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Ken W. Purdy, The Kings of the Road

The North American MMM Register Eastern Event – Put-In-Bay, Ohio—August 27 – 29, 2013

By Craig Peck

Months of work and coordination of effort culminated in the North American MMM Register Eastern Meet at Put-In-Bay, Ohio on Lake Erie. Put-In-Bay (PIB) is a tiny village on South Bass Island, a half hour ferry ride from Catawba point. From 1952 – 1959, the Cleveland Sports Car Club organized open road races on the island around a three mile roadway that circumnavigates the island. Today, a group of enthusiasts work to keep those days alive.

This year marked the fifth annual Put-In-Bay Road Races Reunion (PIBRRR) which celebrates the days of open road racing on the island and has grown to a participation of 80 sports and racing vehicles whose owners are able to enjoy the beauty of the island and use their cars much like their predecessors did in the 1950's.

At the end of the 2012 event, I told the car show director, Rich Hahn, that I would bring the North American MMM Register to the island for the 2013 (PIBRRR). In August of this year, eleven Triple-M cars and their owners did indeed come to PIB from many areas of North America including:

California (Pete and Fran Thelander – 1934 MG NE Magnette);
Colorado (Jack Kahler – 1930 12/12 Factory Brooklands Replica);
Tennessee (Peter and Pat Davis - 1934 s/c PA);



The MMM Car line-up at the car show

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Visit our Updated web site at:

<http://www.nammmr.org>

Or

The UK Triple-M

Register web site at:

www.triple-mregister.org

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The Pre-war MG Register

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The North American MMM Register

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The NAMMM Register Newsletter is published quarterly beginning in March of each year. The deadline for "camera ready" contributions—stories, technical reports, ads, and general information—is the end of Feb., May, Aug., and Nov. Please submit all contributions to Larry Long via:

e-mail at emgeeguy@aol.com

"snail-mail" at 1411 Foxenwood Drive,
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Preferred format is:

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Contributions are solicited for all activities associated with your MMM cars: local or national events you have participated in, technical tips, restoration progress, etc. Let us know what you are doing with your cars and how you have been enjoying them.

The NAMMM Register Web Site is at <http://www.nammmr.org>

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Indiana (Reed and Jan Tarwater - 1933 J2);
New Hampshire (Chris and Laurie Nowlan - 1933 s/c L2);
Massachusetts (Peter and Rachel Ross - 1932 J2);
Waterloo, Ontario (John and Hillary Orrell - 1932 J2);
Mississauga, Ontario (Bob and Carolyn Grunau - 1935 KN Pillarless Coupe);
Ohio (Tom and Kathleen Metcalf - 1935 NB);
Kentucky (Bill and Sarah Richey - 1933 s/c J2);
 and
Ohio (Phillip Metcalf and Bethany Zettler - Len Star's 1933 s/c K2).

Also in attendance were:

The Sacred Octagon editor from **London, Ontario**, Dave Lawley;

Amelia Island, Florida MMM owner, Choo-Choo Germano;

Pennsylvania (Dan and Jenny Fest and son Nicholas) and

Ohio (Jan and Jamie Johnson).

The event, which started the moment I landed on the island from the ferry port on Sunday, August 25, began with Jack Kahler, Chris Nowlan, Peter Ross and me setting up a MMM paddock for their MMM race cars at the airport; Pete Thelander joined the equipe a bit later. It



Dan Fest and son Nicholas at the NAMMMR tent on Race Day

was an impressive site with Jack's RV perched atop a stubbly knoll and the 12/12, NE, L2 and J2 in-place in the foreground. Once settled in our lodgings for the weekend, Jack and I set up a pair of 10' x 10' canopies and hung the new North American MMM banner. We set up across from the host hotel, *The Bayshore Resort*, and the site served as registration and car corral for our group throughout the event. As the rest of our crowd arrived



Fran Thelander, Laurie Nowlan, Pete Thelander, with Peter Ross and Bob Grunau in the background

they were able to park in the large field, pull their cars from their trailers and register, talk and have some great conversation. It was a very nice sight seeing the eleven MMM cars in a chronological line-up before the club stand.

And then things just started to pop. The event came alive for the NAMMMR members with a lakeside dinner at the *Bayshore* on Monday night, followed by an exceptional presentation by Peter Ross on the subject of Sports Car Racing in America during the 1930's. Tuesday was History Day, which began at the Town Hall and included PIBRRR dignitaries presenting talks of past events and racing on the island back in the '50's, accompanied by period slides, photos and memorabilia. Shortly afterward, we were invited to view some movies of the 1950's races shown at the Historical Museum next door and a bit later, a Round Table discussion was presented at the PIB Yacht Club. We are very lucky to still have ladies and gentlemen from the heyday of racing on PIB able to come to this event and share their vintage photos and wonderful, vivid memories. After lunch on Tuesday it is tradition to have all of the participants in the event, sports and racing cars alike, drive the original course used in the early



Reed Tarwater, Jan Tarwater, Sarah Richey, the Goat



Choo-Choo German (center) chats with John Orrell (right) at the Bibulous Gallimawfry

days, with the PIB police leading the way. This is always a fun activity for the participants and the spectators since the PIB police enjoy some quick laps with the entire group in-tow! I think they enjoy blasting around the island as much as we do! Tuesday evening, event participants were invited to a cocktail party at the Getaway Inn to enjoy a few pints or goblets of their favorite fluids as a warm-up to the racing the following day. A great friend of mine, Ralph Cadwallader (deceased) raced on the island in the 1950's and once told me that the night before the races, everyone would gather and drink wine and party late into the night. He noted that, "We never let the racing get in the way of the wine drinking!" The Tuesday night cocktail party is held in year in celebration of those days. There are traditions to be upheld afterall!

Wednesday was Race Day at the PIB Airport. I had made arrangement with the owner of the, *Bird's Nest Cottages*, for another MMM paddock area in front of the "Bird's Nest". In marched order the MMM cars and their owners drove into parc-ferme to watch the day's racing activities, display their wonderful vehicles and to stage for Track Touring at lunch time. Racing activities included an all Morgan race early in the morning; featuring an incredible assortment of Three-wheeled Morgans followed by the Abingdon Classic race which grouped all MG



Tom and Kathleen Metcalf receive the Rallye Winner Awards. (Linda Williams, event coordinator, in the background)

cars registered to race, in one delightful group. This race featured our MMM favorites as well as two Lester MG Specials, T-Series MG's, MGA's and modern Midgets. It was a beautiful and exciting race! One of the Specials was raced on the island in the '50's by some of the big guns of the day.

Track Touring was an absolute blast as we were allowed to drive as fast as we liked, given conditions and a reasonable amount of care. There were no unfortunate incidents and everyone had a terrific time. I was fortunate to ride with Bill Richey in his very fresh s/c J2 which sounded incredible and ran like a scalded hog! On about lap five or so, we heard an expensive noise come from the ENV gearbox and were forced to pull off the track but it gave us an opportunity to hear Phillip Metcalf in Len Star's s/c K2 and father Tom's gorgeous NB roar past us pushing the ohc sixes into the 6,000 rpm region. Such music to my ears! Goose bumps and shivers!

After the races it has become a tradition for everyone to head to the Turn 4 party at, *Joe's Bar*. "Joe's" puts on a nice outdoor spread off barbeque and drinks for the participants and is a hoot to say the least. I had arranged for our MMM group's Bibulous Gallimawfry to be held at *The Goat*, an excellent restaurant just down the road. The managers at *The Goat* took good care of us with a sit down dinner of fresh Lake Erie perch, sirloin steaks or a chicken dish. With a well stocked bar just



NAMMMR Car Show Winners (L-R): Peter Davis, 3rd place, 1934 S/C PA; Reed and Jan Tarwater, 2nd place, 1933 J2; Len Star, 1st place, 1933 S/C K2

steps away and plenty of Stella Artois on-hand, I had no complaints from our group. Jack Kahler was so kind as to present me with a nice award from the North American MMM Register for hosting the event, which I appreciate very much; my thanks to Jack and to the group at-large. After some spirited Stella consumption and smoking of my last Cohiba from my granddaughter's birth, some of us retired to "Joe's" where we found other late-night revelers and kept the party going until

closing.

Thursday was Car Show day at the field where our MMM registration was held. The show is for island cars, of which there are many, and participant sports cars and race cars. The line-up of roughly a dozen Morgan Trikes and our MMM cars represented the oldest of the show cars with other notables being a Factory D-Jaguar Racing Replica and an outstanding Porsche RSK Spyder. Also featured was an AC Ace that was raced on PIB in the '50's, a gorgeous Aston Martin and a wonderful variety of Turners, T-Series MG's and other sports and racing cars.

Put-In-Bay Road Races Reunion awards were presented after the car show at the beautiful *Boardwalk* restaurant, located lakeside on the bay. Approximately 160 participants were in attendance for lunch and were treated to a fabulous view of the bay. The weather was absolutely gorgeous and it was a real treat to see the power and sailing boats on the water and the insurgence of the Tall Ships that



Peter Ross receives the "It could have been a better day" award from Manley Ford



were beginning to arrive at Put-In-Bay for the upcoming, week-long celebration of the War of 1812 Bi-Centennial.

Some of our group lingered another day on Put-In-Bay to enjoy the sites and attend the beach party at The Metcalf's on Friday. While others packed up cars and trailers for their rides home or to points beyond. The Thelander's, Rosses and Nowlan's headed east to Watkins Glen for the vintage racing event and to pit their cars against car and driver on that legendary circuit.

If you have the opportunity to attend the Put-In-Bay Road Races Reunion I wholeheartedly encourage you to do so. It is an event like no other and offers three days of sights, sounds and sensory overload for the sports car enthusiast. For many photographs from this year's event, go to: www.pibroadrace.com and the Put In Bay Road Races Reunion page on Facebook. There are literally hundreds of photos on the Facebook page.

Craig A. Peck, Coordinator,
North American MMM Register Eastern Meet,
Put-In-Bay Road Races Reunion



Registrar Ramblings

By Lew Palmer

I'm a little late in getting this in the Newsletter, but the information is still valid. It may be a tad cooler up there by now, however. Ed.

Registrar's Ramblings
Fall 2013

Another driving season has now passed for us up here in the frozen wasteland. We had 70 degree temperatures until last week. But suddenly, this week the lows have been in the 30s. So those of you in the warmer climes are lucky. As of this writing on October 22nd, a number of you are heading to the GOF West and the fall Triple-M Gathering. I envy you.

But in all it has been a good season. By the (fabulous) feature in the latest Sacred Octagon, we were well represented at the Put-In-Bay gathering earlier this summer. Well done to all who attended, including the organizers Craig Peck and Tom Metcalf. Especially well done to those who made the trek all the way from southern California (Pete and Frannie Thelander with the NE).

