



TRIPLE M REGISTER INFOLETTER

Infoletter 19

November 1972

MMM MUTTERINGS - Mike Hawke

Do you realise that there is one MMM model of MG which has not made an appearance in any shape or form in any sort of MG Car Club gathering since the Triple-M Register was formed? We have not even seen an immobile one on a trailer at a noggin and natter. Eleven years and we have not yet seen an R-type. I refrain from comment.

When is a car not a car? Or, to be more specific, when is a car not the car it is claimed to be? This question has been prompted by a number of recent events which, between them, underline the need for accuracy.

For instance, on p23 of the July/August Safety Past, you will see Peter Cranage's car referred to as an 'NE!'. Now, as far as I know, this car is not an NE and Peter himself never calls it that: 'N. Special', 'NE Replica' or just 'Magnette' as on p 12 of the same magazine, but not 'NE!'. It does not matter to us for most of us know the car's story but someone in the not very distant future may not be wise enough to know, how many would realise if they saw a reference to 'M.H. Jones' MG J4' exactly what was being referred to? Yet it is only a few years since Mel and his J4 Replica were the nearest thing that we had to a genuine J4 in the Register.

But there are even more difficult things to deal with, e.g. Mike Allison has recently sent me an article on the history of a K3 (one which is not on the register), for the 1973 Year Book. This car, which started its life as a bog-standard K3, is now on something like its 4th body, has Lancia i.f.s. (fitted pre-war), a KD engine with belt-driven blower, hydraulic brakes etc. etc., In fact the only original bit seems to be the back axle casing. However, on this car's last known competition appearance it was billed as a K3. So one would argue that this car is now so cut-about that it is no longer a K3. But, if you say this, you must be prepared to say when it ceased to be a K3 -- and this is much more difficult. What is in no doubt at all is that if someone were to build a special from bits to the same recipe, no one would dream of calling it a K3, not even a K3 Special. This just goes to show what an unfair world it is.

There are many of our cars these days which have been modified to look and/or perform like the genuine racing model. Some of these may look more like the real thing than some of the originals which have been altered. This only means that we must be even more particular what we call our cars. Outsiders and those not so knowledgeable may not be able to distinguish between the original and the vaguely approximately replica, let alone a good replica. Confusion could become rife - even when there is no intent to confuse at all. An example of this will be given in the Year Book; P types this time.

So far we have talked of modifying existing cars. But suppose you are fortunate enough to find (say) a K3 engine. Clearly you will want to make use of it so you will look for more K3 bits to fit around it. At what stage can you be satisfied that you have enough parts to call your growing car a K3? How much dilution with other parts ought to be acceptable to you as a person or to the Register? This question is topical to me at the moment. Well, what would you do, or try to do?

SPARES - Phil Bayne-Powell

Straight into the deep end this month, camshafts are looking good, the 12/12 M type camshafts have been ordered and are eminently suitable for improving an M type that has the earlier camshaft. These are at the rock-bottom price of £18.50 and a few extra are still available if you are quick. Delivery in January.

The second batch of J2 camshafts is also in hand due to the overordering from the first batch. As this is not intended to be a stocked item, please get your order in now for this is the last opportunity. Price £18.50. Get the wife or rival friend to buy you one for Christmas.

J2 camshaft bearings are still available and the P type ones are selling well. We have arranged for 'conversion kits' so that 6 cylinder models can be catered for. As yet, no fixed price - but watch this space.

In the last Infletter, Mike Ellis told members where a supply of rubber cups suitable to fit under the wing stay bolts were to be found (William Freeman & Co, Ltd., Suba Seal Works, Staincross, Bramsley, Yorks) This firm was besieged with people asking for J2 rubber cups. Initially they were lost as they deal with hot water bottles and furniture. Fortunately, John Kidder has given them approximate dimensions and we hope that members will get what they want. Anybody sending in orders for these please state dimensions, otherwise you may not get the correct thing. The price - 12p per pair.

