



NORTH AMERICAN MMM NEWSLETTER

North American MMM
Register
Midget, Magna, Magnette

Summer/Fall 2012
Double Issue

"Once in a great while someone makes an automobile that is a thing apart from all others, an impersonal machine possessing a definite personality.....many a man competent to know will argue that the most completely appealing and unforgettable personality ever built into a car was put into the smallest of them all: the MG Midget."

An Exciting Weekend at Brooklands June 16th and 17th 2012 (The Brooklands Double Twelve Mo- torsport Festival)

By Peter Ross and Chris Nowlan

It was probably mid April when Chris called Peter and suggested the two of us make a trip to MG!Live at Silverstone but it seemed a big travel investment for one event so we looked at the British motorsport calendar to see what was on adjacent weekends. The VSCC Brooklands 12/12 Festival was the week before and the Goodwood Festival of Speed was the week after. Not an easy choice. So we booked our flights to arrive on the Friday before Brooklands and return on the Monday after Silverstone. Then we decided to find out more about the Brooklands event so Peter emailed long-time friends Philip Bayne Powell and Patrick Gardner to find out what went on. They both came back with wonderful ideas and Philip suggested we actually enter the Brooklands 12/12 Driving Concours in his ND while he entered the Speed Trials in his C-type. He had won his class in the 2011 Driving Concours with the C-type so he sort of threw us a challenge.

We duly arrived at Philip and Rosemary's early Friday afternoon with jet lag being overcome by anticipation so that we were able to contribute to the final preparation of the cars.

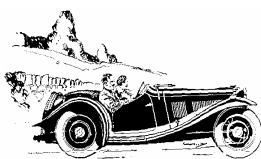
Despite the rainy season so far, Saturday dawned fine and a sunny day was forecast. We headed out following Philip in his C-type, thankfully getting around Guildford on relatively minor roads but a stretch on the



David Naylor's Brooklands L2 fourth in line beyond typical competition of Delahaye, Riley and Morgan

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e-mail at NAMMMRNewsletter@aol.com
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Preferred format is:

Microsoft Word or text format
JPEG format for photos (Please do not imbed with the text)
8-1/2 X 11 or smaller for line art

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.

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busy A3 was a bit intimidating. Approaching Brooklands, Philip peeled off to enter the Mercedes test track where the Sprint was held while we headed up towards the 12/12 competitors entrance on part of the old "Campbell Circuit" where we joined the queue of wonderful vintage machinery checking in.

The "Double Twelve" today was to mean 12 classes of 12 cars each rather than the original 12 hours of racing on each of a Saturday and Sunday. In addition to some classes for relatively modern cars like MGBs celebrating their 50th anniversary, the true vintage classes included some imaginative names like: Cars which actually ran at Brooklands; Cars which could have run there; Cars which might have run there if racing had continued post war. Of the vintage MG competitors, Kate Hobbs with her K1 ran in the Coupe des Dames, Colin Reynolds in his 12/12 M-type and David Nay-lor's L2 were the actual Brooklands cars this year while yours truly, with the supercharged ND, and Bob Thredder with his K3 style NA special, were in the Brooklands could-have-been class.

In the "Driving Concours", we had four driving tests to do Saturday morning and the same four to do Saturday afternoon with the best performance of each test carrying forward to the results. Then on Sunday there was one attempt at a new set of four driving tests followed by an expertly judged concours. Scoring for the driving tests was the time taken with severe time penalties for wrong direction taken or hitting marker bales – yes, there were no plastic cones pre-war.

Our official start time was not until 11:50 so that gave us some time to walk around the paddock and look at the delectable, famous and unique cars present. To try to describe them all would need another article but it was an honour to be present among them in this hallowed location. Other less spell-bound or more serious competitors were probably walking or studying the course and plotting strategy.



Tim" Birkin's Blower Bentley, the Brooklands Battleship, which set the Brooklands lap record in 1932 at 137.96



The Napier Railton, built in 1933, holds the Brooklands lap record at 143.44 mph

Test 1 started with a climb of the famous test hill, to stop astride a line just over the top and then restarting to stop astride the finish line about 50 yards further on. We lined up in order behind a Bentley and a Lagonda, then, when our turn came, the starter beckoned us forwards so the car was on the flat with the front wheels against the incline of the hill as if about to drive up a kerb. He dropped his green flag and there was a "snap". Peter called out "half shaft" without the car moving an inch and the two of them had to jump out and push the car back and up a slope to its paddock position. The Test Hill railings were lined with spectators, there was a small grandstand behind us and to make it worse the commentators were sitting in a double decker bus overlooking the sorry scene and all we heard on the PA was "Oh dear!"

Back on the repair scene we realized we hadn't discussed tools with Philip so we explored the tool box to find only an adjustable spanner, a small screwdriver and a vise grip. Behind the seats were an assembled spare half shaft and hub, a screw jack and knock off hammer so we had all we needed and it all came apart quite easily revealing it was the left side broken, luckily the same side as the carried spare. But it had broken at the inside end and that now had to be removed. The vice grips were the exact tool to remove a bonnet hinge and eventually we managed to drive out the twisted broken piece which was tight in the differential splines. Patrick Gardner appeared and quickly found a hydraulic trolley jack and his own tools so we had hopes of a quick return to competition if only the spare half shaft would have just popped in, but it didn't for various reasons. Meanwhile Philip appeared as it was lunch break at his Speed Trial so

now we had some help that was familiar with the car not to mention his tool kit as well. Finally it was back together and we decided we would run the afternoon tests and stay in the competition.

Now we had to get serious because we had no second chances. We had to do the tests correctly and let the times fall where they may because there were severe time penalties for course mistakes or touching marker bales. This hill looks easy, but it is so steep at the end that some cars could not make it and we did see a case of one passenger getting out while the car was still struggling to reach the top. Being more apprehensive this time, we made a good start and flew up the hill with the blower and N-type engine making all the right exhilarating noises. Going over the top we had to stop, but where was the line? Easy for those on their second run. But we were clean. See <http://www.youtube.com/watch?v=Dx1Zeeg69Nk> to relive the experience with us.



The driver of the Morris seems to be brandishing a whip to encourage his eight horses up the Test Hill

Compared with the hoard of spectators at the Test Hill, the second and third tests were on the Members Banking. Maybe the course looked easy, but when loops were performed they took one up the banking and it gets steep very quickly. If the turn was too wide we saw some cars which just ran out of power trying to climb a 45 degree or steeper slope. We made sure we stayed as low as possible.

The final test for Saturday was back on the "Finishing Straight", a nice level patch, with a test called "the old driving test" – a couple of garages with a figure of eight in between to be taken in reverse. Peter had feared he would forget with concise and precise directions. Perfect team work, all good fun and still error free as we adjourned to the hospitality tent for "afternoon tea" when one could sit around large round tables and discuss the day's enjoyment with fellow competitors. Rumour has it that traditionally the enjoyment continues at the local pub.

Philip's competition was only on Saturday so, for Sunday, he decided he would drive the Jarvis F-type - a very pretty machine which was just as happy on the busy A3 as the C-type. Our tests were different than on Saturday but started again with a blast up the test hill followed by a bit more wiggle-wobble before the finish line. The second test was "The 1923 Parking Test" in which the two garages were up the banking which had to be entered forwards and then backing out. It was so steep that it was quicker to let the car roll out itself rather than search for reverse gear. The third test was a variation on the slalom of Saturday with the same problem of avoiding going too far up the banking. Finally back to the



Chris alongside the ND as we wait for our turn at the next test on the Banking

level Finishing Straight where we had five garages to visit in any order. Afterwards, we learned that Colin Reynolds in his M 12/12 was the only one to cross the start line backwards to avoid one direction change!

