



TRIPLE M REGISTER INFOLETTER

INFOLETTER 37

February 1976

Letter from Dorking - Nigel Musselwhite

The means by which your errant scribe keeps readers up to date whilst he is incarcerated (no that doesn't mean that I now talk an octave higher) in the depths of Surrey learning to be 'an awficer and gentlyman', which means I shall now drive on the right and overtake on the left.

Whilst at Dorking I am fortunate to be able to attend the local natter at the Black Horse, Gomshall. Following this month's very well subscribed and friendly natter, that is apart from some differing views on the relative merits of specials, replicas and originality, it didn't come to blows, I am pleased to say - we all had a little trial of our own on the ice. We were going to John Wilkinson's house to watch some films, no they were not, but they did have some blue cars featured! Aramis's owner John Reid had taken some very good super 8 films of MMM cars in action throughout the year at race meetings, trials, etc. This prompted an idea that it would be rather nice if we could produce a Register film as a yearly event, offering copies to members at a reasonable cost. This is now being investigated and we will have more news and details of this next month.

Sad news is that John Adams has retired from C.K. Spares after holding the fort for 2½ years, thank you John on behalf of us all, it's a pity that you have to give up. I must admit however, that if it means that we can expect to see you and your cars out again, then the gain more than offsets the loss.

There will be further news of C.K. Spares in the future, for the moment we are discontinuing the Infoletter involvement until all is clarified.

If anyone is interested, Tyre and Auto of Reading can supply 3.50 x 19 block tread 'von tyres at very reasonable cost, mention my name and ask for Mr. K. Stewart, you will find him most helpful, if you want to see what the tyres are like, then have a look at my car this season.

As it appears that I shall now be able to attain 6000 revs in top, and as this represents some 85 mph, I as a member of the MMM D.A. have approached our sister body in the G.P.D.A. and asked them to increase the escape road facilities at Silverstone, 'cause if I and others like me, are going to get up to those sort of speeds on 3.50 x 19 tyres, we are going to need plenty of room! In addition I have asked for the railway sleepers at Copse to be banked, that way we can all play 'wall of death' and our cars will feel at home.

An interesting evening was spent by many MMM enthusiasts at the V.S.C.C. film show, the programme was heavily biased towards our cars, and proved most enjoyable, apart from some 'fella' who stood up and proclaimed that this did not indicate that they were going to let all MMM cars into the V.S.C.C.

If he had asked us, we could have told him that, firstly we don't all want to join, nor need to, and secondly that if performance per c.c. and standard of turnout of cars was anything to go by, on standards already shown we'd bloody slay 'em. on and off the track.

In the sackcloth and ashes department, I must apologise for the lateness of the last Infoletter, what with moving, Christmas and going away on a course, we got a bit behind.

Find of the month is that Mike Allison, who has been looking for an R type gearbox for his works NA for 12 years, has now found one, so watch out this year as he now has the right gear ratios. Just goes to show some of the dodges the works got up to - his car had an R box fitted originally!

Phil Bayne-Powell

I'll pitch straight in to the nitty gritty this time, as apart from Branks Hatch, things have been quiet.

A point that needs a bit of clarification, if members can help, is that of the fixing of the F1 front apron. This differs from the F2 front apron that has 6 tapering louvres - just like the J2. The F1 from the photographs I've seen, has 8 tapering louvres which hence finish flat behind the front number plate. This leaves no room for the F2/J2 octagonal holding down bolt fixing to a clamp off the front cross tube. So how is the apron held down?

Another problem I've had recently, on a new engine, is how to find oil pressure. On a new engine one puts in oil and usually by turning the engine over on the starter the oil pressure comes up to a figure of 50-60 psi. Failing this one then tows the car down the road, put it into second and soon a decent oil pressure registers. Now what happens if this doesn't work. Immediate answer is to prime the oil filter and pump. Now what do we mean by priming the pump, because as I found out it doesn't mean just pouring oil in via the outlet pipe (on P.N.L.K. types the outlet points up and is thus the only way of filling the oil pump). This procedure will only work if you have a very worn oil pump. The priming operation must fill the oil pump and the suction pipe from the sump. Now the way to do this is using outlet pipe from the oil pump (turned end for end on later models to get the pipe out to where you can get at it) fit a plastic tube over the end and to the other free end insert a funnel. Now pour oil into the funnel, which will run into the oil pump, but if the pump is any good, will not find its way through. So we must turn the oil pump backwards (by putting car into forward gear and pushing car backwards, or vice versa). This then sucks oil from the funnel, pushes oil out via the 'suction' pipe and into the sump. Many pairs of hands are required to hold the funnel as well as pushing the car which is in gear. The funnel has to be topped up until you feel that sufficient oil has been sucked through to fill the oil pump, the suction pipe and the sump filter. Then connect up the oil pump delivery pipe to the oil filter which should be filled up with oil, and on pressing the starter button your oil pressure is back again. On the earlier cars, I believe the priming may be done by removing the suction pipe connection to the oil pump, and as this points upwards, oil can be fed into the oil pump; in addition the suction pipe should be filled with oil, so that there shall be no air pockets between the sump and the oil filter.

