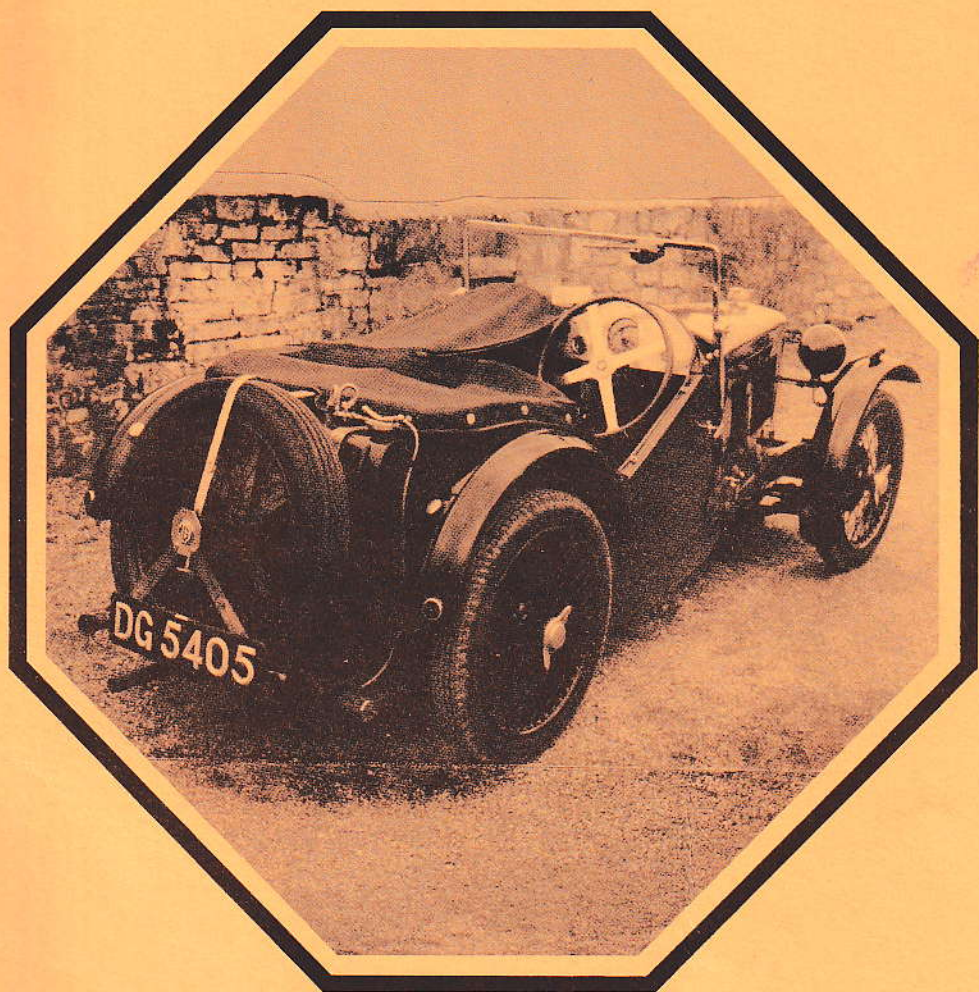




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR

to

M.G. CAR CLUB
TRIPLE-M REGISTER

Infoletter No. 63 May 1981

Editor, to whom all copy is to be sent;—

Mike Hawke, 117. Upper Westwood,
Bradford-on-Avon, Wilts., BA15 2DN.

Circulation Manager, to whom all s.a.e.s are to be sent;—

Tony Roodhouse, 14, Nelson Gardens,
Boxgrove Park, Guildford,
Surrey.

Editorial.

We'd better have one this month. You will notice two surprising things about this number of Infoletter. The first is (hopefully) that it is a little earlier than expected. I had been my intention to give the stencils for this number to Peter Green at the Silverstone Race Meeting, thus timing delivery in the first or second week in June. However, the presence of a ~~MM~~ Bring and Buy stall at Silverstone and the need to give it a plug has caused me to advance things so that this little reminder drops through your letter box before the big day. The best laid plans can go astray. Pressure of work made my aims a bit ambitious and the appearance of a good notice of the stall in May's Safety Fast took the pressure off me. So I got behind schedule and Peter, Tony and the G.P.O. are going to have to be very quick to get this to you by 23rd.. But it will be earlier than planned.

The second is that there is no cover full of pictures. We have run into a small spot of bother with the small ad. which appeared on the last cover and is also on the remaining five of the series. As I sit in my monastery overlooking Loch Lomond I am not sure exactly what has been going on "doon sooth" but we will be using the rest of the covers as soon as one or two points have been settled. Hopefully this will be next time.

Andrew Smith writes:-

Car weights. Yes, I did have the PB on a weighbridge some years ago and the total was exactly 15 cwt.. This is for a car carrying a fair amount of filler in the bodywork and with bodywork wood sections beefed up somewhat so was probably about the top of the normal range. The chassis drawing does quote 15 cwt. as the maximum weight for special bodies. Few people will believe the degree of rearward weight bias, as the individual axle weights were rear $8\frac{1}{4}$ cwt. and front $6\frac{3}{4}$ cwt. I.e., front 45%, rear 55% with all running fluids but the petrol tank no more than $\frac{1}{2}$ gallon above the reserve level.

The other point relates to gearboxes. Some issues ago you said that. apart from the ratios there were no differences in the input shafts of Wolseley boxes. I am afraid this is incorrect as there are at least three different lengths used on the road cars. Because of differences in the clutches the splined portions of the shafts of the Js, Ls and P/Ns are all different. I suspect that the Mand J are the same and that the K uses the P/N but I do not know for certain. The J shaft is the shortest, about $\frac{5}{8}$ " less than the P/N and the L is the longest. The ~~XXXXXX~~ L is the longest and is easy to distinguish as it has drillings and a blanking plate to supply the dual plate clutch with gearbox oil.

