



TRIPLE M REGISTER INFOLETTER

INFOLETTER 35

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The rebuild season is now nearly with us yet again, there's the Sprint and Brands Hatch to come yet so get out the straw-lined racing overalls! and my God, if Brands lives up to its usual form, you'll need them.

My spies tell me that the Geoff Coles Award competition is really hotting up now, last word is that Richard Beresford has ousted our erstwhile Comp. Sec. from top spot, he also gave the MMM boys at Brighton Speed Trials some surprises beating both blown and unblown apart from John Wilkinson who took the MMM award by .04 of a second.

My theme from the cockpit this month is wheels and tyres, apart from the obvious requirements of originality for concours, there are some very excellent reasons for not overtyring or underwheeling your cars, thinking that you are going to make marvellous gains in road holding and performance.

You should never go below 16" wheels on MMM cars, the camber and castor actions will be changed. Initially for the better, at least that's what it will feel like, but as soon as you start to push it a bit you will find that whilst your front/rear breakaway comes later, it will give you little or no warning, result - instant spin! Tyre sizes again can cause problems and to some extent are dependent upon wheelbase and weight considerations. As far as I am concerned, putting anything bigger than 5.50 section of 4 cylinder cars and 56.00 section of 6 cylinder cars is just not on, it doesn't look right, it won't handle right and you will not gain in performance, just the opposite in fact, your unsprung weight will go up in relation to your sprung weight and beyond a certain percent this can be downright ~~xxxxxxx~~ dangerous in terms of understeer/oversteer.

My other point in the argument is the loading factors on wheel bearings, drop arms, track arms, stub axles and shock absorbers. All of these items play a part in the strength, reliability and performance of your car, so be warned.

My own personal preference is for 5.00 x 16 on the front, and 5.50 x 16 on the rear, this seems to be about the best compromise in terms of grip and predicability at high speeds. I'm even contemplating using 3.50/4.00 x 19s all round next year, Why - well, a 5.50 x 16 wheel and tyre complete weigh 38 lbs or about 11.5 kilograms (how about that then - Infoletter goes metric) a 3.50/4.00 x 19 complete weighs 25 lbs. This will mean a gross saving on unsprung weight of 52 lbs or 23.5 kilos and that's as near as dammit $\frac{1}{2}$ cwt on acceleration, braking and roadholding, for the loss of an amount of grip. I'll let you know the result next year - all I can say is that if the Comp. Secretary can go as he does on $14\frac{1}{2}$ cwt of PB on 3.50/4.00 x 19s then I should be all right on 11 cwt! Looking at it another way - if I'm getting 36 BHP, it will mean the equivalent of around 2 BHP and that's about an increase of 2 on comp. ratio.

I'll finish by saying that I think MG MMM cars were made to slide and to be driven by the seat of the pants, not to look like O.H.C. roller skates, which go round corners in a series of jerks.

Commiserations and congratulations to Colin Tische and the J4 - they gained Second place in the 'Motor Sport Brooklands Memorial Trophy', and but for a nasty end to end roll in the last race at Llandow, they would have won against some very stiff opposition. The car took a bit of a battering and is at the moment being screwed back together. Fortunately Colin wasn't badly hurt and he was mobile quite quickly afterwards.

Congratulations also to Tony Rogers, the MMM Treasurer, who became a Dad quite recently, not only did he come in from the garage last win er, he actually stopped counting the money in the 'octagonal piggy bank' amazing what an energy crisis can bring about! If it were not careful we shall have to form a separate section of the Register for OHC trunnion sprung nappy rear end blower mounted, milk lubricated octagonal bottle stuffers, entrance restricted of course to models under 3 years old.

Remember, don't throw those 19" wheels away, you may need them!

Yours octagonally - NIGEL MUSSELWHITE

MMM MGs have been appearing in a lot of other people's playgrounds this year and at the Brighton Speed Trials seven MMM cars turned up to hold our end up against the nearly 20 T types that appeared.

