



TRIPLE M REGISTER INFOLETTER

INFOLETTER Number 17

July 1972

MMM Mutterings - Mike Hawke

This opening bit of the Infoletter can no longer be 'Chairman's Chat' because the Chairman has decided to delegate his authority and pulled his rank to give me the job. Thanks, pal.

Since the last Infoletter we have had a glut of activity, including our big event of the year - Silverstone. To me, after an absence of four years, this weekend was a delight and a disappointment. A delight because it was the first time out in a speed event in my J2 for a very long time and a disappointment because so many old friends and their cars whom I had hoped to see again just were not there. In spite of lots of new and nice cars there were great yawning gaps on the starting grid of the M.M. Race and a pitiful entry of eleven M.M. cars in the Concours (later doubled by late entries). Where WAS everybody? Surely we can do better than this?

New cars to have appeared since 1968 are noteworthy for a new type, namely the M.M. Special - for want of a better term. In my view these cars are to be welcomed if they are not the result of carving up a good standard M.M. car, if they adhere fairly closely to the kind of special which was built before the year 1940, and if they do not push the standard original M.M. car out of the running in speed events. DO NOT think that you have to have one of these rapid cars to race. You do not; but every owner of a standard P-type seems to think so for not one such gentleman turned up for the M.M. race this year.

Congratulations to John Adams for a very deserved win at a record speed for the event and to Peter Cranage and Tony Miles for chasing him so hard. Also to the handicapper who contrived to get all the field bar one over the finishing line in a mere twenty seconds. Also to Dermot Reynolds and Ray Masters who chased the winner home in the Pre-1955 Handicap. Also to big 'ed who was the only M.M. pilot to gain an award in the High Speed Trials (sigh for those years 1966 and 1967 when the M.M. team were the best). Lastly, condolences to Bob Twydell and his very well ventilated crankcase.

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Returning/the question of thin entry fields. One cannot seriously suppose that the reason is that we do not like driving our cars. One must look elsewhere for a cause. Can the crowded calendar be anything to do with it? In the last two weekends in May I took part in four M.G.C.C. events and had to miss three on the simple basis that two events

seemed enough for one week and it is impossible to be in two places at once. Is the calendar of events too crowded? Do we attempt too much? Would a rearrangement of the calendar (e.g. move Houghton and Silverstone further apart and to separate Silverstone and the California Cup) do any good? I'm sure Mike Allison would appreciate your considered opinions to publish in Safety Fast. Now to the meat of the Infoletter

FROM THE SPARES SECRETARY

Silverstone is now over a month behind us, but we didn't have a display of spares as mentioned in the last Infoletter, mainly because Nigel and I were so involved in the weekend anyway and there is not that much space to carry spares in an IFA vehicle. It was just as well because the Cresta Magnetto sheared its dynamo fork on the M1 on the Friday night and we ended up by returning to Kent for a replacement which was fitted at Scratchwood Service Station and we arrived at Silverstone at noon on the Saturday. The old fork had broken before and had been brazed unsatisfactorily. Despite this diversion the week-end was thoroughly enjoyed by us as well as many other people, except possibly, poor Bob Twydell whose 12/12 Replica M-type broke its crank most forcibly in two places, exposing the block like a cutaway drawing. He now has one of our cranks on order.

Nigel and I are continually amazed at the response to the spares we offer. This is extremely encouraging as it allows us to progress on to other items. We now have the second batch of J cranks issued and the third batch is in production and will be ready about September. At the time of writing there are two cranks spare on this third and last order. They may have found a home by the time you read this, but you may be lucky. It means that we have already satisfied 16 J or M type owners and will have helped 24 when this last batch is through. I repeat that this will be the last batch of J/M crankshafts for a good year or so. We are now turning to P-type cranks and these will cost £115. They are in EN 32 steel, to the original pattern and capable of taking just about anything in the way of revs. or supercharging. Orders, now, please, to Nigel, with a minimum deposit of £25. This makes it less of a financial shock to you eventually, anyhow.

Further good news about PB pistons. A pattern box has been made and the first piston produced. This is being 'O.K.ed' by the final machinists. After this they will be pouring out like Smarties. We apologise yet again to those patient members who have sent their orders in many moons ago but at least they will be getting something for their money rather than having it returned.

The P-type camshaft bearings are now due at the end of June. Those who have placed orders will be receiving theirs and those who want a set should send their £5.65 to Nigel.

PLEASE can we have a few more orders for straight-cut crown wheels and pinions so that WE can place our order.

The octagonal side-light bodies are now available at £1.75 each and the J-type rocker cover nuts have arrived along with the apron nuts. The latter will need to have a badge fitted to them. Both these last items are 45p each. We also have chromed square shanked wing stay dome bolts as fitted to Js and Ps. The price is £1.50 a pair, chromed.

