

CHAIRMAN'S CHAT.INFOLETTER APRIL 1970.

Due to printing problems, your big, soft, versatile old chairman is typing stencils again this month, so advance apologies for the expected indecipherable bits.

The Spares secretary seems to have lots to offer us this month, so I won't prolong my piece with usual flippancy, but herewith some interesting news.

I have been conducting a personal campaign to find all the missing Cream Crackers and Musketeers of MM type, and am pleased to report that Toulmin's original PA Cream Cracker TJ5000 which was used in 1934-5 as a team car has been rescued from a breakers yard after a bad prang in 1965, and is being rebuilt by Bob Williams who owned the car in 1957. Bob plans to join the club and register the car (so MME member Mike Ellis tells me) and I'm sure we all look forward to seeing the car when it's finished.

Further excitement is provided by the news that J.E.S. Jones's 1936 PB Cracker is also in existence in the Midlands (JB7525), and although the car hasn't been on the road since 1958, it was not, as we thought, destroyed by fire, but is being rebuilt by the owner's father. The minor snag about this car, is that its owner lives in Australia, and he is hoping that his father is going to ship the car out to him when the rebuild is complete. Negotiations to purchase are being attempted, but these seem likely to be both long, and frustrating as the owners are not very anxious to sell the car, and messages second hand from the southern hemisphere may well take weeks to filter through.

I have a rather thin clue to one more PA Cracker, but the scent is eight years old. The one that has really vanished seems to be Macdermid's PA which was last seen in the London area in 1959. If any member has any clues at all I should be very glad to hear from him.

The Musketeer picture is very bleak. Apart from John Reid's Aramia there is nothing left it seems, as Athos was broken in 1948, and Portos in the 1950s. However all the NE racing models which were used briefly as Musketeers do survive, one of these being Syd Beer's well known JB4608.

A full report of the doings of the two MME register teams in the 50th Lands End Trial will follow in Safety Fast, but briefly the glory was restricted to three third class awards from Reilly, Adams and Dear, all in P types, plus a stripped crownwheel, a ruptured fuel tank, and a lost carburettor manifold! However, our two new honorary MME members, Dudley Sterry and Roy Newton in their XPAG engined J2s won a second and a first, and Norman McKee's TA Cream Cracker won a third also, so old MGs did rather better than most of the tin ware, amongst which there was some colossal mechanical carnage this year. (47 cars retired). S.W.D.

NEWS FROM THE SPARES SECRETARY.

Seeing the Chairman's chat in the last issue about catching his fingers in his PB's supercharger drive made me wince, for this was exactly what happened to mine when the ND took a snap at me. There just isn't enough room for two fingers to go round the pulley inside the belts, hence one digit permanently deformed. Be warned!

John Scrase who works at the old Harrington works (the successor to the Cresta Motor Co) in Worthing Sussex, comes up with some interesting news about the N type Cresta. The present foreman, Jock Campbell, remembers the cars, and believes that only two were ever sold. The price of £350 was a good deal more than the ordinary N type, without offering much more for the money. The Cresta is now being deprived of its hydraulic brakes (which are thus for disposal) and refurbished with lovely old cable brakes! It is interesting to trace the origins of these unusual MGs, and we are now delving into the background of the Allingham coupes.

Back to the spares news. We now have re-profiled N and P camshafts at £12.5 and £7.5. respectively. (got to prepare you lot for decimalisation!) in exchange for your reasonable camshaft. The overlap and valve lift are increased, and the dwell at full open improved. The lobes are work-hardened. Also the cams are more accurate in relation to the shaft, some were up to .30 thou eccentric.

Double spare wheel brackets are now available for P types. This consists of an aluminium spacer between the two wheels, and a longer threaded central tube which can be fixed to your existing spare wheel hub cap by means of drilling and pegging with steel pegs. Cost on application to F.B.S.

The lower stays for J2 front wings are now ready. These are aluminium bronze and drilled for attachment to the chassis. The outer end is left so that any fitting can be used. These are £4.10. per pair (£4.5.)

PA head gaskets are still in stock at 30/- and PA head sets at 42/6. Speedo cables (22/6) and rev counter cables (25/-).

The crown wheel and pinion sets are proving a lot of trouble as E.N.V. have now closed down, so we are trying to get new quotes. So far such quotations have been double E.N.V.s.

