# TRIPLE M REGISTER INFOLETTER

INFOLETTER 30 December 1974

'Hello MMM folks', this I hope will be the first of many (I'll drink to that) contributions from myself. Mike Hawke, after so ably introducing Infoletter for the past few years has now departed to take over the production of 'MMM octagonal oggies', as Secretary for the South Western Centre of the M.G. Car Club.

I know you would want me to thank Mike for all that he has done, and wish him well in his new post, perhaps we can have a contribution from him for Infoletter at a later date, I do know a certain P B-P who would love to write up a test drive on a single seater K 3 which lurks in the bowels of Bradford-on-Avon!

As you will see, and by the time you get this Infoletter, as I will have felt, we are expanding a little to encompass more MMM subjects. Will you all please carefully note the reference to the setting up of cylinder heads, it applies to all OUR cars, and I join Phillip in emphasising its importanct, it's the difference between pulling the skin off a pie pudding, and finishing up with your neck in it!

The Silverstone Sprint saw a good turn out of MMM cars, the blown N of Andy Mclennon excelling itself in not only taking the MMM award, but of blasting off all the T types and many others as well.

It was good to see R. Beresford out in his J2, this car has a 'club' crank, pistons and camshaft, and it goes well, should be a lot better when Richard has read this months article on heads!

Completing the scene were the 2 P types of Mike Gorton and And; Smith, plus yours truly and P B-P.

It's interesting to note that Andy was pulling 5800 in top down the straight, this really is on an 8/36 diff! That is really motoring, I make it about 105 mph.

I've also heard some mutterings about a rather hot unblown C type which is being put together somewhere in Wembley, if it goes as well as the J4 from the same stable next year should be very interesting. A sad not is that Bob Hudson is going 'across the sea to Ireland' and his C type is going with him, come back Bob all is forgiven! For the newer members, Bob used to conduct his C in a very sprinted fashion some years ago, but due to pressure of work has not been able to get out lately. Good luck Bob, donIt forget to come back and see us.

As you will see from Phil's screed, he has relinquished his post of Spares Secretary after some 8 years and he will now be concentrating on getting his own cars all roadworthy, which incidentally are enough to give us road tests on their own for a few issues, including a 14/40, NA Allingham, NA Airline, ND Styles F type and last but not least a K3.

He has given up a vast amo nt of his own time, and his 'works' telephone time in order to get the Spares Section off the ground. Many thanks Phil from all of us good to see that you are staying with us in the shape of Infoletter, we'll let you get out into the garage again now!

A prosperous New Year to all, yours octagonally,

NIGEL MUSSELWHITE

As the last Infoletter got delayed and only really reached most people in October, rather than September, this one is the December issue, and I hope we will be able to make it worth waiting for, with Service Information Sheets and a new idea, which I feel will be of general interst, I'm introducing in this number is the MM road test. I've long thought it a good idea to test drive a good range of MM cars and describe the various differences between the models as they feel on the road. We all know the specification, what they look like (thanks to Mike Allisons' excellent book), but what do they feel like to drive. An S type is obviously different to an N type, but in what respects? So I hope to be able to drive as many MM cars as I can and describe to you how they strike me. This time Nigel Musselwhite's 3x 120 replica is starting us off.

Since the last MM committee meeting I have ceased to be MM Spares Secretary, which I've been for the last 7 years since taking over from Mike Morris. I had various aims at that time and the MM spares service eventally came into being - now unfortunately diversified from its original intention (of supplying MM members with spares as cheaple as possible) since becoming the C.K. Spares Co. Also I've tried to expand the names of people who can be of help to our members, and I think, with a few exceptions, most aspects of MM repairs, overhaul and restoration are now capable of being undertaken.

The second hand spares lists have been dwindling slowly, but this is probably only to be expected. Looking back through my early letters I see such desirable items as 6 final carburettor assembly for an N type, blowers at every touch, 8/39 crown wheel and pinions and other such mouth-watering items - alas now so very scarce.

I've not calculated how many letters I must have written in this time, but I've been glad to know that I've managed to help a good many people, which is the reason why the committee spend much of its MM rebuilding time helping fellow members.

To take over the second hand spares service as well as answering other spares queries Nigel Watts has kindly come on the scene. He will be undertaking all the spares side of the MM activities that have been handled by me since John Adams took over the new parts side covered by C.K. Spares.

I shall continue to collect information and advice to be passed on to fellow members via the Infoletter, which I will now be able to concentrate on and add further articles, service information sheets and extracts from pre-war magazines to add to your knowledge of M.G.s So please keep your information of services and tips coming through to me.

