



# TRIPLE M REGISTER INFOLETTER

INFOLETTER NO. 40

October 1976

A word from John 'Aramis' Reid

This is by way of a "Thank you" Infoletter. Firstly, to Nigel Musselwhite, who decided to hang up his typewriter and stop licking envelopes to concentrate on building his EX 127 Replica (for self indulgence) and rebuilding a newly acquired J1 4 seater (to keep the family happy). Secondly, to Colin Butchers who, after being Triple M Registrar for more years than he cares to recall, has passed the job to me. Colin now has no excuse for not completing his trials car, his racing car, and the NA all in time for the next meeting. I raise my glass, at least in spirit (just a quick one, George) to propose a hearty vote of thanks to Nigel and Colin for all the hard work, not forgetting a salute to their respective families.

So in future all matters concerning Registration, as well as the SAE's for Infoletter, should be sent to me at the address on the back page. While on the subject of registration, the good news is that Peter Warne is now the owner of Kimber's Corsica bodied K type, and hopes to have the car out and about soon. There's no bad news.

The Triple M Register film progresses slowly, this year being a trial run to see how it turns out. Tim Hunt and I did quite a lot of filming at the May Silverstone weekend, Tim showing real initiative by climbing a TV camera tower, enabling him to zoom into the cockpits and record revs and oil pressure as unsuspecting drivers drifted through Woodcote.

The last word from Aramis, who wishes to say that it really takes the buscuit for a Musketeer to be called a Cream Cracker..... see Infoletter 38.

Back to the Infoletter Compiler. Philip B-P

One problem that I find recurring very frequently is dynamos that pack up charging soon after they have been overhauled, and the only cars that in retrospect I've had that this hasn't happened to, have been fitted with the CFR2 compensated voltage control (CVC). On the Allingham this has been substituted for the original junction box and cut out, whilst on the NA Cresta I had both, with wires running through to the CVC box tucked under the tool box where it wasn't too noticeable. On the ND I find that the dynamos dont charge for very long and was wondering if there are any electrical wizards amongst our membership who have used the original junction box/cut out successfully over a long period.

Whenever one is cleaning up a piece of small metal work, it is often a good idea to use wire wool which as well as polishing, also picks up and holds the dirt. I find it especially useful for cleaning up all mating surfaces such as on oil pumps, dynamos and head gaskets. It is much easier than using a wire brush.

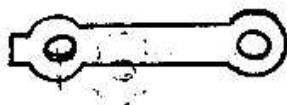
Brian Fogg (5, Shearbrook Lane, Goostrey, Nr. Crewe, Cheshire) is now well advanced on making his own P-type crankshaft to the original Laystall drawings, and requires for the car a complete clutch assembly. He also has a new set of 57mm pistons +50 thou that he would like to swop for +20 or +30thou.

Keith Portsmore (1, Church Cottage, Long Mill Lane, Platt, Nr. Sevenoaks, Kent) has now virtually finished panelling the new tail section of his Allingham Coupe and requires a pair of NA front wings. He has a pair of J2 swept wings for sale or exchange. Tel. Borough Green 883115.

Chris Lewis sends us the following - "I have just had my stub axle crack tested and found a large fatigue crack in the fillet radius inboard of the inner bearing. I would suggest it's a good idea to polish this radius to remove any scratches or small corrosion pits where fatigue cracks are likely to start. It doesn't take long if one uses a piece of emery cloth wrapped round a small rod, with a slot in the end, in the electric drill. Also, if you can get it done it is worth shot-peening the component, after polishing and crack detection. This considerably improves the fatigue life by leaving a residual compressive stress on the surface of the component. Half Shafts, springs, cranks and other items can also be considered for this process.

Most of you will be glad to hear that Nigel Musselwhite has decided to keep the EX 120 Replica, but unfortunately, whilst racing at Cadwell Park, the steering went whilst dicing with some Austin 7's and Nigel and car clouted about the only timber sleepers on this open circuit. Nigel had some severe bruising but the car has suffered badly. We wish Nigel and the car a speedy recovery, and look forwarding again to seeing his most entertaining driving.

So that we may benefit from Nigel's experience, Ewan Harris points out that on the early worm and wheel, (Adamant) boxes, the steering column is held on to the box itself by a large castellated nut sliding over the steering column tube. If this nut is not locked in place, it can come undone and the worm will unwind out of the wheel causing loss of steering. However, MG's originally provided a locking tab washer which is held in place by two bolts on the steering box on the offside, almost completely hidden under the side valence. Ewan tells us that replacement of this tab washer requires the box to be lifted clear of the chassis, so that the two bolts can be got at. The tab washer looks like this :-



Roger Furneaux (132, Cottimore Lane, Walton on Thames, Surrey) has an L2 in pieces, (still, he says!), that is hankering after a gearbox, a double-plate clutch and an L-type engine if at all possible. Roger also owns a non profit making nut and bolt service which may be



of help to other members. He has stocks of 8mm x 1 inch H.T. bolts, and can get stainless steel woodscrews or bolts, as well as hiring out taps and dies for the fine metric threads which are hard to obtain.