It promised to be most interesting, as a standing start kilometre is a test of the car's potential, with there being very little the driver can do to cut the time down; thus Patric Gardner in his J4 Replica felt he'd probably got the edge on the other three blown cars. But John Wilkinson in his blown J2 with wings and headlamps removed felt he was going to give a good fight, whilst Ian Davison (blown PA) and myself (blown ND) were keeping mum. The unblown cars were Richard Beresford in his nice J2 and Robin Smith's J2 with full road equipment, which Andy Smith had also on his PB.

In the practise the ND broke its supercharger belts and was enveloped in a cloud of smoke from the burning rubber. Fortunately with Colin Butcher's help we found a very helpful local supplier who fixed us up with some replacement belts. (Andy Smith's PB developed a petrol tank leak);

There is a very nice atmosphere at Brighton, helped by the surroundings to this, the oldest spring course in the world still in use. Ultra-modern BMW Alpines with aerofoils on the roof (!) contrasted with the wide selection of early motor cars, the Bentley Boys being out in force too.

The first runs produced a figure of 40.8 secs for the ND which John Wilkinson beat with a time of 39.4 for his J4, Ian Davison clocked 41.6 and Patrick Gardner 42.4. But the surprise time was that of Richard Beresford who nearly caught John Wilkinson with a time of 39.8 secs. This put the tail between the legs of a lot of us blown cars. So we all frantically checked ignition timing, cleaned plugs to knock off a few extra seconds, everyone succeeded except the ND whose belts were slipping. So the final score was John Wilkinson (39.4 again) Richard Beresford (39.8) Patrick Gardner (40.4) Ian Davison (40.5) self (40.8) and Andy Smith just beating Robin Smith (44.7 and 45.3). John Wilkinson's time indicates a standing start kilometre average speed of 56.78 mph.

There had been some problems in obtaining sponsorship to continue this event, but fortunately it was obtained in various forms and the event was well supported. Maybe next year we can have a MMM class of our own as the T types did this year, if there's enough interest shown.

The old question of originality has cropped up again, as a result of certain cars calling themselves something they are not, and even replicas appearing that have no resemblance to the original item.

The Register's basic aims have always been to help members restore their cars to original and also to help them race as such, two very good examples of which are Colin Tieche's J4 and Andy Smith's PB. A car is basically made up of three elements, the chassis, the engine and a body. By changing one of these you only have $\frac{1}{3}$ of a MM car. Hence J2 owners with Ford engines have only been allowed associate membership.

Cars that were modified before the war e.g. Gshagen's K3 and some post-war historically well known cars e.g. ex-Lund PB are within the spirit of their time. But I feel we should encourage all cars that are rebuilt today to try and reproduce them to original. After all the parts these days are far more available than they were 5 - 10 years ago, even body kits being made so that there is no real need to produce a 'pop-rivet' special when the correct body can be put on for a little extra money and effort.

As most of you know, only the racing MM cars have been eligible for the VSCC. This used to irk the MM man with a non racing model, but over the years the MM have developed its own racing within the MG Car Club, so that now there is virtually a MM class at every event - a far cry from the days when we were struggling to fill a grid at our Silverstone meeting. Consequently the MM have built up an enviable reputation for well restored, smartly presented, original cars, which also go. Long may this continue.

The VSCC have now realised that they have let things go too long without calling a halt and have consequently got a larger number of 'specials' which are combinations of different engines and chassis as well as evil looking bodies. So they are looking at MM cars as an example of what they should like to see. I think, therefore, that we should all take a bit more thought over this, before embarking on a boy racer special. It is not going to be very well thought of by outside circles, nor as enthusiastically received within the Register as if were done correctly. It is very easy for standards to become lowered, but it needs a real effort to keep them up.

