



TRIPLE M REGISTER INFOLETTER

OCTOBER 1970

Number 7

CHAIRMAN'S CHAT

Many people have still not sent me further supplies of 9"x4" S.A.E.s for future Infoletters. If you are in any doubt at all about the number you have left, please send me $\frac{1}{2}$ dozen now, or you may miss our fascinating information due out in December. To be safe, you had better stick on some expensive stamps in anticipation of the new G.P.O. extortion starting next Spring.

I have recently been rebuilding an IZ 75 Marshall-Drew blower (again) and I came across an error in an early bulletin which suggested that one should use Payen B360 oil seals for the back of the blower, and B400 for the front behind the two roller races. This should have read Payen B306 and B400. However, I next discovered that the B400 (which is a wide seal) is very difficult to obtain, but I found that two B306 seals were equal in depth to one B400 and far preferable as they were double the efficiency.

If therefore you are unfortunate enough to be trying to rebuild an IZ 75, don't mess about, just get 7 x B306's (two for the rear ball races, 4 for the roller races, and one for the nose-piece extension). I add my deepest sympathy in advance for all those threads you will probably mess up and gear teeth you will chew whilst getting the brute to pieces. You will not be unique.

Some brief news for you:

John Reid has completed the 1936 Musketeer, 'Aramis' and hopes to have it at the Vintage/MMM Cheddar meeting on Sunday, 25th October - which should entice you all along. I hope to have JB 7521 there, although JB 3854 is not yet allowed out in public as she is a horrifying non-original shade of red, and refuses to be seen until cream and brown again.

We hear that after two wins in succession at the V800 Thrupton meeting in the race for the 'Speru' Trophy, Geoff Cole's J4 finally got caught by Farquhar's Riley 9 this year after making a fine start. The J4 slowed down on the last lap due to plug insulation breaking. M.G.s held their heads high however for Geoff's son brought the blue J4 home in 3rd place behind dad's red one.

Red hot news is that Steven Shepstone, driving dad's PB made another F.T.D. at the Babdown Point to Point, beating a Lotus 7 by one tenth of a second on the main test, and amazingly Charles Shepstone was 2nd F.T.D. in the same PB, ahead of 33 newer cars including a TR4, MGBs, MGA, A.Healey, Midgets, Spitfire, Lotus, Cooper S, - and it isn't even a blown PB! Peter Grzelinski, driving the Lotus 7, is rebuilding an M Type, so with Phil Peckham's NA in a very close 10th place, it was a tremendous day for the Triple M register.

No doubt a more comprehensive report will follow in Safety Fast.

There seems to be a great shortage of gasket sets - with only the PA model being available at present. If you would like to join a bulk purchase operation, write to Phil Bayne-Powell, stating which model you have, and how many sets you would like, and we will obtain some quotations. I do have one 'F-Type' head gasket left, but I haven't seen an M or J gasket for several years.

Due to piston shortages, I have just assembled JB 7521's engine with 3 Hepolite 4 ring types and 1 Aerolite 3 ring variety. If at some future meeting, therefore, you hear it making a noise like a vintage 2-stroke Tramcar on cobblestones, kindly refrain from asking silly questions. Alternatively, it may sound like a snappy 4 cylinder E.R.A., in which case we shall all have learned something shan't we? They are all solid skirt and about the same weight, so one feels quietly optimistic

Cracked 'P' Heads

Doug Harris's P engined M type special (which you may remember won a race at May Silverstone, and subsequently expired with engine trouble on his slowing down lap, has a cracked cylinder head after a small mileage. This is particularly disquieting as he had just had it properly welded by the furnace method. He was, however, using a fairly high compression ratio and running blown. It seems likely that raising the compression ratio greatly increases the risk of head cracking, particularly with a blown engine.

What is of interest is his plan for during this disaster which seems like a ray of hope not previously dreamt of. The solution (we think), is to have valve seat inserts put in slightly deeper than normal, so that the top of them is recessed a few thou in the head. You can thenpeen the edges over the inserts using a centre punch, thus locking them in and minimising the risk of them slipping out.

