



TRIPLE M REGISTER INFOLETTER

JANUARY 1971

Number 9

NEWS FROM SPARES SECRETARY - Phil Bayne Powell

What! Another Infoletter within a month. Fantastic!
Well, it won't last as we're back to two monthly intervals.

The main reason is that at long last pistons are coming.
What! Pistons! Yes, pistons in a variety of types and sizes...
Pause for readers to drool - quietly in a corner, if you please.

A batch of +40 and +60 57mm pistons has been ordered; these are the usual style of 4 rings and split skirt, but with a circlipped gudgeon pin. These will be available about March, at £3.10. 0. each, complete with rings, gudgeon pins and circlips. These are brand new pistons with modern materials, although the piston metal is as MG racing specification. So all those wanting a set/sets please let me know and enclose a deposit of £7, stating which oversize you want.

In addition, solid skirt, 3 ringed pistons are being arranged at about the same price. These will be as the Marlett piston used in the R-type, oval ground. They will be stronger and heavier than the first batch of split skirt pistons, but will be eminently suitable for competition work and supercharging. Again please send me your order, saying which oversize is required. Delivery will be 3 months from order, which I hope to place in January.

As well as this, Ptype and Ntype front aprons are now being made complete with hinged flap to the starting handle hole; cost about £6.

New brass door hinges are being arranged, with countersunk holes and ready for plating - 22/6 each. Both top and bottom (larger) hinges are being made up.

J2 door handles are also on the way, and J2 bonnet catches and petrol reserve taps are being worked on.

More orders for the new crown wheel and pinion sets are required, but meanwhile a small stock of Remax sets have been acquired, these being suitable for the Mtype and J2. The ratio is 8/43.

Chris Felstead brings up a good idea, in last month's Infoletter, about changing the brake shoe positions over in the drum. Also he suggests re-assembling the brake cams in the opposite brake drums. Now unfortunately, one cannot change these over as the cams are different, the woodruff key being in a different position. This has to be fitted so that the key is on the opposite side of where the cable connects to the lever arm. Also the cranking of this lever should be towards the back plate so that the run of the cable is

parallel to the back plate. The angle between the cable and the brake lever should be less than 90° when the brakes are off, so that the lever passes through the 90° position when being applied.

Terry Dickie recommends Thomas Try Ltd., Cambridge Yard, Hanwell, London W. 7. for their 'Trypasit' building up process; they also have facilities for grinding down after the chrome, nickel or copper has been deposited.

Terry & Lee Dickie, 267 Lady Margaret Road, Southall, Middlesex want a dash panel and instruments for their 1930 M Type which is being beautifully restored - even to a brand new radiator, inner and outer being made up.

P. McStay, 3 Curzon Park North, Chester requires J2 instruments.

I. Patton, Wyndways, Scawfield, High Herrington, Workington, Cumberland, needs front axle and hubs for a G type.

Ray Masters, 78 Derby Road, Heaton Moor, Stockport, Cheshire has a lot of parts for disposal, mainly P type: a PA block, crackshaft, camshafts, starters, dynamos, manifolds, front axles, brake systems, instruments, carbs, etc., also a J2 gearbox in bits.

Mike Whitehead, 11 Vernon Avenue, Handsworth Wood, Birmingham 20 is after an S.U. petrolift, battery, horns and instrument panel with instruments for his F type.

Paul Smith, 10 Brentridge Road, Furness Green, Crawley has the following KN parts for disposal, block with crank and rods, bare cylinder head, back axle complete with hubs, drums etc., front axle complete but bent and cut, but with slave steering arm. In exchange Paul would like a P type engine in preference to cash.

Mike Griffiths, 8 Springfield Road, Ash Vale, Aldershot, Hants, can supply a lot of new MMM parts, such as wiring looms at about £5, any windscreen made up due to Mike having a lot of Auster's stock, also original Brooklands aero screens, but unfinished. Most of the wing nuts, taper locking rings, dome nuts are also available, as well as the original Auster windscreen plaques. Silentrevel door locks are stocked, together with the wedges. Door handles and bonnet catches with the MG badge, also radiator and spare wheel badges are sold. New rad caps and rubber rings are supplied together with aluminium running board strips with rubber made up to any length. The sidescreen wing nuts and mounting tube are supplied, also N type half shafts, hub locking washers windscreen foot mouldings, bonnet corner rubbers, petrol tank and bonnet rear rest rubbers and the rubber at the rad where the wing stays connect. A lot of these are extremely useful items which is why they have been quoted in full.

D. Stevenson, 33 Derbyshire Lane, Sheffield 8 is making up the dashboard light hoods, and is also going to attempt the rubber dust excluders. He also knows of P type in a scrap yard near Worksop, consisting of chassis, gearbox, rear axle, bonnet, front bodywork, wheels, Fixed engine. Price £45.

P. Daintree, 13 Rochford Avenue, Whitefield, Manchester can supply J2 pistons with clamp-type gudgeon pins at £8 a set. Oversizes not known, nor if these are modern or original manufacture.