You may have seen a certain K3 featuring recently in Thoroughbred and Classic Car. Apart from getting MGs in the limelight, a lot of new information was gathered to add to what was already known, and some new photos unearthed from the IPC files. It is also hoped that the article will bring more information to light from readers. We write a lot about our cars in Safety Fast and the Yearbook, but the national magazines probably offer a greater opportunity to cull information or solve historical problems. Classic Car were approached with the offer of a drive, rather than them asking to be given a drive. So if MGs are to appear publicising the club and the register, it appears that we should make the first moves and suggest an idea or topic.

Meanwhile - back to the garage. John Adams comes up with the following comments about sloppy king-pins - 'In my experience loose king pins are a very common malady caused by stretch of the axle eye. If the solution of baking out to accept a steel bush is adopted, the inevitable result will be a recurrence as the now weakened original metal of the axle eye stretches again - necessitating further bigger bushes at increasingly frequent intervals.

'My personal remedy is to take the axle to a forge (e.g. West London Repair Co.) who will close in the eyes very slightly by judicious use of a hammer, and then ream out to achieve the fit. I have tried both methods, and whereas the former I consider scrap (after one year's use) the latter is still satisfactory.'

Have you ever thought how to replace the rubber covers on the brake cables once they have perished. Len Wardle came up against the problem, of getting the rubber cover stretched over the end fork. He made up a tapered wooden mandrel ending in the same dimension as the fork itself, then by smearing Fairy Liquid between rubber sleeve and the Mandrel it slides over the fork without any trouble. The secret is therefore to have a correct mandrel.

Rob Dunsterville (57 Tonfield Road, Sutton, Surrey) needs for M type a set of 4 wings, a carburettor, pair of headlamps, tail bump assembly, hub caps, alloy sump and 4 finned brake drums.

Tony Jenkins (21 Turvey Lane, Long Whatton, Leics) needs for his M type a radiator, steering wheel, 6 volt cut out, propshaft tunnel, petrol tank, shock absorbers, early small 6 volt dynamo, M/J2 alloy clutch cover, later type bolt on 19" wire wheels. Does anyone know details of the supercharger set up which was offered as an option in 1930 (I'm not sure if it was actually offered, but I believe Nick Sands has got a good photo of an M type supercharger installation in the photographic library PBP)

Colin Bacon (North View, Level Mire Lane, Aldingbourne, Sussex) requires J2 front wing stays with headlamp supports, propshaft cover, and a clutch operating fork.

Lewin Spittle (Cinders Wood, Tebbury Wells, Worcs) has unfortunately burst the clutch release bearing on his ex-Samuelson M type and hopes that someone may be help him with a replacement.

David Hudson (251 Upper Halliford Road, Shepperton, Middlesex) has a 2 seater PA body for sale together with petrol tank and hood frames. Does anyone have a 4 seater petrol tank available for sale or swap for the 2 seater tank that David has.

Dennis Talbot (41 Northwood Av. Cheddleson, Derby) has for sale a pair of P type front wings (£20), a pair of Lucas dashlamps (£1) P type oil pipe from sump to pump, new (£1.25)

Dick Knudson, (Draver 220, Oneonta, N.Y. 13820) requires an F type gearbox and a suitable blower for a J2.

Robin Mace (The Old Farmhouse, Robin Wood Way, Winnash, nr. Wokingham, Berks) has for sale: a J/F type brown GFL fuse holder and cover (less cut out and cover) N type 2 seater prop tunnel, inlet and water manifold, M type push-pull toggle switch, Brooklands steering wheel, P type oil filter housing, and oil pump.

Robin wants a P type and an N type dynamo. For exchange he has many pre and post 1936 Manuals, spares lists, sales brochures, Combat, Grand Prix, Circuit Dust for other MG literature for his collection.

Steve Dear (138 Lower Ashley Road, Bristol 2) has been having a clearout and offer the following for sale: 2 x 19" centre laced wheels, J2 manifolds, J2 rocker covers, J2 sumps, doubtful M-type block, 8" x 12" brake drums and shoes, welded and useable P type head, also a high compression P type head, a Centric blower inlet manifold for P type and a Marshall blower inlet manifold for P type, both new needing final machining, several second hand 57mm pistons 2 or 3. P type radiator cores, J/P rear axle casing, a 3'9" back rear axle casing, and three half shafts and hubs to go with (for T type or N types) a J/P front axle full of holes for weight saving, a P type bonnet, a J type radiator surround, 2 good P type camshafts.

