



LAUDES AUGETE PRIORES

TRIPLE M REGISTER INFOLETTER

73



M.G. CAR CLUB TRIPLE M REGISTER
 Infoletter No. 73 September 1984

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Printed by Peter Green.

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Editorial.

Suggestion that the Register be used as a travelling companion and referred to to find the nearest member who might assist a Triple M breakdown have brought no argument to Infoletter, although the respected opinion of Tony Margel appears in his letter later.

In extreme contrast to the M.G.C.C.s bad luck with weather at our Silverstone Weekend, The Vintage Sports Car Club had perfect weather the whole week for their Golden Jubilee celebrations. MMM Register cars remembered amongst the six hundred competing vintage cars included Mike Allison's NA, specially chosen by the organisers to be one of a very restricted number of sports cars to compete at Shelsley Walsh, when the day was mainly for pre-war single-seater racing cars.

John Bannell in his J2 upheld M.G. honour by being 1st. in Class 1 Sports Cars in the Driving Tests at Malvern. Ken Rees was replacing fuses furiously in his D type, caused I think by a short in his ignition switch, while Mike Hewson appeared to be trying to adjust his J2 engine to a tick-over as slow as some of the Edwardians prior to one particular test.

Vintage Tyre Supplies Ltd. were in attendance all week which was most fortunate for the editorial J2 (and many others) which suffered five flat tyres during the V.S.C.C. week. Only the kindness of Bob Williams who loaned me a spare wheel from his Cream Cracker P.A. allowed me to continue when I had two flats at once. The phenomena of split tubes has caused much discussion

lately. The problem manifests itself as a razor-like cut about 5/8" long on the inner circumference of the tubes and alongside a moulding line. Vintage Tyres were sympathetic but vague about the cause, not agreeing with the suggestion that a bad batch had been produced. Other victims generally agreed that synthetic rubber tubes seem to be cut by movement around the edge of synthetic rubber tapes. Insulation tape has been commonly used in latter years instead of the old fabric tape but the tubes seem to suffer the same fate. According to Vintage Tyres the splits are not repairable and as a 450 x 19 tube costs £8.59 (as at 4.7.84) a solution to the problem is needed. Outside laced wheels suffer most. Barry Dean has had over a dozen punctures in as many months, most of them splits and he has told me he is now using no tape at all. How extensive is the problem?

Vintage Tyre Supplies inform that Dunlop's involvement with Sumitomo of Japan need not cause anyone to worry about the supply of vintage size tyres, for the viability of short production runs will be assisted by their inclusion into the Sales Promotion and Advertising Budget.

Next to tyres, literally, are wheels, and the editor has had the pleasant experience of dealing with Motor Wheel Service & Repair Company of Jeddo Rd. Shepherds Bush LONDON W12 9EQ. On explaining that rapid attention was needed to a broken wheel their Mr. Colin Smith gave it personal attention and I had it returned with all spokes renewed, cleaned & epoxy silvered within a week. Cost was £27.50. Carriage however by National Carriers costs £6.50 each way for items up to 10 kgs. which includes insurance of £30. maximum.

The 1984 Year Book is being sponsored by Shell U.K. Oil who have considerably eased the financial problem of producing the Year Book by Roger Thomas and Terry Holden.

Editorial Continued -

One of the years MMM highlights is the Annual Dinner, now held at Oxford, with events the following day. For details see MMM news in September Safety Fast.

Lastly, all Register members will be pleased to know that Peter Green has joined your committee as Technical Adviser to double with John Kidder. Peters address is Green Acres, Purton Lane, Farnham Royal SLOUGH, Bucks. Tel: 02814 3468.

G.J.L.

Letter from Mike Hewson. The Cherry Trees,
Bucknall, Lincoln.

I have given some thought to the fact that generally those of us in the North and Midlands with MMM cars seem to only have opportunities to meet at Whaley Bridge and Silverstone, the latter of which is rather a large affair of which we are possibly becoming a smaller and smaller part.

Would it be a good idea to have, say, a short weekend driving test event whereby we meet for a meal on the Saturday evening, had a competitive event on the Sunday finishing in time to enable members to go home the same evening. In order not to make it the monopoly of one particular area perhaps it could be moved around the North of England so that some had to travel a long distance sometimes and not very far at other times. Response to Info-letter may show how much enthusiasm there might be for such an event.

During a discussion with the organiser of the Lincolnshire Centre's Mid-Summer Madness Weekend at Toft, he expressed some concern at the lack of MMM entries and when I outlined my thoughts he did offer to put on appropriate classes and if necessary special tests for MMM cars at that event next year ---- The offer is there but I am not convinced in my own mind that this is not defeating

the idea of having something specifically for Register members.

I wonder whether one of my previous J2s, a swept-wing example but alas with an M type engine, is still in existence - the Registration No. was AUV 468. Also do we have any Register members in the Peterborough area with a number of MGs who have relatively recently bought the ex Mike Morris M type, Registration No. UB1856 Chassis No. 2 M1134?

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From Bob Brassington. 50, Hawthorn Rd. Gatley.
Cheadle.

Having nearly completed my 1935 NB (the engine had to come out after only 8 miles for severe rear main oil leak plus problems associated with use of mix of 'L' and 'N' bits !) I thought the following notes may be of use to other MMM users.