Trunnion dust covers have also not another setback.

In contrast Mike Dowicy, Upper Attlefield, Shrovesbury, Salop, is having sets of valve springs made, it due to a minimum quantity being required, would like to hear from people who will buy sets. M types 58/- J and P types 75/- each. Please order now for the future.

An error of mine appeared in the last issue (no being please).

The Lucas bulb holder no 571576 is the part no. for the octagonal side lamp, NOT for the double filament conversion, which is 564801.

The following 72 parts are available from the Spares sec:- Cylinder head with valves and springs, propshaft, front housings, rocker cover, water manifold, front cross tube, inlet and exhaust manifolds, oil filler, oil pump, front engine mounting tub, handbrake cross-shaft assembly, front crank gear drive, front spring trunion housing, rockers, shafts, camshaft and stands, steering drop arm, sump, lock, starter, gearbox bell housing, flywheel, drag link and track rod, rear side door, bonnet, front apron, front axle, rear springs, back axle housing with back plates, starter button, distributor, front engine bracket with outrigger bearing, water jacket take off pipe, steering column mounting bracket, footbrake pedal and rod, and distributor mounting tube.

We've had a good deal of information this month-keep it rolling in. However trivial it may seem, it may help your fellow members.

John Kidder has a lot of gear for us:-

The 9" wide rubber section between the rear of the front wings and the running boards can be replaced with the roof sealing strip from a Minor 1000 Traveller. He thinks the part no. may be 14a 7057, but don't trust it too much. (exciting isn't it?)

NA 1/2 shafts are Regent part no. A745, and are the same as TC types.

The locknut on the rear hub bearing is virtually the same as the one on a 2 1/2 litre Bedford front hub locking washer. (I feel I ought to try that sentence again, but I expect you can work it out from there).

The part number for the cream and brown MG badge is BMC AJJ 11B.

For the tank wiper fitting with the threaded cross bar in black as fitted to Ford Populars, try Trico A80E.

For later cars with spider or needle roller propshaft universal joints, replacement spiders and rollers are under Quintin Hazell number QL 11502.

J2 clutch thrust bearings are Ransome and Marles LNTJ 1 1/2".

J2 spigot bearing, Piffers JS7V2.

A black horn push and dipswitch is obtainable from Lucas 31262. model HD77. And a black ammeter for the octagonal cluster 36047.

N type camshaft bearings are, were Glacier C5005WH; & J2, C3012

For those wishing to replace the cork oil throwers in the rear axle with brass ones as per P types, the dimensions are O.D. 1.232", I.D. 1.007" length .070", oil groove 11/16" pitch. Oversized cork ones from B.C range can be made to fit.

John Kidder tells us that C. Rodgers, 27, Church St, Old Whittingham, Chesterfield, Derbys. has a parts for sale.

John also has the fluted headlamp glasses for Lucas lamps LBD150 as fitted to N types. He also has an N type petrol tank, steering wheel, some rockers and a few vertical drive parts.

John would like an N-type dynamo, and has a P type one to swap. He also needs a rotor for a Rotax distributor, a headlamp rim, and a hinged stoneguard for the A type headlamp, a block, crank and flywheel housing, or a complete engine (address at end).

John Skooving on, 1 The Green Long Matton, Leics has a set of 4 Hepolite pistons 63.5 mm (Vauxhall 10) which can be squeezed into an over-bored and lined P or J block (like Sawke said so!) & £7.10. or offer.

Allan Scott, 13, Amberley Rd, Roffey, Sussex needs a 6 cyl Rotax distributor, 13" brake linings, valve springs and a K engine for his K1.

Bob Milton, Colne Gate, 172, Barrowfield Rd, Colne, Lancs has for sale, 2 no. 3.00 x 18" steel rim wheels, fitted with 4.75 x 18" Dunlop racing tyres and tubes straight block pattern. 4mm of tread. also two similar wheels with 5.00 x 18" Dunlop racing tyres Z block pattern 6mm tread. All 48 spoke wheels.

Blumels steering wheels can be reconditioned by Blumels Bros Ltd, Wolston, Coventry, CV83FU. They will also supply 4 spoke Brooklands steering wheels with MG centre motif and black rim at something over £5.

Luvax Shockers and Hartfords can be reconditioned by Replacement Services, 106, Lockwood Rd, Huddersfield.