This month the service information sheet No 13 tells you how MM rockers must be set up for maximum power output. This isn't spelt out anywhere else, so I suggest you read this carefully, and then reread it. If you are not setting up your cylinder head this way you are not getting the maximum potential from the engine. As our cars are high revving the head is much more critical than normal. It used to take the works 120 hours to set up a head for a 6 cylinder. The rockers MUST not be rotated to take up the clearance, this has GOT TO BE DONE on the valve. When I bought the Allingham coupe it wouldn't go over 70 mph, but after the head was done as per this service information sheet, it was pulling over 6000 rpm in top at Castle Coombe, over 90 mph.

The 6 cylinder cranks have now been costed by Gordon Allen, and will be priced at £345 with an extra £25 for the flywheel flange. All those wanting to avail themselves of this offer, is asked to send their order to Peter Warne (27 Clabon Mews, London SW1) together with a ¼ deposit, before the end of the year. The cranks will be in EN40 to the postwar K3 design - whether you have J or K type throws. Please state which type is required. Delivery is scheduled for March/April

Whilst on the subject of cranks, I am proceeding with a further batch of J2 cranks as mentioned in a past Infoletter; tho 12 have nearly all been taken but there are a few left if anyone wants one. They will be £93 (I hope) and if you will send me a minimum deposit of £25 and tell me if you want 1½" big end journals of 1 5/8", suitable for P type rods, I will confirm your order. We are pressing for delivery in March/April.

Nick Sands our enterprising Librarian, has produced another of those excellent reproduction leaflets. This new one was issued in September 1935 and covers the PB and NB basically. It is interesting to note that the PA was still offered, but at a roduced price (£199.10s) perhaps to clear sotcks. The optional extras are itemised together with their prices, a quick filler cap was apparently fitted as standard on the PB petrol tank. The Airline coupe on the P type chassis had an optional metal spare wheel cover, but it would seem to be standard on the NA Airline. Also interesting to note that the N type was fitted with oil thermometer and petrol gauge as standard, but that the water thermometer was an extra. The colour schemes are interesting too, in that the 4 cylinder duo-tone cars have the body in the light colour and the wings darker, whereas the 6 cylinder cars have the lighter shade for the wings and bonnet top and darker body sides. Note too that wheels are now all painted aluminium. I had better not tell you all the information otherwise you will not be sending Nick Sands £1.00 for your own copy. Note that his new address is 58B Poplar Grove, Maidstone, Kent.

Norman Wilkinson (25 Redland Drive, Kirkella, Hull) wonders if anyone can help him with a hood frame and/or hood for his 4 seater PA or even let him have a pattern or dimensions.

Barrie Frankland (West Lodge, Danson Park, Danson Lane, Welling, Kent) needs a K1 or L type flywheel bell housing, and a clutch thrust race to suit preselector gearbox. He would like to exchange an L type rocker cover for one with KD detail plate attached.

Nigel Mills tells us of a very useful plastic paint that can be used for recovering steering wheels. It works on the araldite principle of adding a hardener. It is apparently sold in clear or coloured form, including gloss black, from good D.I.Y. shops. The smallest size complete with hardener, cleaning solution, and burnishing compound cost £1.33 and Nigel used only half of this for one steering wheel. The makers are Rustins Ltd., Waterloo Road, London NW2 if you have difficulty finding it.

Tony Russell (Little Thatch, Woolage Green, Harham, Nr. Canterbury Kent) has a PA requiring the following parts: block, sump, cam gear, passengers door lock, petrol tap control knob. P type ignition switch and a distributor.

Michael Linward tells us that Tula Engineering (Kimpton, Nr. Hitchin, Herts. Tel: 0438-832161) have the cacility for reprofiling our rockers, as they do similar work for Bugattis and will build up and case harden worn rockers. They also rebuilt a steering box for Michael, incorporating a bronze bush at the steering wheel end and an oil seal in the drop arm bearing. Also they completely renovated his brake cross shaft. Michael hopes that members can help him with a round auxilary junction box, a dynamo brush cover, gauze filter, brass nut and oil pipe from the sump to pump, all for his J2. His address is 13 Victoria Road, North Chingford, London E4 6BZ. Two other parts he would like are an original J2 horn, and a J2 clutch centre plate.

Chris Baughan (30 St Pauls Road, Clacton on Sea, Essex Tel: 21873) needs the following N type parts : cut out/fuse box unit, gca box and diff flanges to suit NB, needle be bearing, prop shaft, rear splined hub with L.H. thread, rear axle casing, pair of 1⅛" carbs, and a cylinder head in any condition. He has in exchange for the above parts a J2 gearbox, another with Fxxd bell housing, J remote control, cracked head, sundry J2 body parts for patterns, an N type windscreen, NB radiator and shell, NB doors pair of brass 1⅛" carbs, pair of N headlamps with Lucas conversion.

