



# TRIPLE M REGISTER INFOLETTER

INFOLETTER No 27

April 1974

MMM MUTTERINGS - Mike Hawke

Just for a change I have been reading a book on a topic other than motor cars. However, narrow minded as ever I found myself thinking continually of our cars as I read it for it was about antiques and paintings and some of the attitudes described therein contrasted with our own.

In the antique world, a restored piece is never as greatly prized as an original item. This is particularly true of furniture. Yet we often appear to consider that a complete rebuild with lots of new parts is a good thing for a car. If your car is an honest runner, perhaps you ought to dismiss those thoughts of a rebuild and keep it as it is. Perhaps, also, concours judges ought to place a greater value upon originality - meaning the presence of parts which were fitted at the factory - than on the spit and polish finish which seems to be so beloved today. In the antique world, the practice of (say) grafting a table top on to a set of legs which do not belong is greatly frowned upon and I leave you to work out what the parallel for old cars might be.

Then there is the matter of Replicas. A replica is a Contemporary copy, normally made by the same person (or studio or workshop) as the original. Thus, if you happen to be assembling an R type from the spares which you happen to have lying around your garage, it will not be a replica. It will be 40 years too late. What it actually is will depend upon your motives. If you are doing this for your own innocent pleasure, then it is a reproduction. If it is your intention to sell the finished product to someone as an original, then it is a fake. Replica and reproduction items are often made for quite valid purposes. Consider, for instance, those of valuable jewels which ladies wear in public while the real thing resides in a bank vault. This conjures up a vision of Silverstone starting grid in the year 2001, full of reproduction K3s while the real things sit at home in the garage. Daft! .... or is it? Real racing MGs, as a bunch, have been rather inactive in the last few years. No R type has run in a race in this country for over 20 years. Excluding Syd Beer's single seater Q (which has been very shy for a few years), original Q type appearances during this period have been very few. Most K3s sit at home and the most active NE of late has been a reproduction example. Perhaps we are tending to this situation already.

Note that nothing has been said about how accurate a replica, reproduction, or fake has to be. Some pretty inaccurate examples have been offered in the past and some have passed muster because those whom they beguiled were ignorant or because universal deception was not the aim. My son has recently sent away for some stamp approvals and a 'Free introductory offer' of a reproduction penny black. The thing did indeed look like a penny black - from a distance of about a foot!

But we digress. Just because the MMM Spares Service and some good commercial concerns offer us the best range of new parts that have been available

for some years, do not reject and throw away parts which can be overhauled. They are the original car.

Over to Phil Bayne Powell .....

As the winter rebuilds have been going on for some good few months now, there must be a good store of useful tips and hints which many of you have found for yourselves in this time. May I therefore ask you all to recall what new problem cropped up in your experience and to write and let me, and the rest of the Register know about how you overcame the problem.

We all learn something new all the time. For instance, when oil came flooding down onto my dynamo, after the head had been completely rebuilt - including a new vertical drive oil seal - I was somewhat mystified.

However, it appears that the rubber seal is adjustable for tension. Around the inside of the seal there is a circular tensioning spring. Now this can be hooked out of the seal, and you will then find one point where the spring is joined by one end screwing into the other end of the spring to make a ring. This can be unscrewed and you are left with a length of spring, one end of which is tapered so that it can screw inside the other end. By cutting a bit off this other end and remaking the spring, into a ring, the diameter is reduced and so the lip seal is effectively put under more pressure. The diameter of the oil seal hole should be about 50 thou smaller than the diameter of the vertical drive shaft.

Since doing this no oil has appeared on the dynamo. Another thing to watch on the head is to see that the thrust faces of the front camshaft bearing are in line, where the Belleville washer of the camshaft presses against it, as the top housing can be misaligned with the bottom half.

Also, if using a solid copper gasket, it is advisable to make a scoring around the combustion opening about  $\frac{1}{8}$ " away from the edge. This allows the carbon deposit to form in this scoring and form an effective seal.

These are a few points I have come across in the last 2 months and I expect there are many of you who also have some useful info to pass on. This infoletter is to generate this sort of information and to see that so many people benefit as is possible.

I therefore suggest that when anybody writes asking for a mention in the infoletter, that while the pen is still to paper, you include a tip or a recommendation of a firm who has done good work for you and thus put something into the infoletter which you are using. We should all be making concerted efforts to get our cars out this anniversary year, especially for Silverstone and Beaulieu.

Down to Australia, we hear that Philip Vickery, who owns E.R.Hall's 1934 Mille Miglia K3016 has bought Murphy's Q type which is also in exceeding good condition.

