



TRIPLE M REGISTER INFOLETTER

INFOLETTER 18

September 1972

MMM Mutterings by Mike Hawke

Did you know that all Triple-M cars are now Post Vintage Thoroughbreds? Well, if you look at the G.G.R.s of the R.A.C. Rule EE 1(q), you will see that this is so. But, before you think that we might have gained in respectability, remember that, so too, by this definition, is a 1939 psychedelic Trumpery Tornado with go faster checker tape and Dougal stickers.

It is some measure of the increased interest shown in pre-war M.G. trials efforts that Foulis have issued a new edition of their well-known book 'Wheelspin', by C.A.N. May (the one-time owner of Steve Dear's Cream Cracker JP 7521). At £2.85 it is not cheap but those thinking of buying a copy should note that the new edition is actually an improvement upon the original because it has an index. Also, did you see the 'Autocar' of 1 June 1972 with pictures of the MMM Team and Roy Newton's J2 in this year's Lands End Trial?

You will all have seen the Wiscombe results in Safety Fast. The hill is narrow enough to be quite exciting even at the modest speeds attained by an unblown MMM car. There is a lot of flat-out work in second gear - at any rate I had only one short spell in third gear and one flirtation with it. Therefore the speed you can do in second gear is a most important factor. Dermot Reynolds has an F-type gearbox and that 2.0:1 ratio gave him the edge over his rivals with their 2.14 and 2.32:1 P-type ratios (or has he a 1.89:1 ratio hiding in that box). In fact, his time was only about 12% slower than F.t.d. which was most creditable. In the unblown class the extra diameter of 4.50x19 tyres over 5.50x16s was probably the telling factor in a very close win. It is possible that an M-type with a three-speed box (and thus the higher second gear) might give standard J, P and N types a run for their money and an F-type could give us all a surprise. Those who are stuck with a 2.32:1 PA second gear and 5.50x16 rear wheels might contemplate lowering their ratios so that third gear became much more useful. Trials types who have an 8/47 c.w.p. up their sleeves are already there and one PA owner is thinking of borrowing a pair of 5.25x15 tyres from a friendly TR4 for 1973. If all the right people enter we could have a most interesting set of MMM classes in 1973.

The 750 M.C.'s Six Hour Relay Race took place at Thruxton on 13 August and a Triple-M Team took part. It has long been the ambition of some of us to see a team of 'our' cars run in this unique and important event in the Club Calendar. Alas, up to now we have been unable to muster six cars with owners willing to race for at least an hour or, if so, those six did not all have the necessary National Competition Licence. In 1972 we did it. We were the only pre-war team taking part. The heroes of the day were Peter Cranage in his NE Replica and John Adams in his blown PL who, between them, did over five hours' driving, impressed everyone with their speed and brought us into 6th place on handicap and 25th (out of 29 teams) in the scratch classification. Nigel Musselwhite's PB Special gave us a good start until it spread oil all over its clutch and poor Colin Tiecke's J4 suffered a dropped valve on its very first

lap. They also serve who only stand and wait. The J2s of Dudley Pinney and Mike Hawke were not used, for it was judged that, while we were lying 6th we should keep pressing on with our faster cars in the hope that the teams ahead of us might falter. Alas, they did not. It is a measure of the speed of the circuit that these two 'slow' cars lapped at over 65 m.p.h. in practice. In the race Peter and John were lapping in about 1 min. 56 sec. (73 m.p.h.). What about six 'fast' cars for 1973?

News from the Spares Secretary

My goodness, 18 infoletters. This means that we are completing our third year (plus breaks in transmission due to postal strikes). I would like to thank all those who have made the Infoletter possible, especially Rosemary Davis who sorts out all your envelopes and returns them suitably filled. I'd like also to thank all the various members who have kindly written to me with information for inclusion. I'd like to see this side increase. With well over 500 members each person should have a little bit of info. to pass on to the others. For instance, if you find your new rear springs bring the back axle hard down on the stop rubbers, don't worry too much as they settle one or two inches. Also, Reliant gudgeon pins may be suitable for fully-floating M&M pistons, but are $\frac{1}{8}$ " shorter. So just recall what you did on the car last time, and if there were any problems, how did you overcome them? If you find your door hinge screws do not have enough wood to bite on, try a long set screw right through the door or body timber and tighten with a bolt and washer on the back.

