



# TRIPLE M REGISTER INFOLETTER

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Number 8

## CHAIRMAN'S CHAT

For half of you this is the last copy of the Infoletter you will ever see, because I have just sorted out your very last envelope! The defaulters list includes half the committee, and several Area Representatives. Come on, it's not really that bad is it?

The Trials season is in full swing, and already our honourary MMM member Dudley Sterry has made his usual spectacular mark on the scene by winning the Specials class award with his J2 special at the MGC Edinburgh (Derbyshire) Trial. Roy Newton managed a 3rd class award, but generally conditions were very difficult, and John Skeavington's J2 and Morgan Marshall's 18/80 both notched a few failures on the stiffer hills, such as Litton Slack, and Bamford Clough.

Regulations will soon be out for the MGCC Kimber Trial on Boxing Day, the MGC Exeter in early January, the Salisbury Trial in February and of course, we hope to have at least two MMM teams to resume the struggle for premier honours in the Easter Lands End Trial. Will any MMM members who are keen to have a shot at the classic long-distance trials, and who would like to form up with our teams, please let me know.

It is time I reminded everyone that the continued success and development of the Infoletter depends not only on the sending of 9"x4" S.A. envelopes, but on the sending of INFORMATION on any MMM matter by every single member. Surely every MMM amateur mechanic has discovered short cuts when doing jobs, or has discovered modern parts which are suitable to use on our cars? Write and tell Phil Bayne-Powell all about it.

I probably have more practise at removing P type engines than anyone yet born, due to my inability to screw them together properly the first time. One does however, get better at removing them.

If you plan to lift them out with no-one but your wife to help you, I find it is kinder to her if you remove the cylinder head and starter motor first. You can then avoid removing the cross shaft on which the steering box is mounted, as the bottom half of the engine will come out as it is, providing you remember to remove the front oil suction pipe which will otherwise become graunched. It is also a good idea to drain the sump, as one gallon of oil in addition to being heavy, can also do quite a severe disservice to her new tights. Another favourite is the oil pressure gauge pipe, which is often left attached to an engine which has been carried 30 feet away. The capacity of small copper piping to stretch is limited, and it is uncommon for it to survive the engine being carried into another shed whilst still attached to the car.

On the other hand, you can leave the head and starter on the engine, give your wife the heavy flywheel-end to play with, and cause her to retire to hospital at quite short notice with a slipped disc. This will then leave you free to grind your valves, and polish your ports, (or perform whatever other disgusting habits you have) on the diningroom table, which is, after all, the only place to do it. On the debit side, you will have to get your own breakfast, and eat it on the bench in the garage, unless you have an au pair girl to bring it to you in bed .....

Another lazy mans' tip I can offer is to sufferers with leaky rear axle seals. If you have oil all over your rear wheels and brake linings, and don't understand the mysteries of rear wheel bearing oil-seals and bits of cork cylinder, try putting  $\frac{3}{4}$  pint of oil in the diff, instead of  $1\frac{1}{2}$  pints. There's still enough for the crown wheel to slurp all over the essential cogs and things, but not enough to get thrown down the axle casing to mess up your otherwise incredible stopping power.

Talking of stopping power, having just bought my second Cream Cracker PA (JB 3854) I find that it has Hornet 12" hydraulics which are, I have to admit, sensational( I was a pretty confirmed cable brake enthusiast until now, particularly as I have had hydraulic failures on an XK 150 and my current MGCGT, but assuming one could eliminate the fallibility of hydraulic systems which periodically discharge their fluid, then they really are an improvement on a 14 cwt car. This particular P type also has a modification to the front spring mounting which prevents the springs winding up. I would say these brakes are worth at least one or two seconds in every driving test against cable-braked P types. Unfortunately, the engine is a particularly breathless 847 cc specimen on carbs, so the advantage cannot be proven until we find ways to develop a few horse power.

I would not suggest that everyone converts to hydraulics, for I agree with Mike Allison that we should keep our cars as original as possible, and we maintain that properly adjusted cables are adequate for the job. On the other hand I doubt that my dedication to the cause of originality is likely to be strong enough to make me remove these little beauties.....! (immoral expediency - make him resign!)