Bill Gudgings make some good points concerning rebuilds:

1. Strip it yourself - don't let your friends help, otherwise you'll end up with a pile of bits and not know where they fit!
2. Take plenty of photographs as you strip which will save making sketches and also save time when rebuilding.
3. Find someone 'local' who has a similar car so that you can take a 'squint' when youre not quite sure - Colin Butchers will let you know your nearest owners.
4. Do it properly - good enojgh is not!
5. Compile a list of your requirements for the rebuild before you start and buy them all if possible then - otherwise one of two things will happen (a) the price will

probably have gone up and (b) you will be always held up waiting for unavailable spares. So think on it.

Ken Pattullo (Earlsdale, Chance Inn, By Cupar, Fife) requires a J2 dynamo and bottom bevel gear. Ken suggests using a Stanley Yankee bit for No 12 screws with a hand drill for grinding in valves with screwdriver slots in the heads, does anybody know, or can anyone help establish the changes made to J2 engines during their production life. Ken has J 2673 with the non original engine A 2394, which has N type water holes, 5/16" studs but front nearside and rear offside have $\frac{3}{8}$" dia at the bottom and taper to 5/16" about $\frac{1}{2}$" above gasket level. The car came with an N type sump and external oil filter. Another block has the same water holes but $\frac{3}{8}$" studs and J sump, together with the outrigger bearing (which I believer were fitted to '34 J types P 8-P)

Helmut Klockner (2 Hamburg 63, Suhrenkamp 29, West Germany) is in urgent need of the part between the oil pump driving gear and the starting dog on the J2 crankshaft with outrigger bearing, (part No MG 464/100 as shown in Information sheet 27 with this Infoletter) also front engine housing, front nosepiece supporting the rad, oil thrower on the camshaft, nut for plugging rear of oil line in crank housing (situated in flywheel housing) rear rocker shaft bracket and a J2 speedo. Also required are a J1 body with wings and instruments.

Rod Martin (11 The Cedars, Brook Road, Buckhurst Hill, Essex 01 505 3093) is looking for an N type chassis frame and/or body in any condition, also a vertical drive housing and good N type camshaft together with oil filter innards and a foot brake pedal.

David Hodge (The Limes, 9 Taymount Rise, Forest Hill, London SE23) is requiring a PB speedo and the optional water and oil temperature gauges.

Peter Yates (Debden, High Street, Edzell, Angus) hopes members can help him with some M type parts such as a windscreen and frame, metal instrument panel, 2 front apron clips, boot lid lock, also requires a pattern or drawing of the dashboard.

Ian Matheson (c/o Monsanto Europe S.A. 1 Place Madou, 1030 Brussels, Belgium) has for sale 2 reasonable NA doors and 2 tatty front wings, and requires the following NA parts: dynamo, distributor, coil, fuse box, wiring loom, indicators and dash switches and all other electrics except lights and instruments, camshaft, 4 rockers, rocker shaft, spacers etc., pistons and gudgeon pins, all valves gaskets, carburettors and inlet manifold, petrol changeover tap, hood frame, front seat cushion and trim panels.

John Seymour Howell (1 Orchard Drive, Horsell, Working, Surrey, Tel: Working 60146) is well advanced with his rebuild having suffered unfortunate damage at Brands earlier this year, but is stuck for a P type drag link with or without end fittings He has a P type chassis available free to anyone who collect it, but the front is rather damaged.

Eric Burns (4 white Lodge Crescent, Thorpe le Soken, Essex) wants K spares such as a tourer body, instruments and wheels, also a two seater NA rear end of body, together with a front spring for his NE saloon. In exchange for these parts he will part with an H type engine, a K type engine, a J diff, an F type block with crank and pistons, a D type engine and gearbox, or an L type engine. These parts are only for exchange, not for sale.

Roger Thomas (5 Sunningdale Court, Whitton Dene, Hounslow, Middx 01 894 3971) requires parts for his PA such as a chassis front cross tube, rear brake assembly with drums springs, petrol change-over tap, centre dash panel complete, rev. counter, trafficator brown cut out cover, water manifold, dash lamps, bucket seats, original oiling nipples, carb linkage and dash pot plugs, channel for wiring loom on bulkhead, in exchange Roger has an overhauled PB speedo.

If anyone is interested I have 2 black P type fusebox/cut out assemblies, brand new in their boxes, identical to original except the dynamo field fuse is not fitted, but there is the connection if so required. Reasonably priced at £5 each.

Nigel Musselwhite (address at back) is still looking for a D type, condition not over important, engine type immaterial, cash is waiting, would collect, can anyone help please.

Mike Hawke, 117 Upper Westwood, Bradford on Avon, Wilts) has the following which he will swap for J or K type bits.
1. M type windscreen with non-standard bits of glass. 2. The correct bits of glass for same (one cracked) 3. Pair telescropic shockers with enormous brackets for rear of P, J or similar. 4. Camshaft cover,data plate for K type continental Coupe.
In particular he needs a dynamo shaft and an oil pressure gauge pipe (3 of them actually).