Beaulieu was a very good meeting and Nigel and I met a lot of people and heard the sort of things that members were finding difficult. We have quite a few schemes in line and other avenues are being investigated. This month, Nigel is going to give you some 'from the horses mouth', which now follows:

Nigel's Bit

Dear Members,

We have at last let me get my grubby fingers astride a typewriter. As you will no doubt have realised by now, the number of spares available has increased to a point where if I don't stop putting spares into my flat I shall have to pay hotel bills for my wife and myself - not that either of us objects because from the very kind comments received from yourselves it certainly appears that the availability of spares is all worth while.

When Philip and I divided the spares section into two we never envisaged that we would get the fantastic response that we have. We have now managed to build up a reasonable amount of money which can be expended in producing batches of items which would otherwise be denied to club members, such as J2 cranks and P type cranks. For the future, we feel that we must try and keep to producing those spares, which either by virtue of their price, or their non-availability are denied to M&M members. It is with this in mind, that we are going to cut down on the number of small spares which we at present offer, as many of these are available from some of the dealers in M&M spares, and in particular Mike Dowley. Over the past 8 months the club has been selling many of the spares that Mike offers, if you now find that you require any of these please use the service that Mike offers.

There are other reasons in addition, not the least of which, is that both Philip and I already expend a large amount of time on the M&M spares, and if the service is to continue at a reasonable standard, we must cut down on the work involved in the parcelling and packing of small spares.

Looking to the future again, V&T rears its ugly head and as those members

who are engaged in financial transactions are no doubt aware, there is a limit in turnover above which we must start paying, more news of this after the club has decided which course of action to take. Both Phil and I hope that you will bear with us in this slight change which we are making, but there really seems no point in duplicating the efforts of others. This does not mean that the club will stop producing small items but it does mean that we shall be more selective.

Having given you the bad news, now to the good. The P type cranks are available from the middle of September at £115 each, and as those of you who have read M&M News will be away, they are in E.N. 32 and will take just about anything you like to give them. As one, who has recently suffered, from a spate of cracked and broken cranks, and has spoken to many club members who are rebuilding P type engines, I can only recommend most strongly that anybody rebuilding an engine now ought really to consider one of these cranks. There can be no doubt, that the time is fast coming, when metal fatigue will take its toll of some of the basic engine parts and it is with this in mind, that we are now looking into the production of various of the basic parts. I have already done a lot of investigation into the production of blocks and heads. The price at the moment is absolutely prohibitive, but in years to come I have no doubt that as a spares register, we shall have to consider their production.

The other good news is for M type owners, as the club is now going to produce a batch of camshafts. These will have 12/12 timing and will be brand-new at the price of £18.50 each. Delivery should be on or around the end of December, so no doubt Santa's sleigh will require a super-charger this year. If any of you are interested please send me a deposit of £10 with your order.

For those of you who have missed the boat on the J2 camshafts, the club has a further batch due in the middle of September. Anybody wanting one of these please forward me a cheque for £18.50 and you will receive the camshaft by the good old British mailing service.

The PB piston saga continues! Having had a corebox made and a pattern produced, I plodded steadily up to the piston manufacturers. They then informed me that the casting I had was very good indeed, but alas it was sand-cast, and not die-cast. Thus betwixt the two we had lost 25 thou, so back to the corebox manufacturer for him to produce a new corebox. This he has now done and the casting has been O.K'd by the piston manufacturers, so hopefully for all those fortunate members who are eagerly awaiting PB pistons, we should have them through around the beginning or middle of October. Yes, I know it's a long time but if I wrote the whole saga it could run into two or three volumes. For those of you with less exotic beasts, the 57 mm pistons, will be stored at the back end of my lorry by about the middle of September, so please hurry up and buy some because the wife's complaining. These will be at the old price of £3.75 each complete with rings and gudgeon pins. These are solid skirt, six thou, oval ground, and are suitable for both blown and un-blown engines.

By now, Beaulieu is over and gone, and for those of you who visited us and the M&M stall, many thanks on behalf of Phil and myself. The Club did a roaring trade which all goes towards the production of bigger and better spares.

You may have noticed that we had some of the doned wing bolts for J2s and P types. These are available at £1.50 a pair, and are in 55 ton steel, chromed, so you can't pull the middle out of those. The revised spares list can be found at the back end of this copy of the Infoletter. It is hoped to add to this as time goes on, but generally we will have basic parts and run batches of specialised items throughout the year. I now hand you back to Phil, as he said this was supposed to be short and to the point. I have just thrown a bucket of water over the typewriter and as it sits steaming in the corner, I will go back to my sellotape and brown paper.