Another, negative, tip concerns valve guides. In 1974 I had a head fitted with Cooper S bronze valve guides. It was felt that these would conduct heat away from the valves quicker than the standard ones. In addition they were shorter, so that they didn't project into the porting as the standard ones do. They also didn't stick up above the top of the cylinder head as much as the standard ones. The head was also fitted out with KE 965 valves, triple valve springs and duralumin rockers all in an attempt to improve things. This head has been on the ND for about 18 months, and completely overhauled pretty regularly, but hasn't covered a vast distance. However on recently removing the head, it was found that only two of the exhaust valves were properly seating (one of these had a piece missing) and they were all a poor fit in their guides, and from the bottom of each guide a trail of oily tar was to be seen in the exhaust porting. The inlet valves and guides seem to still be in good condition; so I have replaced the exhaust guides with standard, long guides and left the inlet guides. The lack of obstruction in the inlet porting is of more benefit than the lack of obstruction in the exhaust porting.

Another thing, also on the ND, that has required resolving, was the infuriating habit of cutting out on corners, but only when racing, never doing it on the road. Colin Tieche had a hectic time when driving it at the April Brands Hatch meeting: As most of you know, the ND is fitted with an original Marshall 87 blower installation, driven by twin belts from off the front of the crankshaft. So that it all fits neatly under the bonnet - the carburetter is mounted facing the firewall with the float chamber between it and the cylinder head. It now appears that on cornering, especially right handers, we were getting fuel surge. We have cured this by fitting twin float chambers, one on the inside and another one on the outside, both bolted to the carb. by a longer central bolt (we tried welding two together on the common banjo, but that broke). The car now dashes round bends under full control from the carburetter, as its petrol level is now being correctly maintained.

Incidentally, from investigations that Colin Tieche has been going into, it emerges that all MMM rockers have the same profiles and critical dimensions. From this information it means that the later rockers can be fitted to the earlier M.D.F. types, reducing the reciprocating weight by half, to the benefit of improved revs. Colin is currently producing new rockers and you will read more about them next time.

Last time I spoke about a possibility of a further batch of J/M cranks; so far I have had a few interested parties, but not enough for a minimum batch. Therefore please can you hesitating members convince yourself you need one at the really good price of £118, and send me your order with a minimum £30-£40 deposit, stating which journal size you want, $1\frac{1}{2}$ " or $1\frac{5}{8}$ ".

The orders for the 8/39 crown wheel and pinion sets are coming in, and I shall be glad to have a few more please. These are suitable for road going as well as race going N types, as well as the racing P type, or J type that has more power to weight ratio than standard.

Graham Martin (Black Horse Inn, Main Street, Easton, Peterborough) as mentioned in the last newsletter, has produced the trim strip to the bottom of the P type (and other) dashboards. I've got a sample, which is very good as well as being stronger than the original chromed brass strip, as this is in 25g stainless steel. The cost is 20p per foot to members and carriage is extra as the length is too long for the GPO.

Last month we thought we'd found the answer to leaking fuel tanks in Petsal, produced by Solent Marine Plastic, but the address given is of a private individual. We are following this up and hope to have further information next time.

Nick Sands, our inventive librarian, has come up with some more goodies. First, he has produced some further brochures. A double sided leaflet extolling the F type is paired with a road test by Blower of an early trials Fl. A four sided brochure covers the C type Montlhery Midget and extols the successes of the previous year and includes Ex 120s record breaking. 'Cars for 1934' a two sided brochure, includes an interesting closed coupe body by Abbey Coachwork on the L type. 'All in a day's work' is a track report on a 1934 K3 originally featured in Autocar, and finally, probably the best of all, is the brochure for the R type, something I never thought had been produced.

All these 6 leaflets/brochures are available for £2 for the six, and cheques made out to C.K. Spares Co Ltd., should be sent with your order to Nick at 58b Poplar Grove, Maidstone, Kent.

Nick would like to borrow a D or Q type leaflet for reproduction, as these are the only models which have not been covered. He has for possible reproduction, a leaflet covering the P and N type Airline and Allingham boxies, and also an L type Continental Coupe, Nick would like to hear what members would like reproduced next.

Nick also has some more works and period photographs available:

1. 3 - 12/12 M types - side, rear and front
2. 2 - Fl Salonettes - rear and three quarters nearside front
3. Close up of a J3 supercharger
4. Rear $\frac{3}{4}$ nearside shot of Abbey bodied K1

5. Rear $\frac{3}{4}$ nearside shot of Allingham NA
6. Rear $\frac{3}{4}$ nearside shot of KN Saloon
7. 3 - C type shots - one in factory, another of W.E. Hood at Donnington.
8. Near and offside views of KA (triple carburettor) engine.
9. 5 - assorted K1 saloons, including interior
10. 2 - K1 chassis shots.