.....

Tony Dolton says that his address is now, Treesova,
Popeswood Road, Binfield, Bracknell,
Berks., RG12 5AD. Tel; Brookside 2316.

.....

Will the present owner of D-type reg. no. DG 4491 get in touch with George May, The Old Forge, Spithurst, Lewes, Sussex. He is in touch with a previous owner of the car which was last seen by him (the previous owner) in 1966 when it was sold to Toulmin's. This car, apparently has swept wings (like the later J2s?). We have been promised a photo.

OIL SEALS & GASKETS.

Robin Gordon writes;-

When making paper or cprk gaskets the time-honoured method is to knock the gasket out over the edge of the component with a (small) hammer. Personally, I do like to do this, particularly with 40-plus year old castings. The knocking will take the edge off the parts and may distort them; not very good when they have just been carefully filed or scraped flat (or should have been!).

It is almost as easy to mark the shape onto the gasket material by rubbing with a (dirty) finger along the dge of the component with the gasket material laid on top. This will leave a good impression which can then be cut out with scissors or snips. Bolt holes can be similarly marked and cut with hollow punches. If not available, the correct size hole in a steel sheet, tube or nut can be used and the hole made by knocking with centre punch or ball-bearing. (Ed.'s note. Robin had a nice diagram here which I have not reproduced. Apologies) A little experimentation with offcuts will show what size of tool to use. Larger holes can be cut with scissors, anyway. Remember to keep large centre cut-outs to use to make smaller gaskets. Finally, when making one gasket, make two! A spare is then immediately available for emergency use.

.....

Ken Rees writes;-

I'm quite new to rebuilding old M.G.s so find it difficult to offer tips or advice but one which may be of use concerns gaskets. A very effective gasket can be produced by using Dow Corning Bath Tub Caulk. It is a rubber solution and has a mild acid base which allows it to key through a slightly oily surface. There is no need to degrease the joint, just wipe away any excess oil with a clean rag, it sets well enough to use in about 30 minutes so its handy to have at the roadside or in the paddock. I have used it extensively over the past four years, my racing Mini had a diff. rebuild in the paddock and used no other gaskets. This

was of course an oily job and yet the joint was oil tight and held for two hard seasons, eventually being sold with the car and still in good shape. I have tried some cheaper alternatives which were supposed to be the same but have yet to find one which is anywhere near as good.

.....

Ken also sent me some copies of Service Information Sheets for the D type which I had never seen before. I reproduce the text of one here, not because it is about gaskets but it is about grease getting to where ~~xxx~~ it is unwanted and explains why some of the early pictures of our cars show grease nipples on the brake levers.

The M.G. Car Company, Ltd.

The M.G. Midget (Long Chassis).

Date of Issue January 1932.

Service Information No. 9D

BRAKING SYSTEM

It has been reported that some cases have arisen in which the efficiency of the braking system has been effected, due to grease penetrating into the brake drums and thereby reducing the effectiveness of the linings.

This is caused by the pressure which is exerted when the Grease Gun is being operated on the Tecalemit Greasers which are fitted to the brake cam lever bushes.

It has therefore been decided that these bushes will be fitted with Stauffer Greasers on all Models to be produced for future delivery.

These greasers are of the cup type, and should be re-filled every 500 miles, lubrication being regulated by periodical adjustment of the screwed cap with which they are fitted.

Norman Wilkinson writes;--

Cylinder head oil drains.

Not having any of the circular seals for the top end of the oil drain pipes on my P type, I manufactured a substitute as follows. I found a square section neoprene sealing ring for a modern oil filter and I cut off a length sufficient for the circumference of the seal required. The joints were cut at an angle with a sharp knife and joined with neoprene adhesive (Phillip's shoe sole adhesive). The ring sits in the recess of the top union and in four years' use has not leaked or given any trouble.

Other alternatives are Loctite O-ring kits (much more expensive) or you may find that some ships' engineers suppliers stock neoprene rings of suitable size.

.....

FOR SALE, WANTED, INFO. ETC.

1. Robin Gordon says that long cylindrical fuses $\frac{1}{4}$ " dia. by $1\frac{1}{2}$ " long are stocked by K.R.Whiston Ltd. New Mills, Stockport, SK12 4PT. They are 15 amp. and come in boxes of 6. 26p per box, 10 boxes for £2.32. They are item no. 3085 from catalogue No.97 and 25% should be added on orders under £10 (for p&p). This firm do a list (free on receipt of foolscap s.a.e. which contains lots of interesting bits and pieces including Whitworth and B.S.F.nuts and bolts.

Robin suggests that we might make a point of listing firms like this one who do a line in discontinued or ex-Government stock. Names please.

2. Patrick Gardner is selling his ex-Bill Hayden PA which has some pre-war trials history. It did last year's Lands End Trial and several other events quite reliably. Not concourse but mechanically good. £3,500. Tel. Leatherhead 76633 (work) or Bookham 52133.

2A. Patrick also says that he has a set of original J type cycle wings on the Pa but he would swap for a pair of PA front wings and running boards.

3. William Edwards, 9, South Rd., Maidenhead, Berks., SL6 1HF (Tel; 01-836-3444 ext. 301, office or Maidenhead 39395 at home), needs for his M type, two front apron securing toggles complete, dashboard light switch assembly, rubber dust covers for cable brakes and any handbrake bits.

4. Alan Grassam, New Chapter, 13, Southwoods, Yeovil, Somerset needs for his PB, a twin spare wheel carrier, a 2 inch clock (would exchange for a 3 inch Smith's job with brown face, cream numerals and in good order. More from alan later.

5. Jim Welch, Charnwood, High Road Whaolode, Spalding, lincs, has two side-laced 19 inch wheel s he would like to exchange for a pair of centre-laced ditto.