On purchasing my car I was not aware that a previous owner had started the above "conversion". I innocently thought I had bought a genuine 'NB', albeit in bits....The problem areas in mating an 'L' block to 'N' head, sump and gear box are as follows:

1. The sump has just two fixing holes at the front which will not line up. As the sump is a rigid casting and we have access to modern silicone gasket sealing compounds the lack of two bolts is not that critical. However re-drilling and tapping two new holes soon overcomes the problem.
2. Two water-ways between head and block do not quite line up, but a small opening out of the block (there is plenty of metal available) soon resolves that one.
3. Engine Steady. This will require some fabrication work to lower the 'radiator' strap, i.e. the bridging piece between the wing stays. This is caused by 'L' block being slightly shorter than the 'N'.

Cont.

5.

4. Starter-motor. Alignment of the pinion when in mesh needs checking. It will be found that the 'N' type flywheel lies further away from the spigot face of the bell-housing mounting point for the starter. The problem is overcome by insertion of spacers on starter-motor shaft, bringing pinion into the correct meshing position.

5. Oil drain pipes will have to be made up. These are not only shorter, but you require to make up a crank-case breather too, utilising the former 'L' type oil filler hole. Also you will need to 'T' in the centre drain pipe from the head into the rear drain pipe, as the 'L' block has no provision for a centre drain.

6. Gear Box. This is more serious. The gear box input shaft will be found to be too short, only $1/8$ " protruding into the clutch centre (flywheel) spigot bearing. You have two options - either extend the input shaft, or make up and fit a holder for the spigot bearing which brings it out a bit more towards the gear box. A bit of Loctite on the spigot is extra insurance....

They are about the only real problem areas, the bell housings mate OK, the clutch seems to accept its new home despite the flywheel being further out and all is set for a smooth, short stroke six. Once I have set things up I shall write and let you know of carburettor and ignition settings.

Speedometer Drives.

After a lot of wrestling with trying to fit a speedometer drive pinion to my gearbox, Norman Wilkinson kindly enlightened me.... The IMM gearboxes are stamped with their appropriate ratio on the boss near to the cable entry point - for the NB this is $5/12$, denoting '5' starts on the pinion mounted on the gearbox output shaft, and 12 teeth (or starts) on the smaller pinion driving the cable. Assuming that previous owners have not messed around with things, all should be well. However, beware, there are some 12 tooth pinnions around which are slightly fatter in girth. These will not fit, but are -

frustratingly close. They are apparently from Wolseley Wolseley gearboxes rather than Wolseley M.G. ones! No doubt a complete pair of pinions from the Wolseley box would fit the M.G. Box, but you have been warned.

Differential Oil Seal. I fitted an oil seal to the nose of my diff by having the front casting built up with some of the new welding material available and bored to suit an oil seal from a BSA/ARIEL motorcycle front fork. It happens to have very suitable dimensions for the task and neatly seals the input flange to the diff.

Bodywork. While re-building the body work I paid particular attention to the following:-

A. Rear Wings on N types give hardly adequate clearance at their leading edges for rear wheel removal. I had the woodwork moved forward a fraction insuring that all will be well.

B. I have had a hinged panel put in behind the seats, giving me access to the petrol tank & providing stowage space for side screens.

C. 'Fillets' have been added below the tool box on the scuttle work to add strength to the assembly, and hopefully, reduce scuttle shake.

D. Steel panels have been used below the scuttle to add strength to the front mounted hinges, my original panels were alloy. (aluminium - Ed.)

E. Austin/Morris Mini body to petrol filler pipe rubber is exactly correct for the N type filler to body joint.

F. Rad filler cap, -- The cap for the radiator on my car would not fit owing to the neck on the header tank being too short to protrude above the chrome surround and shell. The answer, if you wish to avoid the task of working on a 50 year old header tank, is to machine up a threaded brass sleeve with male thread to suit filler cap at one end, and female to fit header tank at the other end. This is Loctited into the filler cap and with the addition to the filler neck of a stout 'O' ring seal, the whole assembly can be made to fit properly and overcome rusty leaks on the rad cowl.

G. Hub Pullers. A use for old steel type hub spinners is to drill and tap them in the centre, using the item as a hub puller. As the centre portion does not have thickness enough for a strong thread, you can either have the area built up with weld, or weld a nut on to assist. Make up a LH & RH thread version and future hub-pulling activities are a doddle.

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From Tony Jenkins. Bridge Farm, Cambeton, Cambs.

The standard markings on the engine and gear box for J2s is 72 ,eg. engine numbers are say, 1234 72 AJ The engine of my own J2 is original and corresponds to the Factory records except that instead of 72 there is the number 117 which is also on the gear-box. One school of thought is that this is the short stroke 746cc engine as fitted to J3s. Possibly the Factory ordered 50 J3 engines and as only 22 were used in the J3s the remainder probably found their way into standard J2s. Of course log books used to refer to Midgets as 8HP, no mention being made anywhere to engine capacity. Unfortunately my car did not come with a crank, this breaking in the 1960's one reason the car was taken off the road. I would be very interested to hear from others with type-117 engines and know exactly the difference between this and a standard J2 unit.

