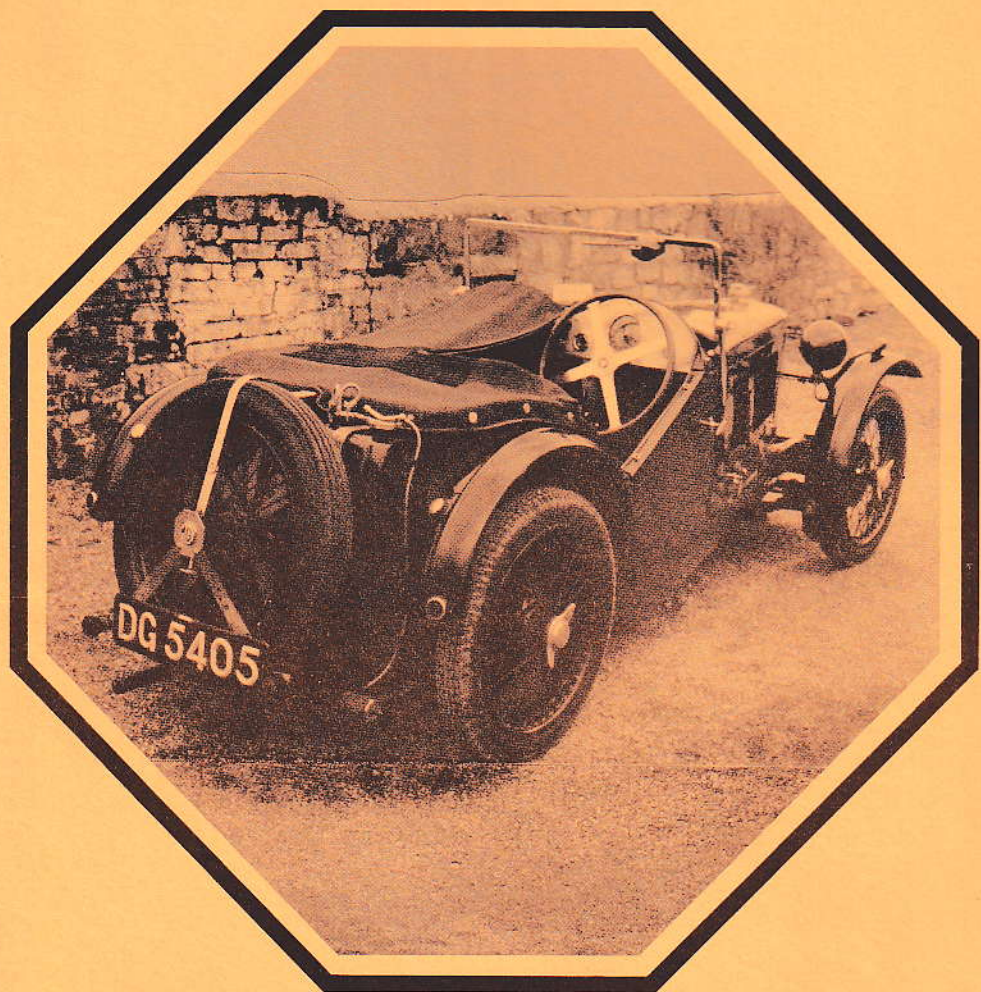
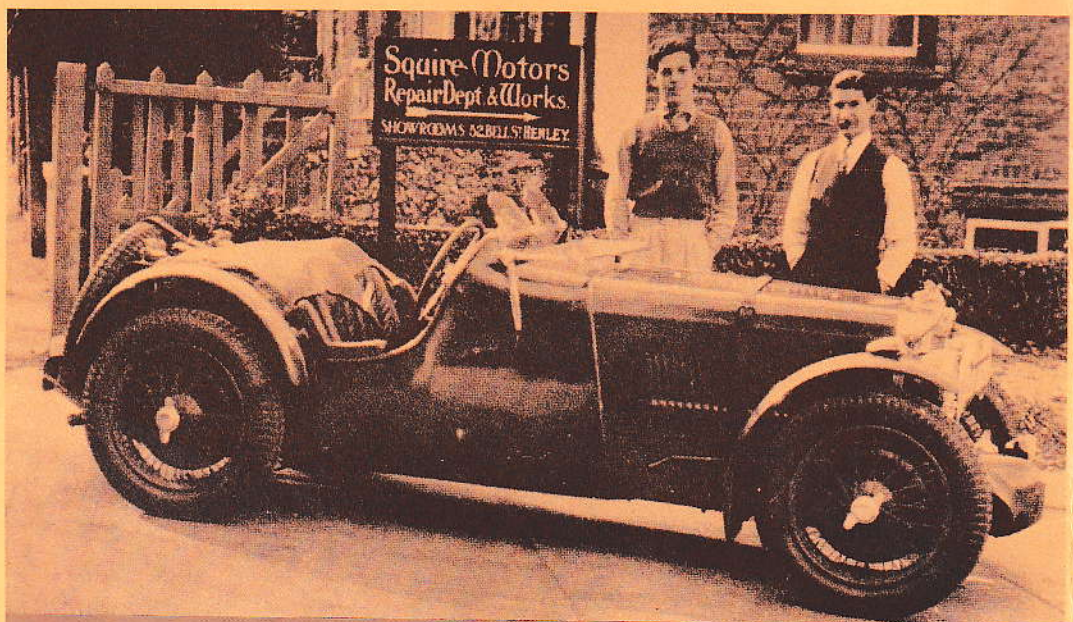
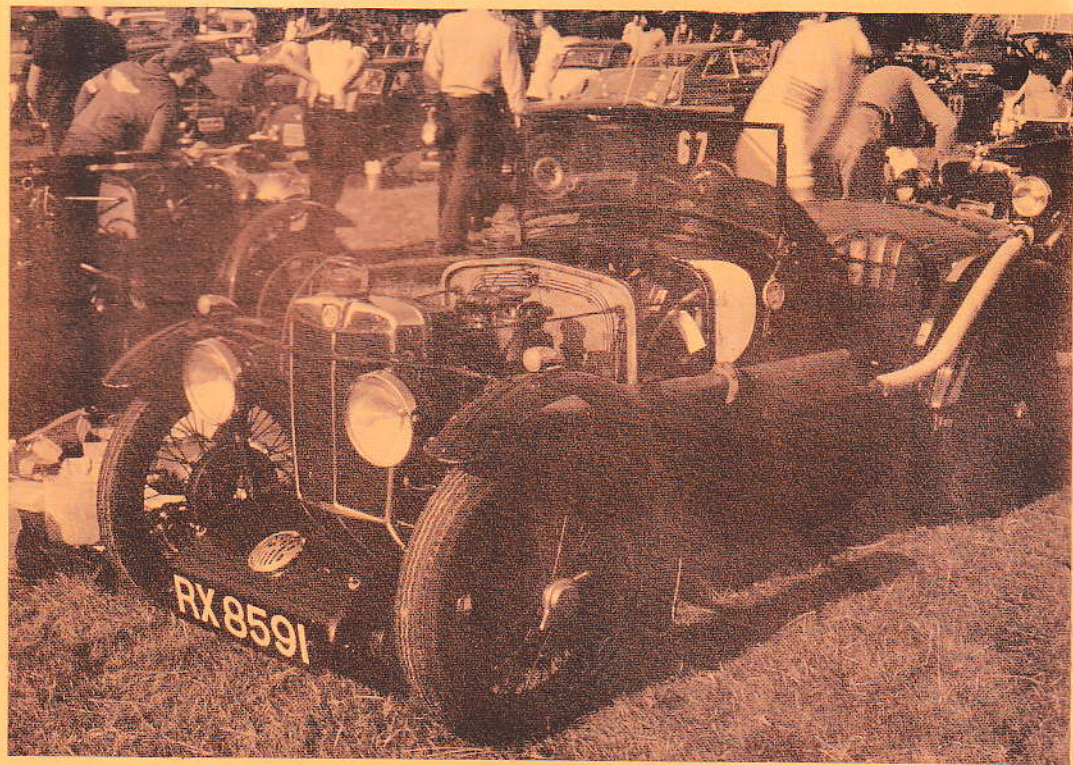




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



M.G. CAR CLUB

Triple-M Register

Infletter no. 68, July 1982.

Editor, to whom all copy for Safety Fast notes is to be sent, Mike Hawke, 117, Upper Westwood,
Bradford-on-Avon, Wilts., BA15 2DN.

Cover Pictures.

Outside front. Your editor's J2, filling this spot as a sort of a hangover from its 1980

C-o-t-Y win. We should have used up the covers quicker. Never mind, Barry Foster's C-type had its pride of place in the last issue in June's Safety
(Fast.

Inside front.

Top, Dave Cooksey's C-type)(CO255) at Wiscombe, circa 1977 I would think (which year did the sun shine?). This car is one of the more active MMM machines and has been ever since its rebuild in the mid-seventies. It provided much of the inspiration needed for Barry Foster to complete his CO280 and for Patrick Gardner to build his replica (DC329). The other C-type we have seen recently is Colin Tieche's CO276 (featured on a calendar in 1982) and, of course, Mike Edmondson's R-engined car. Other C-types known to be complete and in running order include Peter Bentley's (CO294?) and Bob Hudson's CO284. Any more for the Skylark? Did Brian Lyth ever recover his stolen CO261 and how are the rebuilds going or CO273 (Mike Gooch), Co278 (Beb Dickie) and CO286 (Allan McNab)?