Max Cottrell, Lansdown House, Church Road, Weston, Bath. has a complete 2 year rebuilt PB 2 seater, to original condition - UJ 7535 - for sale. Offers -

Extract from 'SPORTS CAR' October 1935

'As a general rule, manufacturers of sports cars are reluctant to recommend owners to make any alterations to their engines. The M.G. Car Company Ltd., however, recognises that many owners are ready to sacrifice some degree of economy and docility in order to get more m.p.h. and for some time have been extending special facilities to owners who like to go not only faster than most, but much faster than most.

It is pointed out, however, that after modifications have been made additional care in handling is necessary if an engine is to retain its reliability with the increased power produced.

In the case of a P midget or an N Magnette, the compression ratio can be raised from the standard 6.4 to 1 to 6.7 to 1 with a material benefit in speed and acceleration, and without any roughness obtruding itself.

The correct way to effect this increase in the compression ratio is to have the required amount of metal machined from the face of the cylinder head. The proper amount to remove is $3/64$ in, so that the head has an overall depth of $3\ 19/32$ ins instead of the standard dimension of $3\ 41/64$ ins.

An alternative way to reduce the effective height of the head would, of course, be to fit a thinner gasket, but this plan is not recommended and owners are warned against it. It is explained that with a very thin gasket or with no gasket at all, the making of a sound joint is often very difficult unless the operation is carried out by a highly skilled man.

When getting the head shaved, much the best plan is to remove all loose fittings and then send it to Abingdon, where a charge of only 15/- for the P type and £1 for the N type is made for machining. While the head is at the works the combustion chambers and the ports can be polished for a charge of £2 for the P type and £3 for the N type, but a small additional bill may have to be faced for renewing valve guides.

Probably the majority of owners would not worry about having the ports polished because only a very slight gain in performance results and is enjoyed only at maximum revs.

The polishing of ports is, however, advisable if the car is to be used for speed trials or any other competitive events demanding maximum power. The important thing to remember is that this is not the high road to more power 'low down'.

The man who wants the last ounce of power from a P midget or an N magnette can have his compression ratio increased to 7.25 to 1, involving $3/32$ ins being planed off the head, and £1 covers the cost of this at Abingdon. Again it is important that the standard gasket should be retained.

With a compression ratio of 7.25 to 1 a fuel with a high anti-knock value will be required, such as one containing Ethyl, and the engine will be rather rougher than standard, and will need some 'nursing'. KLG Type LBI will be found to be the most satisfactory plugs when the compression ratio has been put up, and it is essential that their gaps are kept between 12 - 15thou. It is very important that a 15thou plug gap should not be exceeded.

No interference with the ignition and valve timing from the settings given in the Instruction Manual is advised, but if the compression ratio is put up it will be found advisable to increase the tappet clearance to 8thou inlet and 10thou exhaust.

An increase in the compression ratio does not, as a rule, call for any alteration to the adjustment of the carburettor, but in exceptional cases, when the mixture appears weaker than is desirable, M6 needles may be fitted.

Owners who have the compression ratio raised in search of additional power will probably find that it will pay to take special pains to ensure that the exhaust and inlet ports line up accurately with their respective manifolds. Little inaccuracies here can easily offset advantages gained in other ways.

.....

SPARES DEPARTMENT OFFERS

PA head gaskets	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 front lower wing stays	£4.10. pr.
P type valve springs	£3.15. a set
N and L type valve springs	£5.12. 6. a set
Octagonal side lights (ready for plating)	£2. 2. each
Reprofiled P type camshaft	£7.10. exchange
Reprofiled N type camshaft	£12. exchange
Door hinges (ready for plating)	22/6
P and N type front aprons	£6 approx.
M and J type c.w. & p. sets 8/43	£8.
New 12v wiper motors (Lucas)	£4.

.....

Names & addresses of MMM Committee

- Chairman: Stephen Dear, Yew Tree House, Brinsea Road, Congreshury, Bristol.
- Hon. Secretary: Mike Allison, 25 Meadow Close, Grove, Wantage, Berks.
- Hon. Treasurer: Tony Rogers, 115A Corbets-Tey Road, Upminster, Essex.
- Registrar: Colin Butchers, 21 Hill Farm Way, Southwick, Brighton.
- Spares Sec. (& Infoletter): Phil Bayne Powell, Flat 5 Highercroft, Petworth Road, Milford, nr. Godalming.
- Tech. Adviser (M.C.J.D.F.): Geoff Coles, 26 Bounds Oak Way, Southborough, Funbridge Wells, Kent.
- Tech. Adviser (P.K.L.N.Q.R.): Ray Witcher, 4 Station Road, Kitbury, Newbury, Berks.
- Cars for Sale & Wanted: Ian Clarke, 123 Chesterfield Road, Bristol 6
- Librarian: Irving Bramson, 3 Clydesdale, Enfield, Middlesex.
- Editor MMM Annual: John Reid, 50 Brabourne Rise, Beckenham, Kent.
- Car of the Year scorer: Elwin Sapcote, 11 Goodby Road, Moseley, Birmingham 13.