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What would have George Eyston felt like driving Ex 120 at Monthlery during his record breaking runs? What were the sensations of driving the first 750cc car at over 100 mph? Nigel Musselwhite has reconstructed the wherewithall to sample these sensations by building a replica of Ex 120 to its December 1930 specification.

I was fortunate enough to be allowed to drive this interesting car at the recent Silverstone Sprint. The first thing one is aware of is the smallness of the cockpit, which has to be entered by sliding both feet down under the steering wheel, having done which the driving position is excellent, with a 16" 3-spoke steering wheel nicely to hand.

The pedals are closely grouped, so that they are easily located - all at the same time! The central accelerator takes some getting accustomed to, and one needs narrow shoes to be able to brake without catching the accelerator with the side of ones foot.

The stub-exhausted engine starts readily by pressing the dashboard starter after flicking the right had ignition switch to the ON position. The engine revs very readily and a lovely crisp exhaust note results, and the car seems to want to be off. So 1st gear is selected on the ENV box and the car shoots off as soon as the clutch is let in, gathering speed surprising quickly. Push the lever forward for second and you are rewarded with a strong punch up the rear. Very soon third is required which on the ENV box is towards the driver and back. 4th gear is an unusual operation, pushing forward being a strnge feeling after most MM cars.

Once in top one has an immediate sense of speed as the wind whips around the aero screen, and a whine from the 8/43 straight cut back axle all adds to the blaring from the exhaust. One feels very small in this projectile, heightened by the speed at which it answers to the steering wheel; very small movements are the order of the day, otherwise one ends up with a lot of corrective steering. This is no doubt due to the short (6'9") C type wheelbase.

Because of this skittishness one feels a bit unsure to begin with, but having tried to break the tail away, one finds the 4.75/500 x 18" rear tyres surprisingly reluctant to do so. One feels that if it did break away, however, that it would happen quite suddenly and you'd be facing the way you came quite rapidly.

Being quite a tall, narrow car, together with the clinging road holding, the driver needs to wedge himself in when cornering, otherwise the slides about in the cockpit.

The exposed front wheels allow you to cut the corners very fine, whilst the offside rear wheel is very likely to attack errant elbows. When Colin Butchers tried it he smelt an odd burning, which turned out to be is anorak rubbing on the wheel!! Because of the short wheelbase one is almost sitting on the back axle, and the battery on Nigels car is mounted where the passenger compartment would be, but one cannot use this as it is covered in by a metal sheet to aid the streamlining as originally fitted.

The springing is very stiff, helped by the springs themselves being bound with cord;

this is satisfactory on the smooth circuit, but returning along the rutted Silverstone runways was an eye-jarring experience, so that one was quite unable to focus, even at reasonably slow speeds!

Since it had been raining the front wheels threw up a continuous spray of muddy water which very soon cut down visibility.

Although this car is basically a replica, the idea of building it was started because Colin Tieche sold Nigel what appears to be the first crank Ex 120 head, together with the second block - which later was Ex 127's first engine. There were unfortunately only 3 of the original rods with the crank, so Nigel has had new ones made. The block is unusual in that the offside was machined by Jalko and a full flow oil filler fitted, angled to the rear.

The cylinder head gives a 7 : 1 compression rationat present which is considered too low, and a down draught 1¾" SU feeds a fabricated 12/12 manifold, combining with the stub exhausts of 2 1⅛" diameter and one central 2" stub. At the moment ignition is by coil and distributor, but this is being changed for a magneto.

The body is as close to the 1930 shape as copying from photographs allows, but the front cowl is historic in itself being probably made for a Belle Vue garage Q type by Wikie Wilkinson. The separate bonnet top with air deflector for the driver being held down by bonnet straps which pass underneath most of it, emerging at the side to then restrain the side panels of the bonnet. 12" brakes are fitted instead of the original 8" ones, as Nigel will be using this for races - not record breaking - and feels the 8" brakes somewhat inadequate.

At about 16 mph per 1000 rpm this little car will probably be able to do 100 mph as George Eyston once did. One must admire his driving of this precocious little M.G. at 100 mph for hours and hours, for the strain of steering and keeping always alert for that length of time was a real endurance feat.

We wish Nigel the very best with this car which captures the spirit of those days back in the 1930s, when record breaking was still very much a chancey game.

PHILLIP BAYNE-POWELL

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PREPARING FOR THE WINTER - Jobs you should look after on your car yourself
by Hugh P McConnell, MSAE, AMIAE, FIMT, FIArb.

November 1933

The time has now arrived when we must take stock of our car and consider what it has done in the summer and what it will be called upon to do through the winter. The abnormal summer weather may lull us with a false sense of security.