Lower. Jock Manby-Colgrave and Adrian Squire at Remenham in the spring of 1933 with K3004. The car has had at least five bodies in its time, the original one shown here, a short-tailed one fitted by Squires in September 1933, a lightweight Cowelled-radiator job from K3015, fitted by Bellevue Garages for Billy Cotton in 1937, an AUSCA fibreglass body, fitted in about 1948, and, finally, the original-style body it now carries in the ownership of Frank Bett in Australia. Other owners include Dudley Frey, Mrs. C. Corbett-Fisher and Jim Gullen. This car seems to have specialised in drivers with long names including Buddy Feathersyonehaugh (was he a jazz trumpeter?), the Marquis de Belleruche (who was plonked in the car at instant notice for the 1935 B.R.D.C. 500 Miles Race, could not understand the pre-selector gearbox, so stayed in top

gear all the race and came 5th!), and H.Stuart-Wilton who drove for Mrs. Corbett-Fisher (its all double-barrelled names. Billy Cotton gained his 120 m.p.h. Brooklands Badge on her on 17 May 1937. The car was active at Brooklands right up to 1939 and went to Australia just after the 1939-45 war. There was some correspondence on her in Motor Sport a year or two back as a result of an article on the J.H.T. Smith K3s.

Inside back.

Top. John Wilkinson's blown J2 (J3374) at Wiscombe, again, probably 1977. This may have been the year when he had a bit of blower trouble and manfully tried to overcome it by fitting carbs. and transferring to the unblown class. However, never make things easy when with a bit of effort you can make them exhaustingly impossible. The only carbs. readily available was a set of four T.T. Amals belonging to Partick Gardner. The task of fitting, adapting and tuning these on the spur of the moment in the paddock proved too much and John did not have his usual trouble-free day's sport. These particular carbs. have quite a history in their own right. Originally the set-up was made by Geoff Coles for one of his J4s when, in the early 'fifties superchargers were totally frowned upon. By 1960 or so he had passed them to Mel Jones for his J2 and they enabled him to lap Silverstone in 1min. 31 sec. They also caused him to have a hugh fire on Bodmin Moor but that is another story. My own J2 was due to use them at a Brands Hatch Sprint in about 1965 but the event was cancelled because of a frozen track. This caused another remarkable day out for it resulted in the J2 driving 700 miles non-stop from and to Barrow-in-Furness. As far as I know, Patrick Gardner has not attempted to use these carbs. on any of his cars so they have not actually powered a car since Mel discarded them in 1961 and fitted his Centric blower.

Lower. We have a sense of deja-vu here for I am sure that this picture has appeared in a recent MMM Yearbook. It is a shot of Donnington paddock in the mid-'thirties. P and F-types are in the foreground but is that a Cream Cracker hiding behind that Vauxhall 14 or is it just a look-alike?. Also, there is a L-Magna Continental Coupe just behind the B.S.A. three-wheeler

REQUIEM FOR INFOLETTER. This is the last Infoletter in the present series. In future all the copy which has previously reached you via the Infoletter will appear in Safety Fast and the MMM notes may be a little more expansive than in the past. This is no bad thing for the pictures will reach a larger audience and philistines who prefer other types of M.G. may develop some proper interests. It is, perhaps, a good occasion on which to review the past history of MMM literature.

Register Lists. The first piece of copy to be circulated to Register members was a Register List. In those days Mike Allison was the first secretary of the Register, all Club correspondence was printed and distributed by full-time office staff from Abingdon and the Club enjoyed the patronage of the British Motor Corporation of which the M.G. Car Company was a part. Mike got our first Register listing out in early 1962 and revised and enlarged Register lists were sent out in June 1962, January 1963, May 1963. By now the list was becoming a bit unweildy so the next list in July 1963 was just an amendment. Complete lists were issued in November 1964 and September 1965. Then came a big gap before the last full MMM list ever circulated in October 1971. We will see the reasons for this later.

In the early days of the Register, Safety Fast was a professional publication with editors like Wilson McComb and much B.M.C. publicity (who were paying for it anyway) filled the pages. Modern M.G.s took the lion's share of the attention, the MMM getting an occasional mention but not a regular spot. Therefore a series of MMM Bulletins was started.

MMM Bulletins. No. 1 was issued in May 1962, a typed, folded document just like the Infoletter, but of only 5 pages. Irving Bramson was editor and other MMM officers listed were Mike Allison as Secretary, Mike Harris as Spares man and Mel Jones as Technical Adviser. The Bulletins came out monthly and increased in size to 16 pages. By November 1963 it had a stiff cover (by courtesy of Messers Duckhams, the first taint of commercialism was creeping in) and it became quarterly. This was not the retrograde step it might seem. The idea was that the Bulletin would be a bit bigger (it did go up to

22 pages by June 1964) and the big gap be filled by two
two newsletters called

Triple-M News. The first MMM news came out in September 1963 and was from the pen of the industrious Mike Allison. However, the Bulletin and the N News never quite got into phase. All that can be said is that MMM members had something drop through their letter boxes about once per month but it was anybody's guess which it would be next.

The first big editorial shuffle came in February 1965 when Phil Peckham and Steve Dear became editors. New officers listed included a photographic librarian and a C-o-t-Y scorer. In November 1966 someone tried to make the News a combined publication with the then very new T-Register. Throughout 1967 and 1968 the News was shared with the the T-Register and The Vintage Register almost alternately. At this distance in time the logic of it all is forgotten. Meanwhile the Bulletins were growing in size and got a cover much like the Infoletter one in December 1967.

Then came the chop. Late in 1968 the new owners of M.G.s (Leyland) withdrew their support of the M.G. C.C. and the Austin-Healey Club and both the News and the Bulletin closed. The Bulletin had run for 35 issues over nearly seven years and had been a very popular publication.

John Thornley and Gordon Cobban picked up the remains of the M.G.C.C. and set about running an organisation without any money. The Register was very conscious that it had to keep in touch with its members if it was to remain in being. The new, slim, economy Safety Fast could not run enough space and individual attention that was needed. And so started the Infoletter.

No. 1 came out in October 1969 and was, literally, a typed letter. Phil Bayne-Powell wrote most of it as spares sec.. The new method of distribution by s.a.e.s was set up and these were kept by Steve Dear with other MMM Committee members chiming in as necessary. By no. 17 in July 1973 yours truly took over from Steve Dear although Phil was still doing a lot of the writing and printing it. By now

Rosemary Davis was the keeper of the s.a.e.s and Phil had been joined by Nigel Musselwhite as joint Spares Sec. and the MMM Spares Service was entering its most active and prosperous phase so far as variety, quality and rate of innovation of spares offered was concerned. The Infoletter was the vehicle by which the developments in the MMM Spares field was made known. VAT legislation and the consequent need to reorganise the Club's trading activities was soon to put a stop to this glorious time. Against threats of legal action, all the MMM spares stock was passed to C.K. Spares Ltd. and John Adams became the Spares Sec. Phil continued to print the Infoletter and compile the second-hand spares bit while I carried on until Nigel Musselwhite took over in December 1974 when I became S.W. Centre Sec. Its all very incestuous this appointing of Club Officials. John Reid became editor in October 1976 and the next issue sported a picture cover by courtesy of Nick Sands which I has done so ever since. The shock of actually having pictures was so great that John called two issues No. 40! Andrew Smith became editor for Issue No. 51 (I've no idea what the date was, we had stopped dating them at the time) and for issue no. 56 we had a really big reshuffle when yours truly took over the editorship again and Phil retired after a very long spell in office and, horrors, took his duplicating machine with him. We had a new keeper of s.a.e.s in Tony Roodhouse and, until we found Peter Green and his duplicating machine, the Infoletter went through a rough time. Thus the Infoletter has run for thirteen years and seventy issues, the longest running show the Register has ever put on.

But top of the range must be the Yearbook.

Again this dates back to the days when the Club was still reeling from the loss of works sponsorship. The typed sheet which comprised the Infoletters in these days did not seem enough to send out to a membership who were feeling a bit neglected. Thus a Yearbook was attempted in 1970. It was edited by John Reid and looked like an Infoletter in shape, style and size. But as John Reid said, it was intended to "bridge the gap between the old style Bulletin and Safety Fast". In 1971, Steve Dear complied the Yearbook but he had other duties in the Club and was only too pleased to shift the duty to me

when I returned from Singapore in late 1971. By 1973 I had managed to get Peter Davis to do some homework on advertising and proper printing and we produced the first glossy Yearbook. When Barry Foster took over in 1975, he continued the new format and increased the number of pages and managed a colour cover in 1977. And so we come to the final phase of the Yearbook with Ian Davison taking over the editorial chair in 1979 and producing the big A4 size book with lots of pre-war pictures which makes it the most professional publication of the Club. For 1982, Terry Holden and Roger Thomas have taken the book over and, by the time you read this you should have seen a copy.

We wish them all power in the future and may their advertising budgets flourish and the copy come rolling in. If anyone can produce revenue or material do not hesitate.....

By the way, back numbers of Infoletter and the Yearbook are available from Roger Thomas.

MORE ON WEIGHT

So for only Andrew Smith and Roger Thomas have given us any details of the weight of their cars, both P-types and both rather heavier than the quoted $14\frac{3}{4}$ cwt quoted in Blower.