6. Peter Long, 35. Wellington Rd., Ashford, Middlesex, TW15 3RL, wants to make up some K type c.w.p.s of 9:47 ratio. Barry Linger is likely to be doing the work but Peter is drumming up the support (and the more they are ordered, the cheaper they are likely to be). Starting price is expected to be £125. If you want to join in drop Peter a line.

7. Graham Martin, 3, Gorse Green, Peterborough, PE1 3XB, needs for his PA, one con-rod, and some good oil pump gears. He has for sale, a brand new P type exhaust system complete with 30 inch silencer, slight storage rust, a pair of re-chromed tank straps, a P type spare wheel carrier, several sets of P headlamp glasses, a rechromed P type petrol tank filler cap, a pair of plain torpedo sidelamps, shells only, rechromed (no lenses or innards).

That exhaust system reminded me of an announcement in a car dealers' advertisement in the Wiltshire Times a few years ago. "When we say we sell cars rust free, we do not mean that they do not have any rust. We mean that we do not charge you for the rust that they have."

8. Graham also says that he can recommend for plating work, Letchworth Polishing and Plating Co., Works Rd., Letchworth. They take 2 to 3 weeks and example prices are, hub nuts £3, sidelamps £3 rad. shell about £35.

9. Mike Hewson, The Cherry Trees, Bucknall, Lincs., LN3 5DT, (Tel; 052685-680), wants an M type inlet/exhaust manifold complete and in good order. He has for sale, one pair PA front wing stays, £3, a 1 $\frac{3}{4}$ in. bore chrome oval straight-through silencer, £2. Plus the following open to offers, PA cylinder head complete with camshaft, bearings and stands, cover and nuts. J1/T bonnet complete with Ripault catches, M cyl. head complete with valves, stands and rockers, one 16 inch k.o. wire wheel with 5 inch rim, a 400x19 Blue Peter remould (10% worn), a 400x19 Firestone (20% worn), a 450x18 Michelin (25% worn), and a 400x18 Dunlop Universal (20% worn).

10. John Batty, c/o 121, Clifton Ave., South Benfleet, Essex, (Tel; 0702-218353) needs for a Petrolift Fuel Pump, a plunger and priming tube. He can exchange other pump parts. He also needs for his L type, a propshaft, a clutch finger, clutch spigot bearing housing, clutch toggle arm plate, junction box, bell housing complete with cross-tube, near-side crosstube mounting, propshaft tunnel and undertrays, black dashlamp cover and vertical drive fork, pair 1 $\frac{1}{8}$ inch carbs. and linkage. He has for exchange an N type front apron, a pair of bucket seats and fittings, a ~~xxx~~ c.w.p. for a TD and a cylinder head and a remote control for a TD.

11. Hugh Redington, Walnut Tree Farm, Ellingham, Bungay, Suffolk, NR35 2PN, (Tel; Kirby Cane 426), has for sale a P type gearbox complete except for speedo drive gear, an M type block and an M type cylinder head with valves but no camshaft.

12. Mike Allison is having made a set of six cylinder crankshafts and con-rods with 6 $\frac{1}{2}$ inches between centres. The cranks will be in EN41B and Nitrided, to 71mm or 83mm stroke as required. The price of about £850 will include balancing with your flywheel. The con rods will

be £75 to £80 each and can, of course be used in 4 cylinder cars if the piston compression height is made to suit. Contact Mike at Coventry Road Garage, Cubbington, Leamington Spa.

13. George Jenkins, 82A, Cadogan Square, London, SW1, (Tel; 01-606-5275, days or 01-584-4572, at home) $\frac{1}{2}$ is selling his 1935 PA, two-thirds rebuilt to an extremely high standard with all parts to complete the job. £2850.

14. Tim Edwards, The Firs, The Hoppity, Tadworth, Surrey, (Tel, Tadworth 3025), has an original $\frac{3}{8}$ inch M.G. cylinder head spanner which he would like to swap for a ditto $\frac{5}{16}$ inch spanner. The smaller one is for M,D,F of course.

15. Alan Witham, Heathfield, 35, Kensington Rd., Savile Park, Halifax, West Yorkshire, (Tel; Halifax 57573), needs for his J, oil return pipe from rear of 'head to crankcase, oil suction ~~pipe~~ pipe, sump to pump, front housing to restrictor pin, front main bearing retainer plate and lock plate, and for his P type he needs, an offside wingstay/radiator headlamp mounting bracket, spigot bearing housing for rear main bearing flange fitting and radiator (any condition). He has f for sale an ENV 4-speed manual gearbox complete with remote control and L clutch parts.

16. Nick Sands, 58B, Poplar Grove, Maidstone, Kent, ME16 0AR has for sale. Four 12 inch brake linings, new (ex-C.K.Spares) straight-out 8/43 crown wheel and pinion, new brass oiling plates and unions, one new front shackle bolt, six new clutch springs, new v.d. oil seal, four new phosphor-bronze trunnions, eight new brake camshaft bearings, new SKF RM57 bearing, new SKF 6207 bearing, new SKF RLS13/C3 bearing, new LNJT $1\frac{1}{2}$ RHP bearing (clutch). End of new bits, now for the second-hand stuff. Three rear J springs, N/L distributor cap, J/L clutch centre plate, L/P central push/pull switch, J/L bronze clutch bearing holder, J bonnet catch, J door handle, six-cylinder spare plug holder, Lucas Windscreen wiper motor, J/L Brake cam lever, 8 inch brake shoe, J/F front camshaft/vertical

drive bearing stand, L/N/P/K camshaft bearing stand, J/L ammeter +30 to -30, J/L horn button/dip switch, 2 inch octagonal instrument surround, J/F/L cross radiator/engine support, J/F/L Hardy Spicer prop. shaft U/J, very second-hand +0.040" pistons, N/L speedo glass and bezel. Now for the literary items, L Manual and parts list (would prefer these to go to an L owner rather than a literature collector, L Continental Coupe leaflet, L instruction summary, K Manual, similar to L but preselector gearbox included.

