



# TRIPLE M REGISTER INFOLETTER

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Number 5

## CHAIRMAN'S CHAT

After last month's blotchy mess, you will be pleased to hear that we have a new typist and a new machine, so you may well be able to read every word henceforth.

Further 'Cream Cracker' news is that we have traced Bastock's P.A. - JB 3854 to Yorkshire - though it has been re-registered. This means that only MacDermid's car remains to be found. Quite likely 'remains to be found' may be an accurate description at that!

It is astonishing that in about 3 months we have located 3 P-type Cream Crackers that were all supposedly 'gone for good' - and the only regrettable fact which emerges, is that none of the three owners appears to have a fountain pen!! Maybe I just don't write the kind of letters that people like replying to.

An interesting hypothesis emerges from this research.

Six months ago we had 1 Cream Cracker, and presumed the other 4 defunct with 1 abroad. Now we have 4 survivors in the country, making 5 known survivors out of 6.

Total MMM production was about 13,000 - of which approximately 1,200 have been registered in MMM at some time since 1961. If 5 out of 6 Crackers are extant when they have had about the hardest, crunching cruelty inflicted on them it is possible to inflict on a motor car, then is it not fair to assume that there must be at least another 4,000 MMM cars hiding away in barns around these islands, with owners oblivious of the existence of the MMM Register?

The only models I would expect to have disappeared in large quantities are the M's with death watch beetle in wood and rotted fabric, the J's with broken cranks, the F1's with rotten brakes for their weight, and the various saloon models which are more prone to body rot than open cars, more difficult to mend in that state, and which are mostly rather horrible things anyway (I used to have a KN saloon .....

There was a recent cry to 'Go recruit a new M.G. Car Club Member'! - I suggest we all go out ferreting the countryside and each rescue one lost O.H. Cam M.G. now! They simply must be there somewhere, and it will take our minds off these dreadful opinion polls .....

All for this month,

Steve Dear

NEWS FROM THE SPARES SECRETARY - Phil Bayne Powell

There has been a good response to the reprofiled camshafts so that there may be some delay in deliveries. With these cams it is necessary to use longer valves or otherwise valve caps, the latter can be supplied by spares sec. (4/- for 4-cylinder set, 6/- for 6-cylinder). These cams are expected to give from 7% to 12% increase in bhp dependant on state of engine.

The double spare wheel conversions are now available at 37/6 and will fit all cars with the threaded tube mounting.

Another thing that spares sec. would like to hear from people about, is the response if N-type front aprons were to be made up, perhaps P-type too.

Incidentally, please make out cheques to 'M.G. Car Club - Triple M Spares Account', not to P.B.P., much as he likes receiving money!

Belts suitable for side-mounted Marshall blowers are Ferodo V575

An idea for replacement of valve guides if MMM ones are no longer obtainable is to use Cooper S bronze valve guides, which will fit after the outside diameter has been reduced. They are a bit shorter.

Now to all those people who have a later C.V.C. Regulator to their cars, these will apparently not stand up to the high ampage that MMM dynamos put out - 6 amps. The C.V.C. Regulator is only designed for 3 amps, and the excess amps will eventually burn out the contacts as they have on Spares sec's Allingham.

When setting up the end float on the white metalled front bearing engines, make sure that there is adequate clearance behind the dynamo bevel wheel and the front housing; the white metal thrust washer needing to be proud of the latter by more than the end float. If this is not obtained the bevel wheel will be bearing on the housing, and although at one end of the end float will spin easily when at the other end it will feel tight.

Nev Churcher, (Stoke House, Shaftesbury Road, Gosport, Hants) has a fully reconditioned P-type dynamo, £10. A mint brown ammeter 30/-, Reasonable P camshaft and gear, 35/-. P-type rear hub carriers and bearings, 25/- pr. P-Type s/hand halfshafts, 25/- each. J-type rocker cover, 15/-. Mint brass rocker cover plate, 10/-. Manual Advance Distributor, 30/-. New horn button/dipswitch, 15/-. One rechromed J-type windscreen support, 10/-. Set of 12 special valves, £6. Starter button, 15/-. M-type front main bearing housing, 15/-. 1½" black Jaeger ammeter, 5/-. New black 2" oil pressure gauges, 5/-. N-type inlet manifold, 10/-.