Having access to one of those machines which can "weigh corners" of cars, I thought it would be interesting to see what my J2 weighed. Remember, the topic started on the discrepancies in the quoted weights for J2 in Blower ($12\frac{3}{4}$ cwt), and the Autocar road test ($11\frac{1}{4}$ cwt). I have always been very careful with weight on my car and very conscious that the Laystall crank and a few other things are very much heavier than standard. After some problems with technique, the weight of DG 5405, with 4 gallons of fuel aboard, no toolkit, but otherwise in full road trim, was measured to be:-

Front 665lb.

Rear 805lb.

Total 1470lb. = 13cwt. 14lb.

Remove fuel 30lb.

Nett dry weight 12cwt. 96lb. (without and water).

This is almost exactly the weight quoted in Blower. Can we infer, therefore, that the weight quoted by him is a dry weight?. What about the $11\frac{1}{4}$ cwt of the Autocar Road Test? this must be a wishful thinking weight. And did the M-type really weigh $2\frac{3}{4}$ cwt, i.e. a massive 20% less?.

Remove weights for the Silverstone start line.

Passenger seat squab	7lb
Battery cover	3lb
Hood frame	4lb
Spare wheel	28lb
Windscreen	16lb
Substitute small battery	28lb
Total	86lb.

Starting weight (with 4 gals. fuel)
12cwt 4lb.

No wonder the car seems so lively on these occasions.

SOMETHING ON BLOWERS.

On pages 10 to 13 are reproduced two very similar letters from Sir George Godfrey and Partners regarding the application of their Marshall superchargers to J and P type M.G.s. They confirm that the IZ75 and J75 types are virtually identical; that, driven at engine speed they give about 6 lb/sq. in. pressure and, interestingly, the swept volume of the plower is 0.0268 cu. ft. which is 755c.c..

The Shorrocks C75 type has a swept volume of 750c.c. so, although it is a vane type blower and has different characteristics, the overall pressures it can be expected to give are not very different from those of the J75 types.

On the centre pages are the characteristic curves of the plower and you can see how Mr. Beaumont did his calculations (although his numbers are different).

An 847c.c. engine, turning at 4,000 r.p.m. and supercharged at 6 lb/sq. in. requires the following volume of air:-

$$\frac{847\text{c.c.}}{2} \times \left\{ \frac{1\text{ft.}}{12\text{in}} \right\}^3 \times \left\{ \frac{1\text{in.}}{2.54\text{ cm.}} \right\}^3 \times \frac{4,000}{1\text{min.}} \times \left\{ \frac{14.7 + 6}{14.7} \right\}$$

Which equals 84 cu.ft per min.
Running up the 6lb/sq. in. line, we see that the blower needs to turn at a speed of just over 4,500 r.p.m. to deliver 84 cu.ft per min. at this pressure. I.e., the blower needs to turn at about 1.1 times engine speed. Also, the blower is absorbing just under 4 b.h.p.

You can draw good approximations of the 5,500 and 6,000 r.p.m. lines on the graph.

Under these conditions, a 939 c.c. engine would need 93 cu ft. per min. and the blower would have to be run at just under 5,000 r.p.m., i.e. a 1.2 to one step-up in speed.

We also have some similar curves for a Wade 4R020 blower, also a Rootes type, which has been used on K and N types. This is a much bigger instrument, having a swept volume of about 2,000c.c.. E.g., at 3,000 r.p.m. it will deliver nearly 100 c.f.m. at 8 lb / sq.in., while under the same conditions, the Marshall J75 is delivering only 32 cu. ft./ min.

It is a pity that the Wade curves do not take in higher pressures up to the low teens of lb./sq. in. because it is in these sort of boosts that it has been used.

Does the Marshall 100 blower have a swept volume of 1000c.c.? If so, are its characteristic curves as these but with all volumes increased in ratio?. Perhaps Peter Green, who has recently fitted a Marshall 100 to his K3 could work out what pressure he should get if this were so, compare it with what he actually is getting, and let us know the result.

Suppose we wish to puff harder, say an 847 c.c. engine at 10 lb./ sq. in. Free air required at the intake is 102 cu. ft. /min. at 4,000 r.p.m.. Thus the blower speed needed is 5,750 r.p.m., i.e. a 1.4 to one step-up.

Blowers driven at engine speed (as from the nose of the crank) should give the following pressures at 5,000 r.p.m.:-

746 c.c. engine	6lb./sq.in.
847 c.c.	5lb./sq.in.
939 c.c.	4lb./sq.in.
1089 c.c.	2½lb./sq.in.
1271 c.c.	1lb./sq.in.

Perhaps people who have driven Marshall 75 or Shorrock 75 blowers in this fashion could confirm these approx. pressures. Just in case you may think the last two possibilities a bit far-fetched, I have actually seen an L-type blown very gently with a small Shorrock on the nose of the crank. Also, Andy MacLennan's N type, which was quite one of the fastest MMM cars ever around Silverstone, was blown by a small Marshall 75, belt-driven at some enormous step-up in speed, but it made the car go very quickly indeed.

FOR SALE AND WANTED. (continued on page 20)

1. Alastair Jones, P.O. Box 57, Ohau, via Levin, New Zealand, needs for his J2 a gearbox speedometer pinion and threaded housing to suit standard axle ratio (8/14 in a J2). Also a paper template of a dashboard so that he can cut one out of ali sheet.

2. Patrick Gardner, manorgield, 32, Eastwick Drive, Great Bookham, Surrey, (Tel; Bookham 52133), has for sale the following P-type bits;- rocker box, gearbox remote control, spare wheel carrier, front wing stays, swept front wings, rear wings, two doors (poor), rear axle casing, various engine parts, bonnet catches, also a set of J-type 8 inch brakes complete, J exhaust manifold, J inlet and water manifolds, various J and M engine parts, and two used 6.50x16 Dunlop Racing tyres.

3. Robin Mace, the Old Farmhouse, Robin Hood Way, Winnersh, Nr. Wokingham, Berks., (Tel;- Wokingham 787989), has for sale a 1930 M-type, it is complete and to original specification. Much work has been done but some is still required, including the fitting the new fabric covered body. Owned since 1960, Reg. No. J? 96, price £3,000. Also for sale, new brown-faced Jarger temperature gauges and other P/N parts.

4. John Seymour-Howell, 1, Orchard Way, Horsell, Woking Surrey, GU21 4BN, needs a first motion shaft for a PB gearbox. This is the one which is splined to take the clutch plate and has an integral herringbone (double helical) gear with 22 teeth, which is recessed and has 16 internal dogs. He has for exchange an excellent PA layshaft gear cluster complete and a PB mainshaft 3rd. gear pinion (20 teeth).



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HANWORTH, MIDDLESEX.

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TELEX: 24892
(GODFREY, HANWORTH)

Dear Sir,

IZ.75.124 EH Supercharger.

We are in receipt of your letter dated 3rd September for which we thank you.

We note that you require information on a Marshal Drew IZ.75 Supercharger. This machine was not manufactured by us but as we took over the patent rights of the Marshal Company many years ago and used certain data relative to those machines in our production units, we can inform you that the performance characteristics of the IZ Supercharger are similar to those of our J.75 type.

Details of the J.75 are as follows:-

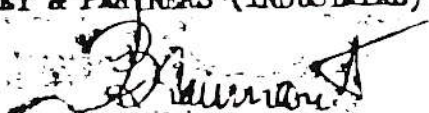
Type No.	Form	Centres ins.	Length ins.	Tip dia. ins.	Swept area sq.ft.	Swept volume cu.ft.
J.75	2 lobe	2.4414	4.314	3.645	.07464	.0268

As regards fitting the IZ Supercharger to an M.C. Midget, we would imagine that, provided the unit was in good mechanical condition, it should be suitable if operated at approximately 1.1 x engine speed.

It is regretted that we have no information whatsoever on the type and size of carburettor which would be required since we do not carry out installation work. This means, of course, that we are unable to supply manifolds, pulleys, etc.

For guidance, we enclose a copy of performance graph CR.1430 for the J.75 Supercharger which you may find of assistance in making your calculations.

Yours faithfully,
SIR GEORGE GODFREY & PARTNERS (INDUSTRIAL) LTD.


K. Beaumont
Sales Engineer.

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(GODFREY, HANWORTH)

YOUR REF.

OUR REF. KB/ML

23rd March, 1964.

Dear Sir,

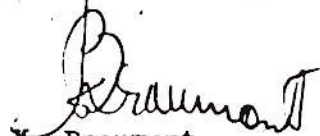
J.75 Supercharger

We thank you for your letter dated 21st March and note your acquisition of one of the above superchargers which you propose to fit to a J2 M.C.