Steve needs some good P type half shafts with hubs and 4 no 16" wheels for 5.00 x 16 or 5.50 x 16 tyres. Does anyone know where the chrome strip, which goes around P type dashboards can be obtained?

Kevon McCarron (12 Ryde Street, Beverley, Road, Hull) is trying to locate a pair of 1" S.U. Carburettors for his P type.

Nev Churcher (Jamaica Cottage, Jamaica Place, Gosport, Hants) requires for his J3 a J4/c front housing to take a water pump, 12" backplates and shoes, J2/L bonnet catches and a 2" black faced Jaeger oil pressure gauge.

Nev recommends R. Halfacre, 39 Lyndhurst Road, North End, Portsmouth for wheel building; and Scruse and Crossland, Whitworth Close, Gosport Hants for Stove enamelling.

Nev has luckily obtained a J3 manual that he was advertising for. He was not offering one for sale, but if anyone is desperate he could to photocopies.

John Brown (8 Higham Road, Huntroyde, Nr. Burnley, Lancs) would like to obtain an NE camshaft, or one to that spec. that the club used to provide profiled.

Nick Sands (58B Poplar Grove, Maidstone, Kent) has an M type clutch pressure plate for sale.

As our adventurous librarian Nick would like to borrow sales catalogues produced for the C, R, NE or Q type for reproduction for the club, if anyone has other ideas for reproduction Nick would be pleased to consider them. Nick is progressing with his L type continental coupe and would like to hear from any previous owners or anyone who can remember the whereabouts of any cars, so that Nick can produce an article he is preparing.

Jon Towell (98 Station Road, Hendon, London NW4) has a 1931 M type for sale, the body is in need of some work, but over the years time and money has been spent on the mechanics. The engine has only done about 3000 miles since a complete rebuild. There is also a spare engine and gearbox.

Nigel Misselwhite requires 2 M type headgaskets (new) can anyone help please. he also has for sale 2 sets of king pins and bushes for J/P/C/D/T at £4 a set, postage extra.

This month we include a few more Service Information sheets for your interest.

SERVICE INFORMATION SHEET No 6

Date of issue November 1933

SEALING OF VALVE GUIDES

A sealing washer has been designed to prevent oil passing into the combustion chambers between the valve guides and the cylinder head on the M.G. Magna L Type and Magnette K Type models. This washer, of Klingerite 1000 composition, is Part No. M.G. 468/121.

Should it be found necessary at any time to dismantle a cylinder head, these should be fitted before reassembling.

SERVICE INFORMATION SHEET No 11

Date of Issue: December 1933

CLUTCH ADJUSTMENT

It has been thought advisable to issue information regarding clutch adjustment as cases have come to our notice where incorrect adjustment has caused excessive wear to the clutch fingers. The first adjustment is between the clutch fingers and the clutch thrust race. The clearance should be measured by a gauge $3/32$ " thick, care being taken to get the same clearance for each finger.

The second adjustment, which is equally important, concerns the amount of movement the clutch fingers have between the retaining springs and clutch operating pins. The duty of the retaining springs is to prevent the fingers fouling the thrust race. These springs, therefore, should be set carefully to allow a .010 in. gauge to be inserted between the clutch adjusting screw and the clutch thrust pin,