Having completed the driving tests, it was back to the paddock to quickly clean the ND before the Concours judges came. Our competitive weekend was done so there was now time to look around.

Patrick Gardner kindly took us on a tour of the museum and club house and it was interesting to see Barnes Wallace's offices and private bathroom. The car exhibits certainly need more time and Chris was thrilled with a



**Peter and Chris
with the ND after
their class win**

library and the following Tuesday we returned to do some research whereupon we came away with a copy of the 1933 MCC program as well as event reports from "Motor" and "Autocar". We were thrilled to have "found" another MG with actual Brooklands history. Now we have to find out what took place at Donington.

We still had time to visit the aircraft exhibits which were fascinating particularly the partially restored Loch Ness Wellington whose geodetic fuselage construction is absolutely amazing.

While walking back from the aircraft hangar, we heard "Peter Ross" on the PA but could not hear the detail so our pace quickened. A marshal told us to take the car up to the Campbell Circuit because we were in line for an award so, having assembled the top three from each class, then drove down the hill to the awards presentation by Lady Trefgarne, wife of the Brooklands Museum Trust Chairman, Lord Trefgarne. To our utmost surprise we won our class!!!

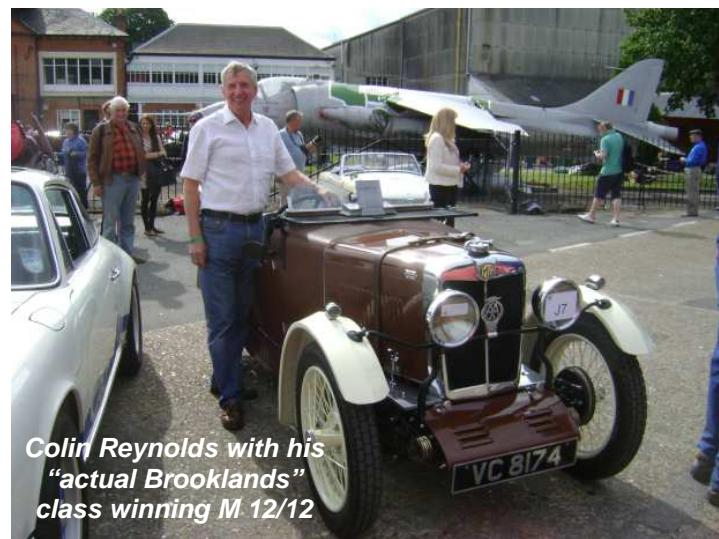
Now assembled with all the award winners, we were pleased to see that Colin Reynolds had won his "Actual Brooklands" class with his M 12/12 and what's more, he had the best time of all the vintage cars in the driving tests. The Triple-M Midgets really are an ideal car for this type of event particularly with an enthusiastic driver.

Philip was equally excited with the weekend's activities and once home, our trophy was placed on the mantelpiece alongside his from last year. Thank you Philip and also Patrick for helping to make our weekend so memorable and enjoyable.

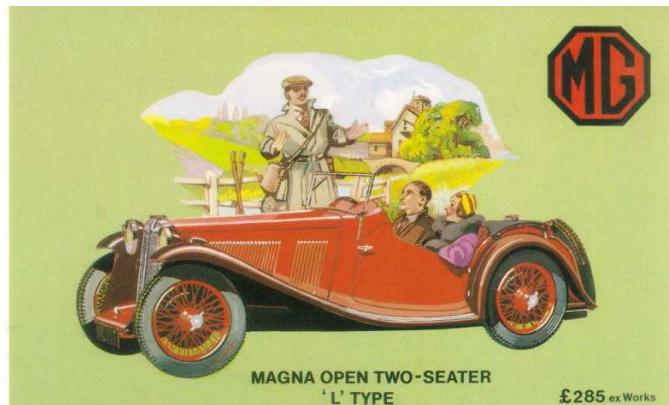
ride in Patrick's Riley MPH, a truly magnificent machine which is on display in the museum.

It was interesting to see the names above the pit garages, one of which was poignant relative to our trip in which Mr. Vickers was sponsored by Mrs Vickers. We must say thanks to our wives, Laurie and Rachel, who supported us taking this "guys only" trip.

We both had other agendas on this trip relative to Chris's Bullnose MG and Peter's newly acquired J2. Chris was surprised to meet Chris Keevil on the VSCC booth whose similar car was on display and they spent a very useful time comparing dimensions and other minute points of originality. Since acquiring the J2, Peter has learned from Mike Hawke's "How They Ran" that J2594 had been raced at both Brooklands and Donington. Patrick introduced us to the li-



**Colin Reynolds with his
"actual Brooklands"
class winning M 12/12**



**MAGNA OPEN TWO-SEATER
'L' TYPE**

£285 ex Works



**MAGNA OPEN FOUR-SEATER
'L' TYPE**

£299 ex Works

Triple-M Focus Event 2012

St. Charles, Illinois was chosen as the location for this year's focus event. The host hotel was the Pheasant Run Resort just east of downtown St. Charles. What no one realized during the planning stages was that there would be major road construction on the main road in front of the resort. And, although not unexpected, the temperatures hovered in the 90s with humidity to match.



Nonetheless, it was a super event. There were approximately 125 registrants including 14 Triple-M cars, ranging from M, J2, L1, PA, NA, to NB. Included on the field were no less than 3 P-type Airline Coupes (Lou Louchios, Don Caldwell, and the author).

Tuesday began with registration, checking auction and raffle items, and ended with a cookout and first-timers show around the patio and putting green. There was an impressive array of cars, most of which were freshly restored newer cars, but did include a few Triple-M cars among the T-types and more modern MGs.



By Lew Palmer



Wednesday was tour and rally day. The ending point was the Volo Car Museum, which houses an amazing array of television and movie cars. Mixed among those were a number of muscle era cars, many of which were for sale. As we were about to give up on finding anything of interest to classic car enthusiasts, we discovered Building 4 in which were a significant number of nicely restored cars from the teens, 20s, 30s, and 40s. Very few were foreign, but there were two spectacular Jaguar XK120s, one of which was an XK120M.



Wednesday was also the day of our famous Bibulous Gilmauphy. Lou Louchios found a place for us called "The Office". Of course this led to a few comments about locals claiming to "working late at the office". We had 30 people in attendance for lots of Triple-M talk, drinks and a light meal.

Later Wednesday evening saw the start of the traditional auction. Dave Zyp again was the long-standing auc-

tioneer, bringing his unique sense of humor to each item auctioned.

Thursday was car show day, along with a pretty good swap meet. Besides the T-series, MGA, and other British classes, there were the classes for Triple-M 4 cylinder, Triple-M 6 cylinder, and Triple-M Premier (for cars having won their class in the previous 5 years).