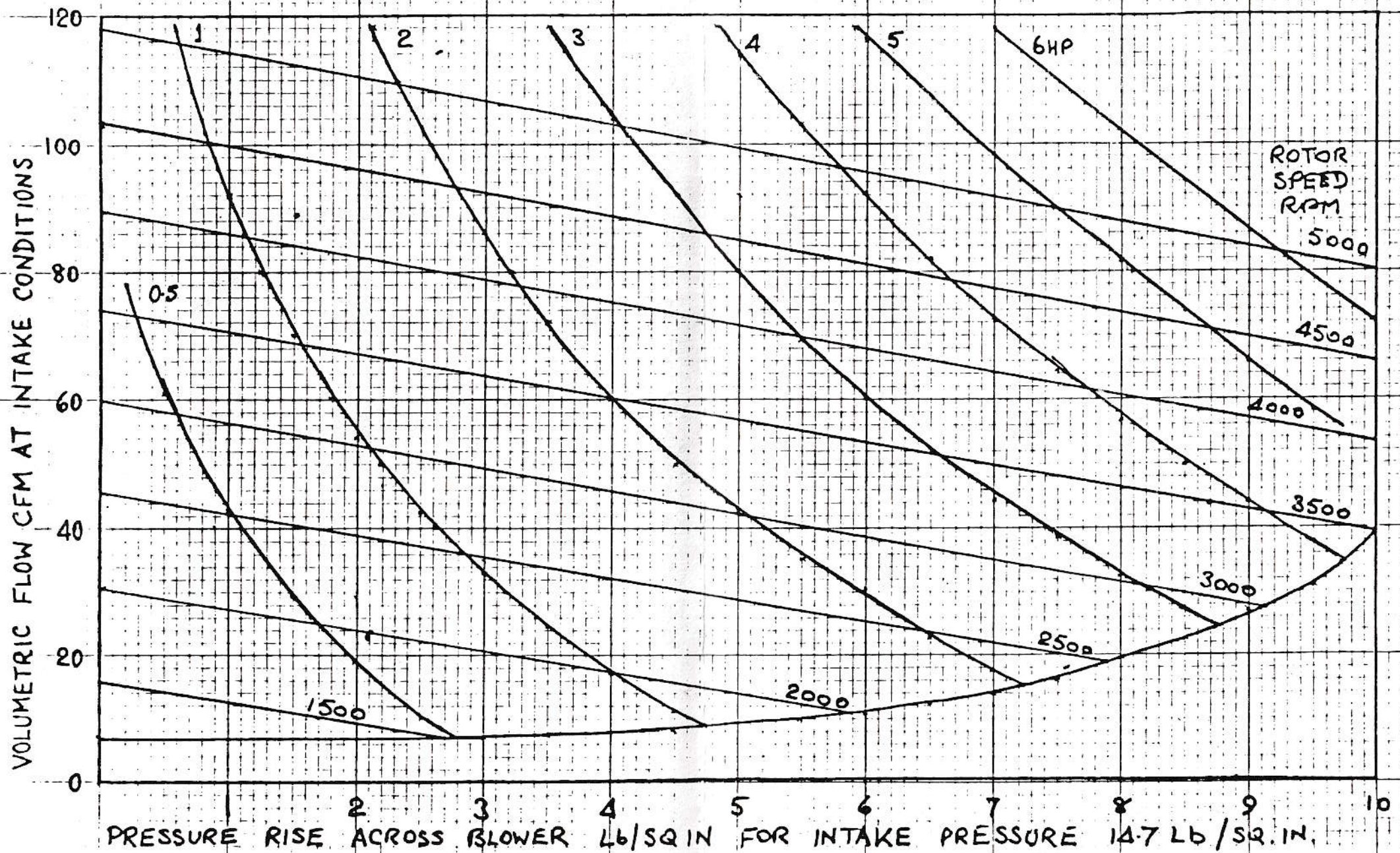
We would reply to your questions as follows:-

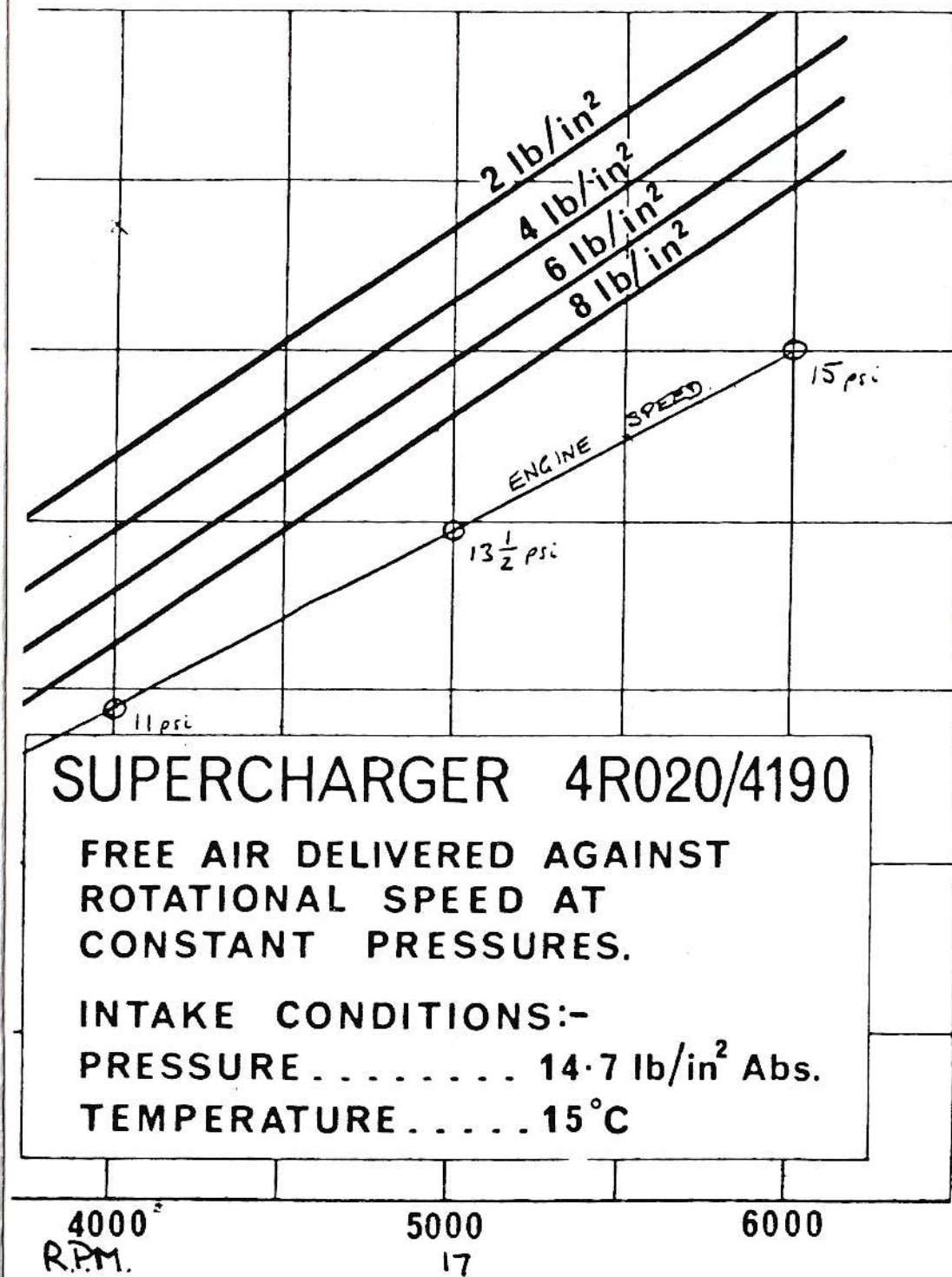
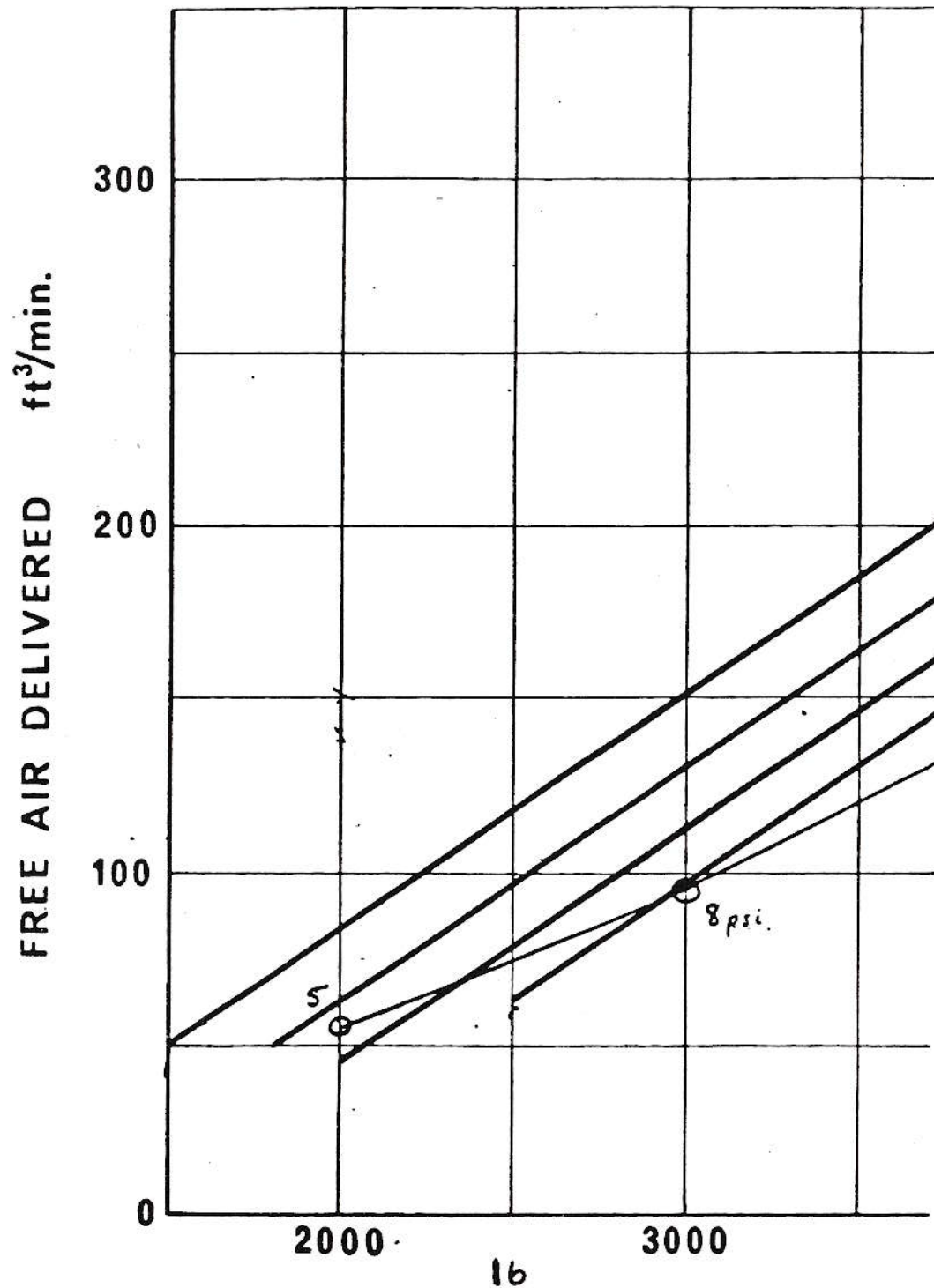
1. You do not state the maximum speed of the engine but assuming this to be 5,000 r.p.m., then we estimate for a 6.0 p.s.i. manifold delivery pressure, you will require 75 cubic feet of air at engine intake which means 92 c.f.m. at Supercharger intake. To achieve this capacity from the supercharger, assuming it to be in good condition with tight clearances, we calculate that it should operate at 4850 r.p.m. at maximum i.e., almost 1:1 with the engine.
2. In fact, if the supercharger rotors or rotor case are worn, then it would probably do no harm to have both pulleys of the same diameter.
3. The supercharger can be lubricated from the engine oil supply. This is usually achieved by taking a tapping from a suitable point in the main supply and passing it through a pressure reduction valve or drip feed regulator, so that 5 - 10 c.c. are provided to the drive-end casing or rose-piece if this part is fitted.
4. We have no information whatsoever on carburation.
5. We cannot supply any installation parts and unless you can obtain the manifold second hand you will probably be obliged to fabricate these parts yourself because we understand that the North Downs Engineering Co. no longer handles this type of equipment. May we respectfully suggest that any such manifolds may be made robust enough otherwise resonance will take place which can be very unpleasant for the driver/passenger and to the public in general.