The last Infoletter was a bit short on the kind of tips that make your rebuild less of a grind. We would like more of this and, just to set the ball rolling, we have a few thoughts on waterpumps from John Scymour-Howell. MORE PLEASE

Rod Martin (11 The Cedars, Brook Road, Buckhurst Hill, Essex), tells us that the extracts from Infoletters 1 to 13 contain an error on page 2. The number mentioned for headlamp conversion to double-dip is the part number for the double-filament side light bulb holder. The headlamp double-filament bulb holder is Lucas No 504801 and the bulb to suit is Lucas No 171. Both parts are still available from Lucas. Rod would like two bakelite dash lamps. Can anyone help?

J. Coates ('Two Acres', Holme-in-Clinger, nr. Burnley, Lancs) can offer members now N type bonnet/apron catches at £3.23 each, including postage. Please state if you want nickel or chrome finish and also whether the catch is for the bonnet or the apron.

M. Morris (79 Welham Road, Retford, Notts) has found the original moulds for the water hoses and has arranged production of the following:

M.F.J.	bottom	.....	50p	
J	top	.....	60p	
P	bottom	.....	60p	
L.K.N.	bottom	.....	35p	
P.L.N.	top	.....	80p	Write to him with your orders.

John Richardson, (Hazel Cottage, Charterhouse Hill, Godalming, Surrey) has a well-used but complete N type instruction manual for the £2.00 that it cost him.

Robin Mace (Greenlands, The Avenue, Ascot, Berks,) has a PB four-seater hood frame, cleaned and painted, and an almost new hood in black double duck. It should also fit 4 seater PAs. Also a red p.v.c. tonneau cover and a 3 $\frac{1}{4}$ " black faced clock with rim winder. A P type chassis, bulkhead and scuttle is offered together with a 2 seater transmission tunnel, a petrol tank (2-seater), 1B 140 headlamp cases with conversion rims, an octagonal side-light with original lens, and a windscreen frame complete with support brackets.

The prices of tyres from Vintage Tyre Supplies Ltd, Jackman Mews, North Circular Road, Neasden, London N.W.10 (Tel: 01 450 6468) have been changed.

A 4.50 x 19	is now	£7.46 + £1.39 for the tube
A 4.75/5.00 x 18	is now	£9.50 + £1.40 for the tube
A 3.50/4.00 x 19	is now	£7.17 + £1.29 for the tube

The Club has a price of £2.50 for instruction manual photocopies, which will produce the photographs better than an Xerox copy. Send your orders to Nigel. J.N.M.F. and KN saloon can be done at present. Also on the photographic side, we can offer you original production photographs of PA Airline, L-Salonette, K2, PB, K2 cockpit and P chassis at 65p each.

I have the following items which may be of use to members, pair of NB doors with handles locks and hinges, PA bonnet, P type bulkhead support brackets, P rear wings bracket, P 4-seater prop.shaft tunnel, P off-side door, P undertray, N petrol tank, P rear wings, L 1 offside valence, N running boards (restorable), N front apron (reasonable), P 2-seater prop. shaft tunnel, P bent front axle with hubs, PA side screen frames (some tack welding needed), pair N rear wings, pair P rear springs with shockers (one main leaf needs replacing), 11 bulkhead with attachments, PA front wing stays, P front valence (top part), P hood frame, J back axle with back plates

and brake cams, P front springs, P headlamps brackets (straight), M drop arm, pair curved headlamp brackets.

Colin Kirkpatrick (9 Harris Road, Summertown, Oxford) needs some headlights for his 1930 h-type.

Evan Harris (c/o 33 Exeter Road, Newton Abbot, South Devon) has some new contact breaker sets at 67½p each for the F1 (will probably fit M and D too) The replacement Lucas part No is 400833.

Pete Davis (Pike House, South Cerney, Cirencester, Glos) has still got one P type Marshall blower manifold.

Nigel Musselwhite has for sale:

New M type body kit, front door pillars back less floorboards (Ashby/Adams) all in hardwood and cut to shape.

PB chassis with brake crossshaft and rear shocker mountings-hangers worn but basically sound.

Brooklands exhaust box and 2" tailpipe-flanged suitable 'P' with fishtail ½" manifold for P to suit but needs head flange, excellent condition.

4 branch extractor manifold for P type, measured length pipes in good order. Charles Weller steering box for a P with drop arm.

P type exhaust manifold. P clutch, J2 front wing stays, one bottom missing. 2 period spotlights, brand new. P petrol tank - fair condition. Now set of 4 cycle wings in aluminium-banded contra-tolled edges.

Original 12v Klaxon - good working order. Set of headlights, brand new 8" Lucas with dipping facility, black backs, chromed rims.

Brand new 3½ gallon twin filler racing tank with mounting straps. Front axle fitted with hydraulics - suit P type.

Offers for the above to Nigel Musselwhite, Flat 15 London Fire Brigade HQ Albert Embankment, London SE 1

And he wants:-

M radiator complete. Supercharge installation for an M type complete with manifolds. One C type racing filler cap. Large 8" Tachometer.