Another interesting modification on my car is the carburettors which have the pistons drilled on the underside (2 x 1/8" holes) instead of the usual one on the side. In addition the 'light' piston has been modified to accept a carburettor spring even though it is a solid rod, unexpanded piston. I have heard of this being done to modern Minis to provide 'quick lift' pistons, - this suggests such a modification, perhaps in the 50's was common--- does anyone know? On another subject: Although interested in MMM cars for 10 years and religiously filing 'Infoletter', I've recently read some pre 1974 copies of Andrew Bradshaws. These made interesting reading - - What has been learned in the last 10 years? Questions and

suggestions made then, were for example:-

1. That Triumph Bonneville rods fatigue in 2 yrs.
2. Six cylinder cars with shell bearingsbig ends
need increased oil pump capability.
3. What is the main cause of cracking cylinder-
heads. Steve Dear was hoping to carry out a
long term survey.

These 3 topics are alarmingly relevant to me now for the 'club crank' and Bonneville rods which have been happy spinning in the M type crankcase for the last 4 years are about to be put into the blown J. I am also about to embark on a 6 cylinder project. My J2 head is currently at Angell & Williams being welded! What has been learned on these topics over the last 10 yrs.?

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From Graham Arrondelle. 33, Lechlade Rd. Highworth,
Wilts.

I have aquired an Arnott supercharger and would be pleased to obtain any usefull information. Has anyone fitted an Arnott to a MMM car before?-- According to the RAF officer who ran the car during the war, it was fitted with this make of blower when he aquired it in 1942 till a rotor broke in 1946, & as replacement parts were not available, the car was returned to normal breathing. I did not think that Arnott blowers were available before the war, does anyone know more? I'm sure any answers would be of interest to many others apart from myself.

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From Malcolm Leafe. 49, North Park St. Dewsbury.
West Yorks.

Front Axle - King Pin Eye Bushing.

Further to your comments in Infoletter 72, I have had a PA front axle treated in the suggested manner. The reasons were two-fold. (a) the King pins were a rather poor fit, and possibly more importantly (b) the stub axles pointed in different directions in all possible senses! The job arose when I was re-fitting a PA chassis, I nonchalantly dragged a 'P' axle - Cont. P9.

from under the bench, believing that a good/grease new bushes in the stub axles & a coat of paint all would be well....it was not to be, the axle was visibly twisted/bent and distorted in many and varied ways, I was sure that when I put it under the bench 10 years ago it had been OK?

A preliminary session with an oxy-propane torch, a length of R.S.J. and a piece of scaffold tube resulted in a slight improvement and the discovery of a broken spring platform - after welding, grinding & spot facing the axle was handed over to an ex-boiler maker for a bit of blacksmithing. We had now reached a stage where further blacksmithing was of little use the axle was visually acceptable - (if you closed one eye!)

The assistance of a firm of precision engineers was enlisted and the clever bits started. The spring platforms were ground flat to provide a datum & the castor and camber angles were obtained from 'Blower'. The king pin eyes were bored out to about $1/8$ " increase in diameter - more was removed in some places and less in others as two $3/4$ " diameter bores were - produced taking account of the castor & camber angles (no more spring wedges). Two steel bushes (EN 8 I believe) were inserted (press fit) and were again bored at the correct compound angle for the king pins. The bores bushes were then fitted with $5/8$ " steel plugs and the cotter pin holes were re-drilled. The car is not yet 'on the road' but the job appears to have been quite satisfactory, assembly was perfect - the only slightly jarring note being the commercial king pins, one being $3/10$ thou too small. The machining was done on a jig-borer so, it would seem, a high degree of precision - I do not think that an approach on the lines of 'drill it out and - etc.' would be successful. As far as regards the heat treatment of the axle, I daresay that all sorts of dire things may have happened to the grain structure but after 50 years what hasn't happened to the axle???. I did have it crack tested by the way - and it was O.K.

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From Tony Margel. 10, Bentcliffe Lane, Leeds LS17

Regarding the MMM Rescue Service. I have always been very pro this, but I don't think it is a good idea to use the actual Register List because:

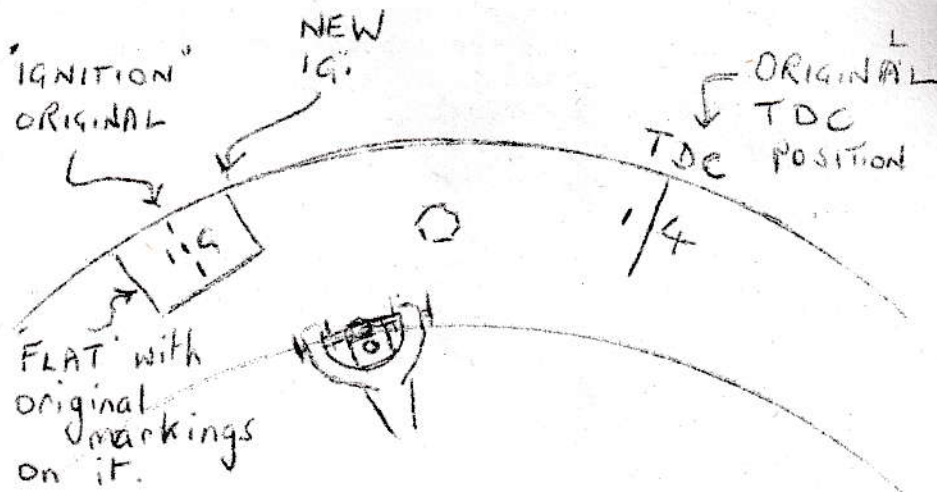
- (a) Its too big - where do you put it in a J type?
- (b) There are no telephone numbers in the Register, which should be a vital part of a rescue - service publication.
- (c) I want to keep my Register List as a reference document on my bookshelf - not rolling about in the car.