17. Mike Hawke needs a petrol tank for a J2, horrible rusty example without filler cap acceptable, also one yes, one, original shape J2 mudguard. He has for sale a pair of seats 18 inches wide (probably ex-Midget, £4.

.....

Alan Grassam writes:-

As I use my car regularly for trials it is not unknown for the diff. to lose the odd tooth. However, unlike a certain well-known driver of a P Cream Cracker, who shall remain nameless, I do not smash teeth on crown wheel and pinion simultaneously. Consequently, like a lot of other people I suspect, I have a collection of non-matching crown wheels and pinions. It seems to me that there must be many lonely crown wheels sitting in MMM garages all over the country just waiting to be mated. (The mind boggles!) with equally lonely pinions. Consequently what is ~~xxx~~ needed is a sort of "Differential Lonely Hearts Club Clearing House". Perhaps Infoletter or the spares sec. could act as a clearing house?. Alternatively I would be prepared to volunteer as I know there will be many problems. E.g., an 1/43 crown wheel does not necessarily mate with an 8-tooth pinion.

Anyway, I have a 7/37 pinion looking for a crown wheel (6 or 8-bolt and a 6-bolt 8/39 crown wheel in search of a pinion. I have an 8/43 pinion belonging to S.W.D. and in surprisingly excellent condition - the pinion, not him. Therefore Steve is looking for a good 8-bolt 8/43 crown wheel. Alan's address is on page 6. I will print anything as long as it is not actually libellous.

Do any of us still use suction windscreen wipers?. I do not recall seeing any in recent years. However, just to show that Infoletter caters for minority interests, here are two Service Information Sheets issued by the M.G. Car Company Ltd. for the M.G. Midget (Long Chassis) in January 1932.

Service Information Sheet No. 7D

CONCERNING THE LUCAS SUCTION TYPE WINDSCREEN WIPER.

It has been suggested that Windscreen Wiper No. 30F as fitted is incapable of working both arms simultaneously.

We have not found this to be the case, and in the majority of instances where trouble has occurred it has been due to lack of oil on the external moving parts which become stiff due to corrosion.

The wiper shaft is immersed in oil before assembly at these Works, and it is considered advisable that this should be oiled at given intervals in order to avoid stiffness in the moving parts.

.....
Service Information Sheet No. 8D.

WINDSCREEN WIPER TUBING.

It has been brought to notice that the rubber tubing for the Windscreen Wiper is liable to become burnt at the point where the connection is made to the Carburettor Flange.

This can be avoided by bending the Brass Adaptor which fits into the Carburettor, to such a position that the rubber tubing is removed as far as possible from the Exhaust Manifold.

This practice is being carried out on all Models of this type now being assembled at this Works. Messrs. S.U. have been requested to drill the hole in the flange at an angle on the Carburettors to be supplied for future use, in order to produce the desired effect without necessitating the bending operation to the Brass Adaptor which is now required.

Barry Linger continues with;-

BACK AXLES AND THINGS.

Crown Wheel and Pinion Adjustment.

Adjust nuts "I" until you can feel backlash between gear teeth but no slack in bearings. Backlash should be set at 0.004" to 0.006" at tightest point on gear set. This can be done by feel or by the use of a clock gauge. With backlash adjusted, rotate crownwheel applying a little friction by hand to the pinion flange.

This should be done in both directions.

It will now be noted that some pinking blue has shown on the crownwheel.

For straight-cut gears the following procedure should be used. The required marking is shown on the "Bevel Gear Setting Sheet".

Aim for (1) or (2) with a marking towards the toe of the tooth, i.e., the small end $\frac{1}{8}$

If the marking is not correct withdraw the pinion assembly, increase or reduce shims at "A", re-blue pinion teeth and re-assemble, clean crownwheel teeth and set backlash, repeat.

A setting will be found when a crownwheel marking on the driving side of the tooth will show most likely to (2). At this setting the gears will run smoothly and quietly.

Do not set gears with a "heel marking as in (3). Under load the tooth contact moves from the toe to the heel and with a heel contact at light load will cause early tooth failure.

A contact only on the extreme end of the toe is not acceptable as this will not use the full tooth and cause early tooth failure.

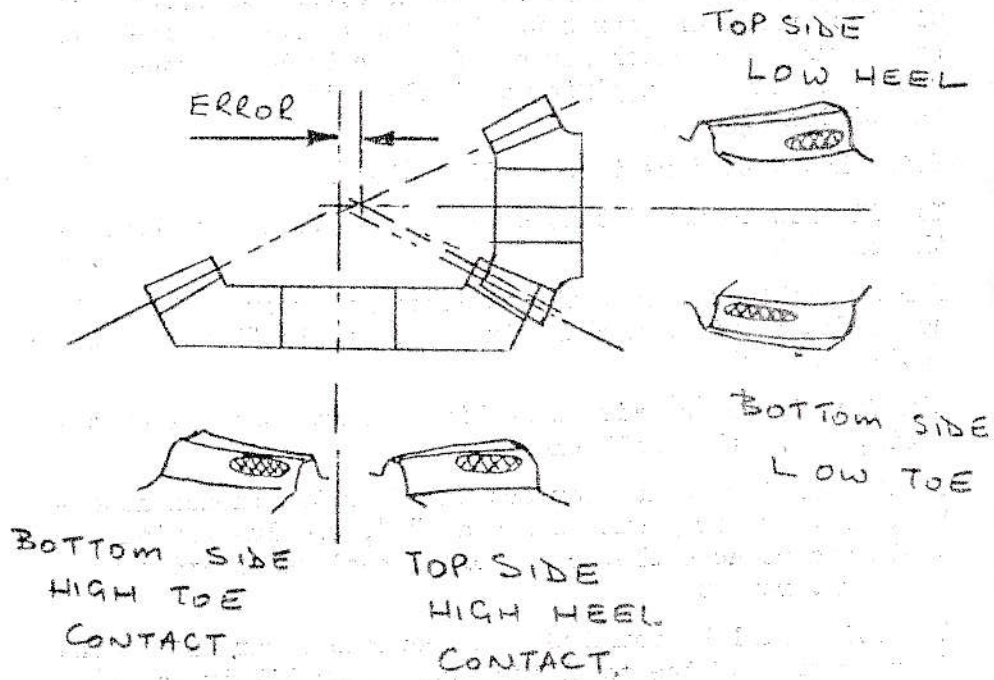
The pinion is moved in and out to adjust the tooth marking. Generally in moves the marking to the toe, out moves the marking to the heel.