**2nd Place -
Triple M 6-cylinder
Bob & Sonja Sterling
N-Special**



**3rd Place -
Triple M 6-
cylinder
Jerry Risner - L1**



**There was a lot of MG fellow-
ship at the Awards Banquet**

Thursday night saw the awards banquet. Over 200 owners were in attendance and were treated to an entertaining array of presenters. The author presented the awards to the Triple-M class winners. Those winners are as follows:

Triple-M 4 Cylinder

1st Place - Gary Kruskoski - J2

2nd Place - Reinout Vogt - M

3rd Place - Reed & Jan Tarwater - J2

Triple-M 6 Cylinder

1st Place - Tom Metcalf - NB

2nd Place - Bob & Sonja Sterling - N-Special

3rd Place - Jerry Risner - L1

Triple-M Premier

Bill & Sarah Richey - L1 Police Car

There was only one Triple-M car driven to the event, so the award for greatest distance driven went to Jerry Risner and the L1 with 41 miles driven.



**3rd Place - Triple M 4-cylinder
Reed & Jan Tarwater - J2**



Who Made The Airline Coupé?

By Lew Palmer

I am frequently asked who made the Airline Coupé. It bears an MG badge and was carried in the MG advertising brochures of the day, but the answer is not a simple one.

An independent London-based automotive designer by the name of H.W. (Henry William) Allingham, whose offices were at 10 Stratford Place, London W1, designed the general concept. He was also the designer of numerous other vehicles of the period, including for Hillman (Aero Minx), and Rover (Speed Pilot).

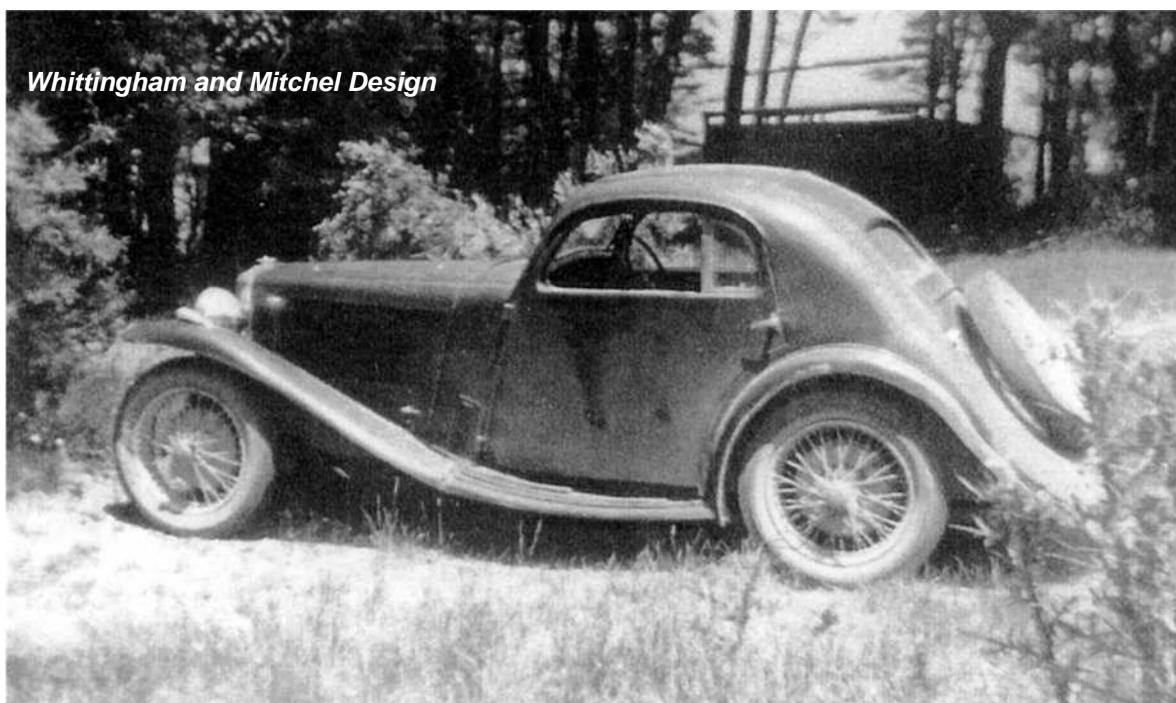
You will note that many of the automotive designs of this period carried a name evocative of aeronautics. This was a common theme in the 1930s, reflecting the public fascination with high speed airline travel and the Art Deco period, thus capitalizing on a marketing opportunity. The prevalent characteristics of an "airline" body style include a curved roofline blending into a sloping tail, a falling beltline, pillar-

less windows, and a rearward sloping windscreen parallel to the side windows. Numerous other manufacturers' cars attempted the design, but few carried it out as gracefully as Allingham's design.

In late 1933, H.W. Allingham approached several companies looking to have them incorporate his Airline Coupé design. The general agreement was that the company would place a set number of chassis with Allingham who, in turn, would contract with a body builder for the construction of the body and mounting on the chassis. MG's agreement had the completed cars forwarded to their main distribution dealer network. Allingham would be paid for each chassis so placed. Although MG had no direct in-

volved following the shipment of the running chassis, they nonetheless carried the Airline Coupé in their advertising, such as the brochure shown.

Whittingham and Mitchel Design

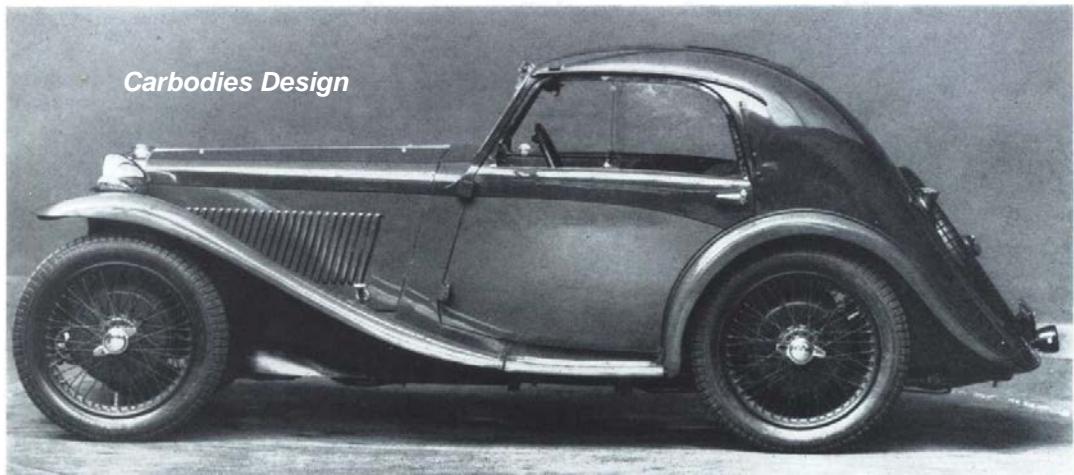


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So who actually built the bodies?

There is evidence to suggest that H.W. Allingham presented the general Airline Coupé design concept to two different companies and asked that they execute that design. He would then select the best execution. These two companies were Carbodies of Coventry and Whittingham and Michell. Early photo-





tographs reveal very different ways of carrying out the basic concept.

As you can see from the photographs that there are several notable differences, including:

- 1) The W & M design has a flush mounted spare tire whereas on the Carbodies design the spare tire is recessed into the sloping tail;
- 2) The W&M car has roll-up side windows with a fixed rear section while on the Carbodies car the side windows are of a two-piece slide-by design;
- 3) The W&M car has a scuttle mounted vent but the Carbodies car has none.
- 4) The front windscreens on the W&M car is fixed while on the Carbodies car the windscreens opens via a winder mechanism.
- 5) The characteristic cathedral windows of the Carbodies design appears to be non-existent on the W&M execution. No doubt the sharp-eyed reader will find other differences. How many can you spot?