Nev wants the following parts to help complete his J3 :- Scintilla Vertex 4-cylinder Magneto, Offside door lock, Nearside lower cycle wing support, 6 domed wingnuts, 4 bonnet handles with pegs, non-dipping headlamp reflector, 2 plain headlamp glasses, black clock circular junction box, 1 remote control knob.

Leslie Ardill, (20 Hawthornden Drive, Belfast, BT4 2HG) needs a PA 2-seater petrol tank.

Spares sec. has heard indirectly that Smiths Instruments at Oxgate Lane, Cricklewood, London N.3. are able to supply new 2" supplementary instruments with original faces of British Jaeger pattern.

Philip Jay (5 Filwood Drive, Kingswood, Bristol, BS15 4HT) requires for his J-type an oil filler cap and all clutch cover plate.

J.B. Smits, (v.Ryckerorsellaan 24, Moergestel, Holland) has an F-type engine for sale, with side dynamo conversion.

Richard Davies (Flat 1, 44 Magdala Road, Nottingham) needs an M-type piston (?size) and F2 bonnet sides.

Peter Coopey (19 Morris Close, Penarth, Glamorgan) has been searching everywhere for door locks for his NB, and hopes someone can help him out so that his restoration may be completed.

Peter Cranage (11a New Coventry Road, Sheldon, Birmingham 26) has just had his N-type converted to shell bearings; if others would like to try it contact B & C Pearson, Wilson Works, Warwick Road, Knowle, Warwicks. They will also do specialised machining, including making pistons to customers specifications.

Peter needs an N-type engine or crankshaft, 6 L or K con rods, and 8/41 or 8/39 diff.

For sale Peter has 2 M-type blocks, M-type head, M-type front housing with oil filter, M-type sump and clutch assembly, P-type gearbox with bell housing.

We hear that McIntosh Eng., 71 Stephen Street, Byker, Newcastle upon Tyne, NE6 1JX will build up and reprofile J-type cams for £10, less if over 4; also rocker renovation at 10/-. This we feel is the best answer for J or F-type camshafts as they won't be suitable for modification like the P-type camshafts now offered by the spares section. McIntosh Eng., say that they have road and race profiles for all M.G.s.

P.Daintree, (13 Rochford Avenue, Whitefield, Manchester M25 7PQ) can possibly help members with odd items, eg. P.A. pistons, liners, chromed D-shaped rear lamps (78/6) or black (53/6), 1½" dia. ammeters, black faced at 18/6, horn/dipper switches 25/6, dash lamps at 37/6 a pair, chassis U-bolts, 15/- each, and round sidelamps in chrome or black.

D. Hammond (189 Tinshill Road, Leeds 16) has PA chassis, wings, engine, gearbox and prop shaft for sale. Also M-type chassis and axles, some wheels.

David Taylor (13 St.Helens Road, Brigg, Lincs) is looking for a K-type instrument panel.

Tony Miles (16 Milton Road, Salisbury, Wilts) needs an 8/43 diff to replace one that gave up the ghost during the Lands End Trial.

Tony tells us that the equivalent to the P/N-Type oil filter TEC FG 2347 is GUD 219 and reminds us of bearing numbers for the P-Type (and other similar bearinged cars.) Front hub bearings: SKF6205 & SKF 6304, rear hub bearings: R & M 3LDJ40, diff carrier (2): R&M IJT35 or SKF 7207B, pinion inner: Hoffman RB25 or R&M MRJ25, pinion outer: Hoffman 325CD.