As with the brochures, please make your cheque out to C.K. Spares Co Ltd. (70p a photo) and send off to Nick.

Clutch thrust bearings from early Triumph Herals fit the M/D/J clutch bearing carrier in place of the 1 LNJT $1\frac{1}{2}$ bearing now obsolete. F types can also use it if a new spacer is machined as the O.D. is slightly different.

Renault Dauphine starter ring gears fit onto the M/D/J/F flywheel (after old teeth are taken off). Fit using the freezer/fridge on the flywheel and the oven on the ring gear!

F type etc. dash panel trim is the same as Austin 1100 glove pocket trim (the long one) and one length is sufficient for the top curved part of the dash.

Mentioned before, but probably worth rementioning, is that early MGB gear lever gaiters make good steering column draught excluders - don't get the chrome trim that goes with it if you are going for originality. The early cars have the convoluted section eccentric to the centre, which is why the centrally located later gaiters will not suit. You will find that you have to cut off the last convolution which is narrower to suit a thin gear lever.

A cheap source of BSF nuts and bolts were told is Whistons, New Mills, Stockport Cheshire, as are government surplus; high tensile bolts and other goodies are available.

Barry Foster (Jasmine Cottage, South Petherton, Somerset) can now supply P/N water pumps at £35, original pump spares also available. Barry is also proceeding with Hobson Telogauges in conjunction with John Marks. Those interested write to Barry with your needs for parts or whole units. Also Barry has a few new C/K3 wingstay end clamps left. Can any member help Barry with the following parts he needs: J/P or F front axle, gearbox mounting cross tube, 3 J type clutch operating fingers in any condition, a set of P oil filter internals. J rear oil drain pipe, M type radiator, 4 forked ends for radiator tie rods, 2 P type pullon switches, and any other parts of his C type replica. Also can anyone help with a set of 4 - 57mm i.d. liners with O.D. of 60.7mm (2.375").

Nick Sands - address above - has for sale an original J type dipstick, and wants 6 P/L/N rocker box knobs and would like to hear from anyone who has even one available.

Charles Landells (Holly Bush Farm, Brockenhurst, Hants) has a set of 4 standard 8 pistons 57mm + 50 thou (identical to MGs except $5/8$ " gudgeon pin size as compared with the $9/16$ " MG pin size, that he would like to swap for a 12 volt dynamo or armature that he needs. Also wanted is a M/J sump, rocker box, rear axle carrier cap, front engine bearer, front shocker mounting plates (to springs) and a 2 carb D type inlet manifold. For sale Charles has an N type bulkhead and rear foot well (£2 each) M type gearbox/prop flange with leather coupling (£1) and several slow running rod brackets that bolt to the firewall.

David Smith (Spinney Cottage, Church Street, Chorcham, nr Sevenoaks Kent) urgently wants a J2 rear camshaft bearing housing, and an F type gearbox casing; he has the following parts for sale (or exchange for above) top half of P type windscreen, J front engine housing J oil pump, J camshaft with cams rebuilt and in good condition, sundry brand new J and P distributor parts, 2 sets of original J contact breaker points a DJ4H7 distributor, and a brand new J con rod (in box).

A Mr. Benny Goodman (427 South End Road, Hornchurch, Essex) is spares Secretary of the Wolsley Hornet Special Club, and has a number of rear spring anchor bolts that he feels might suit MGB cars.

Tony White (Turtle House, North Street, Somerton, Somerset) wants for his J2, a windscreen with supports, an offside front curved wingstay, clutch, engine mounting brackets (onto chassis) a parallel bore vertical drive yoke. In exchange for the above needed parts he has available a PA windscreen with mounting brackets, a J2 remote control and a bulkhead plate (PA 1644/1907 AP).

Tony Dolton (44 Barn Drive, Maidenhead, Berks) has for sale an N type cylinder head, stripped but some valve gear available, two unused 5½ X x 17" Borani wire wheels, P type exhaust manifold, and a fabricated blower manifold (dumb iron mounted). In exchange Tony would like some J2 bits, especially complete cylinder head and clutch assembly.

T.W.F. Engineering at Unit D, Kingsditch Trading Estate, Cheltenham, Glos are a firm of precision and prototype engineers, and can make up new components to drawings or patterns, and have the facility for spherical turning (e.g. steering ball pins). They can also undertake mechanical work, and have had experience of J, P and L types. Also they are familiar with the ENV 75 preselector gearbox.

