



TRIPLE M REGISTER INFOLETTER

INFOLETTER No 26

February 1974

MMM MUTTERINGS - Mike Hawke

You were all about to get a little homily about every cloud having a silver lining and how we should all be spending this non-motoring winter making our cars more original and smarter, but Phil has sent me so much material that I will miss it out and hand you straight over to Phil

SPARES NEWS

Here we are again, a bit later than usual but I must blame the K3 for taking up my time last week. Having just collected it with its new ash body frame, it was booked in for skinning and painting and things had to be done before it went off. So, apologies all round. Whilst mentioning the K3, I find that I do not have the correct 17" Bluemels three-spoked steering wheel with the centre lock nut fitting. Can anyone be of assistance please?

This month we have Will Sparrow, an M.G. Car Club member, offering members his firm's service in machining for production runs or individual items. He can carry out grinding, turning or milling. Write to Will Sparrow Ltd., Kinwarton Farm Road, Kinwarton, Alcester, Warwickshire B49 6EH. Tel Alcester 3696.

Keith Taylor is also offering members his service for old cars, be it restoration, repair or maintenance. Although he will be concentrating on the mechanical side he can also manufacture components to pattern, cast in iron, bronze or aluminium carry out general machining, crack and flaw detection, design and advisory work. Write to Keith at Newstead, Mill Lane, Hemingborough, nr Selby, Yorks, or telephone Hemingborough 310.

Cords Piston Ring Company, 73-75 Scrubs Lane, London N.W.10 can supply Cords piston rings for the N type at a cost of £11 for a set (4 rings per piston). They have them in standard, +20 and +30 sizes. Presumably these will do for the P and other types.

Tony White, Turle House, North Street, Somerton, Somerset TA11 7NZ is selling his L1. It consists of all mechanical bits, J2 tank, L1 screen and spare wheel carrier, rad, bonnet, wings, head and sixe lamps, some instruments. He has no time to rebuild.

Peter Mace, 9 Nightingale Close, Storrington, Pulborough, Sussex has for sale a PB rad, P type brake drums and a sad but useful PB body with 95% of the metal but only 10% of the wood. For his PB, Peter is looking for a rad. cap, rad, badge plinth, wipers, horn and dip switch, bench front seat, rev. counter, 30 mph warning light, switches, dash lamp mirror, brown gear knob, remote control knobs and rods, steering drop arm, floor footbrake plate and rubber mouldings.

Robin Mace, Greenlands, The Avenue, Ascot, Berks., has for sale for M types a gearbox, speedo, bonnet/front apron toggle, a small 6v Bosch wiper motor and a guarantee plate. For a D type he has a gearbox available, for a J type he has a front axle with on hub and brake back plate (restored) and a fuse box for a CJFL x cut out (also suitable for a D type) For the P type Robin offers a 2 seater spare

wheel carrier, a pair of Luvax rear shockers, an original spare plug rack, a pair of rear wing stays, a sidescree chrome locking thumb screw, a 19" wheel and an N type water manifold (one lug broken). In return Robin is looking for a pair of brown bakelite dashlamps, complete. Can you help him?

Clive Greenaway, 22 Frankly Buildings, Bath, needs an uncracked N type cylinder head.

D. Smith, Spinney Cottage, Church Street, Shoreham, nr Sevenoaks, Kent has a J2 engine missing a rear camshaft bearing housing, thrust washers and shims for the crankshaft nose and an oil suction pipe from sump to pump.

Roger Thomas, 5 Sunningdale Court, Whitton Drive, Hounslow, Middlesex, needs a PA centre panel, complete with odometer and trip, any condition, a set of 12" brake back plates and shoes and a complete set of pipes, fittings, nipples etc. for the chassis lubrication system.

Chris Harrill, 12 Faenol Av. Abergele, Denbighshire, is trying to build a K3 replica and needs a preselector gearbox, rad., wheels, magneto drive and has a KD engine to exchange as well as an F type gearbox and many P spares. He also needs an L2 bennet, front apron, petrol tank and running boards

Brian Gothard, 2 Lydgate Road, Batley, Yorks, has some Vauxhall 12 pistons which fit MMM cars, giving them a high compression ratio and using a bigger gudgeon pin. He has 6 of +20, 6 of +30, 6 of +40 and 5 at standard, selling at £9 for the set of 6 and £6 for the set of 4 with one spare. In addition he has some Wolseley Hornet pistons with clamped little end gudgeon pins, although these could be replaced with the fully floating gudgeon pins. These are 6 at standard (£9), 5 at +30 (£6) and 5 at +60 (£6), also one liner FS 497 57mm x 6" long at 50p,

a J type instruction manual, August 1933 at £2.50 and an F type speedo head at £2.50. Brian requires an original N type instruction manual, a K type parts list (reproduction would do) and a K type rev counter.