SPIRAL BEVEL GEAR

(B)

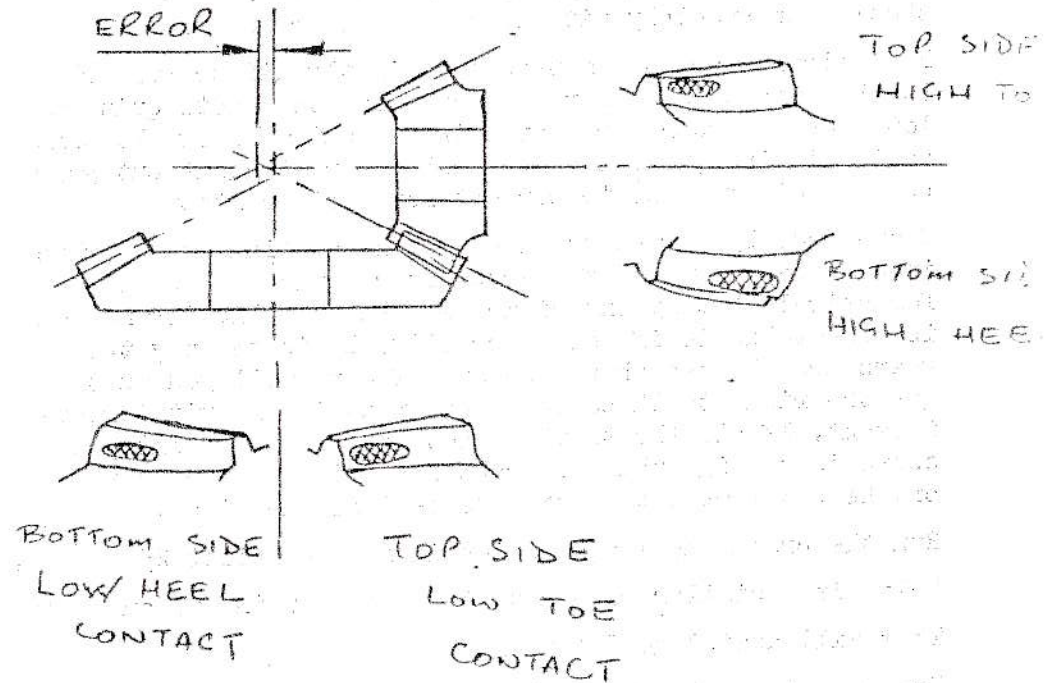
ERROR: PINION OUT

CORRECT: MOVE PINION IN

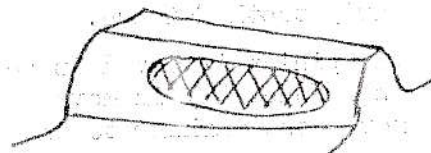


ERROR: PINION IN

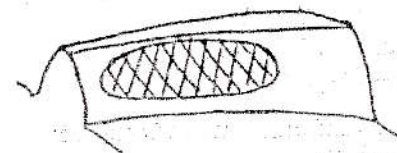
CORRECT: MOVE PINION OUT



PREFERRED TOOTH CONTACT



BOTTOM SIDE



TOP SIDE

S. P. GEARING ©

BURY ST. EDMUND

SUFFOLK

Backlash should be set by adjusting the crown wheel in or out on nuts "I".

When the correct shims "A" have been found which give correct tooth markings, fit nuts "F" and lock up.

Adjust nuts "I" until backlash is correct. Aim for just nipping the bearings "G", no preload, but no shake. To lock, screw bolts "J" into lock rings "H".

Your crown wheel and pinion is now correctly set, it should run smoothly with no tightness or noise.

For spiral gears the method is slightly different. The tooth contact point moves up and down the tooth quite a lot when the gears are moved in and out. Follow the same basic fitting process as described for straight cut gear but use diagram (B) to correct for tooth contact.

Gears made by Regent use a different setting system which involves a gauge and feelers. You can use this system for spirals but my experience is that the blueing method is more reliable if done correctly. It is the way the gears are checked when made and if done well you must get the right tooth contact, and that is the vital requirement. If all the tooth is not working the point pressure is so high that the case hardening on the gear crushes. Remember the stiletto heel on the lino?

Run the crown wheel and pinion in for the first 250 miles. Drive in a similar manner to that for running in an engine. This will assist good gear life.

Use a good quality SAE 140 gear oil and change the oil after the first 1,000 miles.

Two well-known stalwarts of Club interest who can supply gears are:-

Mike Allison
Coventry Road Garage,
Cublington,
Leamington Spa, Warks.
Tel. 0926-24688

Mike Dowley,
Sports and Vintage Motors Ltd.,
Upper Battlefield,
Shrewsbury, SY4 3DB.
Tel. 093-97-458

I will be pleased to answer any technical questions or talk about special ratios on 0359-8572

THE TRIPLE-M REGISTER

Being the fourth instalment of the long-running saga by that popular authoress, ~~XX~~ Yvonne Ward. Once again, if you know of any car which does not appear here or know that an owner has moved or changed, please write to Yvonne and tell her so that her records can be as up-to-date as possible. Yvonne's address is 15, Jesse Close, Yateley, Camberley, Surrey, GU17 7AH.