As no doubt you have heard by now, there have been a few changes in the lineup of officers. Besides Jack Kahler assuming the role of Chairman last year, Jack Schneider has assumed the position of Treasurer along with his duties as our Webmaster. For those who may have not visited the NAMMMR website, be sure to do so at <http://www.nammmr.org>. There is a page of

photos of member's cars, so be sure to get Jack a nice color photo of you and your Triple-M car. Jack Schneider's email is britjack@comcast.net.

Speaking of web sites, I again encourage all of you to visit the MG Car Club Triple-M website at <http://www.triple-mregister.org>. Among the goodies to be found there are a technical documents download section, a cars for sale section, contact information of officers and vendors, access to an online shop of Register materials and books, and an absolutely fabulous forum where you can ask questions or provide answers on a variety of topics relating to our Triple-M cars. The forum does require a simple registration process (to prevent spam) but it is free and you won't find a better source of information anywhere.

Remember that renewals begin in January. Of course you can send money anytime, but I will mail out renewal forms for those who are due to renew, so it is best to wait for the form to arrive. Like last year, we will still accept renewals via PayPal if your car or contact details have not changed.

That's it for this issue. Drive safely and have a fabulous time in Carefree.

Octagonally, Lew

RENEW YOUR MEMBERSHIP BY JANUARY 15, 2014
if you want to be included in the Membership Directory for 2014.

We are open to any ideas or suggestions that can build our membership. Send them to Jack Kahler, Chairman, North American MMM Register, 5260 South Zinnia Court, Littleton, Colorado 80127

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2013 PIB Road Races Reunion Sees Record High Participation

PIBRRR Press Release by Manley Ford

PUT-IN-BAY, OHIO -- Morgan "Three Wheelers," MMM MGs and Turners were the headliners for the fifth annual Put-in-Bay Road Races Reunion (PIBRRR) held August 27-29, 2013 at historic Put-in-Bay, Ohio. But when the straw settled around the bale-lined Put-in-Bay Airport circuit it was the '59 Porsche RSK driven by John Higgins of Dayton, OH that emerged as "king of the rock."

The Porsche RSK took first place in the "Put-in-Bay Cup" race, the last race of a full day of competition for four groups of smaller-bore vintage race cars plus additional "marque" races for Morgans and MGs.

Launched in 2009 by vintage racing veterans Jack Woehrle and Bob Williams, the annual Put-in-Bay Road Races Reunion celebrates sports car races that were held on the streets of the town of Put-in-Bay on Ohio's South Bass Island from 1952 to 1959 and in 1963. The reunion reaches back in time to capture the history of those races and to re-create the atmosphere of sports car racing of that era.

Put-in-Bay is a nostalgic island enclave and a short ferry ride off the shore of Lake Erie near Sandusky, Ohio. Little changed from the '50s, it is one of the very few places in North America where post-war sports cars raced through towns and countryside on public roads and where those roads exist today virtually unchanged.

The top honor of this year's event, The Paul Henry Award, which recognizes the entrant best representing the spirit of the Put-in-Bay Road Races Reunion, went to Marvin Primack and his '47 Lester MG. Primack's Lester MG was a frequent entrant in the original Put-in-Bay races in the hands of several drivers including Chuck Dietrich who was one of top sports car racers of his day with frequent road-racing victories in many different cars at Put-in-Bay and elsewhere.

Accepting his award, Primack said he couldn't imagine a friendlier atmosphere or a nicer group of people at an event. "I particularly enjoyed the two laps of the original circuit," Primack said. "They were a very brave group that drove those races as the streets were very narrow, the curves sharp, the straightaways long, and lots of trees to mark a mistake. How they managed crowd control and how the event lasted as long as it did -- given the course -- is a wonder. I have driven the re-enactments of the street races at Elkhart Lake, Watkins Glen, and now PIB and the latter is surely the most daunting. They all marked a great time in sports car racing, and being able to experience even a little bit of it is itself an honor."

In addition to racing at the Put-in-Bay Airport and tour laps of the original course, PIBRRR 2013 offered historic presentations and panel discussions, a rally, a car show and several convivial social gatherings. Attracting a record entry of nearly 80 cars including some 40 racing participants, the event packed enough on-track competition and off-track entertainment to keep the participants grinning until next year's PIBRRR, provisionally scheduled for August 25-27, 2014.

The Morgan, MG and Turner groups (not to mention Triumph, Jaguar, Aston Martin, Austin Healy, Elva, Austin Mini and AC entries) provided a distinctly British flavor for the event, which this year had an additional historical connection. The commemoration of the 200th anniversary of the Battle of Lake Erie, the deciding battle of the War of 1812, began on the island with the arrival of a fleet of "tall ships" at Put-in-Bay on Thursday, August 29, the last day of PIBRRR 2013, providing a eye-popping backdrop for the farewell luncheon and awards ceremony.

Grand Marshall for PIBRRR 2013 was Harry Constant who raced his MGTD at Put-in-Bay starting in 1956 and later an Alfa Romeo. Constant also entered a Crosley-powered Siata in the 1959 PiB race but the car's crankshaft broke coming off the trailer(!). At the event's "Recollections Roundtable," a panel discussion where original Put-in-Bay returning veterans are the stars, Constant gave a charming talk about his memories of racing at Put-in-Bay.

"I have not been back to this island since I last raced here in 1959," said Constant. "The road from the airport turn to cemetery corner is like a piece of glass compared to when they raced here, and you were fortunate to get thru that corner in one piece. I did have a lot of flashbacks of all the good times. I think I raced at PIB more then any other road course and there was a reason. A blast!"

For the Record . . . PIBRRR 2013 Winners

Event	1 st	2 nd	3 rd
Peter Morgan Race	Bob "Kermit" Wilson – '35 Morgan F2	David Hodgson – '50 Morgan F Super	Fred Sisson – '38 Morgan F Type
Abingdon Classic All MG Race	Steve Konsin – '50 Lester MG	Manley Ford – '52 MGTD	Marvin Primack – '47 Lester MG
Exhibition	Seth Hoffman – '76 Austin Mini	Scott Sadowski – '74 Porsche 914	Rich Hahn – '66 Triumph TR4
Group 1 / Race 1	Chris Nowlan '33 MG L2 Magna	Pete Thelander -- '34 MG NE	Peter Ross – '32 MG J2
Group 1 / Race 2	Fred Sisson '38 Morgan F Type	Pete Thelander – '34 MG NE	Chris Nowlan – '33 MG L2 Magna
Group 2 / Race 1	Manley Ford – '52 MGTD	Marvin Primack '47 Lester MG	George Shafer – '51 MGTD
Group 2 / Race 2	Manley Ford '52 MGTD	Marvin Primack – '47 Lester MG	Mark Brandow – '47 MGTC
Group 3 / Race 1	John Higgins – '59 Porsche 718 RSK	Allen Goode – '63 Triumph TR4	Steve Konsin – '50 Lester MG
Group 3 / Race 2	John Higgins – '59 Porsche 718 RSK	Steve Konsin – '50 Lester MG	Allen Goode – '63 Triumph TR4
Put-in-Bay Cup	John Higgins – '59 Porsche 718 RSK	Allen Goode – '63 Triumph TR4	Steve Konsin – '50 Lester MG
Car Show – Competition Cars	Pete Thelander – '34 MG NE	Bob "Kermit" Wilson – '35 Morgan F2	
Car Show – Non Competition Cars	Dick Harms – '57 Jaguar XKSS	Thomas Boes – '59 Morgan +4	
Car Show – Island Cars	Bill McCracken – '66 Corvair Corsa	Rick White – 1908 Ford Model T Speedster	
Motorcycle	Rob Rush – '73 Hercules Wankle		
Rally	Tom Metcalf – '35 MG NB		
Rocker Cover Race	Craig Peck		
"Paul Henry Award" (for the car/entrant best representing the spirit of PIBRRR)	Marvin Primack – '47 Lester MG		

Morgan Three-Wheelers, Triple-M MGs, and Turners

"The Put-in-Bay Road Races Reunion is such a unique event that it's hard to explain it to people who haven't attended it," says Race Director Jack Woehrle who co-founded the event with Bob Williams in 2009. "In fact, sometimes it's hard to explain it even to people who *have* attended it," says Jack with a wry smile.

But no explanation is required for Morgan Trike owners Bob Wilson and Duncan Charlton, Triple M MG enthusiast Craig Peck or Turner racer John Ruth. All had attended the event in the past and each decided that Put-in-Bay 2013 was the place they wanted their friends to congregate this summer and celebrate their respective favorite car's unique contribution to sports car racing history.

Morgan Three-Wheelers began production in the early 1900s and the Morgan factory in Malvern Link, England continues to build a modern variant of the car's timeless design. Very successful racecars in their time, about 15 Morgan "Trikes" attended PIBRRR 2013 for in their fifth annual "Peter Morgan Memorial Race." Morgan enthusiast and group coordinator Bob "Kermit" Wilson of Chicago cooked up the idea and was supported in his effort by Texas-based Duncan Charlton. Most of the attending cars were produced from the '20s to the '50s. See: <http://tinyurl.com/cuhvhtv> for more information.

Triple-M MG in MG parlance refers to MGs built from 1928 to early 1936 (Midgets, Magnas and Midgettes). These cars featured overhead cam engines that were often fitted with superchargers and linked to Wilson pre-selector gearboxes, and many were raced very successfully. These cars are among the most sought after MGs by collectors today. Coordinating the MG MMM group at PIBRRR 2013 was long-time Ohio MG enthusiast Craig Peck along with MG MMM aficionado and restorer, Tom Metcalf of Safety Fast Restorations in Mansfield, OH. There were more than a dozen MG MMM entries at PIBRRR 2013.

The Turner USA Reunion is the brainchild of John Ruth of Canton, MI. He coordinated the Turner group of about a half dozen entries under the banner of the Turner USA Reunion as he has done since first attending the event with his Turner Mk III Sport in 2009. Turners have a great competition history and many were raced at the original Put-in-Bay races.



Jay Domuex in his Turner MkIII leads several other Turners through "Cemetery Turn" during the original course tour at PIBRRR 2013. He leads a pair of Turner 950S models driven by Greg Kozuhowski and Matt McClurg who are followed by John and Dawn Ruth in their MkIII.



Bob "Kermit" Wilson is all smiles driving his 1935 Morgan F2 around the original course at Put-in-Bay.



Bethany Zettler enjoying a ride in Len Star's 1933 MG K2 with Phillip Metcalf at the wheel. This stunning car features a magnesium front - mount supercharger and Wilson pre-selector gearbox.



RSK Victory: Rick Grant's Porsche 718 RSK is one of only six ever built by the factory and was the class of the field of race cars at PIBRRR2013. Driven by John Higgins, the car won both Group 3 races and the Put-in-Bay



PIB Car Show: The annual PIBRRR car show gave popular vote awards for race cars, non race-cars, motorcycles and "island cars".

All photos by Daniel Mainzer except as noted. Many more PIBRRR 2013 photos can be found on Daniel's website which is www.mainzerphoto.com . Captions by Manley Ford.