For those who suffer with clutch slip on P and N types due to oil getting past the rear main bearing thrower, I suggest you try fitting Payen oil seal type O155 in the flywheel housing. You will need to take the housing and sleeve, plus a block, front main, and a crankshaft to your local machine shop who should then be able to do the job painlessly.

We hear from our Scottish agent, Ken Pattullo, that he has not only broken his J crankshaft, but has moved house to: Earlsdale, Chance Inn by Cupar, Fife. Please note his address, to which your spare crankshafts should be sent!

Richard Davies, Flat 1, 44 Magdala Road, Nottingham tells us that M type head gaskets are available from John Wrigley MM shop at 25/-. Unfortunately the whereabouts of John Wrigley were not disclosed, so perhaps one should send enquiries via Richard Davies.

Another unfortunate sufferer with the contagious J crankshaft disease, is Barry Smith, 18 Sea View Avenue, Lipson, Plymouth PL4 8RU. If no-one has a nice cheap crankshaft or engine to offer him, perhaps someone would like to make an offer for the car which sounds in good condition, with hydraulic brakes, (ahem..) good weather equipment, and newish tyres. Barry will do a swap for a TC, which sounds like an unspeakable retrograde step. His alternative plan is to fit a P engine and box, does anyone have a complete P assembly for sale?

The time approaches when we shall be compiling our second Triple M Annual (for 1971). Please will you, each and every one, try to write a little something for inclusion, and send it along to The Year Book editor, John Reid, (address at back of Infoletter) Last year you may remember, we were forced to dig up old articles from the antiquarian booksellers O.H.C. dream, (otherwise known as MMM Bulletin). Now this is all very jolly and interesting, but it is bound to become a bit repetitive for the older members who have waded through the stuff once already, so if you have the bones of an interesting MMM article which is too long for the Infoletter, we should be most grateful.

Remember, when the MMM Annual appears, <sup>if</sup> you find it wafer thin, full of the Chairman's idiot humour, and bereft of useful information, THAT WILL BE YOUR FAULT, unless you have done something to help, because the whole jolly system is run by you members for each others benefit, and not by a bunch of professional mechanical boffins.

We trust you all read your November 'Motor Sport', because that nice Mr. Boddy allowed a letter mentioning O.H.C. MGs to sneak into print! He has only to allow an article on the subject to compensate for a twelve year 'MMM' famine, and all really will be forgiven!

We have received several letters about cracked P type heads, and plan to discuss our findings in the next issue.

All for now,

Steve Dear

#### SPARES NEWS - Phil Bayne-Powell

Now that winter rebuilding is well under way, we can all look back on a successful season of MMM flag flying, whether on track or rally ground. I hope those whose cars are 'under doctor's orders' have been suitably encouraged to have their cars out next year to swell the ranks.

I seem to be getting a regular flow of enquiries, but whilst writing to me for information, please could you tell me of any suppliers you use, or problems that you have encountered; for despite finding new problems myself, most weekends, I cannot supply all the information. The idea of Infoletter is to disseminate information, and ignorant though one may feel, one may well benefit another member. If there are specific problems that you have been unable to solve, or you have an idea for airing, let's have it. We have 400 odd members, so there must be a lot of information available.

We have had a small response to the crown wheel and pinion sets, but should like to have further orders to make up the batch. I know they are not cheap, but you will not find an 8/39 or 8/41 these days.

In future the stock of the spares department will be itemised at the end of the 'spares for sale' and 'wanted'. This will save me repeating myself. It will be the total stock of the club, complete with prices.

N.B. S.A.E.s for Infoletter to be sent to Steve Dear.

Mike Hewson (Fern Royd, Witham Road, Woodhall Spa, Lincs) needs the innards of a P type oil filter, also a +40 piston of BHB manufacture.

Richard Davies (Flat 1, 44 Magdala Road, Nottingham) 'desperately needs' an L type engine and box, with ancillaries.

John Bell (Joz Orellosingel 309, Kethel, Holland) requires a J2 petrol filler cap, main junction box, and a set of 8" or 12" backplates with appendages.

Brian Gothard (2 Lydgate Road, Soothill, Batley, Yorks) still has some pistons for sale. standard and oversize.