Helmut Klockner, 2 Hamburg 63, Suhrenkamp 29, West Germany asks if members can help him with the following parts for his J2: oil filler cap, flywheel flange nut, clutch withdrawal bearing, clutch inspection cover, gearbox speedo pinion, set of gearbox selectors, layshaft 3rd gear, starting handle, and dog nut, rear supports for rocker shafts and intermediate brackets, oil feed pipe to head, Marles Weller drop arm, water manifold clips, carb. bodies, inlet manifold, front apron, 8 valve caps and a rev. counter/speedo.

Mike Ellman-Brown, Water Place, Hunton, Kent, has the following J2 parts for sale; hood frame, rear wing mounting bolts, handbrake with cross shaft, period replacement water manifold.

F Bendorp, Treiler, 44 Huizen, Holland, needs a Lucas outside rear view mirror and bracket.

I know of a brand new set of aluminium cycle wings made up to K3/C type pattern but a $\frac{1}{2}$ " wider at $6\frac{1}{2}$ ". They are available at £38 the set. Also I am looking for a trailer suitable for transporting the K3. Can any member help?

J Powell, Pantyquosta House, nr Pantyclun, Glamorgan, needs for his PI an oil drain housing, a camshaft with thrust washers, rockers, cam bearing caps, rear rocker shaft support, oil mousing pin, and a speedo/rev. counter horn and dip switch, mileometer, trafficator, switches. He has for sale a small (PB?) Jaeger speedo, a water manifold (nosing attention to one stud hole) and most of two oil pumps.

Careth Williams, Bryn Colyn, Garth, Llangollen, Denbighshire, N. Wales needs for his J2 an accelera or pedal, dynamo, starter motore, hood frame, side screens and carbs. It seems as if Wales is still capable of yielding MMM cars.

David Farrar, 23 Moor Road, Brinsley, Notts, wants a $1\frac{1}{8}$ " carb. and a pair of front seats for his D type.

Tony Brook, 37 Clopton Gardens, Hadleigh, Ipswich, Suffolk has a large amount of his J2 missing. Can anyone help him with the following? Engine, gearbox, dashboard, instruments, head and side lamps, tail lamps, petrol tank, spare wheel and carrier, hub caps, seat squabs and back rest, front shocker and steering wheel.

Bill Scandrett, Rushway Farm, Willington, nr Shipston on Stour, Wares, is looking for an original PA seat backrest and squabs, for which he will exchange two bucket sets or pay cash.

As springs seem to be getting difficult to get now, I've located another source which is Paddington Motor Springs, Willesden, North London. David Sharp is the man. Material is drying up. Maybe things will ease later, but West London Repair Co., Lancaster Rd., Wimbledon, London SW19 can still retemper, reset and replace worn leaves although they may have stopped wthis side of the business for they were threatening to do so. They still repair wheels.

If you live a bit further west, Brambers, Llynypia, Rhondda, can recondition road springs at about £4 per spring including replacement of cracked leaves. Ask for Mr. Haynes.

Now we come to a slightly disturbing piece of news. Lione Engineering Ltd., who are steering box specialists at Marton High Street, London SW 19 (just over the other side of the South Wimbledon traffic lights from Bill Thomson) is going to stop doing a service for our cars if they do not get more custom. I had a NA steering column overhauled by them recently with new bearings, drop arm, etc., at a cost of £17 which I seem to remember is what it cost me when I went there many years back in about 1966. Will all those who need this service please go to Lione and keep the facility alive for our cars.