Based on the fact that only one Whittingham and Mitchel bodied car has ever been discovered, it is apparent that Carbodies was selected as the builder of these cars for Allingham. A few chassis would be pulled from the line, shipped to Carbodies, and fitted with the Airline coachwork. Never were there more than 4 cars built at any one time. So there were few purpose-built parts especially for the Airline Coupé. Given that there were a grand total of 49 Airlines built by Carbodies (and one by W&M), this is not surprising. What was put on any one car was very much a case of what was on hand. Some cars were built with a majority of their outer skin in aluminum, others mainly in steel. Most had some combination of both. Front windscreens winders vary between cars, many built by Perfecta, but other manufacturers are also seen.

The N-type cars were built with substantially the same structure as the P-types. This can be seen by looking at the two cars side-by-side. The rear wheels on the P-type are noticeably inset within the rear fenders. This is due to the difference in the rear track width. The P-type is 2 inches narrower than the N's. No accommodation was made for the narrower car.

In fact, there were other changes from the standard P-type chassis so as not to have to change the body to fit the different cars. The N-type chassis is wider and taller than that of the P-type. Thus, to fit the bonnet to the shorter P-type firewall, extensions were added to the aluminum channel containing the sorbo rubber seal. Aluminum strips were fastened to the standard U-channel and wooden packing pieces inserted, thus raising and widening the top and sides of the firewall by approximately one inch.

As much as possible, the standard MG components were utilized. However, as mentioned, some modifications were made to accommodate the Airline Coupé chassis. The Airline Coupé bonnet, unlike the standard open 2-seater, had bonnet louvers running nearly the full length. It is not clear whether Carbodies took delivery of the standard bonnet and added the additional louvers or whether this was on new construction. The fuel tank, as another example, bears a remarkable resemblance to that used on the 4-seaters of the period.

If one does the math, there was a total of 50 MG Airlines built: 28 PAs, 14 PBs, 6 NAs, and one NB, plus the single TA, no doubt the result of having an extra body available. However, if we remember that these numbers include one Whittingham & Mitchel body, that leaves the rather strange number of 49 Carbodies cars. Would Allingham order a batch of 49 bodies? Unlikely. So where is the extra body? The answer is that HRG took one body as an experiment and mounted it in 1938 on their chassis as a prototype for a potential new model. Only the one was ever produced and it now exists in Pennsylvania.

The MG Airline Coupé was not a fast moving product. This is perhaps partially due to the cost (£290 versus £222 for the 2-seater P-type), and partially due to the idea that MG cars were more representative of open-air motoring. Nonetheless, today the Airline Coupé is seen as one of the prettiest and highly sought after pre-war cars.

Helpful Hints and Technical Topics Cumulative Index

Following is a cumulative index for the **Helpful Hints** and **Technical Topics** that have been printed in the Newsletter since the first issue of **2000 (Vol. 13, No. 1)**. This index will be brought up to date and carried periodically, space permitting. Those topics that were carried in Vol. 13, issues 1 and 2 were imbedded within the newsletter; all others were carried as separate enclosures or can easily be removed from the issue. I have reprinted the topics from the first two issues as separate documents. If you would like copies of any of the documents, they can be had by sending me an e-mail or letter requesting the particular issue you want by using the "Reference No." My addresses are shown elsewhere in this issue. If you don't have the **Technical Table of Contents** for your notebook, you may request it as well.

The cost (Including mailing) for the index is \$1.00. Index plus up to three sheets is \$1.50. Index plus four to seven sheets is \$2.00. The cost for the topics sheets alone is \$1.00 for one to three sheets, \$1.50 for four to seven sheets. I can also send them via email if you send me your email address. Just give me a couple days to get them together.

Larry Long

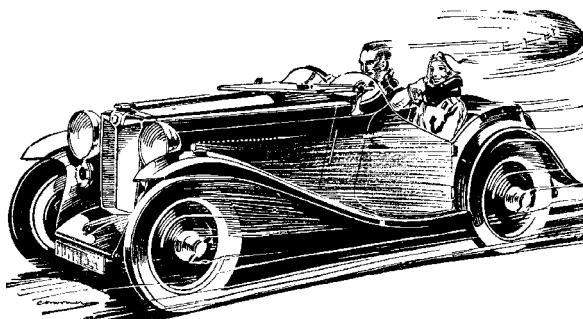
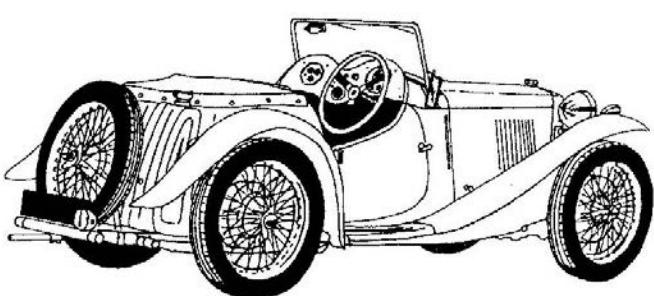
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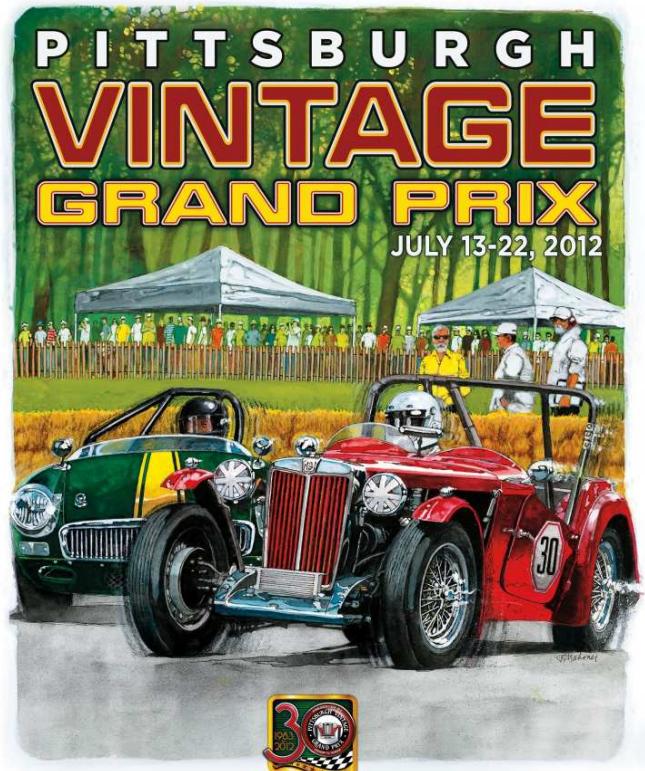
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1.1	Bearing Listings	(Australian Tech. Bulletin)	Vol. 18, No. 3	TT 1834	1
1.7	Pinion Carrier-Taper Roller Conversion	(Australian Tech. Bulletin)	Vol. 18, No. 3	TT 1835	1
2.1.6	Vertical Drive--Needle roller Conversion	(Australian Tech. Bulletin)	Vol. 18, No. 4	TT 1841	1
1.8	Oiling System Schematic	(Australian Tech. Bulletin)	Vol. 18, No. 4	TT 1842	1
1.12.1	Marles-Weller steering Boxes	(Australian Tech. Bulletin)	Vol. 18, No. 4	TT 1843	1
1.1	Miscellaneous parts details	(Australian Tech. Bulletin)	Vol. 18, No. 4	TT 1844	1
5.5	Cut-out, Electric	Reprint	Vol. 19, No. 2	TT 1921	1
5.5	Control Box, Conversions	Lucas Service bulletin	Vol. 19, No. 3	TT 1931	4
2.1.6	Vertical Drive Oil Leaks	(Australian Tech. Bulletin)	Vol. 21, No. 1	TT 2111	1
2.1.6	Oil Leaks in the Vertical Drive	(Australian Tech. Bulletin)	Vol. 21, No. 1	TT 2112	1
1.4.1	A Low-tech Tow-in Measurement	Bob Walker (Triple-M Register)	Vol. 21, No. 1	TT 2113	1
1.4.1	Steering Locks for the J-Type and Similar	(Australian Tech. Bulletin)	Vol. 21, No. 1	TT 2114	1
2.1.6 / 5.3	Removal and replacement of the Vertical Generator	(Australian Tech. Bulletin)	Vol. 21, No. 1	TT 2115	1
2.2.1	Clutch Conversion	(Australian Tech. Bulletin)	Vol. 21, No. 1	TT 2116	1
2.1.1	J2 Engine Assembly	Simon Cauthery	Vol. 21, No. 2/3	TT 2121	1
1.6	Rear Axle Oil Leaks	(Triple-M Register)	Vol. 21, No. 4	TT 2141	1
2.1.5	Puller, Flywheel Flange	Anthony Fagan	Vol. 21, No. 4	TT 2142	1
1.11.1	Brake It, Don't Break It!	Ray Brown	Vol. 22, No. 1/2	TT 2211	1
1.11.4	Brake Cable Dust Excluder	(Triple-M Register)	Vol. 22, No. 1/2	TT 2212	1
1.5.4	Overhaul of Luvax Shock Absorbers	John Kidder	Vol. 24, No. 1	TT 2411	1
3.5	The Perennial Triple-M Petrol Valve Problem	John Harris	Vol. 24, No. 2/3	TT 2421	1
2.1.7	Oil Pump Modifications	Ian Rawson	Vol. 25, No. 1	TT 2511	1
1.4.4	Front Axle—King Pin Repair	John Kidder	Vol. 25, No. 1	TT 2512	1