SERVICE INFORMATION SHEET No 3

Date of issue: May 1933

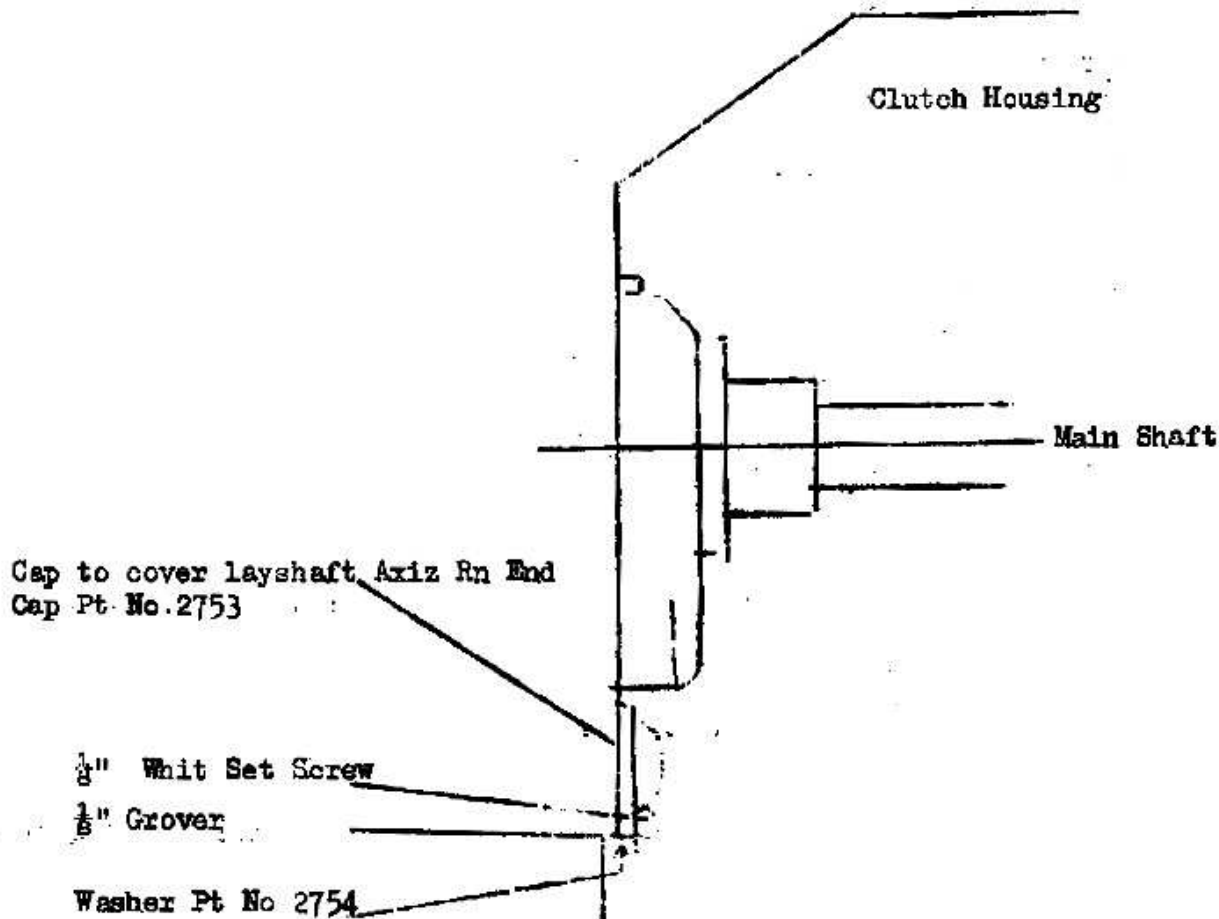
GEARBOX OIL LEAKAGE FROM LAYSHAFT
J types, L types and K types fitted
with sliding gear change.

On all these models a gearbox is used having a double-helical constant mesh and third speed, also sliding gears for the other ratios. It has been found in service that an escape of oil into the clutch housing may occur through the front layshaft axis pin, which is pressed into the case.

This trouble is not very prevalent, but when it is found a small cover fitted with a washer and three screws can be fitted to prevent a recurrence.

The drawing herewith (Service Blue Print No 147) gives particulars of the cover, screws and washer, and also shows its location on the gearbox.

Supplies of these parts can be obtained as required, the Chassis Number should be quoted.



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