The first item that should be tackled is the brakes. Badly adjusted brakes do not show up on dry roads, but with the advent of probably wet and even frozen roads it is absolutely essential that the brakes be balanced. First remove the brake drums and clean out the powder and dirt and it will be found that much better braking will ensue. The shoes should be examined for thickness of liner and equality as well. It takes two to overhaul the brakes, one to apply the lever and pedal and the other to do the actual work. If the cams are unduly open it shows that either the shoes or drums are worn. Drums that show scoring should be cleaned up on a lathe or replaced.

Presuming that the shoes and drums are in order, replace the drums and jack up all four wheels and apply the handbrake hard enough to be able just to pull the road wheels over. Go round each in turn and see the effort required to rotate the wheel is equal. If not, refer to the instruction book and study the illustration of the independent brake adjustment for each wheel. It is quite simple. It is sometimes necessary to slip back the rubber covering to reach the locking nut. The ordinary service adjustments for the brakes should be oiled with a thin machine oil to facilitate their use from time to time.

How many people know that in addition to it being an offence to have a car on the road with inefficient brakes - quite apart from it being suicidal - they run a serious risk of the insurance policy being invalidated in the event of an accident. A case came to the writer's notice recently when through abject neglect of the brake a crowd of people were run down and the driver was charged and committed to prison for a long time. There is no excuse for bad brakes today.

Now that the daylight saving is past and the lamps have to be lit at an early hour, let us look to the battery. Headlights take their toll and so does the starter. It is not always sufficient to replenish the battery with distilled water. If this is done every week the battery should be in good condition, but how many people take the trouble - out of sight out of mind. In the next few days remove the terminals and clean them and replace after coating the parts with vaseline. If time permits, send the battery to a competent charging station to be emptied and refilled with correct electrolite and slowly recharged. The dynamo can never bring a battery to that condition which a slow continuous charge will.

The old headlamp bulbs may be dull and the reflectors in need of a clean up. Night driving will be made safer by a little attention. See that the dynamo charges at the proper rate so as to maintain the batteries charged when using the headlamps. If, for example, with the headlamps alight the ammeter shows more than 3 amps charge, or only shows a charge in the daytime of 6 amperes with no lamps alight, the third brush regulator requires adjustment. A low rate of charge may also indicate that the commutator requires cleaning. Unless you know how, go to a service station and see how it is done; you can then do it on a subsequent occasion yourself.

The final suggestion this month is very important.

Drain the sump - flush it out and refill. A little explanation is necessary if these operations are to be executed correctly.

Draining is easy, you just remove the plug on the offside of the sump and let out the oil. Now comes the principal point. Remove the pipe leading from the sump to the oil pump - wash the unions and place on one side, noting which end goes to the pump. A large hexagon nut will be noticed which is part of the oil strainer - remove this by unscrewing the nut, but be careful to preserve the fibre washer between the nut and the sump. Withdraw the filter and wash it in paraffin or petrol and replace it.

First of all, obtain say ½ gallon of flushing oil, or very thin engine oil will do; pour this into the engine and start up and run the engine for 2 or 3 minutes, at say, 1,200 rpm and then drain off the flushing oil. It went in crystal clear it will come out like mud. And that is exactly what you want to get rid of - mud. All the oil ways will have been flushed out - impurities removed. And the system will be ready for the new winter's oil. Valve guides will be freed, piston rings become elastic, timing gears cleaned and the oilways in the crankshaft flushed out.

Be sure to drain out as much as possible before pouring in fresh oil.

Do not run the engine, however, too fast for too long. On the other hand, it is no use letting it idle round. Whatch the oil gauge after, to see that the joints have been properly made between the filter and the sump and the pipe from the latter to the pump.

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SERVICE INFORMATION SHEET No 27
J1 and J2 Models

Date of Issue : December 1933
Revised and Re-issued: February 1936

Crankshaft Secondary Bearing

In order to eliminate slight roughness at certain engine speeds a secondary ball race has been designed for fitting at the front end of the crankshaft. This

additional ball race also forms a more efficient oil seal.

This modification is not difficult to fit, but the following remarks will be of assistance:

1. Slacken the engine fixings to enable the front end to be dropped sufficiently to allow the engine nosepiece and crankshaft thrust washers to be removed, taking care to support the front end of the engine.

2. The crankshaft must be accurately tested for longitudinal movement and this must not exceed .008 in. If the movement is in excess of .008 in a new main ball race should be fitted, as the secondary race must not be allowed to take any thrust load.

3. The diagram (see additional sheet) shows the assembly in detail, the method of shimming, however, is very important and must be carried out very carefully.

Assemble all parts as shown in the diagram, less shims, and tighten the set screws holding the cover-plate (MG 464/102) into position, thus leaving a gap between the front housing and the rear portion of the nosepiece. This gap must be carefully measured by feeler gauge, to which reading add.012 in., the total being the amount of shimming required between the faces. This will ensure that the slight end movement of the crankshaft will not allow any thrust load to be transmitted to the secondary race (X464/1).