Peter and Pat Davis in their 1934 MG PA lead the 1932 MG J2/4 Special with owner Bill Richie driving and Craig Peck. The third car in line is the 1930 12/12 MG Factory Brooklands Replica of Jack Kahler. One of 4 known to exist.



Marvin Primack's '47 Lester MG Special, which was raced in many of the original Put-in-Bay races from 1955 to 1959, leads George Shafer's '51 MGTD. Primack received the "Paul Henry Award" at this year's event.



Chuck Dietrich at the wheel of what is today Marvin Primack's '47 Lester MG. Here in the 1955 Put-in-Bay Road Races. (Stu Kerr photo)



Another photo of Chuck Dietrich driving the Lester MG at the '55 Put-in-Bay race. The car is a modified MGTA chassis with an MG TC engine and transmission and special alloy body work. (Stu Kerr photo). These period shots were taken by Stu Kerr when he was a young lad. Stu continues to take photos and volunteers as a corner worker at Mid-Ohio with Lake Erie Communications.



Steve Konsin won the Abingdon Classic all-MG race in his '50 Lester MG here dicing with the Alfa Romeo GT Jr of Lee Poseidon. It is rare to have a Lester MG at a vintage race event. Having two at PIBRRR 2013 was very special.



Pete Thelander drifts his 1934 MG NE in hot pursuit of Rachel Prehodka-Spindel driving dad Greg's '53 MGTD.

NAMMM Register & Put-in-Bay Vintage Race Event

By Chris Nowlan

Put-in-Bay, the idyllic 1,600 acre island three miles off the coast of Sandusky, Ohio in Lake Erie, was the place to be in late August as the North American MMM Register, Morgan 3 wheeler group and the Put-in-Bay Road Race Revival Heritage Society joined forces to host a wonderful week of vintage sports car activities. Road racing on the island was an annual event from 1952-59 and again in 1963 when sports cars of the era converged on the island for an exciting full blown road race over a 3.1 mile road course. Due to ever increasing speeds of up to 130 MPH and an accident in 1963, true road racing has been banned. However, the island has enthusiastically embraced a spirited re-enactment of the race over the original road course over the past five years, and the event continues to expand in popularity. With a police escort leading the way, course workers manned all intersections and corners allowing participants and spectators the opportunity to experience the thrill of motor racing, even if under a somewhat controlled situation. While passing was not allowed, speeds considerably in excess of posted limits were reached by most.

The North American MMM Register hosted one of two national meets this year. Here in the East, eleven of the finest and rarest models were in attendance, as well as many more owners without cars present. The attendees included:

M Type12/12	Jack Kahler, Littleton, CO
J2	John Orell, Waterloo, Ont
J2	Peter and Rachel Ross, Bolton, MA
J2	Bill and Sarah Richey, Bowling Green, KY
J2	Reed and Jan Tarwater, Greenfield, IN
L2	Chris and Laurie, Nowlan, Amherst, NH
K2	Len Star, Hudson, OH
KN Saloon	Bob and Carolyn Grunau, Mississauga, Ont
PA	Pete and Pat Davis, Jonesborough, TN (Welcome first timers)
NE	Pete and Fran Thelander, Westminster, CA
NB	Tom and Kathleen Metcalf, Ashland, OH

Len Starr took home top honors in the car show with his fabulous supercharged K2 Magnette, followed by Reed Tarwater in a beautifully original J2 and Peter Davis in a supercharged PA. Participants in the overall sports car show and the general public in attendance were fascinated at the variety and mechanical complexities of our overhead cam MG's. Each and every one were all truly stars of the show. Hundreds of vintage sports cars were in attendance, including many that had raced on the island in the heyday. The New England T Register was well represented with several T-types racing in the post-war classes.

On Wednesday, the serious racing commenced with a full road course laid out on the island airport, which was otherwise closed for the occasion. The short but fast and challenging course was partially lined with hay bales and some rather menacing very large hard rubber barricades. As this was a sanctioned race event, drivers and cars had to be suitably vetted. With log books and racing credentials presented, cars were carefully passed through tech inspection, which even included a flying brake test.

Your humble scribe and race participant was looking forward to sharing the track with longtime west coast friend, Peter Thelander, with his fabled NE Magnette, and Peter Ross in his ex A.R.C.A. racing J2. Peter Ross's car has had an amazing and highly successful pre-war racing and trials career including racing here in America. With Peter's more than 50 years of racing experience with his full race TC, he really knows how to extract the best out of the light and nimble J2. Pete Thelander specially making the long trip from California has been very actively campaigning his NE for 20 years and had competed at the Monterrey Historics the week before. My own supercharged L2 Magna has the edge in the horsepower department, but the narrow track and long wheel base can be a challenge, particularly on a tight course. Most of the remaining field in our class was made of pre-war Morgan three wheelers, some of which were very fast and aggressively driven.

During the course of the day, we all had an opportunity for 4-5 races and practice sessions. Much to my own amazement, I managed a first place finish ahead of the NE, J2 and a gaggle of 3 wheel Morgans...my first ever win in a vintage sports car, which really made my day. In the following race, Pete Thelander got by me in the final lap and as he madly negotiated the final 180 degree turn, I noticed his inside rear wheel lifting and spinning at a high rate. Luckily for Peter, the NE wheel touched down without further drama and he finished just behind a very hot Morgan. Peter Ross's day ended with a failed crown wheel and pinion, but only after experiencing some great runs.

Several other classes were also running, including some very fast TC's and TD's, some of which were highly developed period specials. Manley Ford gave memorable chase to a very quick Lester TD piloted by Steve Konsin.

After our welcoming dinner on the Monday evening, Peter Ross gave his presentation entitled "Racing MGs in America during the 1930s" which set the scene for the following days' activities.

All in all it was a most enjoyable and memorable event. Many thanks to Craig Peck, Jack Kahler, Manley Ford, Jack Woehrle and all the volunteers that made this such a fun time.



Chris Nowlan with his L2



The NA MMM group enjoying a quiet moment

Richeys Win at Hilton Head Concours

Reprinted from Autoweek on line at

<http://www.autoweek.com/article/20131104/CARNEWS01/131109948>

By Dutch Mandel

The modern automotive car show, a concours d' elegance, seems perfectly at home on the rolling fairways of a golf course. It is not the cars' natural environment -- these wide ribbons of perfectly manicured fairways or the tweezer-attended greens rolled smooth and inviting -- but it somehow is the appropriate canvas on which this art should be painted. It is much better than an open field of dirt, or a crowded parking lot, both of which are perfectly fantastic venues to show cars but not for this pinnacle of automotive exhibition.

No, a golf course is ideal. This is why nearly 60 years ago, the developers of property along the Northern California peninsula determined it would be a good thing to [show cars on the then-underdeveloped land surrounding the Pebble Beach Golf Course](#) in the Del Monte Forest. Who would have thought that a bunch of oil-leaking boxes could be used to entice well-heeled auto enthusiasts from nearby San Francisco into "discovering" the beauty of its surrounding area, and thus have them sign on the dotted line for vacation homes on 17-Mile Drive? The granddaddy of all car shows started as a real-estate play, a come-on if you will; come to this event and instead of giving you a television or time-share condo, you could own a piece of devastatingly beautiful property. God's country.

It's a recipe that seems to work, and the people at Hilton Head Island and surrounding low-country South Carolina thought they could put their own twist on things. A brief 12 years ago, the Hilton Head Island Motoring Festival began,



The Richey's L1 Police Car won 1st in Class and People's Choice at the Hilton Head Island Concours 2013. (This photo is from the Art of the Car exhibit in Kansas City)



Bill also won the Male costume award for wearing his bobbie uniform.

and today it is one of those "secret" gems in the car-collection community that can't remain secret any longer.

The Port Royal Plantation Golf Course is the newest -- and with good fortune, the final -- home for the Hilton Head Island Motoring Festival Concours d'Elegance. Before it, the venue was at a perfectly nice tract of land, a park called Honey Horn, but it was little more than a dirt field. Port Royal is the second oldest developed piece of property on Hilton Head, the golf course and clubhouse, part of the Westin property, and is luscious and mature with willowy foliage, Spanish moss-covered towering pines that act as welcome agents. The cars this year line along two parallel fairways and a golf driving range that run up toward the clubhouse.

Golf has been called -- with the intense concentration demanded of good play, with the incredible metronomic rhythm required for a beautifully looping swing, with the robotic repetition and the magician's creativity that enhances a game -- a good walk spoiled. If that is the case, then the modern-day concours is a good walk enhanced.

Such is the case for the Hilton Head Island Motoring Festival. It is a gem of an event that has elevated its game; it is the rare automotive find whose success we predict is only going to rise with word of just how wonderful it is and can be.

It could be the low-county ethic that will separate the HHI Motoring Festival show from other world-class acts. It is a casual nature -- a Southern charm quickly becoming fashionable among those seeking an alternative to what has been. From the fashion to the architecture of plantation life, to the easy comfort food, to the native Gullah art, this part of America is ready to explode. And with it so will this show.

Event organizers are aware of the dichotomy that is before them. For 50 years, people have come to this destination to play golf and relax, and they don't want to upset that crab cart. The Motoring Festival, supported by state and local economic and commerce departments and chambers of commerce, has orchestrated something that not even Pebble Beach has been able to: They know there is enough time, enough differing venues, there is limited (though plentiful) infrastructure to allow for vintage car races to be held the weekend before the concours in Savannah, Ga. They have galas and events the week of the festival but they've not taken on the scheduling conflicts that surround that California auto week. This automotive fun will come in due time, so come on y'all, and set a spell.

The concours is an exhibition of motoring, or better said, of motorized products. It has an organizing committee of car-savvy professionals who recognize a great car from a good car. They know whimsy and serious collectors. It is by invitation and you won't see two of the same vehicles side by side. It is varied and diverse; this year Gatsby-era cars held court as did Porsches that competed in anger on the track and motor for Sunday drives. Except for this Sunday: These Porsches sat, in celebration of the marque's [50th anniversary of the 911](#), in a spot at the top of one fairway.

Kudos to the sponsors who have been with the event early and often: BMW not only showed its Mini and Rolls-Royce brands, but the latest and complete lineup of cars, all of which were dotted along the course. There were also test drives available of the new [i3 electric car](#) (as well as of competing brands) and the well-heeled attendees were lined up. Also here in official capacity was Infiniti (in a big way) and Jaguar/Land Rover. Getting in the game this year was Hyundai, too. That all of these automakers could play well in this sugar-white sand box is a testament to understanding that many tastes exist for many people.

And that's why a Mini Moke could sit on the same field as a Duesenburg Model J. Or a fleet of vintage boats could share space with a 1934 Chrysler Airflow. And adorable micro cars did not seem out of place parked on the property with the oldest-known running 1961 Jaguar E-Type done in opalescent bronze, whose beauty could suck your breath away.