Pittsburgh Vintage Grand Prix 2012 - Featuring MG

From Greg Prehodka, MG Vintage Racers Publicity

MG was the featured marque this year at the **Pittsburgh Vintage Grand Prix**, with over 50 of Abingdon's finest steeds putting on a fabulous racing show through the winding roads of Schenley Park - as the PVGP celebrated its 30th anniversary. This event has evolved into a ten day "**Festival**" of all kind of automotive related activities, which ended with these vintage races and an incredible car show, the weekend of July 21-22! This is the most challenging road race course in the country, comprised of 2.33 miles of hills and curves, with 20 turns, on this lovely park's public roads. The MG field included Pre-War MGs, MG T's, MGA's, MGB's, MG Midgets and a few MG specials. The MGs raced in their regular classes, plus in an "**All MG Featured Race**" on Sunday. Richard Barnes, Competition Director of the event later reflected: **"On behalf of the Pittsburgh Vintage Grand Prix Association (PVGPA) and all the spectators who came to the event, I would like to thank all of the MG owners and drivers who made the 30th anniversary such a special time. The MGs were superb and their driving excellent. All are to be thanked and commended for putting on a fantastic show."** Besides being a fabulous event, it is a charity fund raiser and over the years has raised over three million dollars for local charities. More information on the event can be found at the event's web site: www.pvgp.org. Also check out the MG Vintage Racers' web site at: MGVR.org



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MG Vintage Racers



Bill Stoler Photo

Attached is a photo of the MG race drivers at the event, gathered around Scott Fohrman's 1932 MG-J2 which Scott raced in the event.
(Photo by Bill Stoler Photography)

Greg Prehodka
MG Vintage Racers
Publicity
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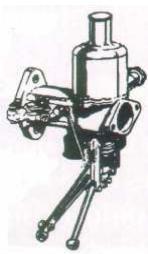
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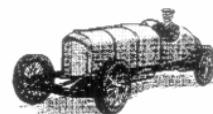
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Chairman's Chatter

Bill Tantau

We've been enjoying an extended dry summer here in the northern Sierra... we expect it to be dry of course, since this is California and it *never* rains outside of the winter months. Even the infrequent mountain thunderstorms have found other venues. All this is "so what" to all of you who are living through one of the driest seasons on record, but one man's pain is often another man's gain, and for me the advantage is to really be able to succeed in applying a new method of slope stabilization that will effectively control soil erosion in my small land development project. "Why did we do this?", one might ask, and I will say never again! I still haven't had the P out of its trailer since last summer, so woe is me, but I bought into my present life style and will press on. I truly hope your "season" has been fun and productive... I'm anxious to read of your travels and MMMM experiences since I KNOW you'll be sending great quantities of useful and exciting text to our esteemed editor. So, lassies and lads, keep on keeping on!

Bill

Registrar Ramblings

Lew Palmer

Now that we are past my busy season, the renewals are completed (You did send yours in, didn't you?), the directory has been composed and probably well on its way to you, and I don't have to beg for renewals until next December, I thought I would turn my attention to a couple of matters of interest.

Are you aware there is a huge technical resource available to you? The Triple-M Register in the UK hosts an incredibly vast and useful forum for members. I am amazed that so few NAMMMR members frequent the site. There are sections for general information, technical information, vendor information, parts for sale, parts wanted, etc. I am participating in the testing of a new facility for the uploading and viewing of diagrams and pictures of those small niggling (and big) details of various Triple-M models. Ever wonder how that whatzzit fits into the frazmataz? This is the facility for you. When you post a question on one of the forums, usually several answers come back in hours if not minutes. You need to register with the site in order to post items, but not to read. And you don't need to be a member of the MGCC or the Triple-M Register to participate. There is also an archive section and a search facility to locate various subjects of interest. Nick Feakes is the wizard who maintains the site. Nick is an ex-pat Brit now living in Florida and is one of our newest NAMMMR members. Give it a try. Find the site at <http://www.triple-mregister.org> and click on the menu button marked "Discussion Forums".

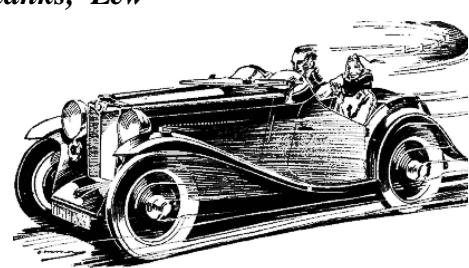
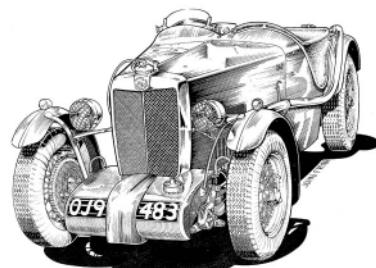
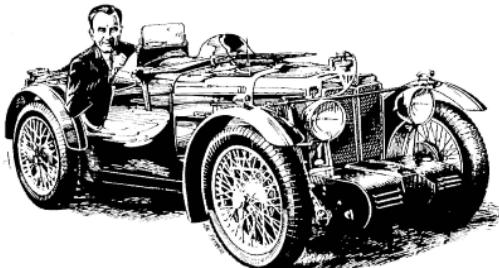
Another good source of interesting Triple-M material is the "Triple-M Register Bulletin". This is a magazine style newsletter published bi-monthly and mailed to subscribers. Subscription information may be found on the Triple-M website at the address above.