Rosemary Davis has been doing unobtrusive but sterling work in filling and posting your Infoletter SAEs for which we are all exceedingly grateful. To relieve her of this burden, Nigel Massolwhite, 41 Mosedale, Moreton-in-the-Marsh, Glos. from now on will be looking after the envelopes which should consequently be sent to him in future and not to Rosemary Davis. She and Pete will however, still be producing infoletter for us, for which we are all most indebted.

Mike Hewson (Forn Royd, William Road, Woodhall Spa, Lincs) requires the following spares: a vertical drive shaft (taper fitting) for P or N type, M,D,J,F type oil filler cap with centre press release, M inlet and exhaust manifold, M type headlamps, brackets and instrument panel, a quick release K3 petrol tank cap. Also Mike would like to borrow a P type front mounted blower cowl to enable him to copy it.

Mr. Marchant, Shaw Boarding Kennels, Shaw, Melksham, Wilts has almost restored M type for sale. Haggle starts at £700.

Adam Brierley, 1 Alexander Avenue, Invercargill, New Zealand, needs an alloy sump and an inlet/exhaust manifold for an M type. A 'D' or 'J' sump would be acceptable.

John Dale, 45 Brackendown Avenue, Preston, Weymouth, Dorset (tel; Preston 833377) has the following J parts for disposal - gearbox, clutch assembly, dynamo, block, two heads, pistons, sump, rocker cover.

Will the real D. Cooper stand up and let me know where he has moved to, for I have a set of 4 +.040 PB pistons for him at £6 each that he has paid a £5 deposit upon. He used to live at 26 Mayflower Court, Ongar, Essex. If he still wants these, will he please contact me.

I still have quite a few of the MG data sheets as produced in Safety Fast some while back. These are 11½" x 8" on pale yellow card.

No 1 - M type	No 5 - K Type
2 D "	6 L "
3 P "	7 N "
4 J "	8 P "

J. Langdon, Julies, The Street, Little Clacton, Essex has a 1932 M type requiring front and back axles and headlights.

D. Marr, Chevin, 171 Manthorpe Road, Grantham, Lincs. has a Cozette No 8 super-charger that he wants to swap for a Cozette No 9 or a Zoller No 5 blower.

Whilst on blowers, Mike Edmondson who has the ex-Evens C/Q type has gone to enormous lengths to produce Zoller blower casings, vanes, etc. and it is possible that a few may be available to other members.

Tony McEwan, Ardgowan, 28 Suffolk Street, Helensburgh G84 9PA has the following P type parts available, 4 almost complete diffs, but with chipped or broken teeth 3 12" brake shoes, brake drums, one 12" brake drum with cooling holes, two 12" back plates and hubs, three road springs, one with broken leaf, a Bishop Cam steering gear with drop arm, hand brake assembly, front cross tube, windscreen surround, bell housing, radiator, remote control, petrol tank. Tony would like to exchange a P type petrol cap, a PA rev-counter (could exchange a 5" black faced Jaeger speedo) badge bar, windscreen-supported rear view mirror, fan pulley. Tony can also supply dark red or dark blue varlex for fitting to the top of dashboards at 20p per yard and new horn and dip switches at £2.20 each.

Patrick Gardner, 3 The Maltings, Goose Green, Gomshall, Surrey now has Mol Jones' rapid J4 and needs an E.N.V. F type gearbox with or without cross-tube.

Jeff Branston, 27 Western Drive, Claybrook Parva, near Lutterworth, Leics. needs the following for his PA - pair of 1" S.U. carbs with interconnecting links, side lights, dash lamps, centre panel complete with milometer and trip, windscreen wipers and idler shaft. For exchange he has various bevel gears and pistons with con-rods in various conditions, a poor J2 camshaft and rear engine mounts.

Service Information Sheet No 21

F, J4, L, P, N & R Models  
Date of issue : June 1935

ELONGATION OF HUB STUD HOLES IN BRAKE-DRUMS

Cases have been brought to the notice of our Service Department regarding the elongation of the hub stud holes in the brake-drums, due to the braking torque. This applies to all models fitted with 12" diameter brake gear, in addition to all Ktype models.

As a result of an investigation it has been found that the spring washers as fitted had insufficient grip to prevent movement taking place at the hub studs, which in course of time resulted in the elongation of the holes in the drums.

To rectify this difficulty, spring washers having a larger diameter than formerly, and consequently an increased length of gripping edge, are now fitted under the hub studs as standard on P.N. and K.N. type models.