Andrew Reach (5, Mossiel Avenue, Ainsdale, Southport, Merseyside) is searching for the following J2 parts; axles, steering, gearbox, engine with block and sump

Irving Bramson (3, Clydesdale, Enfield, Middx) is stirring his MGE into action again, and would like to get some liners for his PB block to restore it back from its present 63.5mm bore. He is also in need of PB pistons to suit.

Mike Hewson (Fern Royd, Witham Road, Woodhall Spa, Lincs) has a pair of new P-type seat cushions in black ambla for which he is open to offers.

Adrian Mott (Crayford 23342) requires a P-type blower inlet manifold. He is prepared to exchange his P-type engine parts for it. Also required is a PB speedo.

George Lucking (24, Offington Avenue, Worthing, Sussex) has the following new unused J2 parts for sale:- a set of valve springs (£2.75) a pair of steel water-jacket plates (£2), 1 nearside front spring front mounting bracket (rivetted to chassis) (75p), a pair of brass rear axle oil return thrower bushes (£1.50), and 8/43 6-bolt crown wheel and pinion set (£25), distributor base plate (50p) also the following used parts :- exhaust pipe rear mounting bracket (£1.25), vertical drive top oil seal housing (75p), head oil restrictor pin and gaskets (25p), a pair of well-worn rear springs (75p each) and a windscreen wiper spindle (10p). For further information phone George at home on Worthing 60240.

Helmut Klockner, (Suhrenkamp 29, 2000 Hamburg 63) requires the following for his J2:- dynamo and two drive forks, one rockershaft intermediate support, one rear crankshaft nut, 3 water manifold 'L' shaped clamps, one clutch cover plate, one oil pressure gauge and a J-type radiator and core.

Pete Harmer, (152 Aldershot Road, Church Crookham, Hants) has the following J-type spares for sale:- one club crankshaft 1½" journals (£100), one dynamo (£15), one oil pump (£5), one distributor (£5) one pair of front hubs + spinners (£5), one pair of front wing stays (£5) Also a pair of side lights, ex and water manifolds, various chassis tube bits, 4 x 8" brake drums, 5 x 8" brake shoes, a gearbox half of bell housing, engine nose housing and propshaft.

Barrie Dean, (143B, St. Albans Road, Arnold, Notts), requires the following parts:- M, D or F rocker covers, good 12/12 M type camshaft, M, J, F front engine housing, F-type ENV remote gear change and clutch inspection cover, F workshop manual, 12"brakes, D, J, F, M crankshaft worm gear, J, D, M bonnet top, F, M, J shockers, set of M, D, F, wings, M rear axle case, restrictor oil feed pipe or union He also has the following parts for swap or sale :- J2 camshaft as new, F, D, J1 instrument panel, D, J1, J2 bonnet sides, M instrument panel, M louvered valences and apron (new), original N manual and small modern blower as new. His works phone no. is Nottingham 262073.

Barry Foster, (25, South St. <sup>South</sup> Petherton, Som.) has two John Bull 4.50-18" tyres for sale and he requires:- one DMJT 1½" crank bearing/double/split inner, one 19" side laced wheel, 2P/N pull off-on switches, one pair of rear hubs and a duff J rad core, the base and header tank with side straps will do.

Peter Long, (160, Harrowdene Gardens, Teddington, Middx. TW11 ODN), requires the following to complete his rebuild:- 5 x 19" P-Type wheels, one P cylinder head, 2 P-type rear wings in good condition, 2 P-type trafficators, one P-type near side door lock-plate and wedge, and he has the following to dispose of or swap for the 5 P-type wheels. 3 x 18" centre laced wheels + tyres, 2 x 16" wheels and tyres, 2 side lights (P), one J near side door lock plate and wedge and a complete set of P Wings (4), poor condition.

Cees Roeleveld, (Zandpad 47A, Breukelen, Holland) is looking for the following :- Manuals K1 with preselector, L-type and P-type. Also 2 fog lamps for N or T type model No. FT27, 2 stop tail lamps Lucas ST38 one S.U. carb 1½" 4 bolt flange for S/C, one S.U. needle 07, and he has one octagonal dash panel for K-type to swop for fog lamps, FT27 for N-type.