The crown wheels and pinions have at last got moving and all the C/39 set are ordered BUT a few B/43 sets are still available.

New items instock include radiator tape at 25p for a length to cover all radiators, also rubber bonnet corners to prevent concours hedges from denting your headlights at 25p per set of 4.

P and N type front aprons will be taken out of stock once the present lot is sold. So if you want one of these, please get your order in now. We need your money as well as a bit more space.

Another new item on our lists is P type tandem windscreen wiper sets as original and fully chromed, only needing two split pins to locate the linkage arm. A complete set will cost £3.50.

I have been investigating the situation regarding Bluenels steering wheels. They are no longer in a position to recover their original wheels but they are still able to supply the 17 inch Brooklands steering wheel and as they have kindly offered the Register a trade discount we have placed an initial order with them. This should be through in December and the price will be £7.85 with an extra 50p if you want to entrust them to the G.P.O. The rims are finished in black and the four arms are made up of 5 stainless steel wires. The fitting is 3/4 inch parallel bore with keyway and drilled for fixing bolt.

Hinter Ltd., Service Depot, 2/10 Rosecourt Road, Croydon CR9 3AS, still will reline your brake shoes and will either rivet or bond as requested. On S F type shoes and 4 N type shoes the price was £9.80.

This month we have a real Aladdin's cave because all the remaining IEM spares that Derrington's possessed have now been bought up by us. We can offer from our Normandy department the following, (all items are shop soiled or second-hand unless otherwise stated).

1 N type inlet manifold	£3.00
1 P water manifold	£3.00
2 P camshafts (one very good)	£6.00 & £3.00

1 2-star diff. housing with clamps	75p
1 48 spoke wheel hub (unused)	£2.00
1 rebuilt rear hub needing resplining	75p
1 J spare wheel carrier top body bracket	50p
1 radiator badge plintch	75p
1 P/N gearbod gate slide	25p
1 set (8) N/P brake linings undrilled (new)	£4.00
2 L type distributor drives	£2.00 each
3 diff. nose piece cover plates	10p each
1 pr N/P gearbox chassis mounting brackets	£1.00 pair
6 P/N intermediate camshaft stands	50p each
1 J/F intermediate camshaft stands	50p each
1 P/N rear rocker support	50p
1 M type oil pump shaft and idler gear	£1.00
1 4.50 x 19 Michelin tyre, good tread	£2.50
1 4.50 x 19 Goodyear new remould	£3.50
4 12 toothed planet wheels	10p each
1 P/N front cam housing top	20p
2 second hand wiper motors	50p each
1 M type brake camshaft	25p
4 J2 gearbox Hyatt rollers	10p each
29 J/F/M brake shoe return springs	5p each
1 3/8" carb body	75p
4 camshaft belville washers	5p each
1 camshaft thrust washer	5p
3 brass exhaust manifold nuts	3p each
1 43 tooth crown wheel only	£1.50
1 gearbox speedo drive	10p
8 clamped-end gudgeon pins (new)	£2.00 set of 4
1 J rocker cover nut	15p
1 N type water manifold	£4.00
1 J type water manifold	£4.00
1 M/F/J oil pump	£2.00
8 bronze speedo pinion sleeves (new)	75p each
9 P/N rocker cover rev. counter drive sleeve (new)	50p each
1 Allette horn	£1.00
1 solid bronze vertical drive bush	75p
1 J/F front oil return pipe	75p
4 F middle oil return pipe	75p each
1 P/N middle oil return pipe	75p
1 J front cam stand	50p
1 vertical drive shaft sleeve	25p
8 J/F camshaft bevel wheels (28 tooth)	25p each
3 crankshaft dynamo bevel wheels	25p each
6 P oil pump drive crankshaft gears	25p each
1 N oil pump drive crankshaft gears	25p
1 P brake pedal	25p
1 M camshaft bevel wheel (20 tooth)	25p
2 J/F brake cable brackets	25p each
3 F brake cable brackets	25p each
1 P type junction box, cut out without lid	£2.50
1 P/N gearbox	£5.00
1 Dunlop offside hubcap	25p
1 vertical drive fork, parallel shaft	25p
4 rocker shaft support brackets	25p each
3 Martlett 3 ring pistons	Offers
3 Specialloid +20, 3-ring+scraper pistons	Offers
5 Specialloid standard	Offers