Oh, there were clankers and misfits, as there are at any good show, and that's what makes this one special: No one seemed to care and there was something for everyone. No, the Hilton Head Motoring Festival does not put on airs, either in the cars they display nor the people who attend. It is just a good ol' gathering of some great cars in an area for which it seems made.

Read more: <http://www.autoweek.com/article/20131104/carnews01/131109948#ixzz2kxdKcYjb>

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Bill in his police uniform with Tom Metcalf at the Hilton Head Concours

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The Carefree GoF Brought Out the Western MMr's

Every year for the past forty years, the owners of pre-1955 MG automobiles that live in the Western US or Canada have met for a "gathering", called the Gathering of the Faithful or GoF West, a name de-rived from the events that have been held in the New England states since the 1960's. The event is held somewhere in the Western US or Canada, and has been at venues as far east as Durango, CO; as far north as Calgary, Alberta, Canada; and as far south as San Diego, CA. In October, the event was held in Carefree, AZ, with approximately 150 registrants in attendance.

Carefree is a small community just a few miles from the metropolitan area of Phoenix, but is far from what folks would describe as metropolitan. Cave Creek, an adjacent community, is a great representation of the old west, but Carefree can be described as an example of the new west; in fact its motto is "Home of Cowboys and Cavalier". It is a planned residential community, with an inviting town center with many gift shops and art galleries. The architecture of the town center is mostly southwestern and is reminiscent of a small Spanish village. It is home to the world's largest sundial, spanning 62 feet.

2013 was an unusual year for the NA MMM Register in that we had an opportunity to get our folks together for two big events this year. The first was in Put-In-Bay, Ohio, as reported in other articles in this Newsletter issue. This event drew several members from the eastern US, along with some from the west. Because of the wide distance between the eastern and western parts of the US, we decided to get the western MMr's together at the Carefree GoF, and were successful in our endeavors.

These were the people that attended the event, and



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the cars they brought:

By Larry Long

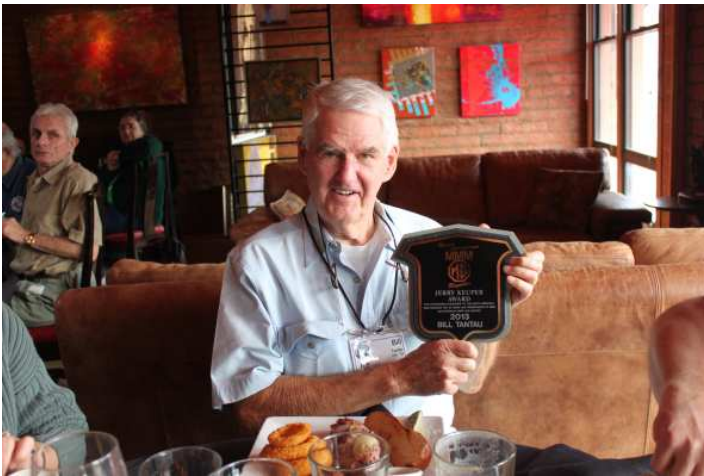
Mickey and Stella Saperstein—AZ—F Magna
George Steneberg and Marcia Crawford—CA—J2
Jack Kahler—CO—PA
Bob and Sonja Sterling—IL—N Special
Michael and Becky Jacobsen—CA—NA
Joe and Cathy Gunderson—CO—PA
Chris and Rita Leydon—CO—KN Special
Larry and Barbara Long—CA—J2

In addition, we had at least four members of the Register come with their TAs: Bill and Jeanne Bolendonk, Richard Bombard, Ettore Balletto and Gail and Rich Carroll. After the car show, we had a luncheon at one of the local restaurants, and presented awards to Bill Tantau thanking him for his many years of service as the Chairman of the Register, and Mickey Saperstein for his work as Chairman of the NA MMM Gathering at this event. The photos included in this article show who attended.



We had our usual events: the car display, a funkhana and a rally. The event was superbly organized by Jane and Sherwood Parker and Ginny and Ken Martin, with help from the Arizona MG T Roadrunners Club. Not one detail in the planning or orchestration of the event was missing. We normally hold these events in early June, but decided to do it in October in this area because of the hot weather earlier in the year. We couldn't have picked a better time; the temperature was perfect—a bit chilly in the early morning, but quite comfortable during the day.

To complete the western theme, we had a fine western BBQ to start off the week's activities. The food was outstanding—good 'burgers, beans, salad, bread—all of the fixing's for a western BBQ. This was followed



Bill Tantau was presented with the Jerry Keuper Award for his "outstanding leadership of the NA MMM Register for 23 years and preservation of MMM MG motorcars spirit and history...."



And Mickey Saperstein was given thanks for his "outstanding leadership of the NA MMM register as the Chairman of the Western National Gathering in Carefree, AZ"

by an orientation session to tell us what would happen throughout the week, and acquaint us with the local area.

"First Timers", those that have never been to a GoF West, were invited to show their car at the First Timers display, which was held just before the orientation BBQ. This year we had an outstanding group, more than we have ever had—over 25 cars! This says that there are still a lot of folks out there that we could invite to come to other GoF West events, and that the event is not yet ready to close shop.

On Tuesday morning the quaint town center was more of a mixture of where "Britain meets the Old West", with over 100 of the finest small Brit-ish cars seen anywhere. The venue was perfect for this. The Town Center allowed us to take over almost of the entire parking area so there was plenty of room to segregate the different classes of cars.

There were the normal collections of MG TC's, TD's, and TF's, but several older MGs and newer MGs were there as well as a result of The North American MMM Register choosing this GoF West for one of their two focus events for the year; We had an excellent turnout with six MMM cars and eight other prewar cars, a sizable group for being far away from the four corners of the US.

We had shops in which we could shop, eateries in which we could eat, and a nice central park where we could park ourselves after admiring all of the cars—what more could we ask?

The Rally took us through several areas surrounding the Carefree and Cave Creek area. As

usual, it was an observation rally during which we had to find or identify specific items or answer questions such as "How many yellow diamonds are on one end of the guardrail?" or "Where would Hoss and Little Joe eat?". There were a few questions that caused us to question the state of mind of the rally planners, but it was fun. We also had to watch for and count the faux saguaro cacti—these are made of fiberglass and are actually are cell phone antennae—finding them isn't as easy as one might think; they look very realistic.

The Funkhana, in which both the driver and navigator are given points for looking stupid as they complete the course, was laid out with a cowboy/ranch theme throughout. We had to lasso a cow, spit our (no, not tobacco) watermelon seeds into the pot, and perform a few other stunts that had the onlookers enjoying the show as much as the participants.

Other activities included an auction where automobile related, preferably MG related, items are auctioned to provide seed money for the next year's event. Our auctioneer, Syd Saperstein, managed to squeeze a healthy amount out of the bidders, keeping them laughing while squeezing a little harder! There was a fabulous arts, crafts, photo and model display showing off the talents of several individuals. The hospitality suite was exactly that, and provided a nice place to sit and relax and meet new people. In fact, that's what this event is all about—it's not about seeing the cars, but is about meeting the owners of those

cars, people that all have a common bond with these fine automobiles.

The Awards Banquet is the time when awards are presented to winners of all of the activities, and there are a lot of them. When the number of activities are considered with the number of first, second or third place awards, it adds up to a lot of awards! Sherwood made it

all go very fast, but still allowed time for us all to pay homage to those people that had worked so hard to accomplish their goals. The awards were outstanding—some of the nicest awards in the memory of GoF West participants; they were hand made by Ginny Martin and Rich Carroll.

We had plenty of free time to explore the area. Most



Joe and Cathy Gunderson's PA



Mickey Saperstein's F3 Magna



George Stenneberg 1933 J2



Larry Long's 1933 J2



Jack Kahler's 1934 PA



Bob Sterling's N Special



Joe and Cathy Gunderson, with Jeanne and Bill Bollendonk in the center



Ernie Page, Becky and Michael Jacobsen with son Lief

More Photos from the Carefree Gathering



*Mickey Saperstein's
F3 Magna*



*Part of the MMM
Car Display*



*Richard Bombard, Marcia Crawford,
George Steneberg and Pete Thelander*



*Bob Sterling's N Special
being admired*



Jack Kahler with his PA



*The cockpit of
Saperstein's
F3 Magna*



*Front view of
Kahler's PA*

More Photos from the Carefree Gathering



Another view of Bob Sterling's N Special



Cockpit of Kahler's PA



More folks enjoying the luncheon



George Steneberg's J2

MMM MMM MMM MMM MMM MMM MMM MMM MMM MMM MMM

...And while we are at it...



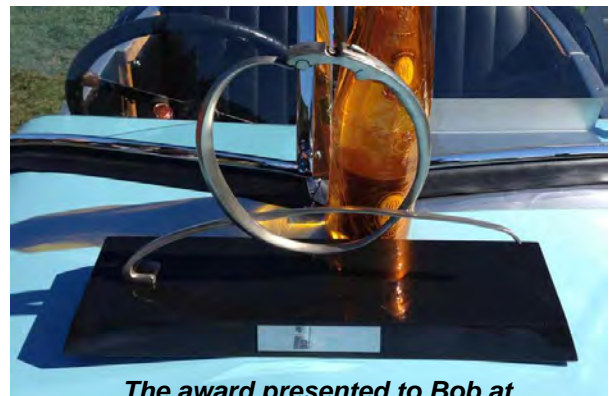
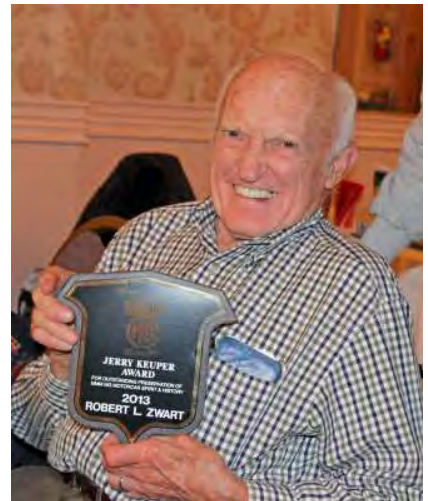
Larry Long took his J2 to the British Classic Car Show in Clovis, CA a couple of months ago and won Best of Class in his class, and, to top it off, Best of Show! This is an annual event that draws British car owners from all over the central area of California. It is not quite an Amelia Island or Monterey event, but is a well organized and well attended event. This year there were well over 100 cars shown of all makes in various classes from the small cars such as the J2 to large cars and in between. Judging is by popular choice and Larry was very happy to win both awards. His J2 was the oldest car there.

Bob Zwart Awarded Jerry Keuper Award

Bob Zwart has been the Librarian of the Vintage MG Club of Southern California for many years and has shared many reports with us via the NA MMM Register Newsletter. This year he was selected as the recipient of the Jerry Keuper Award honoring him as the person who, by his spirit and work, promotes the Triple M cars. The award was announced at the Put-in-Bay event and taken by Jack Kahler to the GoF in Carefree, AZ but, since the Zwarts were not there, Jack asked George Ker-shaw and Pete Thelander to present it to him at the Vintage MG Club general meeting.