From this you can tell that my vote goes for a separate publication.

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From Barry Foster. South Petherton, Somerset.

Re-Ignition Timing. On my 'C' type its well before TDC! Sketch of clutch cover showing my strobe setting, then add on the auto advance in the J2 type distributor. Plugs are NGK BP6HS - although BP6ES will go in if the threads into the head are extended.



From Barry Foster Continued --
Regarding Infoletter 72.

Front Axles. The front axle on the Midget was worn and bent when I rebuilt the car. I had several front axles from F types which were also in the same state ! The eyes were closed up by an experienced smith using heat and a king pin several thou small and then the eye cleaned out with a reamer to correct diameter. So far the axle has done 28,000 miles with only slight wear in the king pin bushes and none in the axle eye. Apart from possible tempering problems from the heat (non apparent so far) the procedure removes the smallest quantity of metal from an already weak point of the axle. Will let you know of any change in the state of the axle when/if it occurs.

Flywheel. Lightening is accepted but:

- (a) Why the drilling right through for bolts?
This I assume is the clutch cover plate fixing - but:
- (b) If drilled through is it only the head of the bolt in the groove that stops them - turning?
On all my engines I use 5/16" HT bolts passing through the clutch cover plate into the flywheel.
- (c) Am I doing it wrong?

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Ed. Answer To:

- (a) Metal removed to lighten (see 1st operation Page 14 Infoletter No.72) would leave insufficient thread for original studs, hence the need to drill right through and replace the studs with bolts.
- (b) Yes the groove stops the bolts turning.
- (c) With your 'C' types achievements Barry I would not think so-- just differently.

GJL.

FOR SALE 450 x 18" Michelin (25% worn) £12.
 400 x 18" Dunlop Universal (20% worn) £12.
 400 x 19" Firestone (20% worn) £14. 2 x 500
 x 19" Blue Peter remould (15% worn) £15 each.
 Contact: Mike Hewson, The Cherry Trees, Bucknall
 Lincoln. LN3 5DT. Tel: Horsington 680.

FOR SALE 'K' type hand brake & cross-shaft (could
 be shortened for J, P, L, F etc.) £10. Two decent J2
 brake drums £10. 2 more grotty, free to anyone
 who is desperate to make up a set. Slab fuel
 tank to fit J, P etc. Not standard pattern (no
 flutes in sides), good condition suitable for
 trials car but not for the originality fan. £10.
 Pair 2 $\frac{1}{4}$ " dia. float chambers for semi D.D. S.U.
 carbs (1 left 1 right), lid on one only £5.
 J2 water manifold, some corrosion but repairable
 £5. J2 starter motor £20. J2 front axle with
 stub axles £30. Very early 1 1/8" S.U. body &
 float chamber (vertical throttle spindle) hub
 puller, 1 $\frac{3}{4}$ " dia. internally threaded, 11 tpi,
 believed Austin 10. Will swop any of these
 for J or K bits. Also a 5.50 x 16 tyre in good
 condition with three inner tubes for £5.
 Contact: Mike Hawke, 117, Upper Westwood,
 Bradford on Avon, Wilts. BA15 2DN.

FOR SALE. 1935 4 seater 'PB' dark green.
 Re-chromed. Chromard Liners, standard bore,
 new dyno, new starter and clutch. Re-wired.
 Best offer over £8,000 to Tony Roodhouse.
 Tel: Guildford 63929.

FOR SALE. Original J2 Instruction Manual (Good)
 Original PA/B Instruction Manual (slight damage)
 " " " Parts List (Mint) PA/B Allette -
 Horn (restored) N type horn (Lucas new in box).
 1 Pair Hartford 506 fronts, restored not assem-
 bled.

RESTORABLE ITEMS. 'N' type front apron, N floor
 pan, N front wings, N petrol tank, N petrol
 guage, -----

'P' type half shaft 3 off (good). 'L' type clutch thrust bearing & carrier. 'P' type clutch plate. Contact: Dave Brown, 22, Elizabeth Rd. Limbourne, Dorset, BN21 1AX. Tel: 0202-886718.

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FOR SALE. 'M' steering column. Top for flat top float chamber. 1 flat top float chamber complete. 1 bronze barrel carb. less float chamber. 1 angled float chamber complete for 'J' or 'P'. 3 straight float chambers (1 complete, 2 without floats). 1 Veteran car drip feed oiler with primer & vernier feed adjustment. 2 Austin 7 rad shells, 1 damaged slightly, & 1 perfect with number plate attached. 1 Wolseley Hornet type 74 gear box, 4 speed remote control, oval section. Disassembled 4 spoke steering wheel.

FOR SALE OR EXCHANGE. M/D oil filter housing #4. 'K' type (black) push/pull dashboard switch, perfect. Exchange for spark plug holder (4) plugs.

WANTED. (for Ralph Clarke's 'R' type):- 'P' type vertical drive oil drain gallery. Contact: Ken Rees. Tel: Coventry 711142.

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EXCHANGE. Good secondhand 14 tooth speedo drive gear, which I would like to exchange for a 10 tooth one, in similar condition.