Yours faithfully,
SIR GEORGE GODFREY & PARTNERS (INDUSTRIAL) LIMITED


K. Beaumont
SALES ENGINEER.

HORSE POWER ABSORBED.





MMM REGISTER



Founded in 1930

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Kimberley House, 3 Kenmore Close,
Kew, Surrey. TW9 3JG

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<u>REF.</u>	<u>DESCRIPTION</u>	<u>PRICE</u>
1.	'J' Booklet, 8 pages in full colour	£2.00
2.	'F' Leaflet in full colour, FI and Salonette	£1.25
5.	1935 Broadsheet, 'PA', 'PB', 'NA' & 'NB' two colours	£1.25
6.	'M' Leaflet in full colour	£2.00
8.	'J' Oiling Chart, two colours	£1.00
9.	'P' Oiling Chart, two colours	£1.00
10.	1930 Broadsheet, full colour 18/80 and 'M'	£2.50
11.	12/12 M Leaflet, two colours	£0.75
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Price £1.00 each + VAT

- (c) Back numbers of MMM Yearbook: 1972; 1974; 1975; 1976; 1977; 1978; 1979; 1980 & 1981

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- (d) Back numbers of MMM Infoletters, various; state needs.

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- (e) Profile Publication 'M' Type Booklet; detail history tracing the development of the M Type, b/w and colour by Wilson MacCombe.

Price £0.75 each (No VAT)

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(f) Technical Index
(g) Technical Compilation

£2.00 incl VAT.
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5. Welter Norbet, 293, Rue de Luxembourg, 8077, Berrange, G-D Luxembourg, having just finished restoring his N-type is now turning to his J2. He would like to know if there are any drawings of a J2 body around. I think I have seen some, can anyone help him?. Also he has for exchange,

N radiator shell with nose piece for J similar

N gearbox remote control for J similar

N/P clutch housing for J similar

N camshaft gear

N brake cross shaft (complete) } for any of the following items which He would like to buy

N camshaft(used)

if possible, J cylinder head with camstands and bevel gear.

J dynamo and bevel gear

J headlamps

J windscreen

J instruments, J radiator and J petrol tank.

6. Captain P.J.Smith of B.F.P.O. 47 tells me that he bought an oil ring 395.602 CUA C 26x32 for Daimler Benz all models up to 1976, VW LT28/31/35, Opel Kadett A, Opel Kadett B up to chassis no. 1234067 and Auto Union Audi 60/90. 80 GT, GTE and 100 and it cost him 20 pfennig or about 5p. What is it?. Actually it is a soft copper ring about $1\frac{1}{4}$ inch external diameter which makes a very good oil seal for the top ends of the oil drain pipes on the cylinder heads of K,L,N, P,Q and R types. Perhaps Mike Dowley might like to lay in a bulk purchase, it should not break the bank. Presumably Captain Smith has his MMM car running out there in Germany, well done.

7. Mike Hawke, (address on p.1), seeks an 18inch side laced wire wheel. He has a 19 inch ditto to swap.

From now on "For Sale and Wanted" will appear in Safety Fast, commencing with October (I've already sent in September's copy).

OIL SEALING IN THE BACK AXLE.

Brian Rhead writes;-

Having had oil seepage problems at the rear hub on my J2 for a number of years, I eventually arrived at the treatment outlined in this little ditty. However, to be as explicit as possible, I have separated the treatment into three parts of which this is the first, dealing with the hub itself and the half-shaft.

On dismantling the hub and half-shaft from the car it will be possible to assess how loose the hub is on the half-shaft. If there is any movement it must be better to knock the hub off completely. It then can be cleaned, de-burred at the mating faces and elsewhere, after which it could be cadmium plated.

Should the half-shaft be reuseable then the hub and half-shaft can be reassembled, using something like Loctite on the splines to eliminate the slight play previously apparent. It is essential to thoroughly clean the splines of the half-shaft before this assembly.

When the locking fluid is thoroughly dried, fill in the remainder of each of the splines on the inside of the hub using plastic metal. Press the plastic metal as firmly as possible into the tail end of the splines, filling each one in turn and finishing as smoothly as possible.

When this has hardened off after a couple of days, smooth down with emery cloth to obtain a smooth circular surface. It is also important to remove any plastic metal from face "A" (see fig.1). This must be sufficiently smooth so as not to chew up the neoprene "o" ring which we can now fit over the half-shaft until it rests against face "A". These rings can be purchased from most hardware shops. You need one which is a close fit onto the half-shaft and which has a thickness of 0.137 inch. Smear the "o" ring with grease or vaseline to prevent it sticking to the metal.

We are now ready for part two, by tackling the end of the banjo casing where the wheel bearing fits.

Sealed-for-life ball races may be used, but if you wish to re-use double row normal races, it will be a suitable time to replace the lip seal between the wheel bearing casing and the flange on the casing. I've only seen this on P-types. F and J-types all seem to use the felt ring with the steel cover. Renew where necessary.

Previous experience with so-called rear axle oil seals indicated that the brass type with the oil return thread were more successful than the cork inserts. (Agreed, Ed.)

Consider, then, the use of brass axle inserts, these having of course, the oil return grooves on the inside. The P-type axles appear to have a smooth turned portion on the inside end of the banjo so that it is possible to obtain a good leakproof fit between the outside diameter of the brass insert and the inside of the axle casing.