Colin Tieche (147 Wembley Hill Road, Wembley, Middx.) can get stronger clutch springs made up, 95 lbs, a set of 6 costing 35/-. Also triple valve springs to K3 pattern can be made up, for 4-cylinder, 50/- and 75/- for a 6-cylinder engine.

Mike Hewson tells us that he obtained special extra strong Roper and Wreaks clutchsprings from Herbert Terry Ltd., for £3 per set. If members are unable to obtain gaskets, composition ones may be made by Grantham Man. Co., Grantham, Lincs, asking for John Cottam. He also knows of an L or N-type 20 ft under a roadway for members with a JCB excavator!

Auto Tempo Meter Co., Ltd., 140/2 Kings Cross Road, London W.C.1. can overhaul rev counters and other instruments.

Arnold Studley (Chestnut Farm, Shipham, Nr. Winscombe, Som.) needs 2 N-type front bucket seats, P.A. distributor, N-type steering drop arm, PA radiator core, 2 seater black hood, two-eared petrol filler cap, N/P new clutch lining, PA standard cylinder head. He may well have some N-type bits left from the last Infoletter.

Nigel Musselwhite (c/o The Mount, Borough Green, Sevenoaks, Kent) is offering a Zoller supercharger with another as spares as used on R-types, mounted between dumb irons. 0.69 engine speed reduction gearbox, inlet and outlet manifold; no carburettor or inlet manifold to head. In good order - £60.

Also offered is the second Allingham Coupe (previously mentioned in Infoletter) to be known to be in existence. It is less front wings and running boards, but otherwise complete and restorable. Lots of work already done, especially to chassis. All instruments available and reconditioned. Very original, and rare. To be sold only if buyer guarantees to rebuild. Offers.

Devcon Ltd., Theale, Berks, produce various materials for moulding (Devcon C) for building up all or steel castings (Devcon F), for building up surfaces subject to wear (Devcon WR)

Geoff Coles, has a J2 gearbox, completely overhauled and in very good condition for sale, also a  $3\frac{1}{2}$ " rev counter, white figures on black to suit J or P, blow off valve for Centric blower.

Geoff also asks all members to enclose S.A.E.'s (stamped addressed envelopes) with their enquiries, otherwise answers may not be forthcoming. This applies to everyone writing to MMM officials.

From David Taylor here is another way to convert your headlights to double dips:

"To convert the original headlamp reflector to take sealed beam unit bulbholder, a pair of broken modern sealed beam units are required. Mark the top of the units, as once the broken glass is removed there is no marking for top. Also the connection cap is needed. Now the bulb holders are removed from these sealed beam units; these are pressed in and the inner rim can be levered up fairly easily. Next the MG reflectors have to be cut out to take the new sealed beam bulb holder; put the sealed beam reflector on top of the M.G. one, face down, the MG reflector is then marked with a sharp point using the sealed beam unit as a template for the bulb holder hole, which is then cut out with a small pair of scissors. Now the new bulb holder will fit into the back of the MG reflector, and requires the rim to be knocked over, this is best done with a mandrel to fit in the back of the bulb holder to prevent the reflector being distorted.

This completed reflector can now be sent off for resilvering and on return the glass can be stuck to the reflector with black bastic using a rubber washer between. This can now be mounted in the headlamp rim using clips made out of 18 s.w.g. piano wire."

Mike Hawke (our far Eastern correspondent) writes concerning the question of valve seat inserts.

"These are not advisable on MMM cars because there is insufficient surrounding material in the cylinder head to hold the inserts properly. The answer is - oversize valves.

In my J2 (and in several other MMM cars whose owners sought my advice as Tech. Adviser) inlet valves are used in the exhaust and oversize one-off inlets are fitted. The valve is seated in the ridge left by the old valve as it and its seat disappears up the port. (The new seating is cut using a 30° valve seat cutter - Sp.Sec.)