Notes.

- 1) Raced in 1935 Australian Grand Prix.
- 2) Broken up
- 3) Body by Carbodies Ltd.
- 4) s/c and single-seater
- 5) s/c and ex-Countess Moy
- 6) Single-seater
- 7) Record breaker 1932 Eyston and Denly
- 8) s/c, J4 body
- 9) s/c
- 10) Ex-Hamilton
- 11) ex-Elwes, Robb
- 12) Ex- Geoff Coles, Mansell, s/c
- 13) Ex-Louis Fontes, 1933 T.T., exported to
- 14) Ex-Geoff Coles, s/c (U.S.A. 1945)
- 15) Ex-Ian Nickolls, ex-King-Clarke, R-engine.
- 16) Ex-Simster (single-seater, s/c)
- 17) s/c, trials history, raced at Brooklands
- 18) McDermid's Cream Cracker by A.W. Cloude
- 19) Toulmin Car, Cream Cracker
- 20) 4-seater
- 21) Chassis only
- 22) 1938 Australian Grand Prix
- 23) Scrapped
- 24) s/c, Winner Mary Harris Trophy 1966
- 25) Possibly ex-Northants police car.
- 26) s/c all ally body
- 27) Cream Cracker, ex-Bastock
- 28) Second owner from new, bought 1939
- 30) Airline Coupe
- 29) Ex-Mike Allison, in Museum in Germany
- 31) Single-seater, s/c, ex-Airline Coupe

- 32) One-time lightweight racer.
 33) Trials History, Slade Trophy 1974 and '75.

J2s, Continued.

Chassis No.	Name	Location	MMM Reg.No.
J4164	J.Glomstad	U.S.A.	1867
J4205	B.Rheard	Sussex	1227
J4206	Dr.T.Gjertsen	Yorks.	1396
J4211	A.Jones	New Zealand (1)	1906
J4213	F.Carter	New Zealand	1515
J4216	W.Sellers	Essex	700
J4223	B.Guyse	Suffolk	736
J4225	R.Wyber	New Zealand	809
J4233	R.Pettman	London (2)	975
J4236	H.Burgess	Surrey	1922
J4238	?	?	80
J4250	S.Beales	Herts	737
J4227	J.Danzelman	Warwick	304
J4251	C.Matthews	Stafford	1693
J4252	G.Wrmstrong	Wales	942
J4253	C.Brown	Liverpool	390
J4258	S.Ashdown	Wales	1119
J4268	A.Pither	Essex	1671
J4275	?	?	27
J4276	E.Tieche	Middlesex (3)	1018
J4279	K.Burton	S.Africa	1193
J4284	L.Moore	Middlesex	738
J4285	D.Tilley	Herts.	1517
J4288	J.Wantz	Luxembourg	1942
J4289	P.Corbett	London	1470
J4290	?	?	553
J4291	?	?	-
J4293	P.Gjerdrum	Norway	1695
J4301	R.Maynard	Birmingham	-
J4306	M.Baxter	Cambs ¹	1126
J4307	B.Nyhof	Holland	841
J4317	?	?	680
J4321	R.Smith	Bucks.	415
J4330	J.Newley	Australia	259
J4333	J.Hughill	Berks.	1391

J4335	M. Sykes	Sussex	784 xxx
J4336	A. Rickman	Surrey	1617
J4337	T. Driver	Worcs.	981
J4341	A. Erkstrand	Sweden	1337
J4342	A. Timmins	Birmingham	491
J4343	D. Johnson	Sunderland	1285
J4344	D. Baulkwill	Cheshire	1142
J4347	J. Milbank	Essex	1881
J4351	K. Barnett	Birmingham	739
J4353	?	?	189
J4358	C. Baughn	Essex	1170
J4361	?	?	621
J4362	Miss H. Drew	Suffolk	1104
J4370	K. Neyt	Belgium	366
J4374	G. Lucking	Sussex	1022
J4376	A. Ross	London	1530
J4395	R. Jones	S. Africa	265
J4400	I. Hoper	Surrey	1699
J4399	C. Bacon	Wales	?
J4404	W. Bonney	Hants	1136
J4425	P. Marriage	Berks	780
J4427	J. Brearley	Glos	91
J4428	K. Pilgrim	Notts	280

Phew, I make that 494 J1 and J2 types. Will the P types beat that total?. See the next gripping instalments.

J3 Types

J3751	M. Beer	Hunts. (4)	88
J3752	J. Brinkman	U.S.A. (5)	1619
J3753	?	?	-
J3755	R. Dickie	Glasgow (6)	134
J3756	R. Hiley	Australia (7)	78
J3757	M. Zingg	Switzerland	1782
J3761	Col. A. Santos	U.S.A. (8)	721
J3762	E. Taylor	Australia	208
J3763	B. Atherton	Australia	657
J3765	T. Holden	London	467
J3772	C. Smith	Essex (9)	504

J4 Types

J4002	C.Tieche	Middlesex (10)	103
J4003	C.Smith	Essex (11)	209
J4004	?	? (12)	132
J4005	G.Goguen	U.S.A. (13)	1405
J4006	?	? (14)	391
K4007	D.Carmichael	Scotland (15)	510
J4009	S.Beer	Herts. (16)	753

No need to go looking for the cars not listed. The J4 is one of the models which is fully accounted for. I believe that one has been destroyed and one is in France. Presumably the J4 buffs will tell Yvonne all about it.

PA Types.