I've just had some brake shoes relined by Mintex and had specified bonded linings to add some braking area. Having just done my sums I find that without the rivets the $1\frac{1}{8}$ " x 11" long lining gives 12.375 sq in of lining area and the rivet area comes to 0.3sq in., so by using a bonded lining of the same overall size the braking area is increased by $2\frac{1}{2}\%$ which is well worth having. But that is not all you get by going to bonded linings because they are usually longer than 11". Mine are $11\frac{1}{4}$ " to $11\frac{1}{2}$ " long. $\frac{1}{4}$ " in length adds another $2\frac{1}{2}\%$ so we have a total increase of 5% with the smaller J or F linings the increase will be more. A set of 8 N type shoes cost £7.21 being returned c.o.d. so they could be cheaper if collected. The address is: Mintex Ltd., Service Depot, 2/18 Rosecourt Road, Croydon, CR9 3AS

Mick Redhead, Beckenriod, 86 Forest Rd. Paddock Wood, nr Tonbridge, Kent, is still sumped for the following parts for his M type, wheel hub caps, speedo cable and fitting, headlights, dashboard fuse, dashboard plug fitting, ignition key and fitting. Mick has for sale a set of rear J type wings and headlamps, possible P type.

Russell Elrick, 36 Murray Terrace, Aberdeen, has for sale one set of new PB pistons, standard size, N type manifolds, crankshaft, sump, oil filter housing, brake shoes, 6 backplates, 7 brokedrums, F type cylinder head, spare wheel boss and shock absorbers, assorted oil drain and supply pipes. He needs a good set of M type headlights - must be original.

George Eagle, 20 The Butts, Crudwell, Wilts, has some F type spares mainly complete front and rear axles and is interested in a good 4 seat body and a PB rev counter.

Gary Vergine, 33 Lowlands Rd., Eastcote, Pinner, Middx, urgently needs a pair of curved M type 1930 front wing sways/headlamp pillars. He could swap 1932 stright type. Also a pair of M type sidelamps are needed. He has a pair of poor J sidelamps without lense for sale.

Neve Churcher, Stoke House, Shaftesbury Road, Gosport, Hants, needs the following parts: P type dynamo shaft, scrap J or P rod., cone needed for the filler, neck and brackets, a 750cc Leystall or Ambrosia crank for his J3, a J2 manual, a set of good 12" brakes, J2 rear main bearing sleeve, 2 new or new new 500 x 15" tyres.

Rod Martin, 11 The Cedars, Brook Rd. Buckhurst Hill, Essex has had his 4 seater NA completely reupholstered in leather by C.R. Binks Ltd., 275 The Arches, Lancaster Road, Leysonstone, London E11. Their price was £127. Also for a good rechroming service he recommends T Smith & Co Ltd., 35 Clarksdown Close, London E11 (Mr Bernard). They offer a 48 hour service and are good with engraved parts but are not too keen on cast items such as door handles and side lamps which show up the pitting (I don't think this can be avoided). Rod is looking for an original spot lamp for the NA and a Rotax ATL74 dynamo (N type) and is prepared to swap a DDS14 dynamo with cash either way.

Allan Scott, 13 Amberley Rd., Roffey, Sussex has for sale a P type chassis with complete left front section. P type front bearing housing and oil pump, and rear main bearing housing are also available, but he would prefer to swap these for a J type front bearing housing, oil pump, rear bearing housing and a vertical dynamo which he needs. Also a J1 or J2 body with rod. is needed.

Bruce Leck, 8 Cornish Ave. Beacon Hill, Sydney, Australia, asks if any member can offer him a J2 oil pressure gauge and ammeter and a sidespoked 19" wheel.

Jim Morgan, 4 Bourns Close, Winterbourne, Bristol, is missing the windscreen brackets that attach to the L2 (or J2) windscreen. Can anyone help?

Barry Walker, 17 Dainton Close, Upper Park Road, Boreley, Kent has arranged with Rolls Royce to make up ash framed bodies for the J2/L2 and PA/PB but they require an order of 25 of each type. These will be fully machined and ready to screw together. Delivery could be as soon as 5 weeks. The price will be between £75 and £100. So that an order can be placed, will all who are interested please contact Barry.

R. Langdon, Julies, The Street, Little Clacton, Essex, needs M type engine parts, front and back axle and headlights.

NEWS FROM C.K. SPARES

This is a separate section so that the operations of the spares company will not be confused with other services described in this Infoletter which are, of course, on a private basis.

First, please note that John Adams' new address is 5 HILRES LANE, HARTLEY WINTNEY, HANTS.

L/N/K exhaust systems have now been arranged and will cost £9.75. There are a few left to be claimed. Please send your money to John now to avoid disappointment. Delivery is expected to be in two months' time - depending on the Industrial situation.