WANTED. for PA - right hand front wing support tube. Headlamp rim. Single 1 1/8" carb. or any 1 1/8" carb. parts. Any associated fittings (including 1 1/2" carb. for use with an Arnott blower. Contact: Graham Arrendelle, 33, Lechlade Road - Highworth, Wilts. SN6 7HQ.

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FOR SALE OR EXCHANGE. Chassis lub. system (p type or J) P type clutch parts, water pump parts, dash switch. Lucas new Alto horn. Fuel tank air pressure guage (0-5 psi) J2 windscreen with pillars. 12 v Runbaken oil coil. prices by negotiation.

WANTED. J2 windscreen pillars. K type spares (any) Contact: Peter Lang. 35, Wellington Rd. Ashford, Middlesex. TW15 3RL. Tel: Ashford. (Middx) 45293.

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WANTED. 'N' type "short" engine, i.e. block, crank, rods, front & rear main bearing housings. Can part-exchange XPAW engine including standard crankshaft, or will consider exchange of completely rebuilt, balanced 'L' type short engine with cash adjustment.

Also wanted, history or information regarding my NB two seater, Reg.No.ADG100, - chassis 0791, and does anyone know where its original engine 1049 AN is? -Contact:- Bob - Brassington, 50, Hawthorne Rd. Gatly, Cheadle, SK8 4NB Tel: 061 491 0450 (Evenings).

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WANTED. for an 1100c.c. 'K' Special, accelerator/choke assembly (any MMM type), foot starter switch, rear wing supports (as J P F etc.) Front axle - swivel arm (part of divided track arrangement) & supercharger (have small Arnott & possibly a Shorrocks 'T' type kit for exchange) Surplus parts include 'L' head, & L, K, and N exhaust manifolds.

FOR SALE. 'M' type 4 speed box with correct rear housing for hand brake mount..choice of gear - change - remote or 'magic wand' with prop shaft spider. Probable sale later in the year of 'M' type, built as 12/12 Replica, fast, reliable, tuned engine 1 3/8" DD S.U. carb. Brooklands exhaust, four speed box, 'J' valves, 'J' clutch, 'C' can. and seats. Full windscreen, correct fittings, dash, wings, etc. Contact: Tony Jenkins, 80, West St. Comberton, Cambridge, CB3 7 Tel: 022 026 3751.

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WANTED. Correct four spoke steering wheel for 'M' type. Contact: Tony Margel, 10, Bentcliffe Lane, Leeds. LS17. Tel: 0532 680 681.

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WANTED. 'J2' scuttle top, J2 steering wheel hub, steel bulk head with rain channel, RH wing stay, all for 'J2'. Contact: Allan Scott, 13 Amberley Road, Roffey, West Sussex. RM12 4LJ.

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FOR SALE. J2 8" cable brakes, virtually a complete set plus some spare drums etc.

WANTED. Four spoke steering wheel, slightly smaller than J2 but uses same centre boss (cast aluminium, raised M.G. Motif), - possibly J1?. One original J2 con.rod with bushed small eye and stamped 83379-A-EN12. Contact: Andrew Bradshaw, The Forge, Swaffham-Prior, Cambridge. Tel. Newmarket 742878.

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FOR SALE. 'P' Type Spares. Exhaust manifold £40. (repaired). Water manifold, £15. Camshaft with gear & thrust washer £40, (Good). Knock-off nuts 2 N/S 6 O/S (require re-chroming) £1 each. Quick lift - petrol filler cap (PB original equipment octagonal) re-chromed £50. Champion L10 Spark plugs, Box of 10 (New) £5. Mini Cooper 'S' phos-bronze valve guides - C-AJJ 4035, £16 per set.

'M' Type Spares. Front Axle Beam, £10. Rear springs with shock absorber mountings & 'U' bolts 2 off - £7.50 each. Half shaft with hub good & tight, £18. Rear hubs with bearings 2 off £5 each. Front hubs with bearings 2 off. £5 each. Dynamo bevel gear £15. 19" wheels large hub (late) 2 off £18.50 each. Hub to suit above £3. Track rod with steering arms £15. Lucas vacuum wiper motor, £20. J2 gear box remote-control with shaft and control bracket (no turret) £10.

NEW 'PA' Spares. Rocker shafts, £6 pr. Clutch centre plate alignment tool, £3. Pinion setting gauge (Regent) £1. Rev-counter drive attachment L/H thread, £3. Oil metering pin brass (cy-head) £1. Vertical drive oil seal housing, £5. Cylinder head to dynamo - alignment tool, £5. (The above is essential if you wish to eliminate dynamo shake which causes the V/D keys to shear, the dynamo bearings to be short lived, and other V/D maladies.) Twin spare wheel - adaptors, two items, £25. Will also fit 'N' type & TA, B, C. Spigot bearing housing with new bearing, £15.

All the above are plus postage, or can be delivered to a mutually convenient MMM Meeting, (Oxford) or (VSCC etc.)

EXCHANGE. The following items are for Exchange only. One Hartford shock absorber $3\frac{1}{2}$ " Duplex 502m for $4\frac{1}{2}$ " single plate 506S. 2 x 18" side laced wheels for 2 x 19" side laced. Mowog diff unit stamped 8/43 fitted with new 6 hole 7/37 CW & P and new bearings. Round junction box, model 4J damaged but useable.