Supplies of this assembly can be obtained from the Service Department, and the price, subject to revision, is £5.12.6d. If the old engine nosepiece complete and the crankshaft dog nut are returned to the Service Department a credit of £1.9s.4d. will be passed.

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SERVICE INFORMATION SHEET No 13 — Date of Issue : June 1934
J,K,L,PA,N,KN and PB Models — Revised and Reissued : February 1936

Valve Timing

When it is required specially to tune an engine the following remarks in respect of valve timing will be of assistance and are in addition to the instructions laid down in the Manuals.

It is possible for a person not acquainted with the engine to set the rockers in various wrong positions which will cause considerable variation of timeing on the corresponding valve.

The correct procedure is as follows:
1. Set the rocker eccentric bush in the position shown in Fig. I (see diagram on separate sheet) for the J type and that as shown in Fig 2 for the K,L,PA,N KN and PB type models.

2. Insert the correct feeler gauge between the valve rocker and the cam

3. Shorten or lengthen the valve stem until it just reaches the rocker. It is not possible, owing to the probability of wear of the rocker face, cam face or valve, to give a definite length of the valve stem.

Note: To shorten the valve stem, grind the end carefully on a fine emery wheel, using a 'V' block to steady the valve. The end of the stem must be square or very slightly raised in the centre.

To lengthen the valve stem, regrind the valve with its seat, providing the amount is not more than .001 in to .002 in. If in excess of this measurement it is advisable to re-cut the valve seat with a suitable seating cutter.

It should be noted that the tappet clearances given above are for checking purposes only in the case of K,L,PA,N,KN and PB models. The final clearances are .006in. Inlet .008 in Exhaust (ref: Service Information Sheet No 12).

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C.K. SPARES NEWS - John Adams

Some of you have been waiting patiently for many months for N, K and L exhausts systems and may be interested in progress. The systems are being made by Servais, who quoted a delivery date in April, and although all bending has been done, they have been held up for lack of manifold flanges. These are bought by Servais from an outside supplier, who has been so far unable to come up with the goods. To resolve the delay, we are arranging for the flanges to be made by one of our contacts, to be then supplied to Servais for them to complete the order - hopefully at a reduced cost to cover our cost of the flanges!

Another batch of black-rimmed 'Brooklands' M.G. flexible steering wheels is now in stock; the price is now £11.20 + VAT but still considered very reasonable.

A few second-hand parts for J/P etc are for sale on a first-come-first-served basis to callers only, by arrangement, to Hartley Wintney. 1 - 8/43 4 star diff (£10) 1 - half-shaft (£2); 1 pair of rear splined hubs (£2); 1 pair rear hubs with bearings (£2) 1 speedo cable with brass gearbox housing (£1); 1 pair J2 sidescreens (£4)

The crown-wheel and pinion sets ordered some time ago are now trickling through, and the lucky people involved are being advised direct. The sad news is that any further batch would cost in the region of £45.50 without profit and VAT, which is almost certainly uneconomic for most members. Thus the search is still on for a 'modern' alternative.

The old dodge of using pre-war Morris 8 diffs (ideally Series E) is so well known that few of these remain. A T type diff, or complete axle, can be fitted with some effort, but these are becoming equally scarce. An Austin A35 complete axle can also be fitted with somewhat more effort, in which case a wide variety of ratios is cheaply available, but special half-shafts are needed. I know of members who have carried out these mods, in both cases retaining original brakes, and at far less cost than a new 'original' c.w.p. If any member has other useful suggestions, please let us know!

The policy of C.K. Spares has always been to supplement, and not to compete against, usual trade sources selling goods of good quality at reasonable prices. Thus, some of our old lines are not being replaced as stocks are exhausted when another source is available, and the list this month again indicates this trend. It is a reflection of our fortunate state in the M.G.C.C. that such a wide and increasing range is available, but if nevertheless a member is experiencing difficulty, C.K. Spares will certainly consider a batch. Similarly, if any member is arranging for parts to be made for himself, it is possible that an extra number could be made at the same time. The moral is to share your problems and successes by writing and telling us all about it!

Crankshafts: There can be little doubt that for those J owners contemplating a rebuild, the acquisition of a sound crankshaft is the most important priority. It is the availability of major parts such as this which have probably been responsible more than anything else for encouraging the resurrection of cars previously lost, dismantled and broken up, and also in reversing the trend whereby some dealers once found it profitable to dismantle complete cars in order to sell dubious second-hand cranks etc. at highish prices. Thus, the continued supply of these items is important, and it is well to note the alternatives available.