Also now threaded F and J water inlet pipes are in stock. I must admit that I thought that those short stub pipes sticking out of the block were brazed in but it turns out that they are simply screwed in. All those who have wondered what to do with that corroded length of pipe can now unscrew the offender and screw in the new one. Cost £1.

J2 camshafts are now available at £21 ex-stock. These have proved well worth it as the improvement in the J2's valve timing is giving back the car's true performance.

Another batch of Bluemel's steering wheels are on order but will be delayed due to current problems. Cost £9.70.

A good selling line has been our bucket seats in steel, with correct cut out round the prop-shaft. These are back in stock at £12.80 to be collected from Normandy or Hartley Wintney or delivery by arrangement to be paid for. One advantage of these seats is that before the trim is put on they can be opened out for broad shouldered drivers or closed up to suit individual preferences.

Running board F rubber for fitting between the front wings and the running boards is available at 25p per foot length, which will cover one joint.

Radiator to bonnet tape ($\frac{3}{8}$ " x 5'6" long) is available at 22p and scuttle to bonnet tape ($\frac{3}{8}$ " x 7'6") costs 35p.

Oil filter elements are back in stock at the unchanged price of 95p.

F type camshaft white metal bearing sets are available at £7.70.

A good stock of the high tensile main bearing housing bolts for the P.F.K. L.N.Q.R are awaiting your engine rebuild. It is considered good practice to change these when the engine is rebuilt as they stretch and cause the bearing housings to relax.

The 6 cylinder cranks are being investigated, but the price seems to be prohibitive at the moment.

Also, we are trying to find a cheaper supplier for the K type $\frac{1}{2}$ -shafts £10 each being a bit steep.

In the pipe line we have the chassis oiling plugs with their various different needles and single, double and treble banje fittings.

The second batch of J2 cranks has turned up at last. Although not everyone will be satisfied, we hope to give priority to those whose needs are greatest. The next and last C.K. batch we hope to be delivered in April, but again, we may be sticking our necks out with the present 3 day working week.

C.K. SPARES LIST

Write to John Adams, 5 Harro's Lane, Hartley Wintney, Hants. Price list to M.G.C.C. member only so quote your membership card no. please. Please add 10% V.A.T. 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. Please add extra for postage on overseas orders.

<u>Item</u>	<u>Basic Price ex VAT</u>
J.D.M.C. water jacket plates	£1.35 pair
J.D.M.C. white metal camshaft bearings	4.50 set
J.D.M.F. big end bolts and nuts	24 each
J.F. choke and slow running rods and knobs-stroke which	2.00 set
M.J.F.D. brake cam bushes	40 each
F white metal camshaft bearings	7.70 set
J2 camshafts	21.00 each
F.J. water inlet pipes-screwed into block	1.00 each
Valve cotters	14 pair
Rocker shaft Belleville washers	50 set
Rear axle cork oil retainers	20 pair
Shock absorbers transfers for M type, type 502 or 198	30 pair
Large instrument bezels, unchromed	1.00 each
Octagonal dash panels, unchromed	3.75 pair

Rear axle tab locking rings	12p pair
Running board to wing T rubber	25 per ft
Oil filter elements	95 each
Radiator to bonnet tape 5'6" long	22
Bonnet to scuttle tape 7'6" long	35
Steel bucket seats	12.80 pair
Bluenols Brooklands steering wheels	9.70 each
Centre rhombic dash panels - unchromed	3.75 each
Pk. cocoke sets	2.50 each
P water outlet manifold	6.00 each
P.K.L.N. plain only water jacket plates	80 each
P.L.K.N.F.Q.R. main bearing housing belts. h.t. steel	1.30 each
P white metal camshaft bearings	5.65 set
K.L.N. White metal camshaft bearings	7.25 set
P 10-tooth speedo drive pinions	3.25 each
P.L.K.N.Q.R.J4 brake cam bushes	18 each
Octagonal side lamps, casings, 3 only left	1.75 each
L.N.K. exhaust systems	9.75 each
Marles Weller steering box hemispheres	1.00 set
Bonnet rear rest rubber - one car's length	50

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Mike Allison and Barry Linger explain how to solve one of the most common service problems on the Triple-M range of prewar M.G.s - the leakage of oil from the camshaft drive into the dynamo.

Mention o.h.c. M.G.s in almost any circle, and within a few moments someone will mention oil-saturated dynamos, radiators, and general oil problems. They will almost certainly tell the story of how these cars were notorious for their lack of oiltightness in the front regions of the engine, and how this is completely incurable.