Manfred Schleising (527 Gummersbach 31, Haus Huttenberg, Germany) has an L type, but with an N type engine and would like to buy or exchange for the correct L type engine.

Nigel Musselwhite badly needs a J engine, J head and block will do, this is not for resale, but is to form the basis for the Ex 127 Replica which is now well on the way as far as chassis, body etc., but as yet has no engine, can anyone help please. Address at back.

From the Magazine - September 1933

SOUTHPORT'S BIG EVENT - Tommy Simister (M.G.J4) Decisive Winner of 100 miles Race.
by our Northern Correspondent.

Viewed from the Judges' Enclosure, there was a delightful consistency about Tommy Simister's driving in the 100 miles race at Southport.

Before completing the first lap, Simister had overtaken all the other 750cc competitors - both blown and unblown - so that to win his class he had only to retain this lead. The MG started with a credit allowance of six laps; none of the back-markers could hold it on handicap as he lapped steadily at about 57 mph taking almost exactly two minutes for each lap.

After he had won the Daily Despatch hundred-guinea cup and the £50 which accompanies it, I found Tommy Simister very willing to chat about the race, but rather reluctant to accept any credit for his part therein.

'It's all due to the car', he protested, as we discussed sand cornering tactics in Simister's attractive-looking garage, at Macclesfield. 'There wasn't a single misfire all afternoon, and the water temperature didn't rise above 80. After the first lap, when we were doing 5,800 revs - that's about 89 mph - along the straight, I began to feel very confident that my J4 would do the trick. On one occasion, we actually touched 6,400 revs - but don't say anything about it to Abingdon, for there they don't approve of such speeds. Still, my experience proved that the J4 will stand up to any amount of revving; within reason, of course.

'For this little car the 100 Mile Race is merely a pleasant Saturday afternoon's outing. After driving to Southport, doing the 50 laps of two miles, and returning to Macclesfield, I didn't feel in the least fatigued.

The MG and it's driver combine to form a single extremely efficient machine. Just as soon as you think of a thing, the MG has done it!

'How did you manage to keep so steady at the turns?' I asked. 'For some time I was on duty at the Southport end of the course, and I could not help thinking that your tactics saved you several seconds on every lap. Many of the competitors came to a complete standstill at the corners, but you kept moving all the time!'

'Well, having ridden or driven at almost every meeting held by the Southport Club, perhaps I've learned a few tricks about sand. In this particular race I kept well to the left on approaching the turns, braking hard and changing to third about 100 yards or so before coming to the actual corner. I kept in third, and then as soon as the car had its nose round, I flicked the gear lever into first, revved to 5,000 changed to second and revved to 5,300, then to third and about 5,500 and finally up to top and 5,800 revs. all the way to within 100 yards of the next corner. By keeping out to the left and then cutting sharp across, hugging the flags as soon as I rounded the bend, it is usually possible to avoid the badly cut-up sand which brings many competitors to a stop.

'You tuned the car personally, I suppose?' 'On the contrary; she was only delivered twelve days before the race. We did about 800 miles on the road, to run-in the engine; then we took ever thing down, and found that nothing beyond the ordinary cleaning and adjustment was required. After re-assembly we hadn't time to do any testing or tuning. In fact, we didn't arrive at Southport on the day of the race until 2.30 pm - and as you know the starter's flag fell at half-past three!

So the J4 did you pretty well, then, Tommy?' 'I'm delighted with her. She went round the Southport sand course as if it had been a road! I must give the J4 credit for being an extremely easy vehicle to control, for several other cars were obviously skidding to a very dangerous extent; my only concern was to avoid having my car smothered with sand thrown up by their broadsiding.'

'Are you entering for other events this year? . 'Most certainly - I really bought this J4 for the Ulster TT and next weekend she'll be at Donington, where I've entered another MG as well - my favourite J2!'

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Hon. Secretary: Colin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex BN4 4YJ

Hon. Treasurer: Anthony Littlejohn, Uplands Cottage, Limpsfield, Oxted, Surrey.

Infoletter SAEs: Nigel Musselwhite, Monthery, 90 Fossey Avenue, Moreton in Marsh, Glos.

Infoletter Editor: Phil Bayne Powell, Kimber Cottage, Glaziers Lane, Normandy, Surrey

Technical Advisers:

MDJF. Colin Tieche, 147 Wembley Hill Road, Wembley, Middx.

PLKN Ray Whitcher, 4 Station Road, Kintbury, Newbury, Berks.

Spares Secretary: Nigel Watts, 7 Harefield Estate, Cambourne, Cornwall.

Car of the Year Scorer: Andrew Smith, 5 Peter's Close, Prestwood, nr Great Missenden

Competitions Secretary: Bucks.

Librarian: Nick Sands, 58B Poplar Grove, Maidstone, Kent.

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

Year Book Editor: Barry Foster, 25 South Street, South Petherton, Somerset.