PAC251	R.Mitchell	U.S.A.	-
PA0254	H.Rogers	London	1162
PA0255	P.Gardner	Surrey	1020
PAC270	K.Rees	Coventry	1939
PA0274	B.Warren	Hants	1824
PA0280	G.Taylor	Cheshire	794
PA0287	W.Wright	Yorks	1017
PA0289	I.Dovey	S.Africa	376
PA0296	D.Stevenson	RxSivvann Sheffield	683
PAC310	D.Goulden	Cheshire	1118
PA0314	J.Adams	Berks (17)	329
PA0322	L.Hollick	Hants	1313
PA0323	G.Rankin	Hants	986
PA0328	?	?	860
PAC329	R.Thomas	Surrey	676
PA0331	R.Green	Bucks	278
PA0333	T.McNeilly	New Zealand	1324
PA0336	?	? (18)	-
PAC337	B.Williams	Chester (19)	1800
PA0342	C.Silfverberg	Sweden	740
PA0345	E.Borcherds	Bahrain	1904
PA0346	?	?	702
PA0347	A.Hodgins	Essex (20)	1741
PA0349	W.Ridge	Hants	336

PA0352	G. Molyneux	Glos. (20)	955
PA0353	R. Ashurst	Yorks.	1804
PA0358	A. Ritchie	Surrey	1578
PA0362	R. Ayres	Leics.	1295
PA0364	J. Simpson	Warks	321
PA0368	N. Willis	Yorks	1845
PA0375	B. Watson	Yorks (21)	-
PA0378	?	0	127
PA0379	P. Marsh	Surrey	1753
PA0382	G. Spencer	Birmingham	1127
PA0386	M. Smith	Beds.	517
PA0388	J. Tadman	Kent	568
PA0390	J. Hurt	Somerset	892
PA0392	?	?	612
PA0393	T. Parsons	Cheshire	773
PA0394	?	?	173
PA0396	D. Roberts	Lancs	1594
PA0403	?	?	377
PA0406	P. Axtell	Oxford	1563
PA0404	R. Geldard	Wakefield	1771
PA0407	K. Riches	Bristol	1807
PA0408	J. Bowman	Devon	1480
PA0417	W. Henley	Yorks	1010
PA0435	?	?	-
PA0441	J. Ashworth	Kincardineshire	511
PA0443	F. Lindroth	Sweden	1251
PA0447	R. Prithard	Liverpool	1884
PA0453	?	?	297
PA0454	D. Butterworth	Cheshire	968
PA0455	J. Smith	Essex	184
PA0456	Dr. L. Ardill	Ulster	721
PA0458	P. Bland	Berks	828
PA0466	E. Loversidge	New Zealand	1783
PA0468	M. Baird	Corby	35
PA0477	E. Hough	Middlesex	565
PA0478	K-H. Goumans	Holland	1729
PA0482	W. Maglilton	Australia (9)	77
PA0487	A. Bail	Australia (22)	960
PA0491	?	?	636
PA0496	I. Engstrom	Sweden	1060
PA0510	A. Lubanski	London	1403
PA0502	Mrs. D. Martin	Kent	369

PAC512	V. Weeks	Hants	1165
PA0513	Cr. W. Payer	West Germany	629
PA0517	?	?	-
PA0518	A. Morhay	Sussex	1113
PA0524	Dr. J. Keuper	U.S.A.	1856
PA0525	J. Karelese	Holland	1728
PA0527	K. Cornforth	Durham (20)	723
PA0531	?	?	-
PA0533	N. Woor	Herts	741
PA0543	R. Moses	Herefordshire	1659
PA0546	J. Savelli	Falkirk	-
PA0550	M. Leafe	Notts (23)	927
PA0566	M. Farrow	Kent	1382
PA0568	D. Shattock	Sussex	512
PA0579	P. Bentley	Essex (24)	129
PA0585	H. Kaye	Scotland	1314
PA0589	C. Michellini	Bristol	778
PA0592	P. Robinson	Derby	190
PAC597	M. Leafu	Yorks (20)	762
PA0599	?	?	-
PAC603	M. Bullock	Essex	791
PA0606	?	?	249
PA0612	?	?	1195
PA0614	G. Haughty	Cheshire (23)	688
PA0615	P. Long	Middlesex	1636
PA0620	S. Weinberger	West Germany	1074
PA0625	R. Browning	Essex	1332
PA0643	P. Clements	Sussex	1777
PA0646	P. Bayne-Powell	Surrey (23)	161
PAC648	C. Griffiths	Bristol (9)	424
PA0649	F. Haworth	Lancs. (25)	1416
PA0650	D. Bennett	Braistol (26)	274
PA0654	A. Miles	Salisbury (21)	-
PAC656	Dr. J. Cran	Somerset	1528
PA0658	B. Murphy	Cheshire	1029
PA0667	C. Jones	West Midlands	1756
PAC668	R. Ashurst	Yorks (21)	-
PA0671	S. Jelie	Yugoslavia	1529
PA0674	L. Rennie	Cornwall	720
PA0678	C. Westwood	Kent	757
PA0682	S. Dear	Somerset (27)	1200
PA0685	G. May	Sussex	-

PA0687	C. du Cane	Hants. (28)	1653
PA0694	?	?	-
PA0703	Dr. W. Payer	West Germany	1451
PA0715	R. Coombs	U.S.A.	1269
PA0716	B. Woods	Cornwall	1120
PA0711	P. Smith	Sussex (20)	1237
PA0714	J. Savelli	Falkirk	1769
PA0726	?	?	-
PA0728	V. Weeks	Hants	953
PA0729	J. Pilkinton	Cheshire	1651
PA0731	C. Leyland	Hull	1759
PA0735	A. Davies	Wales	1491
PA0743	R. Morby	Bucks	1533
PA0752	A. Costard	Warks (20)	937
PA0757P.	Moore	Cornwall	371
PA0758	D. P-Brown	Dorset	1550
PA0761	M. Wilson	County Down	1482
PA0766	L. Edwards	Hants	583
PA0777	C. French	Northants	864
PA0781	?	?	-
PA0784	R. Austin	Suffolk	1918
PA0786	G. Odd	Cambridge	250
PA0787	B. Harries	Norwich (9)	769
PA0793	C. Gooding	Bucks (20)	177
PA0796	R. Wallis	Sussex	1537
PA0798	?	?	281
PA0806	I. Pither	Essex	1834
PA0814	J. Prieur	France (20)	622
PA0816	N. Wardle	Bahama Is. (20)	19
PA0817	R. Ward	New Zealand	1449
PA0818	?	West Germany (29)	1178
PA0819	J. Smith	Yorks (20)	1795
PA0829	L. Hilgenberg	Holland	1726
PA0832	?	?	(30) 951
PA0833	J. Goodacre	Lancs. (31)	328
PA0835	A. Finger	U.S.A. (30)	470
PA0837	R. Cass	Herts (30)	200
PA0838	D. Harris	Beds. (30)	139
PA0842	D. Frazer	Glasgow (20)	1254
PA0844	T. Cooper	Notts.	1318
PA0849	?	?	-
PA0852	R. Cadogan	Wilts.	1331