The J cranks made in the past have been made of a non-counterbalanced pattern similar to that described by Ralph Sateman in the 1972 Year Book. These were made from flat billet EN8 steel, tuftrided; this is a good quality but not 'exotic' material, and should be best regarded as 'road-replacement' cranks. The manufacturer does not guarantee them for racing although the fact that several members are successfully using the cranks in blown racing engines indicates that they have far more margin of safety than the originals! They also have the advantage of being made, if required, to 1 5/8" big-end size for P or Triumph Bonneville rods.

The last batch of C.K. Spares J cranks will be delivered to us on 14 December, so all those thithin this last lot will be notified that their cranks are ready for collection/despatch.

An alternative source is Gordon Allen (Allen Tool and Engineering, 271 Argyle Avenue, Slough, Bucks) about whom you may have read in March Motor Sport. His cranks are all made in EN 40B, stress-relieved and nitrided, which can be regarded as an 'exotic' steel far in excess of that needed for our engines. They are all made from round billet, so a counterbalanced shaft could be produced at little extra cost, but base is needed since a 83mm stroke counterbalanced shaft does not easily fit the standard J crankcase. Gordon Allen prefers to work on a 'one-off' basis, the price quoted early this year for a J2 shaft being in the region of £170 + VAT. He is currently making a counterbalanced J3 shaft for Nev Churcher, and also considering one or more 6 cyl. cranks for Peter Warne, as mentioned in the last Infoletter.

Gordon Allen apparently finds MG work interesting and can also make the rear main bearing flanges if required.

Another interesting piece of news is that David Whitehurst is having three cranks made from drawn bar, which he claims to be economical and very satisfactory. More news to follow.

Currently we are getting a quotation for Rotax 8" headlamp cases as we produced before. We shall order a fair quantity so that this time nobody will be disappointed.

Late News:
On the subject of c.w.p.s - I almost forgot to mention Morris 10 Series M and MG type. These are identical, and can be fitted to the MG 8 bolt differential. The pinion is slightly oversize in diameter and length, but both can be overcome with a little ingenuity.

Thought is being given to the making of a batch of . type half-shafts. To give an indication of likely demand, would anyone interested at a price of about £13 - £1 please let me know.

The stock of bucket seat shells is now exhausted. Again, to give an estimate of likely further demand, would anyone interested please let me know. The previous price of £12.80 will no doubt go up. In the meantime, for anyone in urgent need, there is no reason why the manufacturers should not be approached direct - name: Wakefield & Sons, 2 Parvis Road, West Byfleet, Surrey.

C.K. Spares List

Write to John Adams, 5 Hare's Lane, Hartley Wintney, Hants, price list to M.G.C.C members only - quote membership card no. when ordering. Add 8% to all U.K. orders for V.A.T. Cheques to be made payable to C.K. Spares C. Ltd. Prices include post within U.K. Overseas orders please add extra.

| Item | Basic price ex VAT |
|---|---|
| J.D.M. Water Jacket plates | £1.85 pr |
| P.K.L.N. Water Jacket plates (plain only) | 80 ea |
| J.D.M.F. big end bolts and nuts | 30 ea |
| F.J. Lower water inlet pipe (screws into block) | 1.00 ea |
| Valve cotters | 14 pr |

| Item | Basic price ex VAT |
|---|---|
| Rear axle cork oil seals | 20p pr |
| M type only shock absorber transfers, type 198 or 502 | 30 pr |
| P water outlet manifolds (few only) | 6.00 ea |
| P.L.K.N.P.Q.R. main bearing bolts | 1.30 pr |
| P - 10 tooth speedo pinions | 3.25 ea |
| KE 965 exhaust valves | 1.00 ea |
| Front wing/running board moulding | 30 ea |
| Radiator shell/headlamp bracket rubber mounting | 25 ea |
| Centralised lubrication system unions, (16 pieces) | 10.00 set |
| N front aprons | 9.20 ea |
| M axle U bolts | 1.85 set |
| M/J brake cam bushes | 44 ea |
| P Octagonal L.H. dash panel (unchromed) | 3.75 ea |
| 'Brooklands' M.G. steering wheels | 11.20 ea |
| J.D.M.C. White metal camshaft bearings(-5 or -15 thou approx) | 5.30 set |
| F " " " " | 9.00 set |
| P " " " " | 7.30 set |
| N " " " " | 9.30 set |

(short delay for camshaft bearings)