We will have a report on this devilish plan in due course. In the meantime perhaps someone else has tried this, or another better method of securing them, in which case, let's please hear from you.

As a matter of research, it would be of tremendous interest if every M/M owner who has ever suffered a cracked head (on his car that is) could write to me and describe the conditions under which the head failed. I don't include frost damage of course, and we are only interested in the usual cracking across the valve seats, but a few notes about compression ration, max rpm used, blown or unblown, rich/weak mixture, 60mm or 57mm bore, type of gasket, long or short valve guides etc. - anything that may be relievent.

We may well be able to learn something worth while from these statistics if enough people reply.

Our Hon. Secretary, who was recently suffering with a cracked head on his NA, asked the legendary Reg Jackson at Abingdon what he used to do in such a situation. - 'Fit a new head, Son.' came the impish reply. So if he doesn't know

Just about enough from me I think.

Steve Dear

A recommended firm for fitting valve inserts is Paynes of Worcester Place, Oxford, and also recommended are Saunders & Ralph of Ashley Road, Bristol. Both these firms are recommended for any machining jobs.

STOP PRESS

The Hon. Secretary sends his apologies for the delay with rocker shafts which were promised some months ago, but they are expected within the next few days, at the time of writing.

He also adds his apologies for his backlog of correspondence due to a lot of pressure at work.

NEWS FROM SPARES SECRETARY - Phil Bayne Powell

Not much news from Spares Sec. this time. The octagonal side lights are going into production. The news about the crown wheel and pinions is that a price of £26 has been obtained, and this will be for any ratio 8/39, 8/41, 8/43 and will be undrilled for the 6 or 8 bolt fixing - this is the only job that will need to be done before assembly, the central portion being machined after case hardening so that drilling to the carrier's template will not be too difficult. Please write to Spares Sec. with your orders.

The task of arranging a supply of pistons is in hand and further news will be published shortly.

Beside MGB gear stick rubber gaiters being useful for the MMM steering column gaiter, we are told that the body rubber that runs across the roof of the Morris Minor Travellers is ideally suitable for the wing to running board connection on swept wing MGs also I have used a recirculation heel rubber (for shoes) as the rubber between the rear wings and the stays.

Wallace Birtwhistle recommends the use of double acting Armstrongs for fitting to J/P type, these are DL/R 5626 units (@118/-) with links 7557 (@27/7). The lever arm requires some slight bending and part of the chassis flange needs to be slightly relieved. The parts are obtainable from Beason-Cooke, 31 Onslow Road, Southampton, and most likely at any Armstrong dealer. The actual work can be done by members with facilities or else St. Marg's & Pope Ltd., 22/28 Onslow Road, Southampton will be able to do the work - cost about £15 including parts as carried out on Wallace's car, ask for John Pope. The result is an excellent ride, 'nice and firm with tramlines round every corner'.

Phil Jennings, 57 Orchard Road, Tewin, Welwyn, Herts, has a brand new P-type crown wheel & Pinion, 8/43 complete with cage and star wheels, about £25.

D. Cannon, The Flat, 42 London Road Hailsham, Sussex, has an unknown MG Chassis with two shockers and spring attached; going cheap.

Paul Fletcher, Brockhurst, Bagpath, Brimscombe, Stroud, Glos. is in need of the central panel and the octagonal panel for his PA, also a camshaft bevel gear.

John Mee, 34 Waterhouse Close, Wardle, Rochdale, Lancs. is requiring original bucket seats for his F1 as well as choke linkage, speedo with cable and sidescreens.

D.J. Wheeler, 20 Runswick Drive, Arnold, Nottingham. has for sale a pair of sound P-Type wings and running boards.

Gerard Marsden, Overdale, 245 Edenfield Road, Rochdale, Lancs. has M-type bits such as an early 1930 chassis, rear axle and gearbox.

J.B. Smits, v Ryckevorsellan 24, Moergestel, Holland, wants an 1½" oil pressure gauge, 1½" ammeter, original PB inside and outside mirror.