S.W. Evans, 10 Gardner Road, Portishoad, Somerset Tel. 7649 is a pattern maker by trade, using wood and can work to plans or old parts. Can assist to purchase wood which person ordering would be expected to pay for with further payment at end of patternmaking. When contacting, mention LG and Ian Coxen.

North Somerset Welders, John C. Daws, 20 Highfield Drive, Portishead, Somerset. Tel: 8118, are specialists in the welding of any metal. By profession, is a lecturer in this subject. Can do chassis work and making of new parts where replacements are not available. When contacting, mention HG and Ian Coxon (again).

Hutton Speyer, 45 Stone Street, Tunbridge Wells, Kent can do white metalling, machining etc. 4 cylinder con rods, £8.00, 6 cylinder £13.00. 3 journal main bearings at £14.00, 4 journal at £17.50. Crankshaft grinding at £1.00 per journal, Re-ringing pistons at £1.00 to £1.50 + cost of rings. Skin cylinder head £2.00 (4 cylinder), £3.00 (6 cylinder). Valve seat inserts at £15.0 each, valve seats refaced at 16p each, valves refaced at 14p each. Fitting valve guides 40p + cost of guide. Reface flywheel from £2.00, clutch pressure plate £1.50. Skin brake drums from £1.50. This seems a very wide range of useful items.

Colin Butchers (address at back), has a supply of round black enamel rear lamps, Butler 1425 which are practically identical to the Lucas SL 38. These are brand new. £1.50 each + 10p postage etc.

Derek Moore, 25 Woodborough Drive, Winscombe Somerset, has a pair of P type windscreen supports, £2.00 if anyone is in need.

David Jeffery, 70 Tottenham Grove, Epsom Downs, Surrey Tel: Burgh Heath 50492, who is bringing out the Peter Broughall pointed-tail N type for action again, can help members with the following items; brake linings, clutch facings, oil filters, oil seals, plugs, contact breaker sets, exhaust pipes and silencers and Hardy Spicer prop. shafts.

Laurence Mahon, 66 Hillside, Banstead, Surrey, is in carburettors and can help with S.U. carb spares such as needles, jets, gaskets, spindles etc. and will also undertake complete overhauls.

John Bell, De Wicken, 36 Zerenbergschenhoek, N. Brabant, Holland, has a pair of Lucas $3\frac{1}{4}$ " diameter headlamps for sale, just resilvered, perfect glass, undented but requiring rechroming. For his J2 he needs reflectors and glass for J2 headlamps, an original type speedo, a $1\frac{1}{2}$ " oil pressure gauge and a good 'period' blower.

Michael Stanley, c/o Buckingham Stanley, High Street, Histon, Cambridge, has a PB body available, in rather poor etc. It is complete with doors, bonnet, rear wings, apron, windscreen, seats and a few oddments. Any reasonable offer accepted to clear.

Peter Green, Greenacres, Purton Lane, Farnham Royal, Slough, Bucks, who has two NDs in his stable and now the ex-Allen Scott J3 would like an N type block and hood frame.

Peter has an NB 4 seat body for disposal, complete except instruments. Also he has an F type block for sale.

D. Goulden, 21 Euclid Avenue, Grappenhall, Cheshire, has a PB speedo with bezel in Al condition at £2.50.

Colin Tieche, 147 Wembley Hill Road, Wembley, Middlesex, wants a J2 block and a J2 rad.

Chris Harrill, 1 Police House, Station Road, Ruckon, Wrexham, would like a 6 cyl. B.M. Magneto complete with drive and housings for a K type and will offer a PA engine in pieces in part exchange. Chris also wants an L2 petrol tank and will exchange it for a PL tank and is also interested in L type engine spares such as block, head, crank or camshaft.