WANTED for 'P' Type. Offside rear mudguard stay. Near side fire wall support. Bishop cam steering box and column. Steering wheel. Cylinder head. Vertical drive oil drain housing. 3 x 12" brake drums. 8 x 12" brake shoes. Gear lever. Chrome & enamel 'Union Jack' plaque, $3\frac{1}{4}$ " between hole centres. 2 off wire wheels 16" x 42 mm. large hub. (similar to K3) 60 spokes laced 20 to centre & 40 to inside rim, 4" - $4\frac{1}{4}$ " or offset rims laced to centre to clear drums. For all the above contact: Bob Williams, 19 Leyland Drive, Saltney Ferry, Chester CH4 0B9. Tel: Chester (0244) 672692.

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FOR HIRE Former to shape 'P' type chassis front end, made in 3mm plate, male and female. Former for 'P' type bulk head. Former for fume seal ali. support. Drawings available for 'P' type engine and chassis.

WANTED 19" O/L wheels. 'P' running boards or some suitable for pattern. PB or N type 1st motion shaft with internal dogs. 'P' type crank bevel gear.

FOR SALE. for PA. 2 pairs of rear wings, rough. 1 pair front wings. 1 pair rear wing stays. Engine oil pipes. Remote control and assorted gear parts. Spare wheel support. PB breather. Contact: Peter Robinson, Tel: Derby 663974.

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WANTED For J2 Good crank shaft flange. 19" outside laced wheel. Retaining plate for front crankshaft bearing. Oil pump. Marles - Weller steering box. 2 x 'P' type con rod big end caps.

Continued:-

Engine front end cover plate. Front engine/radiator support and distributor.

FOR SALE OR EXCHANGE. Two M type wheels, M front axle. Gordon Lilley, Beech Cottage, Upper Holloway, Matlock, Derbyshire Tel:062 984 254. (MMM 1790.)

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Please Note:- Members wishing to place WANTED ADVERTS in Info-letter should in future quote their Register - Number. Non-Members may place FOR SALE advertisements free of charge, but not Wanted Advertisements. Ed.

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Terry Dickie, who distributes 'Infoletter' writes to say that some members seem to think they should get it without sending stamped addressed envelopes. Until the voluntary nature is explained some are even irate because they have not received copies. Info-letters are all posted at one time - that way there is no unfair advantage. Copies are sent to members in Australia, Africa, U.S.A. & Europe as well as the United Kingdom. Remember Postal Rates increased on 3rd September 1984.

IGNITION TIMING - by Bob Williams. (Cream Cracker TJ75000)

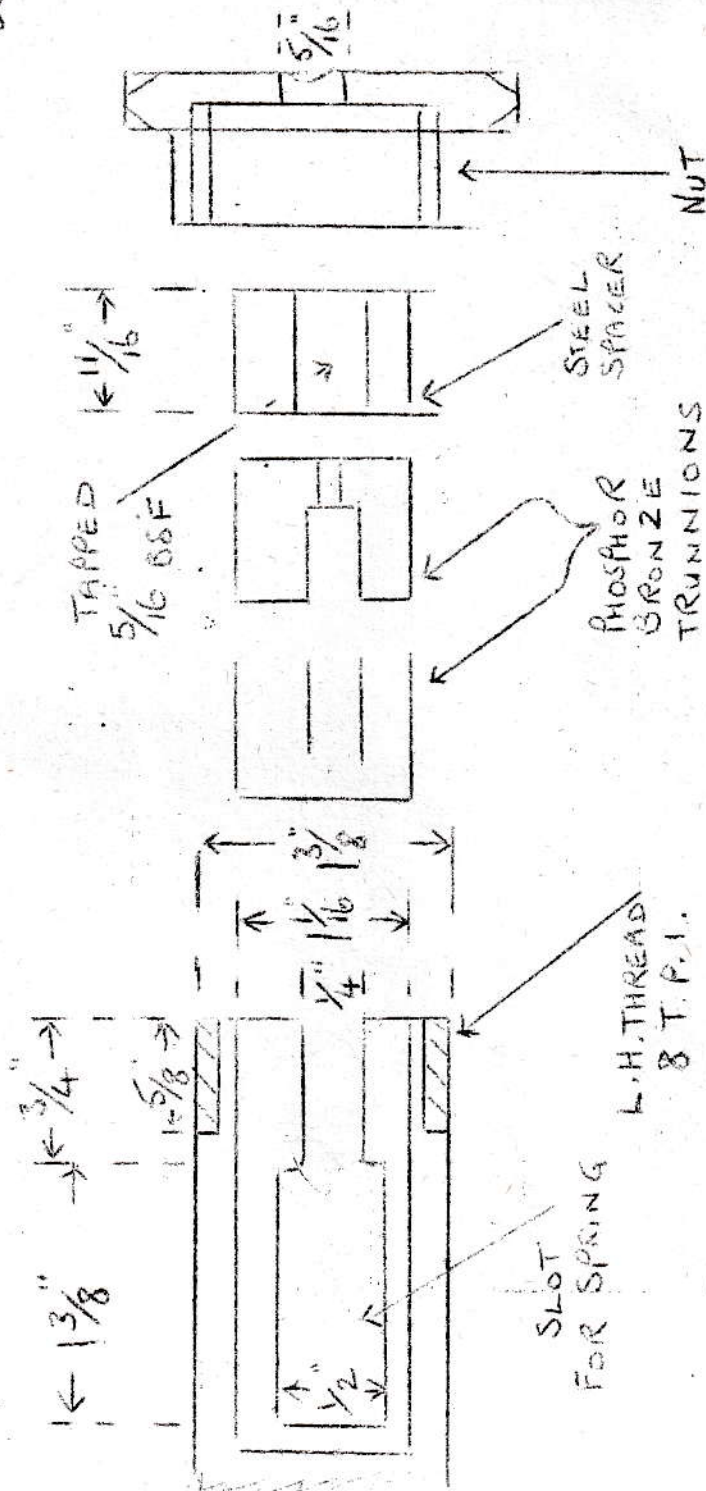
I find the best timing on my PA engine is with the points just opening on T.D.C. with a gap of 12 thou on the points and 15 thou on NCK BP7MS spark plugs. I use a Delco Remy distributor which I have converted to take modern points which saves me a lot of trouble. I also recommend the fitting of a diode instead of the cut-out. The one I have fitted to my car (which was explained in a MMM Year Book many years ago) has proved fool-proof over eight years since I rebuilt the car.