Richard Burke send us the following concerning M-type camshaft lubrication:

'Members who are rebuilding these cars may find that when the rockers are adjusted and the engine started, no oil may be coming from some of the rocker oil holes.

The immediate assumption is that the rocker or cam is worn and that the eccentric bush has been turned to a 'blind' spot. This is not always the case, as the M-type rockers are positioned by means of distance pieces and a nasty great spring which is quite capable of inducing wear in the eccentric bushes and/or the distance pieces, so that the oil is cut off by axial movement of the rocker. It is best to remove the spring and make up a longer distance piece (or infill the exact amount with washers). This reduces friction on the rockers and is recommended for all MMM cars.'

Also allied to the above point about lack of oil; sometimes on starting up no oil to the head is obtained. One check is to make sure that your home-made gasket at the head restrictor pin hasn't been flattened out by tightening so that it restricts the oil way of the restrictor pin.

Another fault is in the head casting, the oil feed from the restrictor pin passing along a horizontal gallery to join an angled gallery leading to the camshaft, these meeting at right angles. Sometimes these drillings are not quite taken in far enough so that they don't meet over their full width and cause a blockage, so it is wise to check these galleries at an early stage.

Jim Andrews, 42 Erleigh Court Gardens, Earley, Reading Berks, has a variety of M, J & P spares such as half shafts, hood, sidescreens and engine parts.

Mike Ellis, 59 Ullswater Crescent, Plas Newton, Chester, has an M-type radiator and shell for sale, early pattern, small hub wheel, prop shaft spider with transmission, brake drum, Rotax headlights as fitted to later metal panelled cars.

Mike needs an Eureka 160 P.s.i. oil pressure gauge with MG motif, starter button for dash fixing, bonnet catches, brass bodied carburetter, also P type spares wanted, such as axles, wheels, gearbox, engine.

Doug Lauder, 26 Walmersley Road, Manchester 10, needs a J2 engine to replace his foreign unit.

D.W. Hammond, 189 Tinshill Road, Leeds 16, has a 1930 M type chassis and sundry parts, 4 wheels, J2 cylinder head, PA chassis, and +30 thou engine, reconditioned; and gearbox, radiator and wheels. He wants M type engine or cylinder head and gearbox.

Marlyn Baxter, 2/3 Albion Terrace, Wisbeck, Cambs. wants a J2 engine complete.

R. Dolloway & Son Ltd., Victoria Road, Ferndown, nr. Bournemouth, have supplies of ½" bonnet tape.

Spares Department has band new double valve springs for J,P.L.K. & N types, at £3.15. 0. for 4 cylinder models, £5.12. 6. for the 6 cylinder models, also some double spare wheel carriers and 52 wing stays left.

NAMES & ADDRESSES OF MMM COMMITTEE:

Chairman	Stephen Dear, Yew Tree House, Brinsea Road, Congresbury, Bristol,
Hon Secretary	Mike Allison, 25 Meadow Close, Grove, Wantage, Berks.
Hon. Treasurer	Tony Rogers, 115A Corbets-Tey Road, Upminster, Essex.
Registrar	Golin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex.
Spares Secretary (& Indexletter)	Phil Bayne-Powell, Flat 5, Higheroft, Petworth Road, Milford, nr. Godalming.
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 Bramson, 3 Clydesdale, Enfield, Middx.
Editor MMM Annual	John Reid, 50 Brabourne Rise, Beckenham, Kent.
Car of the year Scorer	Elwin Sapcote, 11 Goodby Road, Moseley, Birmingham 13.

AREA REPRESENTATIVES

S.E. Centre	Messrs. Allison or Butchers - addresses above.
Scottish Centre	Ken Pattullo, 8 Ralveston House Park, Edinburgh 4.
N.W. Centre	Ray Masters, 78 Derby Road, Heaton Moor, Stockport Cheshire. John Goodacre, 19 Albaby Avenue, Eccleston Park, Prescott, Lancs.
Midland Centre	Peter Granage, 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.E. Centre	John Kidder, Denville House, Main Road, Cuthorpe, Chesterfield, Derbyshire.