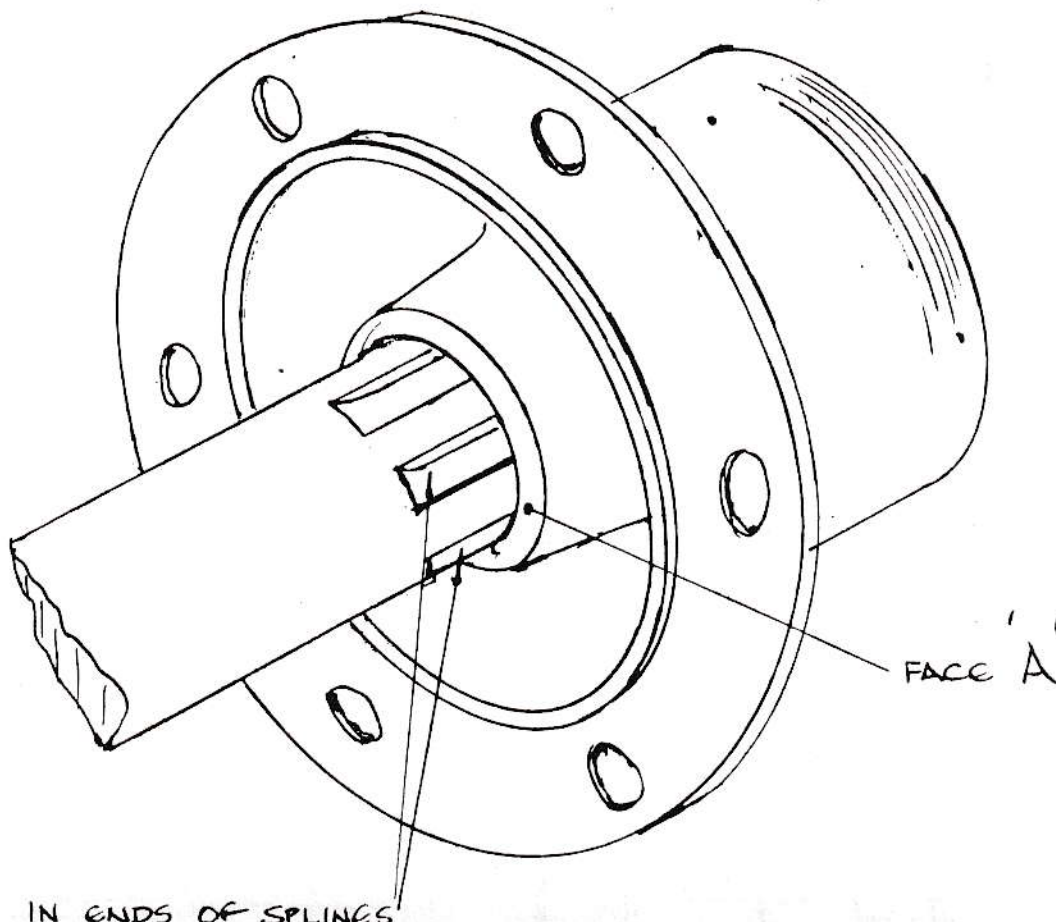
F and J-types, however, seem only to have a rough interior which is a little uneven. In addition the brass inserts do not fit closely to the casing. In order to overcome this problem you could have a pair made to suit the internal diameter of your own axle casing ends, (tap fit). Alternatively you can build up the outside diameter of the oil thrower bush by tinning with solder. It is important that the oil cannot seep past the o/d of the thrower bush, moreover the bush must be prevented from rotating with the half-shaft, otherwise the oil thrower, via the internal reverse groove, will not work.

In order to secure a tightly fitting oil return bush I tinned the o/d with solder using a small butane bottle or canister into the top of which I fitted a burner. After coating the outside of the bush with solder, giving it as thick a coat as possible, I turned the bush onto its outer end (see fig.2) and again applied the flame. Done carefully, this meant that the solder tended to form a uniform at the bottom or outer end of the bush so that this would give an oil seal situation when the bush was tapped into the end of the axle casing. Any excess solder could be removed by filing.

Care must be exercised in tapping the bush into position. It is best to have some sort of shouldered mandrel to locate in the end of the bush, the other end of the mandrel being hit with the hammer. The actual position of the bush in the axle casing is very important.

(Ed. interrupts again. Mike Dowley sells these bushes oversize, part no. 1079A for M,D,J,F,L and C, part no. 1578 for P and N, so you may not have to do Brian's so

Figure 1



PAGE 22A.

FILL IN ENDS OF SPLINES
WITH PLASTIC METAL.

fig 2.

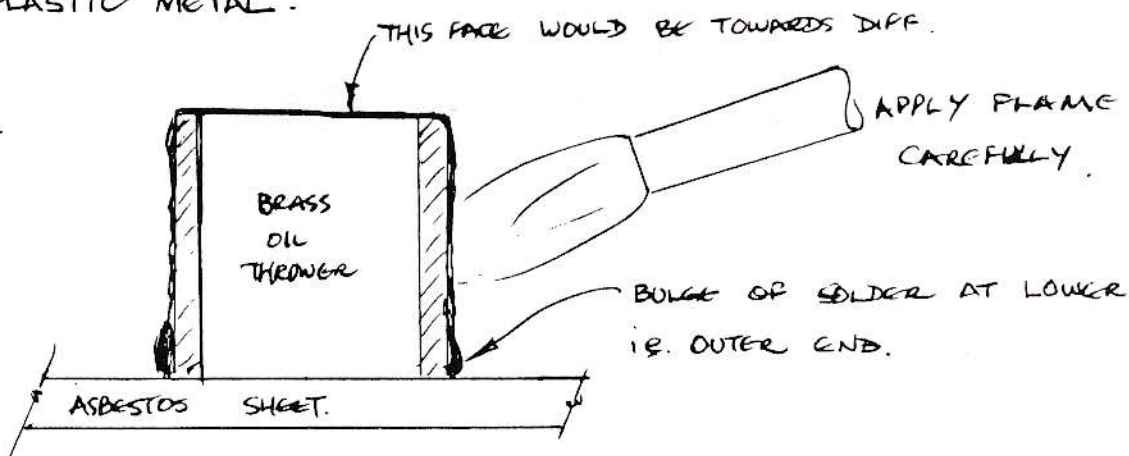
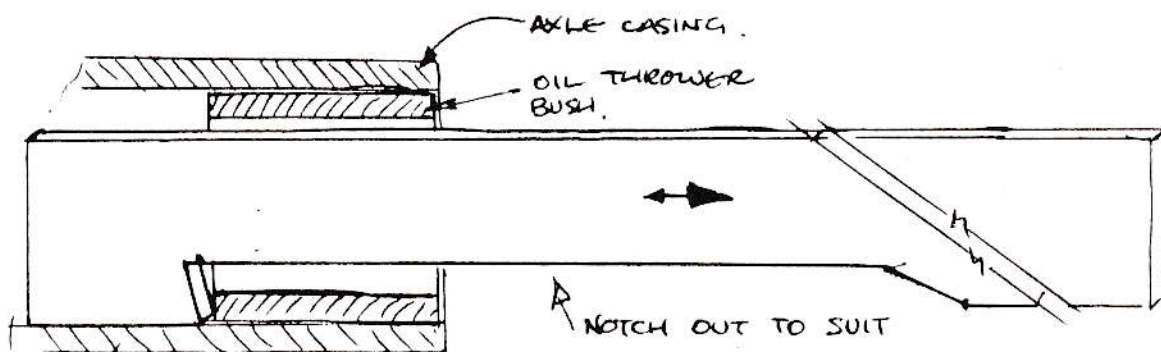
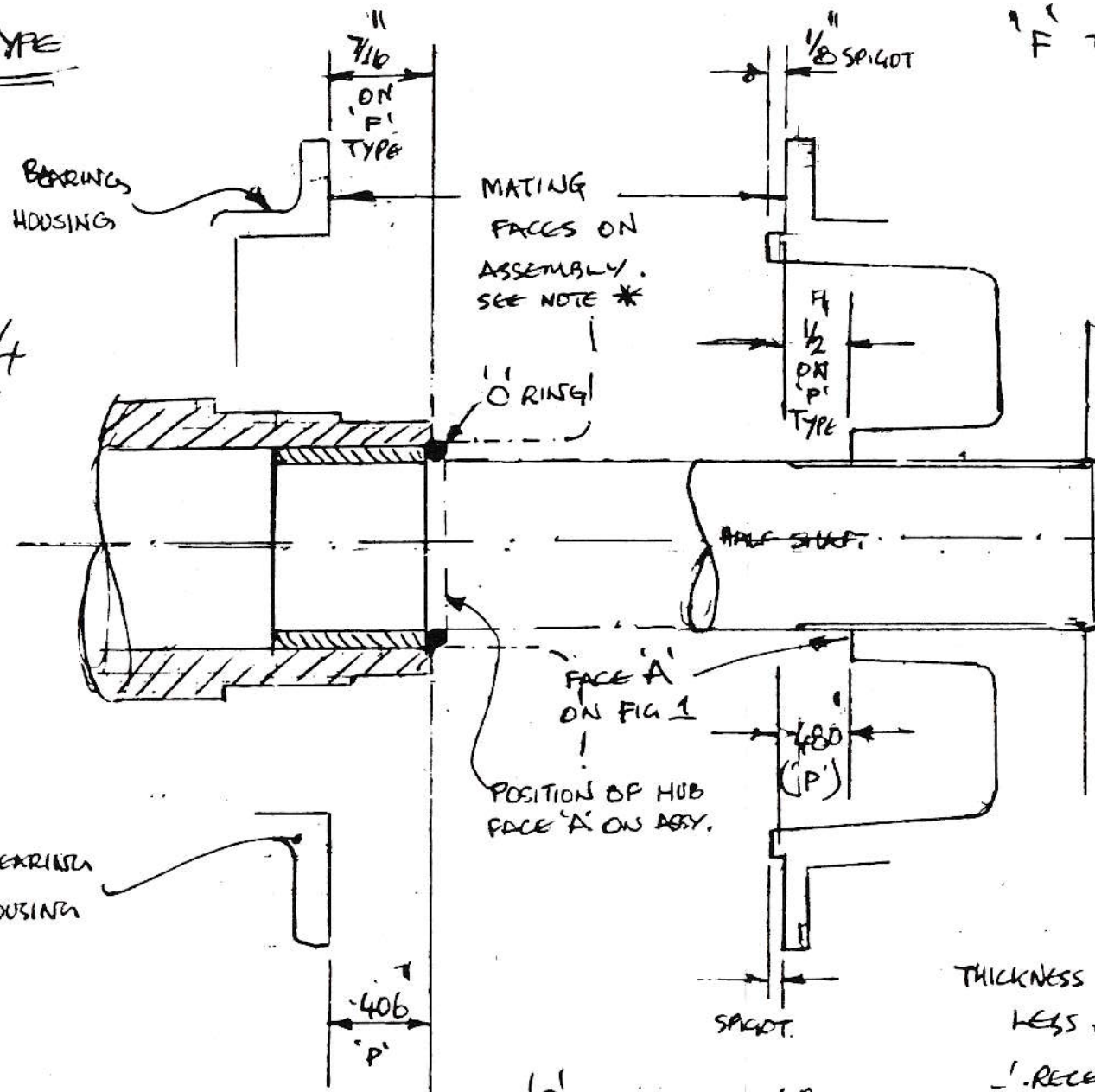


fig 3.