SPARES DEPARTMENT - write to Nigel Musselwhite, cheque made payable to M.G. Car Club - Triple M Register Spares account

P.i. head gaskets	£1.50 each
N/P front aprons	8.25 each
M.D.J. white metal camshaft bearings	4.50 set
Rocker shaft bellville washers	50 set
P type water manifolds	5.50 each
J type water manifolds	7.75 each
Back axle U bolts with nuts P.L.J.F	1.75 set of four
Back axle U bolts with nuts M.D.	1.65 set of four
Brake cam lever bushes P.L.N	18 each
Brake cam lever bushes M.D.	40 each
Brake pull off springs P.L.N.	20 each
Brake pull off springs M.D.J.	18 each
Vortical drive couplings	1.40 each
Rear spring hangers with nuts P.L.N.	1.85 each
Front spring pins J.P.L.N.	90 each
Bonnet corners - set of four	25 set

Brake cable dust excluders	£0.20 each
Front and rear felt hub seals F.M.D.J.	20 each
N and P Oil pump gaskets	6 each
J/M Oil pump gaskets	6 each
P type matched bucket seats (in steel)	11.50 pair
Pa doocoke sets	2.25 each
K.L.P.N. oil filter elements	95 each
New J2 camshafts	18.50 each
New J2 shaft and gears for oil pump	7.00 set
J2, F2 spare wheel carriers (one left)	16.00 each
Big end bolts with nuts J.M.	29 each
Big end bolts with nuts P.L.M.N.	29 each
V drive prop shaft bolts	10 each
P type starter armature with bendix	3.75
J inlet manifold gaskets	75 each
Rubber MG insignia for inside doors	25 each
J.F. choke and slow running rods with knobs	2.00 pair
Petrol taps and rods P.N. complete	8.50
Octagonal dash panels (unplated in brass) with clips	4.00
Large bezels (unplated)	1.10 each
Small bezels (unplated)	80 each
P.N.L. brake cams complete with greaser (state which side wanted)	1.80 each
M.D.J. Brake cams with greaso nipple	1.55 each
P type reprofiled camshafts (exchange)	7.50 each
N type reprofiled camshafts (exchange)	12.00 each
J.P.N. door hinges (set of 4)	4.50 set
F crankshafts in EN 32	115.00 each
J2 crankshaft (state journal size)	85.00 each
J type rocker cover bolts	45 each
J type front apron bolts without insignia	45 each
J.P.F. wing bolts (55 ton, chromed, stbel)	1.50 pair
F1 rear wings in aluminium	25.00
P white metal camshaft bearings	5.65
F type instruction manual - reprint (Xerox)	80
Straight cut crown wheel and pinions (to order)	23.00
PB pistons +20, +40 and +60 (to order)	
Octagonal sidelamp bodies	1.75 each
Rear axle cork oil retainers (1 noarside, 1 offside)	.20 pair

WATER PUMPS

That 'Well-known creamy mess in the sump' to quote Steve Dear, can have a number of causes. For example, if the gland nut on the water pump is not kept judiciously tightened, coolant can escape unseen and collect in the seal recess in the base flange. The pump spindle corrodes (particularly if the car is idle for any length of time) and, when the engine is run again, the encrusted corrosion destroys the base seal and water trickling down the spindle enters the time gear housing. I found that my oil pump was half full of water from this source and there was about one third of a pint in the housing - fortunately with no damage.

I suggest that the problem can be avoided if the 'string and grease' packing is replaced regularly (say annually) or, do as I did and replace the spindle by one made from corrosion-resisting steel and fit modern lip seals. Details on request to interested parties from John Seymour-Howell, 1 Orchard Drive, Horsell, Woking, Surrey.

John continues on two more topics:-

CYLINDER HEAD CRACKING

Before I fitted a water pump, the bridge between the valve seats on No 4 cylinder had cracked. The water inlet spigot was then fitted on to the forward water jacket plate (the standard position). When I rebuilt the engine I fitted an uncracked head (this was years ago) and soon followed, after running in, with a blower and a water pump. Fitting the latter meant that the water inlet spigot had to be moved to the rear water jacket plate. A long time and 10,000 miles later I lifted the head and found that the cylinder head had cracked on No 1 cylinder. In other words, in both cases, cracks had appeared in the position furthest from the coolant input. There appears to be a clue here and I am in the process of concocting a water inlet manifold which will feed into both front and rear water jacket plates.

Hopefully, the head (now repaired by fusion welding by Angell and Williams and apparently first-class) will be better cooled by the redistributed cooling waters and maybe will not be so liable to crack. I will report results.

VALVE GUIDES

Guides now available for P types are rather short for exhaust valve use, measuring about 1.50" from the shoulder to the tip. M type guides which are 0.25" longer are ideal. When installed they are just flush with the face of the protruding boss in the exhaust port.

NAMES AND ADDRESSES OF COMMITTEE

Chairman: Stephen Dear, Yew Tree House, Brinsea Rd. Congresbury Bristol
 Hon. Secretary) Colin Butchers, 21 Hill Farm Way, Southwick, BS19 5JQ
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 1984 Year Book) Mike Hawke, 11 Linden Crescent, Lower Westwood, Bradford-on-
 Editor) Avon, Wilts.
 Car of the Year) Elwin Sapeote, 11 Goodby Road, Moseley, Birmingham B13 8RH
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