These washers to Part No K 493/5, are 13/16" O.D., and can be obtained on application to our Service Stores Department.

Service Information Sheet No 23

P, N, KN & PB Models  
Date of Issue : July 1935

CRANKSHAFT FLOAT

Instructions are issued herewith with regard to the fitting of the crankshaft white-metal thrust ring.

The thrust ring, as serviced, has a fitting allowance of 1/32" on the grooved face. An end float on the crankshaft of .003 in is obtained by removing the surplus amount of metal from the grooved face of the thrust ring.

As an example, assuming that the crankshaft has an end float of .025 in, then as the correct end float is .003 in, this means that there is an excessive amount of .022 in., and the new thrust ring is required .022 in., thicker than the one removed.

Service Information Sheet No 30

N Two seater Model  
Date of Issue : June 1934  
Revised and re-issued : February 1936

TWO SPARE WHEELS

As several calls for second spare wheel fittings have been received at the Works, it has been thought advisable to notify Distributors and Dealers that it is the utmost importance to strengthen the body at the point where the spare wheel hub is, attached to the body.

It will be appreciated that the additional weight of an extra spare wheel secured to the original wheel would stress the rear portion of the body to such an extent that (especially in the case of cars used for trials) very bad body distortion, if not fracture, would result.

## C.K. SPARES NEWS

The Crisis has certainly left its mark and we now have several orders many months overdue.

The 'Brooklands' steering wheels due before Christmas have still not arrived, but at the time of writing Blumels advise that they have re-commenced production and delivery is expected in only a few weeks. The entire batch is now fully reserved.

12/12 M type camshafts are also very many months overdue, and yet more patience is required. J2 camshafts are however in stock.

Only four of the C.W.P.s have arrived, so far and the price has unfortunately come out at £27.50 + V.A.T. The lucky people who ordered will be advised individually as they become available.

All K,L,N, exhaust systems have been reserved before they have arrived, and another batch will be arranged in due course.

The greatest current delays and problems concern M/J crankshafts. A small batch did arrive some weeks ago, but we now check these most carefully before despatch as part of a quality-control system, and some have had to be returned to the manufacturer. This of course causes further delay, but we hope that members will realise that their patience will eventually be rewarded with a crankshaft which should be trouble-free to fit. It should be noted that even the batch made by Laystalls some years ago had to be returned by the customers for rectification of faults.

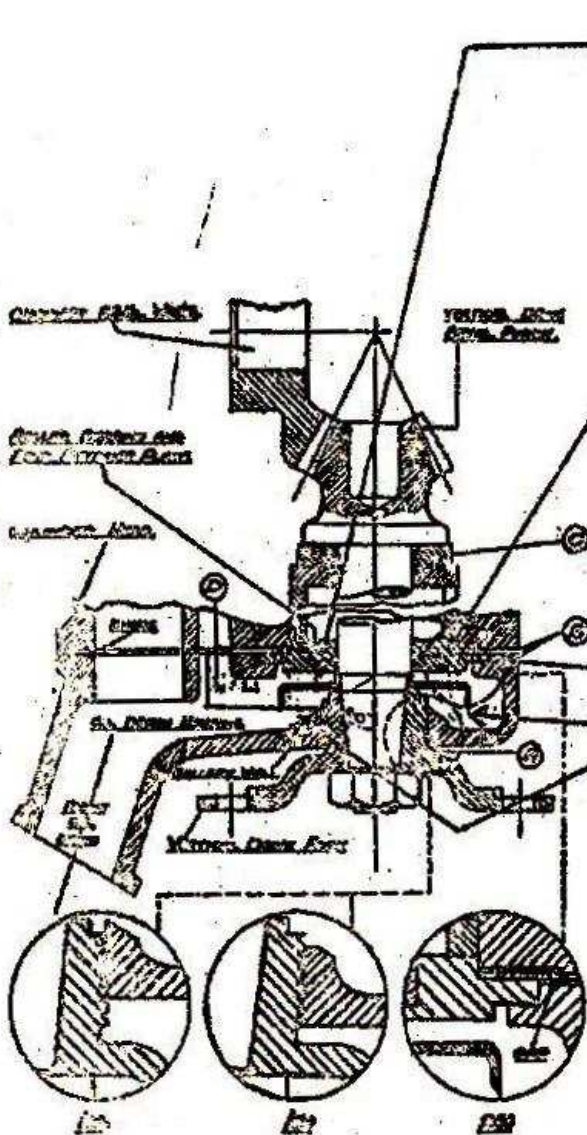
It is possible that some cranks delivered over the past few months may have slipped through the net before our checking system started, and recipients are asked to check the following points. Any defects agreed to exist, will, of course, be rectified without charge on return of the crank.