NIGEL MUSSELWHITE

Back to Phil

The Invicta Battery and Auto-Electrical Co Ltd, 57 Two Mile Hill Road Kingswood, Bristol (Tel. 673081) now has a small stock of rebuilt J and P dynamos at £12 exchange (3 brush) plus postage, and also some rebuilt exchange starters (cheaper but price not yet fixed). The proprietor of the above mouthful is Steve Dear whose name may ring a bell.

Geoff Coles (address at back) needs a J type head oil feed and sump

R.A. Furneaux (41 Church Street, Tovil, Maidstone, Kent) has a K type engine that he will swap for an L2 engine.

John Seymour-Howell (1 Orchard Drive, Horsell, Woking, Surrey) has the following available for a £4. Set of brake back-plates with Morris 8 hydraulic conversion, brake shoes to suit, handbrake linkage, two serviceable water outlet manifolds, Scintilla NV4 magneto in need of rebuilding, crankshaft machined for lipseal conversion on flywheel sleeve, minus 60 thou and crack-free; crankshaft pulley. Pair of bronze-bodied $1\frac{1}{2}$ " side-draught S.U.s on a non-M.G. manifold.

C.J. Hayes, (Ducle, Burntwood Road, Drury, Buckley, Flintshire) needs a J2 speedo/rev. counter and a cut-out and fuse box.

Dermot Reynolds (21 The Poplars, London Road, St. Albans, Herts - tel: St. Albans 63056) has for sale now Wolseley Hornet pistons at std., +30, +40 and +60 thou suitable for cars with clamp bolt con-rods. All have high-compression doned tops except the +30 size. £2 per piston. A set of PB gaskets. Original Q, J4, K3 free-flow exhaust manifolds for P and N types. £26.50 for P types and £30.00 for N types. Other P type parts as well.

Mike Ellis (59 Ullswater Crescent, Plas Newton, Chester) has some M type spares for sale. A brass chassis plate (early Oxford M) number 2/M 289 for £1.50 or swap for Abingdon type. Brass rocker cover plate £1.50. Rotax ME/2 cut-out, 12 volt, identical to 6v type as fitted to M type, brand new, £2.50. Lucas R47 headlamp, bowl only needs repairing, £1.50. The above prices are all 'or near offer'.

Mike has found a supplier of rubber cups which fit under the wing stay bolts on the J, P and F at 12p a pair. This seems a real find for we have been looking around for this for a long time without actually finding the right thing. Obtainable from William Freeman Co, Ltd., Suba Seal Works, Staincross, Brausley, Yorks. Also a supplier of Rexino, possibly to callers only is Bentley, Smith & Co Ltd., Bengal Mill, Upper Helena Street, Manchester M10 7FP, Tel: 061-273-1681. Price is 71p per 54" wide yard.

Barry Foster (39 South Street, South Petherton, Somerset - Tel: 748) needs for his F Magna, windscreen and supports (may swap with a J2 screen) Hood Frame and hold as a pattern if possible, rear seat cushion, front wings (swap J2 wings and supports), rear wings, front apron, petrol tank

(possibly swap for a J2 tank), set J2/F shockers and mounting brackets and bolts, F type fan, fuse box and out-out, 6-cylinder distributor, F1 bonnet (swap for a D type), 9/42 or 9/44 diff. (swap for 8/43), F1 bucket seats, F type headlamps, 6 bolt diff/prop shaft coupling plate.

Studio 88 (95 West End Lane, Pinner Middlesex, Tel: 01-866-6311) still have some Stuart Turner prints of Nuvolari winning the 1933 Ulster TT. Price 75p

B. Robinson (Fowlers, Gubberford Lane, Cabus, nr. Garstang, Preston PR3 1PS) is looking for a J2 engine or parts.

Malcolm Ward, (High Flatts, Derby Road, Ashbourne, Derbys) wants a pair of running boards for his 9ft wheelbase KN.

Peter Heaton (40 Glebe Road, Letchworth, Herts) a starter motor, dashboard, body and exhaust system for his D type.

Colin Kirkpatrick (9 Herries Road, Summertown, Oxford) wants a pair of M type headlamps, or reflectors only, a Lucas Sparton horn, an original fuel tap, an M type instrument panel with ignition switch if possible and a 9/44 c.w.p. He has a pinion/diff. housing marked 9/43s.s. and second hand bearings available.