Peter Whitbread, 5 Frogmore Court, Norwood Road, Norwood Green, Southall Middx., would like two original dash lamps to complete his PA.

C.J. Hayes, Duels, Burntwood Road, Drury, Buckley, Flintshire, is looking for a J2 speed/rev counter, cut out/fuse box, and undershield, and the control rod bracket to the gearbox.

Ed Taylor, c/o Sewage Purification Works, Blackford Bridge, Bury, Lancs, needs a few items for his J3 a 1½" horizontal carb for the blower, a set of J type door handles, locks and striker plates and a good diff. carrier.

For the Styles Threesome F type, I would be grateful if anyone can help with two uncorroded water jacket plates, an uncracked sump to oil pump pipe, and 4 symmetrical hub caps. 'I' am Phil B.P, address at back. For sale, I can offer a pair of L1 windscreen side pieces and supports, W3 windscreen supports, P type oil filter body, a J/F back axle casing with back plates and shoes (no diff.) P type ditto., pair of P type Luvax shock absorbers with arms and mounting plates, P type windscreen, P type doors and radiator shuff.

Nick Sands (address at back) has now taken over from Ian Clarke as Librarian and photographic man. To start the ball off he has produced a good selection of the Club's 'works' photographs to a size of 9½" x 6½". The following are available:

1 of J3	1 of D	1 of K1	1 of L2	4 of F2	3 of PB
2 of J1	6 of F1	4 of P1	6 of L1	1 of F1 chassis	
1 of K2 dashboard		4 of cycling J2		2 of sweptwing J2	
3 of L Salonette		1 of J2 underbonnet		2 of L Continental Coupe Interiors	
1 of L Chassis		1 of H dashboard		1 of PB dashboard	
1 of F engine (prototype)	1 of F underbonnet			5 of F Salonettes (2 different)	
1 of L1 on rolling road at works					

plus those already offered before:

1 of W Allingham	3 of G	2 of K3	1 of J4
1 of P1 Airline	1 of Kohlrausch's J4 and K3 at Abingdon.		

These are all available at 55p as before, making cheques out to the M.G. Car Club Triple-II Register. Any of these can be offered at a large poster size of 20" x 16" at £1.75, but will take a few more days to arrange. Nick will also be continuing the services of the library. This includes loan of workshop manuals for the M, J, L, N, P1, PB, K1, KD, and K3 Supplement as well as J2/F2 body drawings. These are available on loan at 25p per month with a deposit of 50p. Also, Nick has the usual books on MGs, i.e. Blower, Smith's Tuning and Maintenance of MGs and others. It is hoped to build up the out of print books to form a truly comprehensive reference point for all members. If any members have any books which can be donated or loaned to the Club we shall be very grateful. This applies to any pre-war photos of MGs as well. Nick has an unused P1 2 seater tonneau cover in double duck for sale without the 'lift-the-dots' i.e. never fitted, but is has been stored.

John Rogers, 11 Hartner Way, Pinock Lane, Staplehurst, Tonbridge, Kent, has a K11 chassis for sale, also a hood and sidescreens, unused for the 4 seater open K11 tourer.

Mike Hanks (address at back) has for sale:

2 new 16" wheels with nearly new 5.50 x 16 tyres	£20.00
2 new 16" wheels with nearly new 5.00 x 16 tyres	£20.00
3 part work 5.25 x 16 wtyres	£1.50 each
2 19" wheels with good 4.50 x 19 tyres	£15.00
2 16" wheels with good 4.75/5.00 x 16 tyres	£15.00
2 J2 front shockers (will swap for rear ditto)	£4.00
1 aero screen, Derrington type	£2.00
1 P1 radiator shell	£3.00
1 F Magna (I think) radiator core	£5.00
1 wood-rim steering wheel (M11 fixing) will swap for M11 MG 3 spoke job	£2.00