1. Lap the rear taper and journal together with grinding paste to check the fit. This is of course essential with any crank, old or new. It should make contact over the whole surface, and not have any rocking.
2. Check big-end journals for ovality, and also that the grinding of the thrust faces at the sides of the b - e journals has not been omitted.
3. Check for good fit of front main bearing and front gears. These must not be forced on under extreme pressure if the shaft is found to be oversize.

In addition to these above faults it is recommended that the following points are seen to as general good practice.

- a) You will need to take the engine to an engineer for metalling, boring etc., While it is there, have the flywheel-mounting face of the rear flange, and its mating face of the flywheel, trued up as necessary. This is sound practice with any crank, old or new, to eliminate flywheel run-out. It must be done, of course, after properly lapping and fitting the taper and key.
- b) Also, have the rear main bearing surface of the rear journal re-ground to correct any eccentricity. This again is good practice whenever fitting a journal to a different crank, even when the bearing surface is apparently good. If the bearing surface is already well undersize, it is worthwhile to have it built up.
- c) Remove any black scale remaining on the crank from the heat-treatment process.
- d) Have the crank/flywheel assembly balanced, statically, and dynamically in as far as it is possible to balance a two bearing crankshaft.

## IMPROVEMENTS TO M.G. VERTICAL DRIVE UNIT



1. Remove oil thrower disc and donate to someone more interested in originality than oil tightness!

2. Remove bottom plate and hand over to a precision engineer to:-

(a) remove felt washer and machine a register on the underside to accept a Payen B 151 oil seal. (Renumbered NA 016 -  $5/8 \times 1.128 \times \frac{1}{4}$ )

(b) braze a circular skirt approximately  $\frac{1}{8}$ " deep to the underside to mate with a cork washer placed in the bottom of the housing thus forming an oil tight chamber beneath the seal.

(c) ensure that the bottom end of the vertical drive shaft is suitable for mating with the lips of the oil seal. Hard chrome and grind if necessary.

3. Assemble complete with Torrington roller bearings

Incidentally, these cranks are not fully counterbalanced as the J4 shafts, but are nevertheless bigger than the standard J2, and require part of the front of the crankcase to be cut away for installation. It is also necessary to fit thin-headed or countersunk bolts to secure the front main bearing retaining plate.

And now for something completely different. We have a few black circular 'Butlers' rear lamps in stock, rather similar to those fitted, for example, to 4 seater P types. Price £2.75 + VAT.

For the avoidance of any doubt, the bucket seats now in stock are supplied, as always, as steel shells only. The customer must supply and fit seat cushion and trim. Ideally, these should be collected, by arrangement, from Hartley Wintney, and for those within a reasonable distance, it is a good idea to come on the night of the Phoenix matter on the second Friday.

### C.K. SPARES LIST

Write to John Adams, 5 Hare's Lane, Hartley Wintney, Hants. Price list to M.G.C.C. members only so quote your membership card no. Add 10% VAT to all U.K. orders, cheques to be made payable to C.K. Spares Co. Ltd. Prices include postage in U.K. unless otherwise noted. Overseas order please add extra.

<u>Item</u>	<u>Basic price ex. VAT</u>
J,D,M,C water jacket plates	£1.85 pair
J,D,M,C white metal camshaft bearings	4.50 set
J,D,M,F Big end bolts and nuts	24 each
F white metal camshaft bearings	7.70 set
N,L,K " " " "	7.25 set
P " " " "	5.65 set
J 2 camshaft - new	21.00 each
F,J water inlet pipe - screws into block	1.00 each
Valve cottors	14 pair
Rocker shaft belleville washers	50 packt
Rear axle cork oil seals	20 pair
M type only shock absorber transoms type 502 or 198	30 pair
Oil filter elements	95 each
Radiator to bonnet tape 5'6" long	22p
Bonnet to scuttle tape 7'6" long	35
Steel bucket seat shells - untrimmed (carriage extra)	12.80 pair
PA decoke sets	2.50 each
P water outlet manifolds	6.00 each
P,K,L,N, plain only water jacket plates	— 80 each
P,L,K,N,F main bearing housing bolts	1.30 pair
P - 10-tooth speedo drive pinion	3.25 each
'Butlers' rear lamps (few only)	2.75 each

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