This is very odd, for if you look at any of the regular competitors' cars at any M.G.C.C. meeting you will not find oil around that region, even after a long and fast run. How have they succeeded where others fail? Well, I would like to pose the question: 'how do others fail?'

There seems to be a good deal of ignorance in this matter and general reluctance to try and cure the troubles, which are so widely reported to be incurable. So let's take a look at the problem and see what advice can be given.

The set-up is, let's be honest, not the best arrangement for a driving shaft carrying thrust loads, but since it incorporates the dynamo armature one is loath to alter the mechanical arrangement ... and anyway, if others can make it oil-tight, why not us? Starting at the bottom and working up, there is a bevel gear driven from a crankshaft gear, which is keyed onto the bottom end of the dynamo armature. At the top of the armature, which is supported in two ball races, there is a fork, also keyed onto the shaft. To this is attached a coupling ring, and another fork arranged at right-angles to the dynamo one. This second fork is keyed onto a short shaft which runs in two Hyatt roller bearings and has a gear at its top end to drive the camshaft.

The trouble arises from oil leaking past the oil seals in the drain gallery, and this can be caused by a variety of reasons, mostly connected with wear. The correction of the problems, according to the Eric Blower manual is simple: and so it would be if the new parts could still be bought; but what do we do in this enlightened age?

The following scheme has been designed to overcome completely the causes of leakage, and then it only remains to set the thing up properly: a procedure which ought to be well known, but for the record and sake of completeness follows:

Curing the wear in the vertical drive shaft.

Contrary to the designers' (and that of most pre-war engineers') ideas, the vertical shaft is a wearing member, and owing to its construction it is neither cheap to make new, nor easy to recondition, wear taking place on the shaft itself. Wear in this department, and general misalignment of the shaft has allowed the oil-return threads on the upper fork to wear, which allowed oil to run from the drain housing.

As with most corrective work on old cars, this is best done at the time of engine overhaul, or at least de-coking, as the job is much simpler with the head off. It is quite likely that the front of the engine will also require attention and this is easier done on the bench than in the frame.

Remove the complete drive unit, using an extractor to remove the fork and clean all parts thoroughly. Also, send the dynamo for overhaul at this time. Armatures are still listed in the Lucas catalogue, so there should be no problem here. Now send the shaft to a reputable firm of electro-platers with instruction that it should be machined round, then HARD-chromed to an outside diameter of 0.635 in. and

round back to 0.6253 in. 0.0001 in. These dimensions are most important, so do not seek a 'cut-price' job. It will probably cost £3 to £4.

Now purchase two Torrington roller bearing rings with inner races from your local garage, quoting reference numbers HJ142216 and LR101416. Also purchase a replacement lip seal, or a complete conversion set as sold by Foulmin Motors and others.

You are now ready to start the assembly. This is straightforward provided it is taken in a logical manner, and no attempt is made to hurry.

Checking the fit of parts.

Have a bar made in mild steel such that it will (using a suitable sleeve) fit through the housing in the cylinder head, and have it machined to a point at the lower end. This will be useful in the future, so is worth the expenditure. The alternative is a hit-and-miss method, which is not accurate, although one of the authors has used it with success for 10 years or so!

Check the fit of the fork on the dynamo armature, and that on the vertical drive shaft. Contrary to popular belief, the key does not fix the fork in place, this being done on the taper. The key merely guides the fork into its current position on the shaft. Any attempt to allow the key to take the total side loads will end in disaster of one sort or another.