Rough forged KR965 blanks can be obtained from W.G. James, Kingsbury Works, Kingsbury Road, London (who have been taken over by Tranco - so address may not be same - sp.sec.) Cost is about 10/- each and I had 8 turned up to pattern ('like that but 1/2" larger diameter' I says) for under £1 so that the total cost is not much more than standard valves. Mine have run in the J2 for 3 years now with no bother."

Mike continues with the motor car scene in Singapore, for which I make no apologies for reproducing.

"Rumours of a K3 (ex-Ron Horton, Ex-Goldie Gardner) are now proven fact (30 years ago). On the foreign news front I have acquired a Fiat Bellila Sports (Tipo 508s) This was found rotting in a shed (not used for 12 years) with many bits missing, and cost £130. Such is the pace of life out here that in 4 weeks, I (and mainly the chaps I have given work to) have rebuilt rear end of chassis, rebuilt body, made new front hubs, brake master cylinder, fitted new kpl bushes, wired, rebored, given new mains and big ends, found original pistons, lights, wheel bearings, instruments, bonnet, etc. The resources and enthusiasm of the motor trade here is amazing, even if their sophistication leaves much to be desired. As an act of faith she is entered in the Vintage and PVT race in the Singapore G.P. meeting. This is a superb road course and just the sort of thing to suit the J2. The fastest lap is under 60 mph lap speed (SS 100) Peter Hughes' F2 Magna is nearly as fast as these chaps (47.4 mph)."

NOTE from S.W.D.

To return to valve inserts. The original problem which we are trying to solve is the cracking between the valve seats which seems most prevalent on P types, and on any supercharged model which therefore has an increased heat factor.

Clearly fitting larger valves as Mike Hawke suggests will not cure a cracked head! (Hence the idea of fitting inserts), but it may be of help in dispersing the local heat before the head becomes cracked.

Perhaps our blown engine expert Geoff Coles may like to expound some theories on this topic in the next issue?

NAMES & ADDRESSES OF MMM COMMITTEE:

Chairman	Stephen Dear, Yew Tree House, Brinsea Rd. Congresbury, Bristol.
Hon. Secretary	Mike Allison, 25 Meadow Close, Grove, Wantage, Berks.
Hon. Treasurer	Tony Rogers, 115A Corbets-Tey Road, Upminster, Essex.
Registrar	Colin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex.
Spares Secretary (& Infoletter)	Phil Bayne-Powell, Flat 5, Highcroft, Petworth Rd. Milford, nr. Godalming, Surrey
Technical Adviser Types M,C,J,D,F.	Geoff Coles, 26 Bounds Oak Way, Southborough, Tunbridge Wells, Kent.
Technical Adviser Types P,K,L,N,Q,R.	Ray Whitcher, 4 Station Road, Kitbury, Newbury, Berks.
Cars for Sale & Wanted	Ian Clarke, 123 Chesterfield Road, Bristol 6
Librarian	Irving Bremson, 3 Clydesdale, Enfield, Middx.
Editor MMM Annual	John Reid, 50 Brebourne Rise, Beckenham, Kent. BR3 2SH
Car of the Year Scorer	Elwin Sapcote, 11 Goodby Road, Moseley, Birmingham 13.

AREA REPRESENTATIVES:

S.E. Centre	Messrs. Allison or Butchers - address above
Scottish Centre	Ken Patullo, 8 Ralveston House Park, Edinburgh 4
N.W. Centre	Ray Masters, 78 Derby Road, Heaton Moor, Stockport, Cheshire.
Midland Centre	Peter Cranage, 11a New Coventry Road, Sheldon, Birmingham 26
S.W. Centre	Phil Peckham, 22 Woodborough Drive, Winscombe, Somerset.
Devon & Cornwall Centre	Neil Farnfield, 83 Darwin Crescent, Laira, Plymouth, Devon.
N.W. Centre	John Goodacre, 19 Albany Avenue, Eccleston Park, Prescott, Lancs.
N.E. Centre	John Kidder, Denville House, Main Road, Cuthorpe, Chesterfield, Derbyshire.