BUSH WITHDRAWING TOOL

'F' TYPE



'F' TYPE SPACING DIMS:

$$\frac{1}{2}" \text{ MINUS } \frac{7}{16}" = \frac{1}{16}" \text{ GAP} = .062$$

$$\text{'O' RING THICKNESS} = .137"$$

$$\text{GAP} = .060$$

$$\text{RECESS BUSH} = .077"$$

* THICKNESS OF GASKET
WILL PREVENT GAP
CLOSING UP, AND ALSO PREVENT
EXCESS PRESSURE ON 'O' RING.

$$\text{THICKNESS OF 'O' RING} = .137"$$

$$\text{LESS AVAILABLE GAP} = .074$$

$$\text{RECESS RECD} = .053"$$

$$\text{'P' GAP} = .480$$

$$\text{LESS } .406$$

$$\text{.074}$$

'P' TYPE

FIGURE 4

Brian's soldering routine).

The situation now should be that we have a nice clean hub which is securely fitted to the half-shaft. The internal diameter where the half-shaft meets the hub is nice and smooth and matching the diameter of the shaft.

Next, take the wheel bearing carrier with its new lip seal or rear felt and tighten this into position, not forgetting to use a new locking washer. Deburr the the locknut (or replace it) and tighten it into position against the bearing.

Now is the time for some careful measurement and referring to fig. 4, you will see where and how the various dimensions need to be taken so that the 'o' ring finishes up in the best position without it being compressed too tightly.

With the oil return bush tapped into its correct position the 'o' ring should just enter the end of the axle casing for oil tightness to be maintained.

(Ed.'s note again! I've got all the page numberings wrong. The diagrams to which Brian refers should be on a separate sheet between pages 22 and 23.)

Future Events.

On August 8th. at Beaulieu, it is hoped to have as many as possible of the first Register cars (nobody has told me what is meant by "first"). In any case we would hope for an enormous MMM turnout at this major Club event.

Cheddar, October 9th. and 10th. is expected to be the best yet as this is our twenty-first. Write for regs. and entry forms to Steve Dear, River Farm, Clewer, Wedmore, Somerset.

Also, as part of this do, we are going to have the first ever MMM GENERAL MEETING. This will be at River Farm at 1.30 a.m. on Sunday 10th. October. For full details, read September's Safety Fast. Basically, all Register positions are up for re-election. If you have any good ideas for any of the Register officers, especially your own Centre Rep., get the gentleman's agreement that you should propose him, find a seconder and send your nomination to Andrew Smith, 5, Peters

Close, Prestwood, Great Missenden, Bucks., HP16 9ET.
Note that this is not an Annual General Meeting. We will not necessarily repeat this exercise every year.

The 1,286 c.c. Problem.

You will recall that the six cylinder o.h.c. M.G.s with a bore and stroke of 57mm x 83mm have a cubic capacity of 1,271c.c.. That is a matter of simple calculation.

Occasionally one sees the cubic capacity of N types quoted as 1,286 c.c. with a stroke of 84mm. In an article in one of the early MMM Bulletins (I am unable to say which one because I am at my monastery in Scotland) Wilson McComb described some research that he had done on this matter. He came to the conclusion that none of our M.G.s had ever had an 84 mm stroke and that the quoting of such a stroke with the attendant extra cubic capacity was a marketing ploy whereby the M.G. Car Co. attempted to convince their potential customers that there had been more changes to the N-type engine as compared to earlier types than was really the case.

Fair enough. But if this were the case, the slightly greater capacity would not have been quoted in connection with the earlier K-types.

Up till now I had not seen any K-types quoted as 1,286c.c. but there is a first time for everything

The Motor World Annual for 1934 has an article "Cars for 1934, A Guide to Current Models". The M.G. entry reads:-

Model	Midget	Magna	Magnette
	(J2)8.05	(L0)12	(K0)12
Tax £	8	12	12
No. of Cyls.	4	6	6
Cyl. Capacity	847c.c.	1087c.c.	1286c.c.
Forward gears	4	4	4
W'base ft.in.	7 2	7 10	9 0
Price Tourer	£199/10	285	390
Saloon £	-	345	445

So here is the capacity bug arising much earlier for, presumably, the Annual was published early in 1934 and the figures therein compiled from 1933 data. Notice how the L and K models are quoted as L0 and K0 also the first time I had seen them called this.

Anybody any ideas? Or was it just the M.G. Car Co. being a bit vague? After all, they did quote the cubic capacity of the P-Magna as 1,250c.c. in their Motor Show literature (see June 1982 Safety Fast).

Literary Corner.

The flood cometh. Now that the Works at Abingdon have shut, several motoring writers have jumped on the bandwagon of writing M.G. histories. For chaps like us who may not be interested in anything post-1936, who may already have a range of M.G. books, and who may prefer to spend a tenner on some bits to help the rebuild along, the decision whether to buy or not is difficult. Some recent publications are:-

ELC 2. The M.G. K3 Magnette. This is a super set of large ~~xxxxx~~ colour photos of K3024, the Count de Wurstenburger K3. The car is very original apart from its hydraulic brakes and Marshall 100 (not 87) blower. For anyone who is considering making a 1934 K3 look-alike this book is a must, especially Moray Letham who found a Marshall 100 blower in Pitlochry the other day. The supporting text is standard stuff, mostly pinched from other books so that it is no help to the student of K3 affairs in such important matters as who drove what in the 1934 Kaye Don team of K3021, K3022 and K3024, which K3 went to Germany in the hands of Theoder Fork and what the Swiss motor racing record of K3024 was. But the pictures are nice.

M.G. Pastand Present. by A.F. Rivers Fletcher has been around for nearly a year now. It does not advertise itself very well to MMM types with an MGA on the front cover but there is plenty of MMM content. He gives a lot of data on his single-seat N-type and some good pictures of K3021 (Syd Beer's single-seater) and K3006 (now with Dick Lovell-Butt in Ireland) in the 1947-1950 era. You can ask for this one in your Christmas stocking but ELC 2 would have difficulty in joining it unless you or the lady in your life have very fat legs.

M.G. The Art of Abingdon by McLellan }
The M.G. Story by A.D. Clausager } both these books

are due to be published in June or July. Both were present at Silverstone although I did not sully their pages with my oily hands. One wonders what they can add to M.G. by Wilson McGomb and The Magic of M.G. by our own Mike Allison. Their publishers ought to send a free copy to Safety Fast for review but I do not suppose they will. Have you seen a review of Rivers' book in S.F.?.
.....

THE M.G. CAR COMPANY LTD.

ALL MODELS

Date of Issue; Feb 1938

Service Information Sheet No. 52

SAFE LIMIT FOR REBORING

It has been thought advisable to issue information with regards to the safe maximum limit to which cylinder blocks used with models of past and present production may be rebored.

On all models produced with a nominal bore of 57 mm diameter and the PB Type Midget, which had a nominal bore of 60 mm diameter, the maximum limit is the F range. A cylinder block bored out to FX size is .050 in. above the nominal bore size and pistons can be supplied covering subsequent wear.

In the case of the Midget Series T and $1\frac{1}{2}$ -Litre VA Type, the maximum limit is G size, which is $1\frac{1}{2}$ mm. over the standard bores. The cylinder bores of the Two-Litre SA Type may be bored out with safety to 71 mm. diameter.
.....

Many knew better than this. Reputable piston makers included +0.060 inch pistons in their lists, they still do. Some were more adventurous. When I bought my J2 in 1953 there were +0.080 in. pistons fitted and she needed another rebore. Some blocks can be bored out to 60 mm. and I have seen PBs quoted as 1.032 c.c. and 1.044 c.c. which postulates a bore of about 62.5 mm. Any comment from our Technical Advisers?.

THE M.G. CAR COMPANY LTD.

ALL MODELS

Date of Issue; August 1934

Revised and Re-issued; February 1936

Service Information Sheet No. 17

FITTING PISTON RINGS.

Attention is drawn to the fitting of piston rings (maximum and minimum gap to allow for expansion).

It has now been proved by calculation and experiment that a 57 mm. or a 60 mm. diameter piston must have a minimum gap of .006 in. The maximum gap permissible is .010 in.

Where pistons are lapped the gap must be adjusted after lapping.

In the past it has been the practice when fitting piston rings of 57 mm. dia. to allow a ring gap of .004 in.

.....
THE M.G. CAR COMPANY LTD.

M, D & J MODELS.

Date of Issue; Oct 1934

Revised and Re-issued ; Feb 1936

Service Information Sheet No. 31

CRANKSHAFT FATIGUE.

An interesting fact has been brought to light during an investigation into the question of fatigue life of the two bearing type crankshafts.

The investigation showed quite clearly that this type of crankshaft should not be reground, owing to the fact that regrinding the journals to a smaller dimension weakens the structure and relative balance of the crankshaft.

This, coupled with the fact that a great number of these crankshafts are called upon to transmit exceedingly high engine r.p.m. and increased horse-power, makes it impossible to calculate the fatigue life.