I have noticed several of you have not updated your email address with me. Among the guilty are:

- Tom Bowman
- Paul Marchand
- Ian Pardley
- Donald Lawson
- Mikel Northcraft
- Frank Alloca

So if you have changed your email in the last year or so, please let me know of the correct email address. That's it for this month.

Thanks, Lew



This Technical Topic was originally published Triple-M Register Bulletin

Subject: Starter Motor Maintenance

By Roger Challis

TT 2521

Editors Note: This article was first printed in the Riley Register Bulletin for June 2011 and has been reproduced by kind permission of the Riley Register and the Author, Roger Challis and included in the August, 2012 issue of the Triple M Register Bulletin. Please be aware that there are differences between MG starter motors and the Riley starter motors covered in most of them are M35 design.

this article, although versions of the basic



9 hp Riley, Rotax M35 2-stud starter motor

The starter motor used on our Rileys is normally ignored whilst it continues to work. "If it ain't broke don't mend it" seems to be applied quite satisfactorily for most cars most of the time.

Riley used either Rotax or Lucas starter motors of the same electrical configuration although of differing frame dimensions. These are of a simple robust construction with fortunately minimal maintenance required. The early vintage type has two electrical connection studs of $\frac{1}{4}$ " BSF thread for live and a separate earth lead. The later types have only a single stud for the live connection with the earth return via the body of the starter motor then via the engine to the chassis return circuit. Mindful of newer owners, the following simple tips are offered to restore trouble free motoring without a frequent recourse to that starting handle.

No starter motor operation

If there is a reassuring clonk noise as the starter button is operated then this indicates that the starter solenoid is alive and operating. The ammeter will not show the starter current as this several hundred amps is taken direct from the battery. Occasionally, the starter pinion can fail to return on the bendix leaving the motor permanently engaged. This may be freed by rocking the car bodily forward and backwards in a gear until the starter motor pinion slides free. Clearly this freeing operation is not possible with a centrifugal clutch car. Alternatively, a spanner may be used on the square end of the starter motor shaft to disengage the starter motor, that is, if it can be reached behind the possibly hot exhaust pipe. This fault can be due to a build up of a black oil/dirt crud on the bendix thus preventing free return of the pinion gear. Some starter motors incorporate a soft spring to assist pinion return movement. This may have become displaced to become an ineffective mangled mess. Rarely the solenoid can have a build up of crud on the main contacts or an intermittent solenoid coil connection sufficient to give some movement but not enough to connect power to the starter motor. Some cars have a torsion spring in the pinion drive, however, this can break resulting in starter motor operation but no drive to crank the engine.

No starter solenoid clonk

With a charged battery connected in the car, the starter motor electrical operation can be proved by flashing a thick wire between the thick live cable to the starter solenoid and the metal strap or the cable going to the supply stud on the starter motor. Careful as this wire will quickly get hot. Vintage cars did not have a solenoid so the starter button

Slow cranking speed

This is a more common fault that often goes undiagnosed, with the carburetion, ignition or magneto getting the blame for a non starting engine. Additionally a cold or low charge battery giving a low cranking speed can be assisted with jumper leads from another car or good battery. For a short while the batteries should be connected in parallel i.e. red + on one battery to the red + terminal on the other battery and black - terminals similarly. Do not let the cars touch together nor the jumper lead clips inadvertently touch the bodywork, otherwise other unwanted damaging heavy currents accompanied by much sparking may occur. Caution - do not use a very recently charged or over charged battery, as venting hydrogen gas may be exploded by even a small stray spark from connecting a jumper lead. A battery explosion is an experience to be avoided. Internally the starter motor commutator may have been pitted by sparking possibly due to worn brushes. Rarely, one of the pair of field coils may have become disconnected as the solder has melted out of a joint or more rarely the insulation has failed due to vibration causing inter-turn shorting. All of these result in a low torque output and thus a slow cranking speed which can be insufficient for ignition sparks, particularly from a magneto.

Starter motor dead

An initial simple in situ check is to measure that there is electrical continuity between the live stud and either the earth stud or body of the starter. The circuit being checked is from the live stud, through the field windings, to one brush, commutator segment, armature winding, commutator segment then through the other brush to earth on the body or earth stud. Circuit resistance should be about 1 ohm. Most meters cannot measure this accurately but can give a diagnosis of a fault causing an open circuit. With the starter motor removed from the car the brush inspection cover band should be removed to reveal the inside condition. The starter motor takes several hundred amps current for a short period and thus the brushes have to be robust. Brushes are made of a sintered metal with a strong spring loading them onto the copper commutator to minimise sparking, but this results in a steady wear whilst operating. When a brush has worn to about half of its original length, the spring reaches a mechanical stop, subsequently the motor stops working. Excessive sparking may also cause pitting of the commutator segment area. Inspection will usually reveal a general copper dust covering everywhere with general grime. The commutator should have bright copper segments over the full 360 degrees. The pinion should be free to slide on the bendix and return freely by the spring if fitted.

Starter motor strip

No electrical skill is required as all electrical connections are mechanically substantial as is necessary to carry, for a short duration, the hundreds of amps current. Sustained motor operation can cause overheating with the solder melting then running out of the electrical joints. Over-speeding the motor, as occurs when driven still engaged with the engine, can ultimately cause the commutator to disintegrate. A split pin secures the screwed collar which pre-loads the



thick reaction thrust spring. The bendix should be free to slide on the splines and the pinion free to slide on the bendix. The armature shaft bearings may be plain bronze bush or caged ball bearings. After cleaning, lubrication with grease should suffice for many years. Slight wear is acceptable. The starter motor direction of rotation is not changed by connecting on either positive or negative earthed cars. ***Brush replacement***

The stiff springs loading the brushes make brush replacement impractical with the starter motor in situ on the car. The live thick flexible tails must not touch the motor frame or cover band and must be insulated from them. The brushes should be refitted with contact along their entire width and in the orientation that gives best area of contact with the commutator. There needs to be an effective locking washer under the brush securing screw. It is not possible to change the alignment of the brushes against the field as their end plate is correctly located by a small dowel pin or similar and hence the direction of rotation and timing is fixed.

Commutator cleaning

The copper segments should be bright and even. Cleaning with methylated spirit and worn wet & dry paper should suffice. Some commutator wear is acceptable with skimming in a lathe as a last resort. Do not skim the face that has the wire connections as this eventually shortens the contact area for transfer of current. Undercutting of the mica insulation between the segments is not required as the brush is made from sintered material which is hard enough to not be damaged nor be worn by the mica spacers. The reader may recall that dynamos use softer carbon brushes and thus the mica insulation between those copper segments must be undercut, but only on dynamos.