Brian Taylor, (Talliesen, Orleton, Ludlow, Salop) wants to buy an MG M, J or P with which to complete in rallies and trials and would ideally like a car in need of major restoration.

Tony Jenkins (21, Turvey Lane, Long Whatton, Leics. Tel. Hathern 506) is in need of the following parts:- J rocker cover, one set of rockers, one oil pump, J gear box and bell housing, M wheels and M bonnet for pattern, and if anyone is interested in having some 12/12 M-type endclamps cast, they should contact him at the above address

Eric Taylor, (141, Westlands Road, Hull, Yorks) has the following parts for swop:- one doz. 6 cyl dirt-caps (new), F-type, M-type (thinks) clutch plate and outer cover, J gearbox mainshaft, J2 spare wheel bracket few 8" brake parts, 4 P-type bonnet catches, J prop shaft (dubious condition). And these are the parts he requires for his FI Magna:- bonnet, CJF1 cut out, pair of bucket seats, 6 steel con rods, door catches, 4 straight eared K/ons, horn and dip switch and alloy stalk to fasten to column, original ign switch, pair of Rotax H/lamps, butterfly nut for H/brake and rear seat pan.

Neyt Kid, (Tongerse Steen Weg 83, 3800 St. Truiden, Belgium) has the following J2 parts to swop:- carrier for 2 spare wheels, engine nose piece (P239/S/), camshaft (MG 363/105) fair condition, L/hand door (poor), dynamo and oil pump drive gears. He needs the following :- for J2 - set of new camshaft bearings and a J type crankin reasonable condition.

J.K. Padden, (99, Wensley Drive, Leeds, LS7 2LU), requires the following N type parts:- dimensions for petrol tanks (or tank itself) cut out and fuse box, rear chassis member, tail lights (stop), petrol reserve system and 1½" dia. ammeter.

Berry Oudejans, (Papegaristraat 23, Badhoevedorp, Holland), would like to obtain the following parts:- L type main bearing housing and an ENV preselector type 75 bell housing.

Roger Thomas, (5, Sunningdale Court, Whitton Dean, Hounslow, Middx) has 4 12" K type brake drums in excellent condition for sale or swop for the following parts P type :- front Hartfords in reasonable condition, inards (reflectors and solenoids) for 2 O/S Lucas LBD 140 H/lamps crankshaft pulley, brake pedal and push rod, 4 cylinder plug holder and a pair of bucket seats.

Simon Johnston, (37 Sandhurst Drive, Stranmillis Road, Belfast, BT9 5A7), has for sale one J2 ex manifold with broken lug on head flange (E5), and he requires the following J2 parts :- door handles (plain), choke and slow running controls and bracket, bonnet catches, near side louvered panel of bonnet, seat adjusters (for rake), vacuum wiper motor.

Rod Martin, (21, Milverton Crescent, Leamington Spar, Warwicks) has for sale:- N type chassis, hand brake cross-shaft, rad + shell, twisted front axle beam. He requires for his N type:- one pair of bucket seats and a Lucas FT27 foglight. He would also like to trace the owner of an Abbey-bodied N type reg. No. MG 3995 - he has a photo of the car and his interest is that he is rebuilding an Abbey body on his N type and would like any help or information that he can get.

Hedley Foster, (Shaking House Farm, White Gate North, Ogden, Halifax, W. Yorks HX2 8XJ), requires a set of 12" brakes (P-type) and has a 4 seater P type petrol tank to exchange. And also 2/5'00 x 15 Dunlop racing tyres + tubes.

Andrew Booth, ('Kestrels', Berwick St. John, Shaftesbury, Dorset, SP7 OEX), requires the following parts, K or N:- brake drums + back plates, radiator core, dynamo (Rotax AT/174), gearbox, headlight support, body 'U' bolts and brackets, windscreen, hoodframe and sidescreens, and has the following to swop for the above items:- M dynamo, 18/80 rocker cover, N inlet manifolds and 1½" carbs.

Mike Hawke, (117 Upper Westwood, Bradford-on-Avon, Wilts, BA15 2DN) has to swop :- one set of 4 Amal carbs on J2 inlet manifold (needs work) set of 2 x 1½ S.U. carbs on J2 manifold (ready to bolt on) for any J or K parts particularly the following :- 19" wheels, K engine and clutch parts and 1½" SU carbs.

Alan Whitham, ('Heathfield', 35 Kensington Road, Halifax, W. Yorks HX3 DHY), requires the following parts:- J2 block, 2 J2 camshaft bearings + cap, J2 flywheel and clutch complete, J2 oil pump, rear engine bell-housing, crankshaft flange, inlet manifold, pair of carbs, sump, ex manifold, steering column, set of P type rods, complete handbrake assembly, rad and sheel, pair of wing stays and a windscreen. And he has to swop one N type rad for J type radiator and one KD block (VGC) to exchange for NA block in similar condition.