The correct way to check the fit is to remove the key and all traces of dirt and oil, smear a little engineer's blue on the inside of the fork, and without the key in place gently fit it onto the shaft, push home, twist through half a turn and then remove. The blue film on the shaft should be even, but if there are large expanses of 'white' metal it will be necessary to lap the fork onto the shaft using a fine grinding paste and plenty of oil, blasting at frequent intervals until even blue-ness is obtained over the whole mating surface. This is a tedious process, but more than worthwhile - it is vital! When a perfect fit is obtained remove all the traces of grinding paste and blue, fit a new key, which is an accurate fit on the shaft (these can be bought at a good engineer's supply shop, and are correctly called 'Woodruff' keys). The best plan is to take the forks and the shafts along, and get the keys that fit, rather than try to guess it. If the correct key cannot be found then it will be necessary to have one made specially. If you have had the dynamo overhauled, and the fit of the fork and bottom bevel are unsatisfactory, it is of course justifiable for you to return those jobs to the man who made the mistakes! Put the dynamo in position on its platform, and bolt down. Check the mesh of the gears, by rocking the fork to and fro. In all probability there will be no backlash, and you will have to remove the dynamo and fit some thin metal sheets (shims) under the base. This will have the effect of raising the dynamo and moving the gears out of mesh. If you removed a pile of them when you dismantled the engine, use these again. There should be just a detectable amount of free play in the clearance at the top for correct mesh of the gears. When this position is found, remove the dynamo again, check the thickness of the shims with a micrometer, and cut a single one to give that thickness from suitable 'shim-steel'. The fewer the number of shims, the better. Should it not be possible to achieve proper mesh with no shims then the crankshaft bevel will have to be shimmed, but this job is rarely necessary at this stage. Now fit the new bearing rings into the head just as the old Hyatt bearings had been and fit the oil seal into the drain housing.

Replace the cylinder head without its valve gear, and insert the bar which you have had made through the roller bearing housing. The point of this should coincide exactly with the 'pip' in the centre of the dynamo armature. If it does, skip the next few paragraphs. If it does not

Aligning the dynamo

If the pip is forward or rearward of the point, then the front main bearing housing will need to be removed and replaced using a thinner or thicker gasket. In all probability, this will be all right, however, and the trouble will be that the

pointer is to the right or left of the pip. In this case, the bearing housing will need to be loosened, and turned fractionally until the markers coincide. It may be necessary to remove the locating pegs for the housing in order to achieve the necessary amount of turn, but should not be, if it is, do not forget to re-peg with a suitable size.

If you have to remove the bearing housing, be very careful, as it is all too easy to scratch the bearing surface on the keys at the front end of the crank. Also, make up a new gasket and use a liberal smear of jointing compound before replacing finally.

While referring to jointing compound, there are several on the market. One, 'Hylomar' is marketed under a BMC Part Number (9711 2151) and can be thoroughly recommended. The best technique is to clean all surfaces with petrol, then spread a very thin film over every surface, both metal and gasket (preferably using a soft brush), allow to dry for about 10 minutes and then make the join. Do not use any compound until you are ready to bolt up finally. When the joint is made, wipe off the excess which has been extruded from the joint with a petrol-moistened rag. This will avoid the unsightly mess which one often sees on the less well prepared cars.

Final assembly

Now remove the head, and assemble the valve gear as usual. Replace the head, still without jointing, and again check the movement of the dynamo. Now remove the head again, and assemble the vertical drive unit. Do not forget that shims are needed between the drain housing and the head. The only really accurate way to judge the correct thickness of shim is to measure the gap between the housing and the head with no shims in place, using feeler gauges, and then to select the minimum number of shims to give this thickness as was done for the dynamo base. Fit the shims in place, and bolt up the housing, but leave it dry.

Replace the camshaft, and check the end-float of the shaft, and the mesh of the gears. There should be about 0.003 in. end-float on the camshaft and it is highly unlikely that this will need any attention. The mesh of the gears is checked as for the dynamo gears, and can be altered by grinding the thrust washer on the vertical shaft. Again it is highly unlikely that this will require attention, unless someone has messed about with the gears in any way.

Now finally fit the shaft in place, and remove and refit the drain housing using the lipseal and taking care not to damage it. Fit the bottom dynamo fork, and get it really tight on the block. Remove the camshaft and refit the coupling ring. Fit the camshaft in its correct position for timing.

Replace the drain pipes, etc., and all the other necessaries, using compound on all 'faced' joints.

The engine is now ready to go, and if properly assembled the vertical drive will run reliably for the life of the engine with no leaks, rattles or breakages.

Perhaps the method here described sounds complicated and somewhat expensive. However, do not let this deter you. We have tried to cover every eventuality, and therefore have described all sorts of jobs which will probably not be necessary. This will leave you with an expenditure of less than £5 for hand-chasing and machining, plus the cost of the dynamo overhaul. The chief advantage of this method, however, is that it is easy to do, and once done is cheap to maintain and it DOES WORK.

One last point: if the shaft is really not worn in the first place, then all you will need to do is to replace the oil seal arrangement and then assemble the timing properly and everything will be all right. However, if the shaft IS worn, then the above method is the only PERMANENT solution. If any readers have any problems arising from this description they are welcome to contact us, and we will try to help them further. Here's to oil in the engine!