The 1/2" O.D. half hard brass piping for chassis lubrication system is obtainable from J. Smith and Son Ltd, 42-54 St Johns Sq, Clerkenwell, E.C. 1.

For those interested in a blower inlet manifold for P types, contact Dave Bennett, 4 Pool Corner Tockington, Bristol, who is arranging to have a batch made. Cost £4 - £7 depending on demand.

Bob Hughes recommends Thos Hamlin & Co Ltd, 64, Monmouth St, Bridgwater Somerset for engineering work, e.g. white metalizing, steering box bushes. This firm are quick and helpful having done MG work pre-war.

Chairman recommends Saunders and Ralph, 1r Ashley Rd Bristol, 6 for similar sort of things, including machining obscure objects for making home made blower pulleys, and other agricultural obscurities.

Librarian Irv Bramson (address at back) has manuals for D, F1, J1 and J2, KD, KN, K3 supplement, L, M, NA and PA PB. Also Photos of most cars. Books available:- MG Workshop manual. Tuning and Maintenance of Midgets (Smith). Autocar/ Motor Road tests 1929-34, 1935-40, and 1940-47.. Veteran and Vintage Cars (Roberts). MG companion (Ulliyett). Flat Out (Eyston). The Sports Car Pocket Book. The Vintage Motor Car (Clutton and Stanford) Restoration of Vintage and Thoroughbred Car (Whentley & Morgan), and last but absolutely not least, your actual MG Bulletin 1962-68.

All items charged at 5/- month with 50/- deposit. Further details from the Irv. himself.

Richard Davies, Flat 1, 44, Magdala Rd, Nottingham is having some M type hub caps made.

Lewin Spittle, Cambrian House, Rotherfield Greys, Henley, Oxford RG4 4RB needs for the lemon Samuelson M type, C type can ride either 1 x EX 125/10 or 4 x EX 130/A. Also EMV pre-selector type 75 or 140, and an Arnott or Centric 160, 260 or 280 Blower.

Ian Clarke (add. at back.) wants a 90 degree speedo angle drive.

Elwin Speots (also at back) would like the original spot lamp for N.

Geoff Taylor, 53, Carlton Rd, W. 1r, Altricham, Cheshire has had to raise the price of his rocker bushes. P types now 6/- and M 6/6. Brake cam bushes for P type are 5/- each (1/5 p.&sp. for 4). He can also do trunnion bushes at 10/- each please give dimensions, and king pin bushes at 16/- per pair. (Both plus postage).

There is a J2 buried under a pile of junk in the back of a motor cycle dealers in Oakham, Rutland. No address given, better write to the Spares section details (ED.)

P.S. Veitch tells us that Thorntons of Shrewsbury are having 57mm pistons made at 50/- each incl. rings. Contact 26, Alexandra Rd, Heaton, Newcastle-on-Tyne 6. for further details.

Alan Kinsey, 5, Kedleston Rd, Derby has a complete set of 8" hydraulic brakes to suit a J at £7.10.

We gather that standard A30 pistons are equal to 57mm + a 1/16" gudgeon pins as P type but not fully floating. Comp height 11 thou. on high side, compensated by being concave topped. Worth investigating, as these are cheap and prolific.

David Taylor tells us that the 3 litre Austin engine rocker gasket will do for K, L and N types.

Arnold Studley, Chestnut Farm, Shipham, Somerset has a large variety of N type parts for sale. Send S.A.E. for details.

There were two beautiful long bits from David Taylor and Mike Hawke about valves seats and headlamps, but as it is now 1.30 p.m. and your third reserve typist has got bloodshot eyes from reading Philip B-Powell's B-Writing, and he's gotter take the kids to school in the morning, you'll jolly well have to wait till next month-but-one to find out all about it. Sorry and all that sort of thing....

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TECHNICAL ADVISER Types P K L N Q R. Ray Witcher, 4 Station Rd,
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CARS FOR SALE AND WANTED. Ian Clarke, 123, Chesterfield Rd, Bristol, 6.

LIBRARIAN. Irving Bramson, 3, Clydesdale, Billfold, Essex.

EDITOR M.M.M. ANNUAL. John Reid, Flat 7, Lichfield Ct. Sutton Coldfield,
Warwicks.

CAR OF THE YEAR SCORER. Elwin Sapcote, 11, Goodby Rd, Moseley, Birm. 13.

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