Bob also received several other awards in the past months. In August he was invited to show his MG M-type at the Quail Lodge during Speed Week on the Monterey peninsula. This is one of the many prestigious car shows presented during the week. He was awarded the Spirit of Quail award.

Congratulations, Bob and Margie!



The award presented to Bob at the Quail Lodge event

NA MMM Register Car Badges Are Now Available

The NAMMMR Grill Badges are back as part of our new regalia program. These badges are going to be a prepay order item and the order for all will be manufactured at one time. Order one for each of your MMM cars as we will only order once a year. The badges are \$50.00 ea plus shipping to your address.

Watch for the launch of the OFFICIAL NAMMMR clothing and accessory line in the coming months.

To order badges, email your name and quantity of badges you want to Cathy Gunderson at j-cg@juno.com. Then send Cathy a check for your order to: Cathy Gunderson, Director of Register Regalia, 6160 West Lakeside Court, Littleton, Colorado, USA 80125-9645



Tell-Tale—A Short Brief on Off-Road Twists ‘n Turns

By Brian Kelly

I could also add to that, as anyone could, “with No U-turns”. This was intended to be an article about just another ‘34 PA, but I know that wouldn’t be doing the car, its history or the article justice. So what I offer you is a story of a sad romance.

It should start with my elder brother, David, buying a ‘46 TC in August of ‘64. He, being the suave one of us, coincidentally didn’t have enough cash. It was road going and he paid 120 pounds, mainly of my funds. I was twenty, and late in December of ‘64 my papers came through to immigrate to Australia. I returned to the UK six years later. The TC was lying dormant; I think the MOT had recently been introduced and the car had been shelved. This was my main introduction to the lure of M.G.s. Dad was a car enthusiast and he showed me the ropes and we put the car back on the road. Less than a year later I took the opportunity to purchase a striped ‘34 PA. It was advertised in the Manchester Evening News, a widely circulated paper, at 75 pounds. We were there two hours kicking tires, and the only ones who showed any interest. So between the years of ‘71-’78 I spent an on-off relationship working on the



project. Initially full of enthusiasm building a new ash frame and skinning it in Ali. A long learning curve, as you can imagine.



During these seven years I was losing interest and went Walkabout a couple of times. I was eventually encouraged to get the car running, I had re-built the engine during the seven years. I’m pleased to say that I had the car running up and down the street but the desire had gone and I wanted to move on. I literally locked the garage and walked away. In 1984 I transferred the car to another local residence. At least the car got washed and then towed about three miles and moved in next to the ‘46 TC which, I might add, hadn’t turned a wheel for six years and was not so graciously sitting pretty by any stretch of the imagination. The garage was dry and airy. I proceeded to cover all the chrome work heavily with grease and get oil and rust inhibitors down the bores and put-

ting the plugs back. The following year, ‘85, I emigrated from the UK to California, once more deserting my depression. I haven’t mentioned that around 1972 I purchased another PA in stripped form, which was about sixty percent complete (or was it sixty percent completely knackered?) This lingered in the cellars of the same abode.

Each year since ‘85 I have visited the UK, family, friends, and depressing items in the garage and basement. The storage wasn’t costing me anything which actually prolonged the problem and depression. I was of the mind “they aren’t costing me anything.” Little did I know. Over the years it’s been asked why not ship them to the states? What did happen was that while in California in 1987 I saw a ‘34 PA advertised which was located in San Francisco “stripped and ready for a complete restoration”. The juices flowed once more, Halleluiah etc. etc. That’s the PA that’s running here in the states. The “problems” still



existed in the UK.

October. 2011. Manchester. UK. Ray Masters and I have been longtime friends dating back to 1970. Prewar man to the core. Over the years of visiting Manchester we always seemed to meet up and he would spread me around the Triple-M guys in the north of England. A fine bunch. Anyway, in Oct. 2011, I agreed with Ray on a sale price and for the sale to be completed the following year, as he had storage problems at the time. Fall of last year, 2012, the deal was completed. He had earlier confirmed that he wanted a winter project and that he would sell the car at another date, which was fine by me. He towed the car less than the half mile to his house.



I had at times attempted to turn the engine with a worn crank handle. To no avail, of course. Ray, sensibly took the head off while the engine was still installed. The bores were perfect and putting the car in reverse and letting the clutch out while the engine was being rolled back, had the crank turning nicely. I had had the block re bored and the rod and main bearings poured and re machined in the 70's along with grinding of the crank. It was as if they were done last



year. Very satisfying. There was far too much end float on the crank and Ray rectified that. He actually performed many rectifications and amongst other items a new wiring harness. I'm sure that Ray could detail the list far better than me. What pleased and surprised me was that the chrome work had survived under all the grease. The Cream Cracker color combination which I sprayed in Lacquer was buffed up and presented itself quite well. The car was a young lads immature 1970's restoration. As is said, what was done in the seventies was a complete difference to what was done (and also available) in later decades. What you had is what you used, to the greater extent. So, Ray resurrected "just another P-Type". Well done Ray.

September. 2013. Low and behold, Ray has the car ready and up and running and I get to drive it. Oh, the emotions that overcame me. Forty years later and looking at your 1970's part re-creation. I was thrilled to see it, hear it again, and to smell it, wonderful. All the best times relived. All Pure Magic.

"History would be an excellent thing if only it were true." Tolstoy.

Brian Kelly.

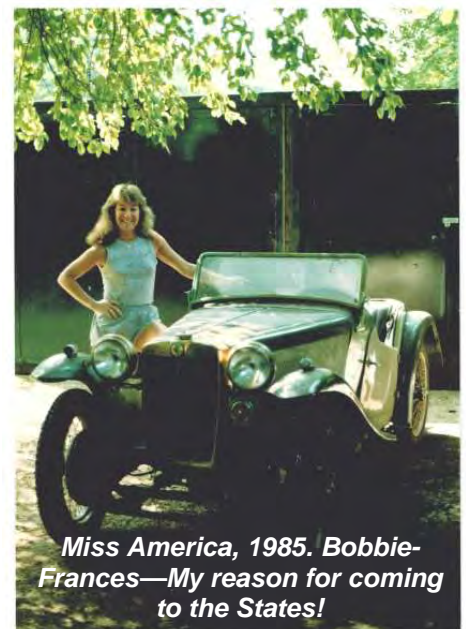
Footnotes:

Ray sold PA 0953. KY 7160 in late September of this year.

The TC Ex-Lancashire Police car went to a friend of mine in Germany. He's thrilled. He's been a police force trainer for about thirty years and is about to retire. TC. 1098. GTC 984. It possess excellent copies of Lancashire police records.

The Cellar PA. 1834. YS 701. Original Glasgow registration. Sold this year to a MMM Stockport fellow friend.

The Author still lives with Miss America, 1985, quietly in Lawrence, Kansas.



Racing legends Sir Stirling Moss and Denise McCluggage headline Seventh Annual Art of the Car Concours®

(along with our own Jack Kahler and Bill and Sarah Richey)

A crowd estimated at approximately 5,000 people converged on Kansas City Art Institute's campus green for the Seventh Annual Art of the Car Concours.



Nearly 200 vintage, classic and special-interest vehicles, including cars, trucks, race cars, motorcycles and pedal/electric cars belonging to collectors from throughout the United States, were on the KCAI campus June 23 for the Seventh Annual Art of the Car Concours®. The annual event attracted an attendance of more than 5,000 people. As an added attraction this year, racing legends Sir Stirling Moss and Denise McCluggage attended the weekend of Concours-related activities. They visited the Kansas Speedway June 21 for a media-only photo opportunity with vintage racecars and made an appearance June 22 at Tivol on the Country Club Plaza, where a brunch was served to exhibitors and the public had an opportunity to preview 15 vehicles.

That afternoon, Moss and McCluggage participated in "Meet the Legends," a panel discussion moderated by Michael Lynch, California-based writer and automotive historian. Joined by Riddelle Gregory of Kansas City, they remembered Gregory's brother, the late Masten Gregory, Kansas City's best-known racing legend, and recalled their racing exploits of the 1950s and 1960s.



Notable vehicles at the Concours included the 1965 Fer-



Michael Lynch, Riddelle Gregory, Denise McCluggage and Stirling Moss participated in "Meet the Legends" discussion. Photo by Mark McDonald.

A crowd of 350 people, including our own Jack Kahler, attended the "Meet the Legends" program held in Pierson Auditorium on the campus of

the University of Missouri-Kansas City. On Sunday, June 23, Moss and McCluggage appeared at the Art of the Car Concours, autographing photos and each selecting a favorite vehicle to receive an award. These photos show Jack sharing stories with Stirling Moss.

rari 250 LM in which Masten Gregory won the 1965 24-Hour of Le Mans; a 1935 Auburn 851 Supercharged Boattail Speedster; a 1946 Indian Chief motorcycle, once owned by actor Steve McQueen; a 1952 Allard J2X; and a 1934 Morgan Trike that was the first car given to Moss, then age 15, by his father.

Forty-one awards were presented during the Seventh Annual Art of the Car Concours, including seven People's Choice Awards — five for cars and two for motorcycles. Thousands of ballots submitted by people attending the event determined these awards. A hallmark of the Concours is the tradition of presenting awards created by KCAI students and alumni. Two of our NAMMM Register people won awards presented at the Concours:



Bill and Sarah Richey were presented with the Peterson Manufacturing “Bright Ideas on the Move” Award for their 1933 MG L1 Roadster. Jacqueline Chanda, KCAI president, Don Armacost of Peterson’s Manufacturing, Bill Richey and Marshall Miller, Concours founder and chairman are shown in the photo above.



The McPherson College Students’ Choice Award was presented to Jack Kahler for his 1934 MG PA Roadster. Jacqueline Chanda, KCAI president, Woody Richey, representing McPherson College and Marshall Miller, Concours founder and chairman are shown presenting the award to Jack.

The Concours benefits the scholarship fund at the Kansas City Art Institute. For more information about the Concours and the wide range of media attention it has received, visit www.artofthecarconcours.com. “I’d like to thank all the sponsors, including presenting sponsors Aristocrat Motors and Mercedes-Benz of Kansas City, The Branson Auction, Kansas Speedway, Commerce Bank, Waddell & Reed, Hagerty Insurance, Peterson Manufacturing, Tivol, the Grass Pad, Sprint, Baron BMW, Gail’s Harley-Davidson, Hyman, Meguiar’s, Kawasaki, Passport Transport, Curves Ahead Transport, Heritage Tow, The Complete Garage, and our community partners McPherson College, Minddrive, UMKC and the Neighborhood Tourist Development Fund for making the 2013 Concours a successful event,” said Concours founder and chairman Marshall Miller.