Therefore, it has been officially ruled that this type of crankshaft will on no account be reground in ~~future~~ future.

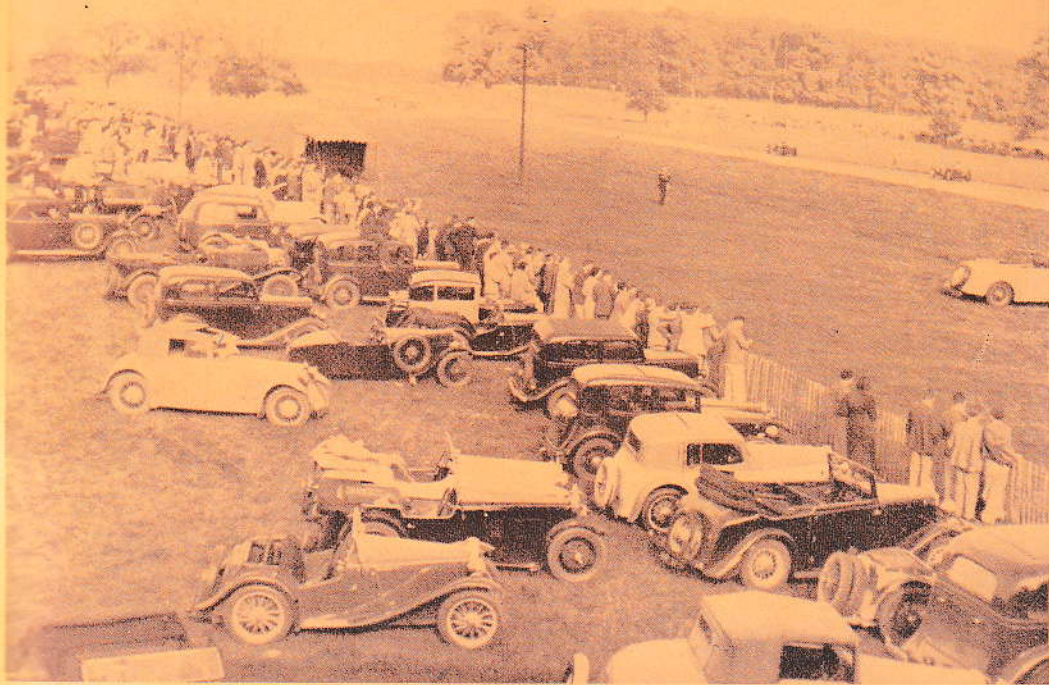
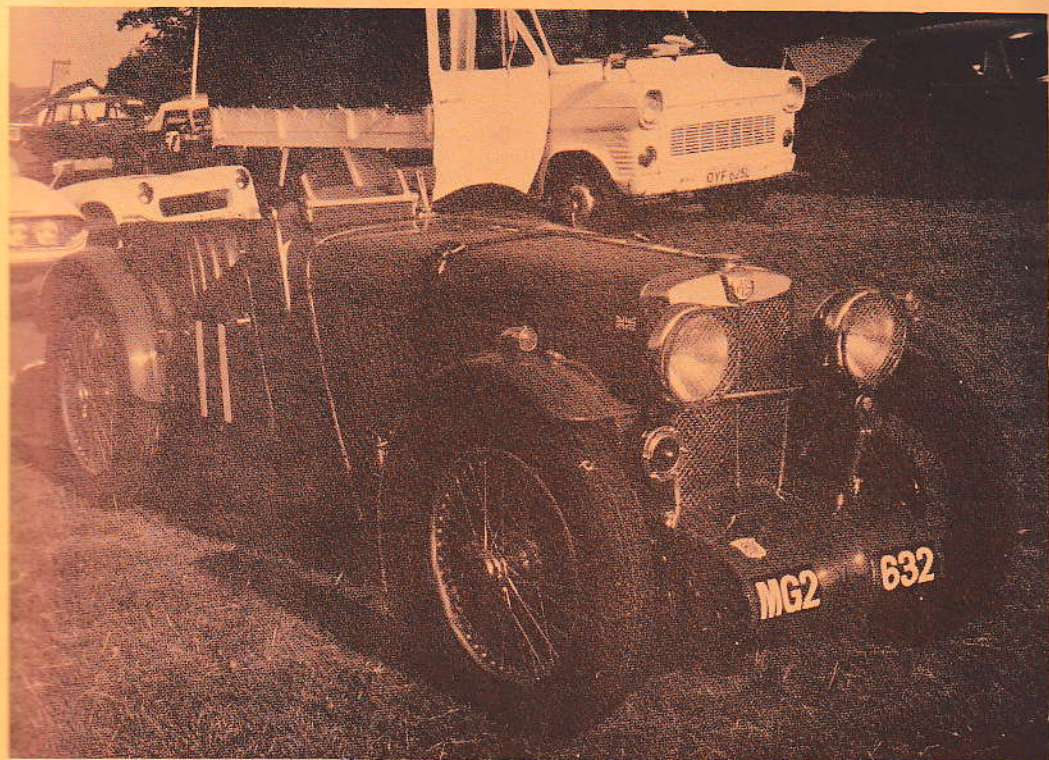
.....
My copy of this Info. sheet is marked, "Ha, blxxxxy ha!"

which explains why Nick Sands keeps putting them in MMM publications.

Outside back. J2396 again. The real reason why she keeps cropping up on Infoletter covers is that she won the C-o-t-Y a long time ago in 1980. Other highlights of her competition career include winning C-o-t-Y in 1972 and 1979, coming 2nd. in 1967 (after a tie with Steve Dear in MMM NO.2, PBO556, now owned by Paul Fletcher), 3rd. in 1965, 1968, 1973 and 1978, 4th. in 1964, 1966 and 1981 and 5th. in 1974, 1975 and 1976. She has won the MMM Race at Silverstone in 1963, 1968 and 1981, coming 2nd. in 1967 and has won High Speed Trial Awards at the meeting in 1956, 1957, 1958, 1961, 1966, 1967, 1968, 1972 and 1973, being a member of an O.H.C. M.C. Team in 1958 and 1961, the winning MMM Team in 1966 and 1967 and the less-successful MMM Team in 1968. She has won the Slade Trophy in 1961 and 1962 (when it was a S.W. Centre pot, the Miranda Trophy (Scottish Centre) in 1979, got a California Cup Register Trophy award with the North Western Centre in 1966, class wind in the Royal Scottish Automobile Club Veteran and Vintage Rally in 1979 and 1981, won the Nuffield Cup at Cheddar in 1977, the Salisbury Trial Wiltshire Cup in 1973 and came 3rd. in Class in the Scottish National Speed Championships in 1980. The other 250-odd starts did not produce such memorable results. For the £80 she cost in 1953 she has produced a lot of fun, and that is what M.C.s are all about.

AND FINALLY.

We give our thanks to your production team of Peter Greer and Tony Roodhouse. Peter not only printed off the typed stencils but had a tame stencil maker at hand who could 'do' drawings and other slightly complex material. He and Tony then collated the pages, wrapped the covers around them and popped them into envelopes, all the little Roodhouses helping. Also, we must not forget all those who have helped with any of the seventy in all Infoletters over the years. This includes those who provided copy and are not mentioned in the honours in the Requiem earlier on. Please keep the Info. coming in so that I can make our column in Safety Fast as interesting as possible.



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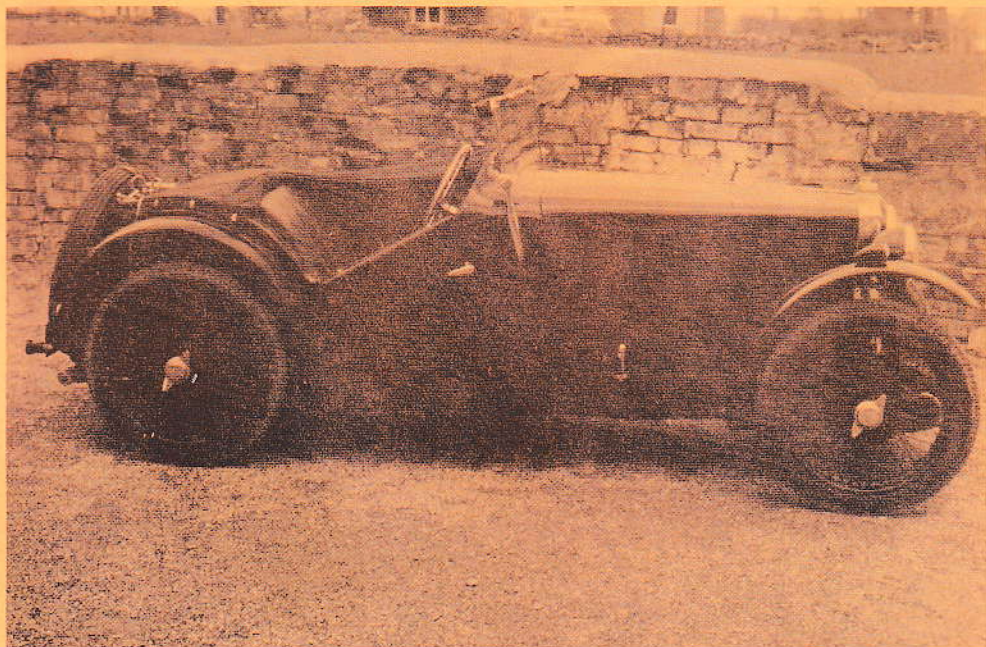
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