1 Marles Weller steering box and column for J2 or PA	£5.00
1 ammeter + or- 30 amps, 2 inch dia (not ILM)	£1.00
1 Brooklands type silencer and pipe	£2.00
2 6" Lucas headlamps, chrome rims, believed as Lotus 7	£5.00 pair
1 12 volt horn	£1.00
1 4" dia. 0-7000 rpm 4-cyl +ve earth rev counter	£5.00
1 12 volt S.U. model L fuel pump	£2.00
1 12 volt battery (6 months old)	£2.00
1 F Magna chassis (available when all the rest has gone)	
No. F 1445	Offers

Barry Minett-Smith, Villa Fern, The Leigh, Glos (Tel: Cheltenham 57492 - answering service) has a 1935 PA in pieces, minus engine and rear body -Registration JB 5201 - chassis P. 1814 - Offers.

Jeff Marshall, 82 Personage Road, Heaton Moor, Stockport wants for his M type: Advance and retard mech. Head and side light switch, Head lamps and Windscreen (1932) He has for sale or swap - mechanical part and some bodywork (rough).

Finally, before I hand you over to Geoff Coles for a dissertation on solid copper head gaskets, I must mention an invitation that the Club has received. This comes from the Brooklands Society, who hold a meeting every month at the Hind and Speck Hotel at Weybridge. During the winter months they have film evenings. I went last month and saw some tremendous films, including shots of George Eyston breaking 750cc records with Ex120, the British Empire Trophy and other races with MGs to the fore. Next month, on Monday 27th, beginning at 8.00 pm, we are invited to join the society for an MG biased film show. Their members feel that we MG owners are just as enthusiastic about Brooklands as they are, and striving to keep alive the Brooklands flavour. Not only will films be present, but many Brooklands names, and we hope a good few of them MG pilots, such as Kenneth Evans who was present last month, Dudley Cahagan, and Harry Clayton who went over the top in an MG and spent some time in Weybridge Hospital as a result. So bring as many MG enthusiasts as you can muster. The films are shown in a special room at the rear of the hotel, which is on the B374 by Weybridge station. Hope to see you there now to Geoff.

CYLINDER HEAD GASKETS - Geoff Coles

There is a possibility that, in the not too distant future, copper and asbestos gaskets may become unobtainable, and it will then be necessary to use solid copper gaskets. The Spares Secretary is investigating the position and trying to obtain quotations for ready made gaskets, so I have been asked to write a few notes on the application of these.

Some members may wish to make their own, which is not too difficult, and the following may assist.

1. Purchase a piece of flat copper sheet, normally 1 gauge will do, but this should be regarded as a minimum thickness. Heavier gauge can be used where necessary for compression ratio purposes.
2. Place your old gasket on the sheet copper and carefully scribe the stud holes water holes and combustion spaces as well as the outside edge.
3. Drill out the stud and water holes using the correct drill size, having clamped the copper sheet on to a piece of flat wood.
4. Drill a series of holes close to one another round the inside of the scribed line of the combustion spaces, knock the piece out and file back to your scribed line. Alternatively, you can drill one larger hole and insert an Abrofile, and then file the rest round, finally trimming with a fine file.

5. When you have finished the gasket, try it on the head studs. You will probably find that you will have to slightly file some of the holes in your gasket to enable you to pull it down to the block face without distortion. It is essential that the gasket is a good fit on the two locating studs.
6. When you can easily slide the gasket down the studs, place the gasket on the cylinder head face, and locate it carefully by bolts in the stud holes. Check the edges of the gasket round the combustion spaces, and where necessary file back your gasket so that it is about 1/32" back from the combustion space edge.
7. Anneal the gasket. This means heating it until the flame which touches the top or assumes a greenish colour, then allow to cool off, or if you have to do it by stages you can plunge the part you have softened in cold water. THIS MUST BE DONE EVERY TIME YOU LIFT THE HEAD.
8. In using solid copper gaskets it is imperative that the block and head surfaces must be completely true. To ensure a perfect fit have the block and head faces ground, and then lightly lap the two together with fine grinding paste.
9. After the block is ground, chamfer every stud hole. This is to prevent the metal immediately round the stud pulling up, thus creating distortion. At the same time it also spreads the load exerted by the stud.
10. These gaskets can be used 'dry', but to make a seal double sure, when you are ready to bolt the head down, coat both surfaces of the gasket with a good quality jointing compound such as Wellseal.