Thousands of photos of the 2013 Concours are now available on flickr at www.flickr.com/photos/99529885@N02/. Mark your calendar now for the weekend of June 20–22, 2014 for the Eighth Annual Art of the Car Concours. Plans are underway for several events beginning Friday, June 20, continuing through the weekend, with the Concours scheduled for Sunday, June 22. Application forms will be available in September online at www.artofthecarconcours.com. In addition, on Aug. 17, the Kansas Speedway, one of the Concours sponsors, will host the Rolex Grand Am Sports Car Series on its new road track.

Racing Cars—Past and Future

A Voice From the Past

By W.W.Wallis

Reprinted from Safety Fast, February and March, 1983.

There should be neither MG driver nor enthusiast who does not know that the late Cecil Kimber was the founder of The MG Car Co. His daughter, Mrs Jean Cook, has generously allowed a recently discovered Paper by "Kim" to be reproduced in Safety Fast.

As you read it, serialised in this and past issues, I ask you to keep recalling to memory that this man of vision was talking in 1944 — nearly forty years ago— and during a world war and without the hindsight that we have.

This is the third and final installment of this reprint published in this newsletter. The first installment was published in the Spring 2013 issue, and the second in the Summer 2013 issue. Ed.

In July: Urban Emmerich — in spite of his accident the previous year — got us to prepare his M.G. for the German Grand prix, whilst the late Hamilton got T. & T. to prepare a car for him for the same event. In practice Hamilton lapped the Ring at 61— remember Carriciola's 65 the year before — and won the 800 c.c. class at an average of 59.08 which was faster than Dudley Froy's Riley which won the 1,100 c.c. class the year before. The big class was won by Mercedes at 74.24. Urban Emmerich again ran off the road.

Back in England preparations went ahead for the 1932 Ulster T.T. No Austins were entered, but this year the M.G.'s were supercharged with one exception.

Hamilton started off by breaking the lap record — all classes at 71.2 m.p.h. in practice. Then he had to change the position of the blower to standard. It had been altered by T. & T. On the second day he raised the lap record to the incredible speed of 74 m.p.h. Imagine a 747 c.c. machine on that twisting, winding course. beating Freddie Dixon's best on the Riley.

A serious accident later on in practice put him out of the race.

In this race, the principal trouble was plug burning. Major Gardner was out of the race through a serious accident, and Crabtree, the lurid cornerist, with a punctured carb float.

Whitcroft was first in a Riley; Eyston second also in a Riley. E.R. Hall third in his M.G. and Earl Howe in his Alfa fourth. 22 out of 32 retired. 5 crashed.

Lieut Lowe in the only unsupercharged M.G.. completed the 368 odd miles nonstop. averaging over 60. Three years previously this would have given him victory, but in this race it only gave him tenth place.

Before the T.T. I should have mentioned that Hamilton took the Mountain course record at Brooklands for all classes at 69.28 m.p.h.

The 1932 season wound up as usual with the B.R.D.C. Annual 500 Mile Race. Eyston, the record-breaker, was entered but retired with a hole in the crown of a piston. Not a Specialoid!

E.R. Hall stripped a crown wheel; Horton lapped at

108 and won at 96.29 m.p.h. This was the occasion which I have already mentioned when poor Horton won this race practically unheralded and unsung. Certainly unphotographed.

We wound up our 11132 successes by again going out to Monthlery where Eyston was anxious to get that two miles a minute with the singleseater and the long distance records with a perfectly standard Midget two seater, unblown of course.

On December 13th, in spite of the unlucky date, he went out and took the record at 120.5 m.p.h. together with five other records. Then the standard job was taken out and lapped monotonously throughout the day and night at 75 m.p.h. when a broken petrol pipe caused a delay. Even so, the 24 hour record was taken at 70.61 against the Austin's 65.5. Then the singleseater was taken out once more and all records were taken up to twelve hours.

By the end of 1932 every Class 'H' record was in M.G. hands and there they have remained ever since.

This is as far as Barre Lyndon's book went, so now we will switch back to 1931, recount a little more M.G. history and then carry on from 1933 onwards, when I must again rely on my memory.

Up to 1931 the M.G. Midgets which had been sold to the public were fitted with little semistreamline bodies, but after attending the Ulster T.T. Race I was struck with the very businesslike appearance of the competing cars and the obvious admiration which their appearance seemed to arouse in the hearts of all the many racing enthusiasts that gathered to watch the event.

When I got back to the factory I gathered my boys together and announced that we were going to produce for the next year's model a showroom edition of the typical T.T. machine, which was intensely practical and strictly functional. This became the very popular J.2 model Midget and at the same time we took the opportunity of entirely redesigning the head with the inlet on one side and the exhaust on the other, both having a very easy sweep into the combustion chamber.

Further racing successes were achieved by this model including the winning again of the T.T. and all the

time still more improvements were incorporated in the engine as our experience mounted.

By this time, the original Morris Minor engine, which had changed over to a chain driven camshaft had long ago been discarded and the 'J' type Midget engine and the 'F' type Magna and the 'K' type Magnette, the two latter being 6 cylinder versions of the same engine, were entirely to M.G. design and built exclusively for them. The gradual increase in power necessitated still heavier big ends for the connecting rods and for pure racing we finally came down to the bearing metal being run straight into the rods and did not use bearing shells.

All this work we put in to overcome any possibility of big end trouble undoubtedly paid, because it became quite the least of our worries as far as racing was concerned and as an instance of how these bearings would stand up, in 1933 Earl Howe took a team of Magnettes out to The Mille Miglia in Italy, one of the cars being driven by the Late Tim Birkin and Rubin. With this particular car Birkin broke the Brescia to Bologna record, averaging 89 m.p.h. but soon afterwards had to retire through a core plug coming out in the cylinder head.

This car was then shipped back to England and without any further preparation took part in one of the Brooklands events like the Empire Trophy and, though without being placed, completed the course without trouble. The same car was then, in the Autumn, prepared for Nuvolari, who came over and won the Ulster T.T. in it.

From the time that that car was sent out to Italy until after the T.T. the big end bearings were not touched and upon examination after the T.T. race they were found to be in perfect condition. I put this down partly to the fact that the connecting rod in this particular engine is very rigidly held and likewise the big ends were of sufficient size to prevent any flexing under load.

As by this time the small engined cars with blowers and the M.G. in particular had shown up the larger cars so badly in so many races, the R.A.C. banned superchargers for the 1934 T.T. Accordingly, my boys took an unblown Magnette down to Brooklands to see what they could do with it, and those of you interested in piston design will also be interested in our developments in that direction.

The results at first were most disappointing and speeds in the neighbourhood of 80 m.p.h. were all that could be achieved. Then Cousins, who was a tower of strength in these matters, had a look at the pistons after running and found traces of uneven burning. As we could not alter the head shape, he had the bright idea of tilting the crown, and by a process of trial and error found a certain inclination of the crown not only gave even burning but put the speed up to over 100 m.p.h. So good was the result, that Charles Dodson won the 1934 T.T. in his 6cylinder Magnette unblown, and later in the annual B.R.D.C. 500 Mile Race, an entire newcomer to racing came in second at over 92 m.p.h. much to our surprise, as the car had been entered purely as a demonstration of high reliability being — apart from the piston — an abso-

lutely standard model anyone could buy.

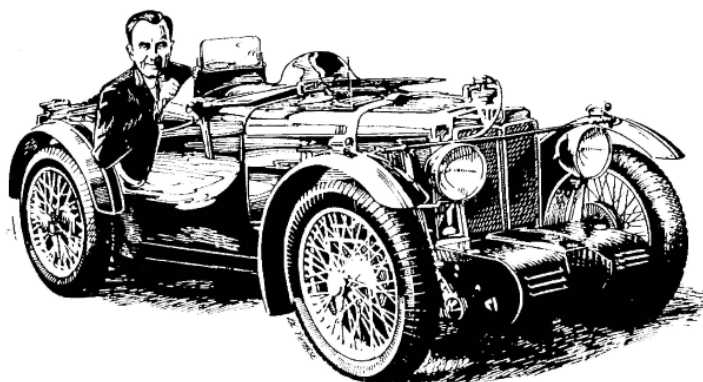
Reverting to the J.2 model, this was followed by a still greater improved model which was the P type. Charles, our Designer, who is now with the Austion company, applied a tremendous amount of higher mathematics to working out the cam accelerations, with the result that we could obtain very high valve speeds without flutter and with a comparatively low seated valve spring pressure.

It is possibly interesting to note that the same crankshaft, connecting rods, pistons, valves and cylinder head were used for these racing jobs as were sold to the public and it was only when we came to record breaking events that any departure from the standard was made. For instance, the car with which Major Gardner broke the World's Record for 1,1(X) c.c. size engines at 207 m.p.h. had a modified but otherwise standard chassis with the engine set at an angle in the frame to bring the propeller shaft diagonally across to one side of the back axle, thus providing a very much lower seating position for the driver. Other than this, the springs, front axle and steering were strictly standard.

As regards the engine, this was a standard K type engine, but had a bronze alloy head with no gasket. The Crankshaft was a special short throw one fully counter-balanced, but the connecting rods were perfectly standard as were the pistons. The inlet valve was standard but the exhaust valve was special in so far as it was sodium cooled. Likewise, the camshaft and camgear were generally standard.

It was rather interesting to note that the horse power developed by the various record breaking engines always corresponded very closely to the speed in miles per hour achieved and that when George Eyston obtained just over 100 m.p.h. the engine was giving just over 100 h.p. and likewise when Gardner achieved the 207 m.p.h. the maximum b.h.p. of the engine was round about 209, which incidently I think I am right in saying is the greatest h.p. per litre that has ever been achieved.

Reverting to the 'P' type or to be more accurate, the 'P.A.' type, owing to the improvements that had been carried out to the top end with an increase in power, the failings of a two-bearing crankshaft become apparent and there was a tendency for this to break. So the P.B. was designed and produced which incorporated a centre bearing. I believe at the same time advantage was taken



to slightly increase the bore. The result was a beautifully smooth little power unit with an infinite capacity for punishment.

When in 1935 the M.G. Car Company was merged into the Morris Motor Group and so lost its independence, the four cylinder 'P' type and the six cylinder 'K' type counterpart were discontinued.

All jigs and tools were scrapped and we had to get busy trying to make something of an entirely unsuitable push rod job. To my mind this was nothing short of a tragedy and if anyone was to pick up those two engines and develop them from the point we left off they would have something good to start on.

Concurrently with the 13' series we produced a pure racing job, supercharged, known as the 'Q' type. This was sold to the public as a regular model ready for the Starting Line. The 'K3' Magnette was equally purchasable by all and sundry and this model in various guises, had a larger number of racing successes to its credit than any other make of car in the world. This may surprise some people. But perhaps it is not to be wondered at when it won major racing events almost without being noticed, as I mentioned earlier.