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FOR SALE

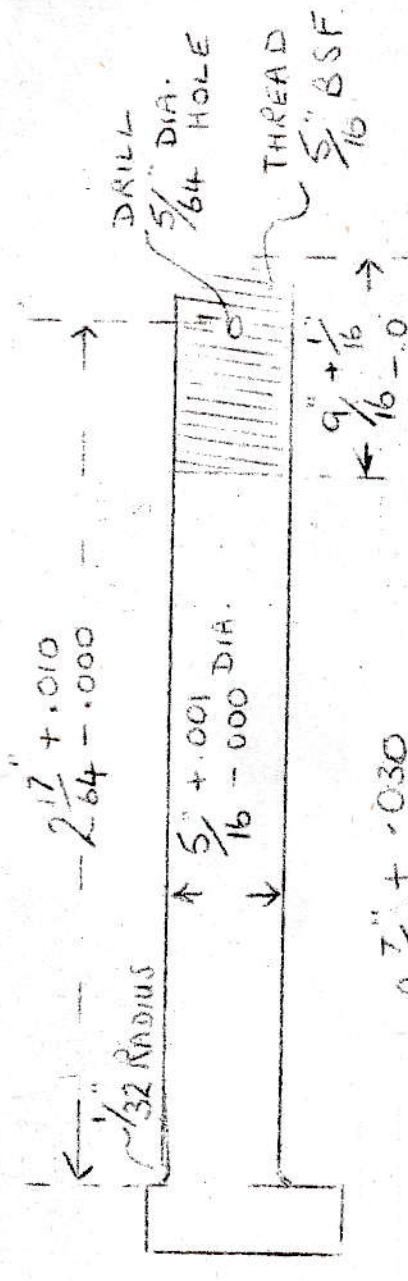
Lucas Spartan horn, Altette Horn, Klaxette Horn, (Klaxon version of Spartan.) Contact: Ken Rees, 29, Avondale Rd. Earlsdon, Coventry. Tel: Coventry 711142.

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M. G. REAR SPRING MOUNTING.



SCALE : APPROX. FULL SIZE



HEAT TREATMENT:-Heat to 825 C, soaking 3/4 hour.
Quench in oil

Temper 1 hour at 450 to 500 C. Cool in oil.
Brinell Test 340 to 370 after heat treatment.

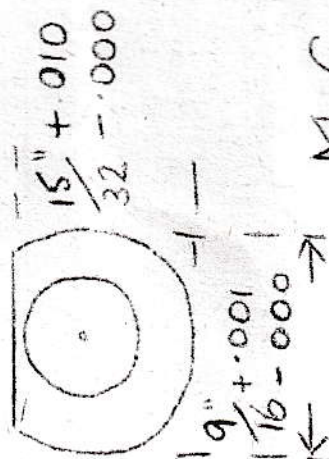
MATERIAL- KeE 8A5 . FINISH- Ground.

MODELS-All with full floating gudgeon pins.