The above remarks refer to the making of a gasket, but if you purchase a ready made one, you must still carry out points 5, 6, 7, 8, 9 and 10 described above.

Providing you take care and follow these points carefully a solid copper gasket will last for many years, and provide an extremely good seal.

Geoff, incidentally, is still in need of a J2 sump as well as an oil feed pipe to the 'head. (Address at the back).

SPARES DEPARTMENT c/o Nigel Musselwhite

M.D.J. white metal camshaft bearings	£4.50 set
J camshafts	£18.50 each
J crankshafts	£85.00 each
M camshafts, 12/12 timing (ready Jan)	£18.50 each
j water outlet manifolds	£7.75 each
J/M rocker cover bolts	45p each
P crankshafts	£115.00 each
PA decoke sets	£2.25 each
P white metal camshaft bearings	£5.65 set
P water outlet manifolds	£5.50 each
K/P/L/N oil filter elements	90p each
P starter motor armature with bendix	£3.50 each
P/J/L/K/N valve guides	35p each
Straight cut c.w.p. sets only 8/43 left - to order	approx. £23.50 each
P reprofiled camshafts	£7.50 exchange
N reprofiled camshafts	£12.50 exchange
57mm pistons, +40, +60	£3.75 each
60mm pistons, +20, +40, +60 to order	approx. £5.00 each
C/D/J/P/L/N front spring pins	90p each

F/L/N rear spring hangers with nuts	£1.85 each
J2 front apron bolts without badge	45p each
Rear axle cork oil retainers	20p pair
N/P front aprons	£8.25 each
Octagonal side light castings	£1.75 each
Bonnet corners, set of 4	25p set
Patched pair of bucket seats, steel	£11.50 pair
Rubber MG insignia for inside doors	25p set
Unplated octagonal dash panels with fixing	£4.00 each
Unplated large bezels	£1.10 each
Unplated small bezels	80p each
'T' rubber between running boards and wing	25p per foot
Radiator badges	90p each
Spare wheel badges	90p each
Bonnet tape	25p per length
J/F choke and slow running rods and knobs	£2.00 set of 2
P/N petrol taps and rods	£8.50 set
P tandem windscreen wiper set	£3.50 set

TRIPLE-M OFFICERS

Chairman: Steve De r, Yew Tree House, Brinson Road, Congresbury, Bristol
BS19 5JQ

Secretary) Colin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex
& Registrar) BN4 4YJ

Treasurer: Tony Rogers, 115A Corbets-Tey Road, Upminster, Essex.

Spares) Phil Bayne-Powell, Kimber Cottage, Gloziers Lane, Normandy,
Secretaries) Guildford, Surrey.
and Nigel Musselwhite, Flat 15, London Fire Brigade Headquarters,
Albert Embankment, London SE 1

Technical Adviser) Geoff Coles, 26 Bounds Oak Way, Southborough, Tunbridge Wells,
M.D.C.F. and J) Kent.

Technical Adviser) Ray Witcher, 4 Station Road, Kitbury, Newbury, Berks.
P.K.L.N.Q.R.)

Car of the Year Secrer: Elwin Sapcote, 11 Goodby Road, Moseley, B'ham. B13 8RH

Year Book Editor: Mike Hawke, 11 Linden Crescent, Lower Westwood, Bradford on Avon,
Wilts.

Historian: Mick Allison, 25 Meadow Close, Grove, Wantage, Berks.

Librarian: Nick Sands, 36 Winkley Court, Eastcote Lane, Harrow, HA2 8RT