Sterling Vitreous Enamels (35 Lockfield Avenue, Brimsdown Estate, Enfield, Middlesex. Tel; Howard 2187, Mr. Clark) are recommended for vitreous enamelling of parts such as PA exhaust manifold (£2)

Gerry Gilbert (15 d'Albernon Drive, Stoke d'Albernon, Cobham, Surrey) has for sale a set of P type front mudguards, a spare wheel carrier bracked bonnet and a complete chassis with springs, cables and new trunnions.

Nick Mould had his brakes relined by Mintex as noted by the Year Book, and they were picked up later the same day, costing £6.10. 0.

Brian Rhead (25 Leylands Park, Burgess Hill, Sussex) has an M-type block with +60 pistons, con rods and crank that he would like to swap for a J2 bottom end for his car.

Sports and Vintage Motors can now supply exhaust valves (20/6) and inlet valves (18/6) for the P.N.L and K range, and exhaust and inlet valves (17/6) for M,D and F models, and J type exhaust valves (17/6) as well as clutch linings (55/- single, 95/- double) Also clutch springs to J4 specification (set of 6, 37/6) for L, KB models (set of 6, 39/-) and for P.N. and KD models (set of 12, 48/-) the latter two dependent on response. Also expected soon, brake pull off springs (3/6 for 8", 4/- for 12" brakes

Morton Novis (437 Street Lane, Leeds LS17 6HQ) requires one brown push-pull dashboard switch and one brown press button switch.

Nevill Churcher (Stoke House, Shaftesbury Road, Gosport, Hants) has for sale a set of solid skirt pistons 57 mm, +40 thou, domed 4mm, £14. A set of restorable J2 cycle wings £5. J2 distributor, new ARIC oil pressure gauges, 6/-. 2" black faced ammeter, 15/-. Nev wants a Centric oil pump/metering unit for a 160 blower and a P type remote control knob.

Chris Doyle (26 Brownlow Road, Peterborough) needs a rear half of a J2 body, also J2 door handles and a speedo/rev counter, for which he will swap a reconditioned P type unit.

Mike Allison, has an M type 6 volt working dynamo, 6 volt starters and horns, 3 speed gearboxes, exhaust manifold gasket sets and other old M type bits (how 'odd', not being disclosed!) For J2's he has a steering box and a chassis rear member, while L type owners may be interested in a good propshaft, an L1 saloon bonnet, and a gearbox remote control. A set of standard pistons and liners is offered, as well as head gaskets and gasket sets.

Mike would like to deal with callers and receive N or K type parts in exchange.

J. Cocker (3 Trinity Road, Sale, Cheshire) needs for his NB a radiator, headlights, front wings and bonnet.

Nigel Mills (62 Kenilworth Road, Coventry, Warwick CV4 7AH) is leaving for South Africa for two years minimum, leaving behind a Jarvis-bodied M type dismantled, it being out of the question to take it with him. So Nigel is hoping someone may be interested in restoring the car over the above time, for which he will be reimbursed by Nigel, the car being shared between them.

Chris Royle (3 Orange Grove, Barton, Torquay) has a P type chassis, axles, 4 seater petrol tank, steering box, spare wheel carrier and 4 seater hood frame for disposal.

G.D. Vergine (33 Lowlands Road, Eastcote, Pinner, Middlesex) has an L type gearbox for sale, condition unknown £10 ono. Also a brand new crankshaft with bearings, believed J2 but is now thought to be Morris Minor.  
Required desperately is an M type Rotax dashboard.

Mike Ellis (59 Ullswater Crescent, Plas Newton, Chester) is having M type battery trays and heel wells made up from galvanised sheet steel at 50/- and 10/- respectively, also if anyone is interested in propshaft tunnels, alloy chassis/engine side panels and other metal parts let Mike know.

When replacing front axles and springs it is often easier to take off the front axle, disconnecting the brake cables and knocking out the pin securing the steering drop arm to the drag link. This then allows the whole assembly to be taken out, once the front spring bolts are withdrawn.

If the trunnions are being replaced, check them first for clearance on the spring itself, before assembling, often, especially with new springs, an amount of filing is required to increase the trunnion slot, so that the spring runs freely through the trunnion.

Graphited oil eased between the leaves of the springs before assembly is a worthwhile undertaking allowing the leaves to flex better.

When replacing old cables with new ones, it is necessary to undo the wheel end of the cable first, allowing enough slack to unwind the cable from off the cross shaft pulley; similarly attack the inboard end of the new cable first.