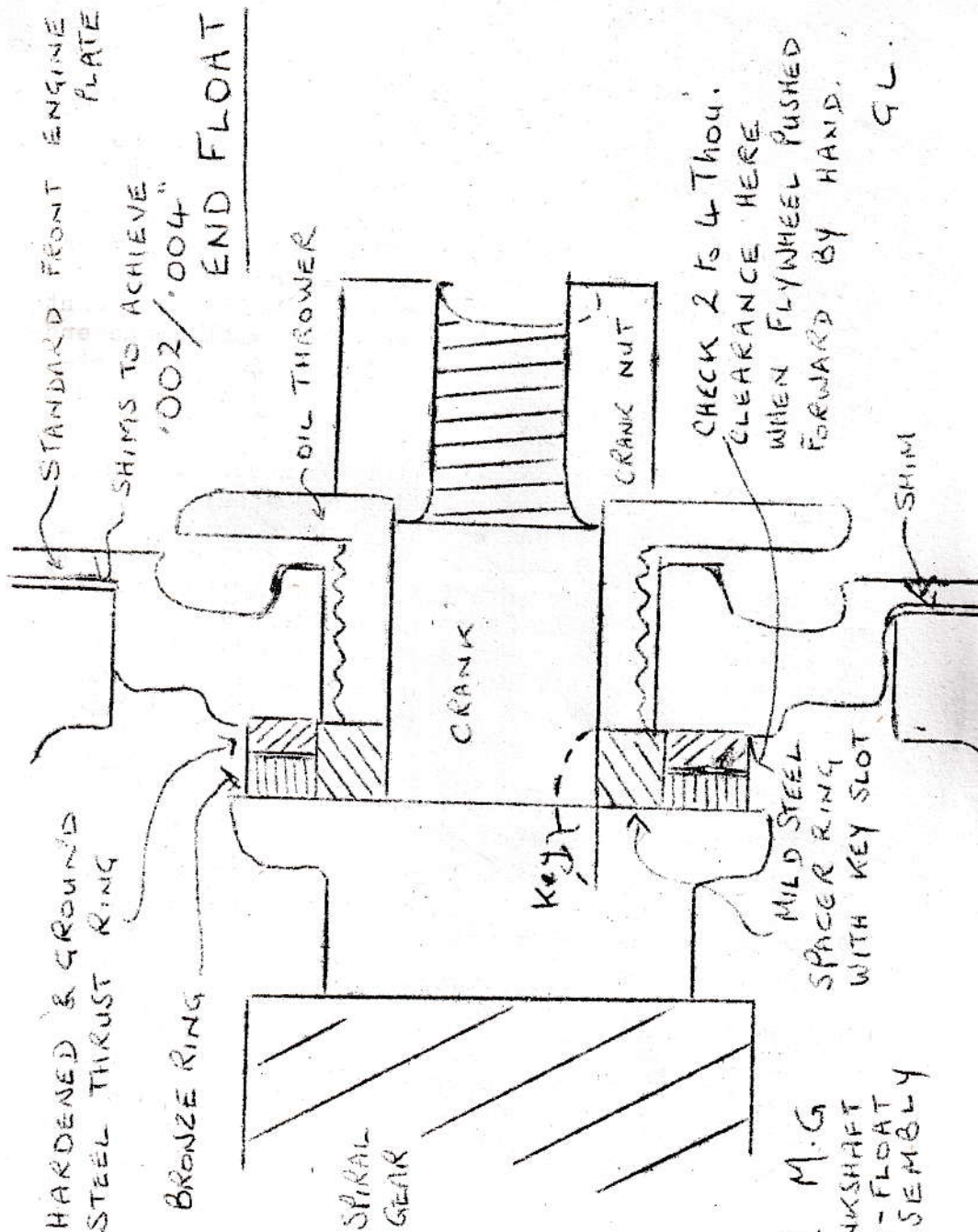
SCALE -2 x Full scale.

Drawn - J. Kidder.

Copy - G.L.



M. G. BIG END BOLT



CHECK 2 TO 4 THOU.
CLEARANCE HERE
WHEN FLYWHEEL PUSHED
FORWARD BY HAND.

GL.

J2 M.G.
CRANKSHAFT
END-FLOAT
ASSEMBLY

J2 Crank Shaft End Float.

The drawing on the previous page was drawn and sent to me some years ago by Colin Tieche. It does not appear in the Blower manual although one showing the J2 modification to apply an extra bearing to the crank shaft nose does appear on Page 57 of that manual.

I have copied Colin's drawing into Info letter because it may not be realised by everyone that a little clearance must be there to allow for lubricant and expansion. An excessive clearance will cause end-float to be taken up by bearings, and even connecting rods and pistons, though these were not designed to do this duty.

The J2 engine and other two main bearing engines do not retain this movement (float) on any centre main bearing, unfortunately not having one, so special care is needed with this detail. The note to push the crank forward before trying feeler gauges in between the bronze and steel thrust rings, where there should be a 2-4 thou gap, is because there can indeed be excessive clearance before the crank is pushed forward at the flywheel by hand through the clutch inspection lid.

Ed.

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Tip from Bob Williams.

A good substitute rubber plug for the 'P' type prop shaft tunnel is the Sherpa van jacking point plug, Part Number 2H 8198.

NEXT ISSUE

Do please send in your advice, articles, comments and adverts. Suggested topic, - are there enough Organisers and Marshalls out there to put on a few MMM Production Car Trials?? On grassy fields of course----- .

COMING EVENTS

Snetterton	H.S.C.C. Races	30th September	1984
Castle Combe	B.R.S.C.C "	15th "	"
Colerne Speed Trials	V.S.C.C.	16th "	"
Welsh Trial		13th/14th October	"

.....

*

Do not forget the MMM DINNER	6th	October	"
MMM Concours & Run	7th	"	"

"STOP PRESS"

FOR SALE, PA Chassis No.1483 complete with Swansea documentation, P rear shockers, P inlet manifold.

WANTED * 1 3/8" S.U. Carb. P type gearbox, P type 12" brakes less drums. -- Will swap 12" brakes converted to hydraulics.

Contact Alan Grassam, "New Chapter", 13 Southwoods, Yeovil, Somerset, BA20 2QQ.

FOR SALE, 1932 D Type. Recent total restoration, Laystall pattern crank., 4 speed 'box, Alloy body to original design, fittings as original spec. M.O.T. end Aug '85, Taxed May '85 . £7,000 or nr.offer. Ken Rees, 29 Avondale Rd. Earlsdon, Coventry CV11 42.

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Next Triple M. Committee Meeting- 4th November '84.

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