Field coil general cleaning

The field coils are wired in a series circuit with the armature. The live stud connects to one end of the field coils with the other end(s) connected to one brush. The other brush connects to the starter motor casing or earth stud on vintage starter motor models. The field coils and starter motor generally may be cleaned with paraffin or white spirit but definitely not in modern unleaded petrol. Old maintenance books say wash in petrol but that was in the days before our seriously harmful unleaded petrol aromatics were added to raise the octane rating. The field coils will be insulated from the starter motor frame and pole pieces and rigidly held within them. Some models have the four field coils wired in two pairs and earlier models have all four in series. Connections are by substantial conducting strips soldered in place and these being uninsulated must not contact the motor casing.

Starting handle use

The old hands will be aware, hopefully not from personal experience, of a cautionary tale. When hand starting any engine, ensure that if it has a centrifugal clutch that it is not in gear and always that your thumb is beside your index finger when gripping the starting handle. An engine first firing before TDC may suddenly kick back and this will snatch the starting handle from your hand. This will break your thumb if it is in the way. As regards pre-selector gearboxes, think of the scenario when hand starting an engine inadvertently in gear, handbrake off and a little hand throttle applied, then think of that immovable garage wall behind you. It has happened. Full retard, in neutral, handbrake securely on and thumb positioned, are the essentials.

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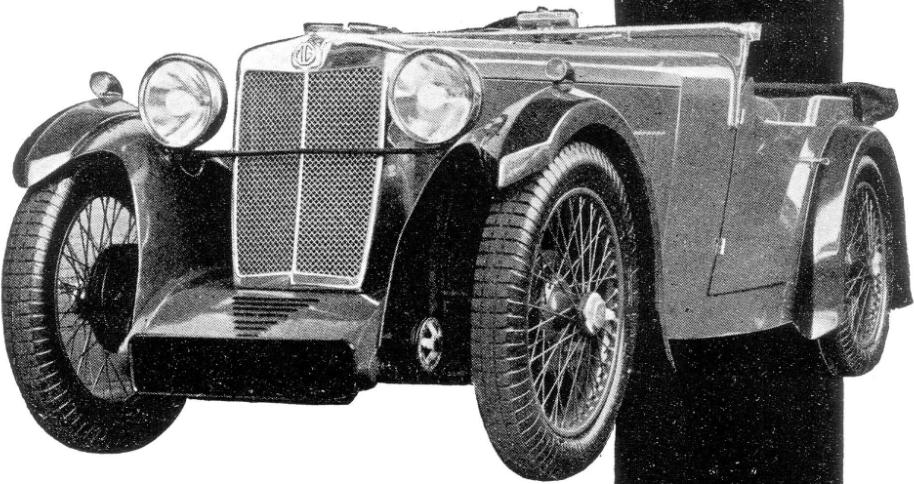
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My 53 Year Project

By Fred Loeser

With the certain knowledge that someone will wonder how anyone can nurse a project this long and maintain the absolute assurance that it would not only be finished but a credit to the make and despite the fact that he didn't have the slightest idea of what he was getting into, only that whatever was done was to bring the car back to "original".

It all started in the summer of 1958 while visiting friends whose neighbor invited me inspect his latest project. It was a rather tired looking roadster that I recognized as some sort of an MG but not anything like the T series that were popular at the time and into which he had stuffed a Ford V8 60 engine and transmission. I can't remember if he ever drove it or just decided life was too precious but he offered it to me, engine and all for \$500. Within a month I had the engine out and started going through the remaining bits. Another neighbor put me in touch with the local MG Owners Club which in turn led to joining the Triple M Society and corresponding with members in England. My intent in restoring the car was reinforced by the help and encouragement I received from some really fine people who wanted no more than the satisfaction of being able to assist. Among them was the late Mike Hawke, Steve Dear from Bristol, D.G.E.Taylor from Brigg, Lincolnshire and especially Stuart Lightbody who at the time was a London cop and used a J2 for everyday transportation. He responded to a question I put in the Triple M newsletter, I wrote back thanking him and incidentally asking if he knew of an obscure Jack London book about London's East End. He

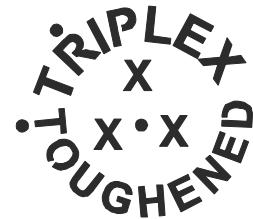
not only knew of the book (The People of the Abyss) but was born in the East End and was currently working there as a cop. This was the first of many wonderful adventures and friendships that have formed since the project began. Not the least of which is with Glenn Oliveria of Oliveria Eng. in Berkeley who has done some major shop work despite being an Alfa Romeo specialist and racer. My gratitude also extends to Editor Sanders who informed me that J2 3006 competed in the 1933 Monte Carlo Rally. Incentive indeed.

With the help of people like Mike Dowley of Sports and Vintage, Joe Curto, the SU guy who I've gone to recently, the pieces are starting to fall together. Now if only the budget cooperates I'll be able to collect some bets.

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A Knock on Top

By Dan Shockey

Time moves slowly when it comes to getting anything done on my 1935 MG P-type Midget. The prior owner rebuilt portions of the car but more to look at than to actually drive. People at shows have told me it is "beautiful," but knowledgeable MMMM guys sensitively refer to it as "unrestored." I drive it anyway, blew up the motor (lost a rod) at 60mph on a busy California freeway and wrecked it at an MG meet in Solvang, California. In retrospect, better inspection and repair would have prevented both encounters.

My P was a barn find in England in 1971 and has a PB dashboard with a mix of instruments. It was originally sold in Belfast, (Northern) Ireland.

I drove the P-type along with Brian Kelly's PA to the GOF Central (and NAMMMR gathering) in Auburn, Indiana, in 2008. (See NAMMMR newsletter report in the Summer/Fall 2008 issue.) We covered about 700 miles along the back roads from my home in Illinois. Brian drove out from Kansas - many more miles than me. After returning I noticed that the engine was getting noisier, a noise that became like a worn-out coffee grinder that later progressed into a steady loud knocking. I have perhaps 2500 miles on the engine rebuild.

Before dismantling anything, I sought to diagnose the problem and exercise the email list. Lew Palmer told me that the "worn-out coffee grinder" noise often means an alignment issue with the generator-camshaft drive. Once the noise became a knock however I wondered if that was truly the problem. The knock sounded external to the engine.

When I rotated the engine using the hand crank, I got binding at one spot in the camshaft rotation (every 2nd crankshaft rotation). The flex drive stopped moving then jumped as I slowly rotated the hand crank. It worked very smoothly when I first rebuilt the motor.

I wondered, "Do I have an alignment issue with the generator drive or perhaps some binding in the camshaft or camshaft drive? Why would it have gotten worse since I rebuilt the engine?"

Don Bonar suggested that,

"I'd pull the cam cover off and see if you have lost or damaged a tooth on the beveled gears to the cam shaft intersection. I've previously suffered a broken flex plate, broken fork and brass gears in the nose piece (ouch!) and none made the sound you describe ... plus you're still running."

"If it were a misaligned shaft... enough to grab, freeze, clank, ... I'd bet you have a big gob of oil leaking down the shaft and the spinning flex plate would be providing you a fresh coat of oil all over the front of the block and back of the rad. You didn't mention oil, so I'm thinking top end gears. One tooth off of perfect timing reduces my horse power by 20-30%. Last time I was in there solving oil drip problem, I had it on/off 3 times before I got it right... but I'm a slow learner!"