Incidentally, it was the special 'K3' with the diagonal shaft drive and offset differential with which Captain Eyston won a long distance race at Brooklands — I believe it was an Empire Trophy — which was subsequently built into Major Gardner's record breaker.

Following on the 'Q' type came the 'R' which was a distinct break away from M.G. practice as far as chassis design was concerned. This consisted of a large square sectioned frame shaped like a tuning fork, the engine being placed in the V of the fork. It had torsion bar suspension all round with double wishbones supporting each axle. What however, was the biggest departure from accepted racing car springing; the fronts had an amplitude of about 4 1/2 inches and the rear 5 1/2 inches. When it is realised that to obtain controllability at speed with conventional springing meant limiting axle movements to about 1 1/2" at the front and 2" at the rear with very powerful friction shock absorbers controlling the movements, you will realise how revolutionary was this design.

The outstanding feature of this car was the way in which directional stability increased as the speed went up. Anyone who has taken a small car round Brooklands at any speed will know how exciting it became when the 1(X) m.p.h. figure had been reached and what judgement is needed coming off the Byfleet banking. With the 'R' type one had a really comfortable armchair ride with an intense feeling of security. My own personal experience was that very much higher speeds than the car was capable of would have been perfectly safe. Where this design failed was in road racing, as the wheels folded over on a corner. It was precisely this shortcoming of independent suspension on all four wheels that finally brought the Grand Prix Mercedes and Auto Union to the De Dion type back axle in which the two rear wheels are connected with a beam axle which performs no other func-

tion than to keep the rear wheels square with the road and thus stabilise the whole chassis. This tuning fork type of frame would be worth further development I think, as it lends itself so readily to torsion bar suspension with the torsion bars carried lengthways on the chassis and so not limited in length. Modern aircraft welding techniques could be used to advantage in a frame of this description.

Now a word about Superchargers. If the plug manufacturers can, in the future, give us a plug that will stand up to full power conditions and not oil up at low speeds, as I understand they will be able to do, as a result of their War experience, then I think there is a great future for supercharging. The Aspin engine with its screened plug shows another way of overcoming this bugbear.

I myself, had the most pleasure from a car I owned once. This was a 'K' type Magnette with normal compression ratio and a Rootes type blower giving about 6 or 8 lbs boost. The normal compression gave good performance at low engine speeds before the effect of the blower came into operation.

This car, a folding head coupe, with four up would do an actual 104 m.p.h. on the road. I ran this car for nearly fifty thousand miles and it quite converted me to supercharging for ordinary use. A previous experience with a 1 1/2 litre Alfa in 1929 was equally pleasing.

For racing, however, we used the eccentric vane type of blower using the Power Plus, the Centric and McEvoy Zoller. They absorbed more power than the Rootes type. But the ultimate gain was greater.

Speaking entirely from memory I believe they absorbed something like 51 b.h.p. at full power. As to the future racing car, I would suggest this should be a 1,500 c.c. machine with eight cylinders in line, or in two banks of four. It was the latter type that the Mercedes concern was developing just before the War and it may interest you to know that in effect it was two 750 c.c. M.G. engines on a common crank. This came about through a German racing driver named Kohlransch who broke records in an M.G. Midget in Germany — the speed was 147 m.p.h. — and whom we presented afterwards with the car as a reward. This car he subsequently sold to Mercedes for 10,000 Marks.

Reverting to this 1.5(X) c.c. engine, I am of the opinion that the peculiar lozenge-shaped head of the M.G. with the valves inclining slightly inwards had a certain hidden turbulence effect, and although a number of knowledgeable people designed spherical heads with valves at the conventional racing angle of 90° none of them were as good as the lozenge shape. Personally, I imagine that with modern high compressions obtained by excessive doming to the piston crown, the combustion space becomes in section something like an attenuated crescent moon and the advantages of the spherical shape are, to a certain extent, lost.

Needless to say, I expect the cylinder block will be an aluminium alloy with wet liners with perhaps a bronze head. For the gearbox something like the Z.F. with elec-

trically operated synchromesh gears, would give instantaneous changes. The high octane fuels that will be obtainable after the War will provide one source of increased power, but to produce a successful racing car good streamlining, and intensely good roadholding qualities are just as, if not more, important.

For this future racing car I have visualised the conventional type of engine but the new form of supercharged two-stroke with fuel injection into the induction which is now being developed by Ricardo's indicates the direction in which greatly increased B.H.P. and M.E.P. will come. Then we must not rule out entirely the petrol turbine which has made great strides during the War in connection with Jet Propulsion, though I think such a power unit is still many years away.

However, I feel that by this time I have gone on quite long enough, and I am sure you would like some time left in which to ask me questions about details that space has prevented my touching upon in the course of this talk. If therefore, you have any questions to put to me will try and do my best to answer them; but as I said before, I have to rely on my memory, and because of this I have no doubt a number of you will stump me right away.

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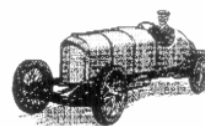
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A Key Component

By Dave Harrison

I was looking forward to driving my 1933 L2 to our local Classics on the Green event at New Kent Winery. The mid September weather was perfect, I had given the old girl (not Una) a good cleanup, and she was going well. So what could go wrong during a one hour Sunday morning drive along Virginia country roads? Well, the car was cruising nicely at about 3000 rpm one mile before the James River bridge when I started smelling petrol fumes. The engine lost power for a few seconds, then cut out completely, fortunately in sight of a safe place to pull off.

Cranking the engine showed air and fuel blowing out of the SUs instead of in, a problem not correctible with the few basic tools I carried behind the seat. Many cars passed by before a good Samaritan stopped and helped find a tow driver available on Sunday. The L2 was eventually hauled back to Chester, possibly the first rollback ride since the L2 was removed in pieces from George Salley's basement in 1990, except for a wild tow on a rope back to the Watkins Glen track after a similar incident in 2004.



I described the problem to Peter Ross before taking the car apart and he suggested a sheared dynamo yoke keyway, having had the same problem on a J2. This was indeed the case, inspection of the yoke suggested that the key had progressively shifted over a period explaining several prior embarrassing incidents of "jumped" cam timing. The tiny key seems overstressed on a six cylinder car, it must take several more horsepower to drive the long cam-

shaft vs a four cylinder. Valve timing is very sensitive on our cars, one tooth out of mesh and you lose power, two teeth late and pressure pulses caused by late closing of the intake valve start to blow air and fuel out of the SUs. Three or more teeth and the engine stops.

I wanted to machine shop to cut a second keyway in the dynamo shaft so two keys share the load but they considered the shaft too small to remove more metal, so the keyways in shaft and yoke were cleaned up and slightly enlarged. While the car was apart, I added a D tail/stop



light (anyone have a period mechanical stop light switch ?) and fixed a pinhole leak in the petrol tank.

The car is not back together yet, but I hope to get a few confidence-regaining miles on it before the winter, and definitely before the Collier Cup anniversary at the Glen next year. See you there !



This may be of interest too.

I took some pics of the mechanical fuel gauge when fixing the pinhole leak in the tank. The float rides up and down the two guide bars and rotates the twisted central rod, which turns the pointer. The float looks to be aged cork and may be original, but I have no idea what an original float looks like. The gauge is simple but the driver can't see how much fuel he has unless he stops the car and gets out. An agile passenger might be able to read it en route after some contortions. I usually look down the big filler hole while filling the tank since I have a Brooklands quick release cap.



Letters From Our Readers

From: Michael Jacobsen magnettejake@yahoo.com
Subject: forks

May I offer a few points regarding Chris Leydon's fine article on fitting pinion forks? Many who lack certain equipment, and/or pockets deep enough to have a pro do this job among so many others, may find his procedures daunting.

The photo of a pile of forks includes a few dynamo forks, which have larger taper holes than pinion forks (his subject). All are of the new style except the far left one (with ears up), which can be seen to be less substantial. In racing Magnettes, blown and unblown, since 1950, one fork of the old style has failed at the ears (as his fig. 7) and was welded up, as in 1955 no new ones were available. We have never had one of any type fail at the shank. Leydon states that the fork's seating on the taper can affect the overall length (true) and illustrates it with photos (figs. 3 & 4). But these photos clearly show a shallow fork (#3) and a deep fork (#4), which types are supplied to compensate for different depths of machined heads and blocks, and thus don't illustrate his valid point.

Bear in mind that the first order of business in setting the pinion is to mesh the gears properly, and this always results in variation of where the fork will end up (due to shimming the housing or thickness of thrust washers). While it would be beneficial to manage to set the depth of this by machining in various ways, the factory specifies packing washers to make up such differences (Blower p. 436) and we have always used them. For the greater gap between a modern shallow fork on both pinion and dynamo, Mike Dowley recommends using two flexible couplings. It might be added that while Leydon's point that preventing stress on the coupling is our goal and should be pursued, there is also a reason why the coupling is flexible in the first place! Couplings are cheap and you can see when they are bent or starting to fracture! Machining the face of the two ears of the fork to precisely align their faces horizontally is a nicety that I have never before seen.

Finally, in the matter of the oil seal, our suppliers now provide a lip seal that has a full skirt to replace the original type within the housing. I have found that this effectively eliminates all leaks (my Dad fit a lip seal in a modified housing back in the '50s that did the same). I have never found it necessary to machine the lower surface of the housing to take a seal while machining off the scroll to mate with it. Note that Blower (p. 58) tells how to deal with oil "overpowering the scroll"; some housings now supplied are sloppily machined inside and show the flaw in Blower's fig. 1b because, I presume, modern seals allow us to ignore this point. However, if oil is overpowering the scroll, then this may be the cause, and perhaps too much oil is getting to the head (is the metering pin in place?). It is not out of the question to have no oil leak while the engine is running, but a few drops of oil drip onto the dynamo top after it has been stopped, since without the engine turning the scroll is inoperative, and oil on the shaft above it might flow along the scroll threads and escape. Leydon's solution would stop this.

As you see, I do not disagree with any of Leydon's points, and I would do it all his way if I could. But we have had success doing some things in a simpler way; in the last 16 years I have run over 80 races in NA 0476 and failed to finish only 4 of them. Michael Jacobsen

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From: Shirley Splaine [<mailto:garden775@myfairpoint.net>]
Subject: Re: 2014 British Invasion show

Hi – The following is the correspondence I've had with Michael Gaetano regarding the addition of a class for triple M cars at the British Invasion Show in Stowe VT. The more this info gets to triple M car owners, the higher the possibility of getting such a class will be. Perhaps the info could be included in your newsletters. Thanks, Shirley Splaine I's be happy to hear your thoughts. garden775@myfairpoint.net

From: [Michael Gaetano](#)
Subject: RE: 2014 British Invasion show

Hi Shirley,

MG is one the featured marquee the Stowe British Invasion 2014. We would be willing to set up a separate class for Triple M Motorcars (Magnas, Magnettes & Midgets from the 1930's) and then create separate class for MG-TC's, which are really post-war cars. We have attached a couple of pictures that were converted from 35 MM film from an Abington

Spares MMM Gathering in the 1990's for your review (Courtesy of British Marque News – Bruce Vild). With our offer we also would like to present a challenge to the MMM Register for 2014. The Singer Club is known for the club displays they create each year at the Invasion, and for this reason we always place them in a prime position at the top of our show field. One year their theme was the history of the marquee and another is was based on a "Barn Find." The most cars the Singer Club has ever field at the Invasion was 32, which is impressive. 2014 will mark the 30 year of the Singer Motorcar Club and we anticipate a strong turn-out and a good display. If the MMM Register is up for the challenge of creating a display of pre-war motorcars we will place you next to the Singer Group at the top of the field and issue an award for the best display? We will keep the MMM Class alive if you can field at least three cars by the time we go to press with ballot books, otherwise any number less than three will be rolled into a generic Pre-War Class.

