, Liverpool 19, L19 0LP, requires an L-type engine and gearbox, and a P.B. engine.

MMM REGISTER - CAR OF THE YEAR AWARD 1970  
 Position at 19th July 1970

<u>Position</u>	<u>Owner</u>	<u>Model</u>	<u>MMM</u>	<u>Points</u>
1	A.J. Simpson	J2	437	58
2	{ J. Adams	PA	329	56
	{ J. Kidder	NA	708	56
4	C.L. Shepstone	PB	433	44
5	M.F.L. Allison	NA	1	38
6	S.W. Dear	PB	1000	35
7	{ K. Pattullo	J2	678	32
	{ E.S. Sappcote	M	330	32
9	P. Bayne-Powell	ND	162	24
10	I. Andrew	PB	696	21
11	E.S. Sappcote	F2	644	20
12	P.H. Peckham	NA	312	15
13	M. Dowley	M	730	13
14	T. Rogers	PA	642	11

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