Some modern cables differ from previous types in that they lack the slot in the adjuster stops on the backplates. These allowed the inner cable to be pulled out, when the adjuster nut had been undone from the stop, and the new one refitted without removing the stop. Nowadays these stops are solid, without the slot, so that the old stop has to be taken out (it being threaded through the backplate, and a locking nut fitted inside the backplate) To replace the new stop it is best to drill the hole out, instead of turning the whole new cable round and round, as you do up the stop which is attached to it.

Sometimes the brake shoes seem to be binding and this is due to an accumulation of troubles, the inner cables may be causing binding due to lack of oiling, or else the brake cam is seizing in its bush due to lack of greasing, or another overlooked part is the brake shoe pivot. This may be seizing up due to the aluminium of the shoe oxidising, and preventing the shoe moving freely about its pivot. This is solved by removing the pivot, and cleaning it and the hole in the shoe. The pivot pin has helical scoring in it which when lightly oiled should prove reliable. Sometimes the brake return spring is fatigued, but these can be replaced, but please don't put extra return springs onto the brake lever arms on the back of the backplate, as these don't overcome the problem at source.

#### PHIL BAYNE-POWELL

Chris Felstead, (21 Gordon Road, Gosport, Hants) also writes about brakes: He suggests re-assembling the brake cams in the opposite back plates to allow the unworn parts of the cams to work on the shoes.

Also it is worth putting the shoes in the opposite positions in their back plates to let the unworn parts contact the cams.

Chris is rebuilding an animal known as the 'Bongazoo' special. Does anyone know anything of its parentage and competition history?

D. Stevenson (33 Derbyshire Lane, Sheffield) knows of a J2 with foreign engine and also of 2 J2 engines, which the owner will swap for an old motorbike or similar. Mr. Stevenson wishes to purchase a set of P type brakes complete.

Barry Smith (18 Seaview Avenue, Lipson, Plymouth) has a set of alloy J competition con rods for sale.

Pete Davis (Pike House, South Cerney, Glos) has a set of new P pistons 57mm +60 £10, and a set of 12" Hydraulics complete - £10.

John Snowdon (St. George's Hospital, Medical School, Hyde Park Corner, S.W.1.) has discovered a swept wing J2 which he has rescued for posterity, but wishes to sell (as he has a J2 already) The car has a 1200 cc Ford engine, but John has most of a J engine to go with the car - offers invited.

We hear from Bob Williams who owns Toulmin's PA Cream Cracker TJ5000. This is sitting on its bent chassis in his garage awaiting cash to restore it. To this end, Bob wishes to sell his rebuilt allow-bodied Cooper - MG This is a Cooper body on a T.C. Chassis, 16" wide wheels, 1100 cc engine, full flow head - just resprayed, and looking splendid. Anyone know a good home? Enquiries via Steve Dear.

#### SPARES DEPARTMENT OFFERS:

PA head gasket	30/-
PA head gasket set	42/6
Double spare wheel conversion	42/6
Speedo Cable (peg fitting)	22/6
Rev-counter cable (peg fitting)	25/-
J2 lower wing stays (front)	£4.10. per pair
P type valve springs	£3.15. a set
N and L type valve springs	£5.12. 6.
Octagonal sidelights (ready for plating)	£2. 2. each
Reprofiled P type camshaft	£7.10. exchange
Reprofiled N type camshaft	£12. 0. exchange
S/hand K2 propshaft	£2.10.
S/hand K radiator (wing brackets 9" from top)	£5.
ENV preselector gearbox	£10.
Very good M type head (complete except cam)	£10.

#### MMM REGISTER CAR OF THE YEAR AWARD 1970 - Positions at 21 October

Position	Owner	Car	MMM No	Points
1	A.J. Simpson	J2	437	79
2	J.C. Adams	PA	329	65
3	(J. Kidder	NA	708	56
	(C.L. Shepstone	PB	433	56
5	M.F.L. Allison	NA	1	51
6	S.W. Dear	PB	1000	35
7	(K. Pattullo	J2	678	32
	(E.S. Sapeote	M	330	32
9	T. Roger	PA	642	28
10	(P.W.F. Bayne Powell	ND	162	24
	(M. Dowley	M	730	24
12	I. Andrew	PB	696	21
13	E.S. Sapeote	F2	644	20
14	P.H. Peckham	NA	312	15