Let me also share some confidential information with you as well. We are presently working on launching a New event for 2015, which is likely to be entitled The *"British Invasion of Newport on Narragansett Bay."* This is intended to be an event that could start as early in the week as Wednesday or Thursday and run through till Sunday. It will be an up-scale event that includes an Invitational British Concours d'Elegance (Saturday), a British Classic Motorcar Show (People's Choice)(Saturday), 12-Meter Yacht Regatta with Car Club in competition for a trophy, champagne, and ribbons (Wednesday and/or Thursday) a Tour d'Elegance (Thursday) with a luncheon at a local winery; The Queen's Court with a Royal Carriage, the Queen holding court, a Ladies Hat Competition and ladies fashion, jewelry, apparel, and other creations to pamper the Ladies (Fri-Sun); a British Marketplace(Fri-Sun) and Food Court (Sat-Sun); a Registrants' Reception (Fri evening); possibly a Lobster Boil or a Gatsby Party on Saturday evening; British Car Corral (Fri-Sun); New British Motorcars (Rolls-Royce, Bentley, Lotus, Aston Martin, Jaguar, Land Rover and MINI)(Fri-Sun); a Tailgate Picnic Competition (Sunday); Competition of Colors (Sun); and started On Saturday morning with a Canon Salute by the Newport Artillery Company and the arrival of the Queen in her royal coach. We have a venue in Portsmouth, RI, just 17 minutes from downtown Newport right on Narragansett Bay, by the Mount Hope Bridge. We are working on June 4th-8th, 2014. We are still not ready for release as we are working to finalize components, sponsorships, and the details. You may want to speak with Bob Seymour about participation in both events for 2014?

Happy Motoring,
Michael Gaetano

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MMM MMM

Chris Leydon's precise descriptions and photos of the flex plate / vertical drive requirements on our triple M engines revived some of my own thoughts and recollections in this realm which might be worth relating

My first view of the vertically mounted dynamo inspired a vision of two Wolseley engineers down at the local pub one evening in the early 1920s debating which of them could come up with a way of getting power to an overhead cam without resorting to the use of belts or chains.

The thought that every Wolseley engine produced for MG up to 1936 had to have the vertical drive created by a process similar to what Chris has described. Certainly makes Leonard Lord sound justified when he exclaimed in 1936 "No more of those expensive little overhead cam engines!"

When I restored the engine on my 1930 PA nine years ago, I simply shipped to head over to Baynton Jones and let them do all the upper half of the vertical drive plus everything else needed to make the head as good as new. Upon its return, I joined that had to the block (previously restored) following all the instructions in the 1935 manual, and was truly amazed when it started right up upon hitting the starter button. I recall letting the engine run in place for an hour or so, then I actually drove the car several miles up and down the back roads near home. It was on one of these drives that I began to hear little knocking sounds seeming to come from the vicinity of the overhead cam. I persuaded a friend who owned an M-type and was familiar with these engines, to come and listen to these threatening omens. He listened and checked various points on the head and block but said he could not pin down the source of the problem. He did, however, say one thing: "Oh, by the way, I noticed that the nut on top of the generator is extremely loose-- I could turn it with my finger-- you need to tighten it up. It was very awkward to get at the nut but I finally got it tightened with a skinny little open end wrench.

Needless to say, the next time I started up the engine, the offending noise was gone. I could never get my friend to admit it, but I believe he knew that the loose nut was the cause, just wanted me to discover it for myself! All the nuts in a vertical drive must be tight.

Don Caldwell—Knoxville, TN, USA

The Light Car
a Motor

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OUR READERS' OPINIONS (contd.).

Why Not An M.G. Club?

Being a very interested reader of *The Light Car* and *Cyclecar*, I notice that a number of one-make clubs have been formed lately with very satisfactory results. Now Midget enthusiasts, what about an M.G. car club? There are hundreds of you and

Owners' Opinion Wanted. surely some very enjoyable social runs and trials could be arranged. Perhaps M.G. owners would let me have their opinions on the idea.
Chatsfield, 19, Roseleigh Avenue,
Highbury, London, N.5. Roy Marsh.

Another Insurance Anomaly.

I quite agree with "Valua" that it is absurd to base insurance premiums on horse-power and not value. All

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IN THE



By courtesy of "The Light Car."

H. C. Hastings of the editorial staff of "The Light Car" is still an M.G. owner and is seen here in his Series T Midget. To the left we reproduce the letter which first suggested an M.G. Car Club.

THE M.G. Car Club will soon be a thousand strong, but it is only a little over six years since I put together a page of readers' correspondence for *The Light Car*, including a letter that started it all. It appeared over the signature of Roy Marsh and was published in the issue of September 5, 1930.

Quite brief and to the point (a facsimile of the letter is reproduced on these pages) it took immediate effect. That was as inevitable as the subsequent growth of the club. You cannot have a lot of people rushing round the country in cars like M.G.'s without them wanting to get together.

Various people wrote to various other people, H.M. Post Office was enriched by numerous pennies inserted in numerous slots, and one or two more letters appeared in *The Light Car*. The upshot of it all was an announcement in that journal of an inaugural rally on October 12 for the purpose of formally bringing the club into being.

It was part of my job, of course, to keep in touch with events. That would have applied to the formation of any motor club. In this case, however, it was not so much a job as a joy, because I was myself running an M-type Midget and felt just as everyone else felt about those wonderful little motors—terrifically enthusiastic. They were quite unlike anything else in their day and it was not until mine had provided me with well over 30,000 miles of very good motoring that I reluctantly parted with it.

Founded on Enthusiasm

All this is a little beside the point and yet in a way it isn't, because owners of T-types and other recent models may not realise that the old original Midget inspired just as much enthusiasm in its time as the "T" does to-day.

Anyhow, the rally duly took place—at the Roebuck Hotel, near Stevenage, on the Great North Road. Over 30 M.G.'s turned up—all but two of them Midgets—and the car park looked rather like the dispatch bay at the works.

Inside the pub everyone looked a little awkward, felt it was up to them to do something but didn't quite know what. Co-conspirators Roy Marsh and John Thornley stepped into the breach, however, and a meeting was soon in full swing. (John Thornley, of course, is the man who now tells you how much it will cost to

mend the bits you break, although at that time he had no connection with the Works.)

At the meeting I remember him explaining how he had made contact with Roy Marsh immediately following the letter in *The Light Car* and offered to take on the duties of secretary *pro tem*. On Marsh's agreeing, he had to approach Mr. Cecil Kimber and obtained from the M.G. chief a promise of full support; a provisional design for a badge was also produced for inspection and approval and suggestions were put forward regarding subscriptions and so on.

Thornley concluded: "If you will let me be secretary for the time being, I think I can make the club a success."

After a little more discussion, the M.G. Car Club was formally constituted, Thornley was enthusiastically voted secretary, a committee was elected, and everyone sat down to an overdue tea.

A Get-together

Forming a club is one thing. Turning it into a going concern is another. Obviously, the first thing was to give members a better chance of getting to know each other. To this end, another rally was arranged at the "Roebuck" (on November 9), the plot this time being to assemble for lunch, make a pleasant tour of the countryside in the afternoon and finish at the "King's Arms," Berkhamsted, for tea.

BEGINNING



The Early History of the M.G. Car Club

Told by
H. C. HASTINGS
(of "The Light Car").

The immediate success of the club can be gathered from the fact that over fifty cars turned out on this occasion. This large number rather upset the organisers' calculations, and the idea of a convoy run had to be abandoned; instead, members were asked to find their own way to Berkhamsted, which they did by promptly losing themselves and meeting each other going in opposite directions in narrow lanes.

The resulting confusion effected a high percentage of introductions, so that, by the time the "King's Arms"

up earlier, the gathering of members and friends at tea numbered well over a hundred.

A week or two later Thornley rang me up and we met for lunch to discuss the prospects of a trial. The Chilterns seemed the obvious district and I promised to find him some hills and draw up a set of regs.

Early in the new year we got down to the route question in earnest and started a series of extraordinarily muddy expeditions. Arch Mudlarkers were Ernest Wood, the trials secretary, Norman Eames, one of the committee, Thornley and myself. We generally ended up at the "King's Arms" wondering whether we were going to be thrown out for carting such large quantities of Chilterns chalk into a clean hotel, but a tolerant management put up with us without complaint.

In the Mud

The classic occasion during these expeditions was when we found ourselves stuck in a sea of mud at the foot of Light Car's Lament just as it was getting dark one bleak afternoon. We couldn't get up Light Car's Lament, and after making the cars face the other way by dint of incredible effort we found that they wouldn't go up the approach hill they had come down.

Prospects for a good trial seemed encouraging!

Eventually we decided on a course to our liking and some one-finger efforts on a typewriter produced a route card that the rest of the committee could understand, so everything was set for the regs. to go out and the entries to come in—we hoped.

In the meantime, the club held its first annual dinner. This took place on January 9, 1931, at the Mecca Restaurant, Ludgate Hill, with Mr. Kimber in the chair, whilst amongst the guests was the Earl of March (now the Duke of Richmond and Gordon).

Mr. Kimber made a characteristically amusing speech, gave some interesting facts about the Midget with which George Eyston was even then starting his record-breaking habits, and concluded by promising a donation of 50 guineas towards the club funds.

John Thornley returned thanks, mentioned that the membership figure was nearing the 200 mark, and read a telegram from Sir William Morris (now Lord Nuffield, of course) consenting to become patron of the club. Everyone was terrifically enthusiastic and the function registered one more success for the club.

(To be continued next month.)



By courtesy of "The Light Car."

W. H. Haden in this old model M Midget put up the best performance in the first M.G.C.C. Chilterns trial. Here he is in one of the observed sections.

was reached, lots of members knew lots of others and everyone was satisfied.

At Berkhamsted, a member of the local constabulary did yeoman service by standing in the middle of the road and waving members into the hotel yard. This he did with the greatest insistence to each and every M.G. that attempted to pass and thereby performed some quite useful recruiting! Thanks to his efforts and the presence of several folk who had been unable to turn