PA0854	G.Burridge	Bristol (20)	1204
PA0863	J.Goodacre	Lancs.	67
PA0865	D.Talbot	Derby (20)	1444
PA0871	A.Rogers	Kent	643
PA0874	P.Whitbread	Surrey	1329
PA0875	Yvonne Ward	Surrey (33)	920
PA0879	C.Cameron	Berks.	1210
PA0884	J.Foster	Yorks	554
PA0887	Q.Harvison	London	894
PA0888	J.Cleasby	Yorks	631
PA0890	?	? (20)	255
PA0892	K.Eason	U.S.A.	681
PA0898	J.Eubank	u.s.a.	500
PA0900	?	?	367
PA0901	N.Padfiwld	Wales	1652
PA0903	C.Butchers	Sussex (32)	1685
PA0904	B.Watson	Yorks	1732
PA0908	?	?	-
PA0909	?	? (20)	742
PA0910	P.Lesue	Kent	560
PA0912	K.Hobbs	Hents	883
PA0915	J.Wells	Lancs	1367

So far we have had four episodes of the Register, making about 1,000 cars listed to date and leaving almost another 1,000 to come. These lists have resulted in several letters being sent to me. Some ask "Why cannot we have a proper Register with full names and addresses and potted histories of the cars where appropriate?". It does not take much to realise now that such a document would be a very lengthy affair, probably too big to make it a practical proposition for stencilling like this Infoletter. Who is going to compile it? who is going to print it and who is going to pay for it?. Before we can usefully address these problems we must get our records straight and complete. And who is going to do that?. You, of course! Please write and tell her about any changes you know have taken place.

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Contributions for Infoletter no. 64 by mid-July please.

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John Bannell writes;-

The article on building axles omits to mention the bearings themselves. The crucial factor is the ball thrust race, this should in fact be a double thrust race. When I rebuilt my diff. (from 3 various assemblies) I took the bearings to my local SKF supplier and was alarmed when the ball race he supplied had about 10 to 15 thou' end float, obviously undesirable to controlled mesh of the c.w.&p. When quizzed about this end-float he got out about five others - you've guessed - they all had the same end-float! Examination of the bearing specification showed this to be in order, so we made a closer examination of the original R&M bearing and on the centre part was a small ground dot about $\frac{1}{8}$ inch dia.. The salesman, quite an old timer, scratched his head and explained that he had not seen a "one-dot" bearing for about 15 years!!!! To explain; bearings come in several different standards. The lowest and the one normally supplied is a "four dot" and is normally unmarked. The others, in decreasing order of end-float for a double thrust, have the "dot rating" stamped or ground on the centre boss. Generally 2 or 3 dot bearings can be obtained by special order but one-dot bearings are individually made and fitted to obtain the correct clearances and end-float. I was unable to get a suitable bearing but after ultrasonic cleaning and examination found that my original bearing was in excellent order with a measured end-float of less than two thou'. Needless to say it was refitted. Unfortunately this does not solve the problem for other diff. builders and I can suggest two alternatives, 1) the use of an alternative design of bearing, 2) complete bearing carrier redesign. The first option of alternative bearing design selection I think is relatively simple and requires substitution of the double thrust ball race by a "four point annular contact (duplex) ball bearing". This is the type of bearing which I think Mike Dowley recommends in his "heavy duty main bearings". The series designation being, I believe, QJ. The second, while sounding rather drastic, follows the post-war trend in c.w.&p design by fitment of two

(back to back) annular contact races. It may be possible to replace both bearings in the pinion carrier with annular contact races and replace the 'solid' spacer with a collapsible unit from a modern unit. If this is done the nut on the drive flange is tightened, collapsing the spacer until a bearing pre-load of 5 to 10 Lbs. exists at which point the pinion carrier can be shimmed. I admit that I have tried neither of these mods but intend really to point out the importance of bearing end-float and suggest two possible methods of circumventing the unobtainable bearing problem.

John is currently rebuilding the body on his J2. He is intending to make templates of all the body panels and send them to the Librarian for storage and loan. Seems a good idea if Roger has the storage space...why stop at J2s?. Fellow MMM owners in the area can get in touch with John at 3, Ross Drive, Great Sutton, South Wirral, L66 4XE.

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TUNING THE F-TYPE.

I have been sent an M.G. Car Co. data sheet, headed "Special F type power Unit". The preamble says, "This is a record of an attempt made to tune an F Type engine to the utmost possible with an AA Cylinder Head, it had larger carburettors, higher compression ratio, stronger valve springs, double distributor spring, different sparking plugs and ran on special fuel.

The data which is non-standard is:-

Compression ratio	7.25:1
Carburettors	2 S.U. $1\frac{1}{8}$ " dia.
Needles	Not specified
Jets	.090"
Sparking Plugs	Champion R11
Connecting Rod Material	S6 (steel?)
Valve springs	Double
Seat tension	40lbs, Rate 60lb/in.
Oil pressure	60lb/in ²

That is all the change. One wonders why a special fuel was needed. The weight of the engine, clutch and 'box is quoted as 398lbs., by the way.