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MMM Committee Members

Chairman: Stephon Dear, Tithe Barn, Rowberrow, nr Shipham, Somerset.
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Hon. Secretary: Tony Rogers, Ranmore, Lower Green, Leigh, nr Tonbridge, Kent.
Spares Secretary: Nigel Watts, 4 Harefield Estate, Cambourne, Cornwall
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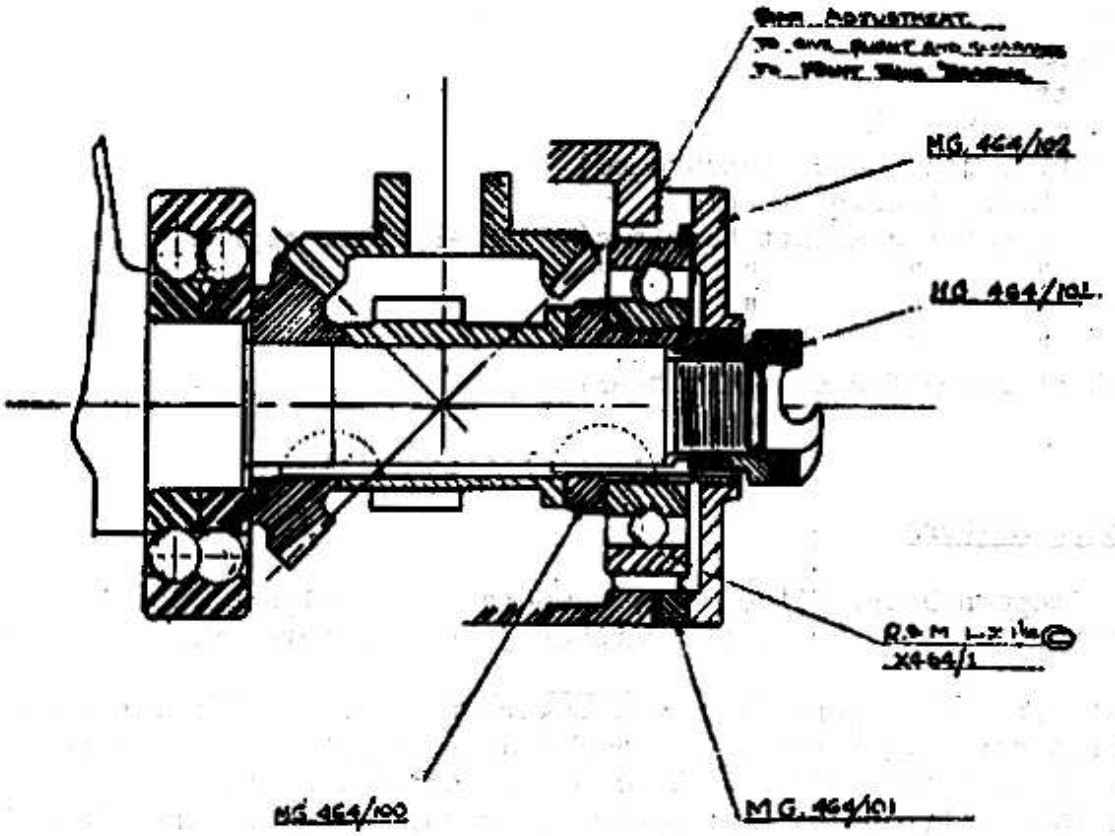
SERVICE INFORMATION SHEET NO 27

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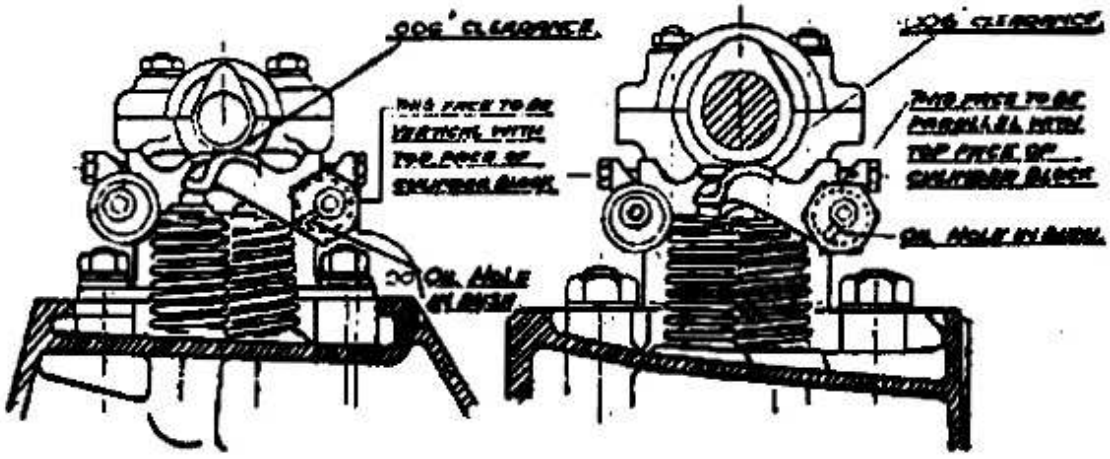

FIG. 1
SHOWING POSITION OF ECCENTRIC BUSHES FOR J. MODELS

FIG. 2
SHOWING POSITION OF ECCENTRIC BUSHES FOR K., L., PA., N., KN. AND PB. MODELS