P. McBridge, (32 Lansdowne St. Parramatta 2150, New South Wales, Australia) needs for his NA (not VA as indicated last time) a clutch inspection cover, a gear lever knob, an oil temperature gauge. For exchange or selling he has a pair of P type headlamps (L140).

G. Tomalin (37 Watford Road, Crick, Nr. Rugby, Warwicks, needs instruments and switches and a right-angle drive to the mileometer for his PB.

Cliff Bradshaw (c/o Gloucester College of Art and Design, Albert Road, Cheltenham, Glos) is trying to find an M type chassis or remains preferably with a log-book, with or without an engine.

Nigel Musselwhite, address at back, needs K type engine bits like an oil filler (L type may do) rocker shafts (L or N would do), water pump, magneto drive and magneto, also (hopefully) front axle preferably with hubs, brakes and track-rods.

SPARES

PA Head gaskets	£1.50 each
M.D.J. white metal camshaft bearings	4.50 set
P white metal camshaft bearings	5.65 set
P water outlet manifolds	5.50 each
J " " "	7.75 each
P.L.N. rear spring hangers with nuts	1.85 each
C.D.J.P.L.N. front spring pins	90 each
PA decoke sets	2.25 each
K.P.L.N. oil filter elements	95 each
P starter motor armature with bendix	3.75 each
J.F. choke and slow running rods with knobs	2.00 set
P.N. petrol taps and rods	8.50 set
P crankshaft in EN32 steel	115.00 each
J " (state 1 $\frac{1}{2}$ " or 1 $\frac{5}{8}$ " journal to order)	85.00 each
J camshafts	18.50 each
J.M. rocker cover bolts	45 each
J2 apron bolts without badge	45 each
J.P.E. wing bolts (55 ton steel chromed)	1.50 pair
Rear axle cork oil retainers	20 pair
P.J.L. valve guides	35 each

PB pistons to order, +20, +40, +60	
Straight-cut c.w.p., ratios 8/39 or 8/43 to order	£23.50 each approx
P reprofiled camshafts exchange	7.50 each
N reprofiled camshafts exchange	12.50 each
Ten-toothed speedo pinions	3.65 each
M camshafts (12/12 timing) to order, ready December	18.50 each
57mm pistons, +40, +60	3.75 each

Body and accessories

N.P. front aprons	8.25 each
F1 (and D?) rear wings in aluminium	25.00 pair
Octagonal sidelight bodies, rough-cast	1.75 each
Bonnet corners, set of 4	25 set
P type notched pair bucket seats in steel	11.50 pair
Rubber MG insignia for inside doors	25 each
Octagonal dash panels, unplated, with cups	4.00 each
Large bezels, unplated	1.10 each
Small bezels, unplated	80 each
J.P.N. door hinges, set of 4	4.50 set
'T' rubber for between running board and body	25 per 1 ft length
Radiator badges	90 each

NAMES AND ADDRESSES OF COMMITTEE

Chairman:	Stephen Dear, Yew Tree House, Brinsea Road, Congresbury, Bristol
Hon. Secretary & Registrar	Colin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex, BN4 4JY
Spares Secretary and Infoletter	Phil Bayne-Powell, Kimber Cottage, Glasier's Lane, Normandy, nr. Guildford, Surrey.
Spares Assistant:	Nigel Hasselwhite, Flat 15 London Fire Brigade Headquarters, Albert Embankment, London S.E.1.
Treasurer:	Tony Rogers, 115A Corbets-Tey Road, Upminster, Essex.
Technical Adviser M.C.D.J.F.	Geoff Coles, 26 Bounds Oak Way, Southborough, Tunbridge Wells, Kent.
Technical Adviser P.K.L.N.C.R.	Ray Whitchox, 4 Station Road, Kithbury, Newbury, Berks.
Librarian:	Ian Clarke, 'Kotan', Wraysbury Road, Staines, Middlesex.
Historian:	Mike Allison, 25 Meadow Close, Grove, Wantage, Berks
Year Book:	Mike Hawke, 11 Linden Crescent, Lower Westwood, Bradford on Avon, Wilts.
Car-of-the-Year Scorer	Elvin Sepcote, 11 Goodby Road, Moseley, Birmingham B13 8RH