D.S. Wright, (3, Dartnell Park Road, West Byfleet, Surrey) has for sale or swop :- P type. R/C O/S splined hub, N/S body metal frame, Luvax shock absorber, original firewall could be reused and one Marles Weller steering column 49½" long tube (6 cylinder MG K or L). He requires the following parts for his PA. Dynamo, gearbox and cylinder head complete.

Robert Wheeler, (127 Broadmead, Callington, Cornwall) requires for his PA/B one dynamo and cylinder head gasket set or sets and he has the following parts to swop :- 6v petrolift, 12v petrolift, 6v coil, 2 P type rocker covers, water manifold and head gasket for J type and M or D head gaskets.

Kenneth Irvine, (49, Begny Hill Road, Dromara, Dromore, Co. Down, N. Ireland, BT25 2AS) is looking for a 3 brush holder for V/dynamo and a Roots type blower suitable for PA. He also has the following parts to swop for the above:- M type P/shaft, rocker cover (tin), swan neck oil filler (tin), 2 off P type rocker covers (less lids), one P bell-housing (G/B), M type worm wheel steering D/arm, PA gearbox without remote and J type rear main bearing. Also a lot of good TA spares, engine, gearbox, etc.



Patrick Henry, (107, Middleton Blv, Wollaton Park, Nottingham), requires for his M type :- bronze carb, 2 bonnet catches, 2 front apron catches, 2 headlights, and dash switches and has the following parts to exchange. M type-one C/head, front axle, 2 8" brakes complete, 2 early wheels, one prop shaft, one steering column, clutch pedal and 2 steering rods.

Ian Davidson, (23, Wodeland Ave, Guildford, Surrey) has, to swop, one set of 8" J brakes cable and one set of 8" J brakes hydraulic, for a set of 12" P brakes and has a J2 + P type gearbox to swop for one F type ENV gearbox (urgent).

J. Crocker, (3, Bollin Drive, Brooklands Road, Sale, Cheshire M33 3GL) requires for his NB:- one radiator, and shell, one pair of front wings and a spare parts list.

A. Fisk, (13, Tinabrook Close, Ipswich, Suffolk IP2, 9JG) is rebuilding a PB and is looking for the following parts :- engine nose piece, vertical drive gears, set of rockers, starter, carbs, K/ons and 19" wheels.

Robin Charles, (113 Red Barn Rd. Brightlingsea, Nr. Colchester, Essex) has a M type dynamo to exchange for a P type one and is also in need of a pair of P front shockers.

Doug Tuck, (27, Crosswood Crescent, Balerno, Midlothian) requires the following PA parts (new). Pair of front wings, C/head gasket and running boards.

#### MMM Competition Notes

The purpose of this column will be to provide shorter term information to the readers of 'Infoletter', and enable me to encourage a more consistent level of entries. For example, as you all probably know we were unable to field a team for the Six Hour Relay, but this situation could possibly have been avoided if enough people had been made aware of the lack of drivers and cars in time to do something about it. The time scale for writing, printing and distributing 'Infoletter' can be made less lengthy than that for 'Safety Fast' so that using this particular medium might help by shortening the reaction time. The cloud to this silver lining is the two months between issues, so that my chat-chat will have variations in topicality.

Having justified my reappearance, what can I offer you? September kicked off with Wiscombe, quite a long way for most people to travel, but if you had made a weekend of it, there was some delightful countryside around. The 12th offered autotests in Lincolnshire with a NE sprint planned for the 19th. Treasure hunting spread over a weekend in Scotland might have appealed for the end of the month or else another Midland spring. The choice was yours.

Looking ahead, don't forget the most sociable meeting of the year at Checdar on 17th October! and the Silverstone sprint on the 30th October.

#### CAR OF THE YEAR AWARD - 1976

Please lets see more people claiming their C.O.Y. points to fill the list which looks a bit slim at the moment.

POSITIONS AT 26TH JULY

<u>Position</u>	<u>Car</u>	<u>Reg. No.</u>	<u>Driver</u>	<u>Points</u>
1	Ls/c	72	D. Taylor	81
2	K3	300	P. Bayne-Powell	60
3	J2	1079	R. Beresford	50
4=	J2		L. Bull	36
4=	J2	3	M. Hawke	36
6	J2	415	R. Smith	25
7	ND	169	P. Bayne-Powell	19
8	M	1305	M. Hewson	17
9=	J2	503	N. Sands	10
9=	NB		B. Linger	10

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