"I would think a bad camshaft bearing would not create a on/off situation but would be off every time the shaft turned."

Lew Palmer wrote,

"I still think it's a vertical drive alignment issue. First, take the camshaft off and rotate the engine on the starter (ignition off) and see whether the dynamo armature and vertical drive rotate and run true with no binding. If that is OK, check for trueness in the cam-shaft and that the cam bearings look OK. Also, lever each valve down and up several times to ensure they return with no binding."

John Z. gave me a clue that seemed to closely fit my situation, plus I was being lazy about pulling the cam-shaft.

"I had a similar noise in my J2 that turned out to be very worn locating keys on the dynamo shaft... first at the upper fork on the dynamo then a few years later below the dynamo at the bevel gear. Funny it didn't loose power but it did knock at the front of the engine When the engine was turned slowly, like with the hand crank, the cam would jerk at certain points like it was popping over center. (Bingo!)"

"Maybe the root cause of the key failure was mis-alignment but the J2 uses smallish square section key in both fork and gear locations, which is not the strongest design. And if the fork and gear are not a solid fit to the dynamo shaft, the keys are not up to the task of preventing motion. The slot on lower end of my dynamo shaft was so worn that I had to have the end repaired and new slots cut. The new slots were made to use woodruff keys for deeper engagement. Sounds awful but it was not as bad as problems deeper in the engine, in my opinion :)

"I believe one difference in the J and P dynamos is the J has straight shaft ends where the fork and gear fit while the P has tapered ends. The taper end were

an improvement to help lock the fork and gear to the shaft. However, if the taper is marred up the fit will not be tight and will eventually allow movement."

So I thought, the problem might be a worn locating key or keyway on the generator shaft. In that case, I should be able to move the coupling relative to the crank-shaft. I put a wrench on the generator coupling arm and was able to move it quite a ways. I'd estimate I was getting as much as 20 degrees of total movement.

Removing the generator is quick and easy. The wear in the key and keyway of the upper shaft of the generator was then obvious. Fixing the problem was more difficult. I ordered new coupling parts and made a kludge repair grinding the slot deeper (by Dremel) and using epoxy to set the woodruff key firmly in place (at least temporarily). My thinking was to make this repair to the generator and get back on the road, then obtain a new 2-brush or modified Bosch generator. That would give me more reliability and output current, plus I would have my old unit as a back-up. And I could get the old unit properly re-machined once I installed a new unit.

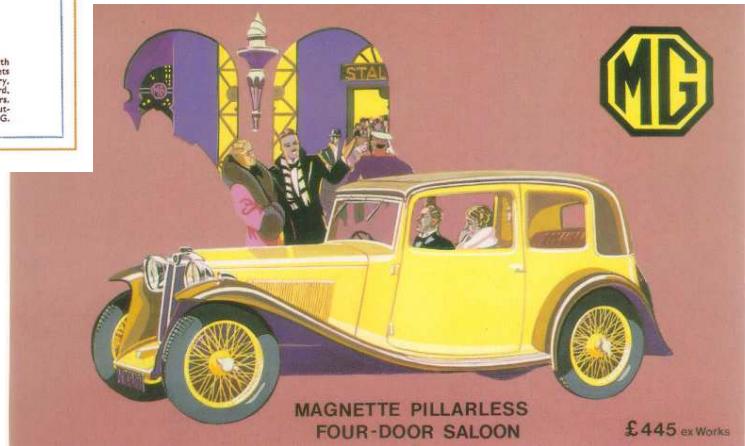
John Morris (John Z?) of Wisconsin wrote,

"I read some of the other replies and didn't know the worn dynamo drive was such a common issue."

For my J2 I found a place that welded up the worn dynamo shaft, machined it back to size and then cut new key slots, this time for a woodruff key instead of the original square key. The J2 has straight shaft ends on the dynamo rather than the tapered ones on the P-type so it was a little easier. I also talked with a machinist that could cut off and machine the damaged shaft end so a new piece could be grafted on. I think that would work, too."

I still haven't purchased or machined a replacement generator. (I found an old metal lathe at a garage sale but must learn how to use it.) The engine has been running well though I haven't driven it very much. My wife and I took it on drives at the GOF Central in Michigan last summer. While talking to Lew and others at the event, I confirmed that my brake cable attachments were assembled wrongly. Knowing that fact for certain caused me to minimize driving it until enough time would pass for me to get to that project. Perhaps I am learning the hard way about this responsibility. The brakes are now corrected and working much better.

Thanks to each for their advice and encouragement. Hope to see you at St. Charles, Illinois, for the GOF Central and NAMMMR meet. Remember, my P is "unrestored."



News From Our Readers

This photo of Gary Kurkoski and his J2 at "speed" at Road America might be of interest for the newsletter. Photos speak a thousand words, as they say. It was a fresh restoration at the GOF Central in 2010. I took the photo from my TD.

Thanks, Dan Shocky



"Which car and engine captures the most attention at a local car show? The PA, of course!"

Warm greetings of the season, Phil Anderson

(From Ian Marr after he sent the article about the speedometer drive)

Hi Guys,

Re-sending without eight photos, just to make sure you received the email. I'm never sure with large photos if the email gets delivered OK. Am I off the hook till the KN is done?

Current photo attached, 1935 MG KN 4 door pillarless saloon, KN0389.



Attached is a picture of Jim Hodges and his prized 1932 D type Midget restored to the max!!

He entered it in the New England T Register Show down in Mystic, Ct in the fall of 2010 and won best new novice. There are only 5 in the USA and 63 in the world to date. Jim was in touch with Ted Hack in the UK as Ted also has the same. They met up at Silverstone in 2005 and Ted inspired Jim to "finish up" his restoration ASAP. Fortunately Jim did finish the job and it is a beauty. There were 250 made from October of 1931 to May of 1932. Evidently there were not many visual differences between the early and later cars of October to May but a mere 2" in length!!

Hopes this helps fill in some of the newsletter for you as pictures can fill up lots of space.

Jim passed away on October 20, 2011 and was so pleased that his car will be sent to Ted Hack in the UK. Ted will be "hosting" the car and the Black Beauty will be a museum piece near Whinchendon. Please feel free to email me if you have any questions. I dont always know the answers but I can email Ted and he knows everything about every type of MG.

Regards, Janit Romayko Hodges (spouse)



Nowlan's L2 Wins Best of Show at Stowe, VT British Invasion

(This was received from Chris on 23 Sept., 2012. Editor Larry):

Dear Friends and Family,

As many of you know, I have pretty well decided to give up racing the L2 as it's really not all that competitive and too special to risk major problems. I pretty well destroyed my ENV preselector gearbox last fall at Lime Rock but thanks to Bob & Charles Jones, have it fully rebuilt and ready to re-install. In the meantime, I re-installed the original crash gearbox and have enjoyed using the car on the road and have attended a few low key events locally.

As a final fling of the season, I made an extra special effort to clean up my 8 year old restoration which has seen thousands of miles of road use and 5 years of racing. I entered the car in the British Invasion at Stowe Vt. which is billed as the largest all British car show in the country. With over 650 British cars

on the field it was an impressive sight. Cars ranged from Silver Ghost Rolls, Fabulous pre-war Bentleys and a very large

assortment of Singers which was the featured marque this year to brand new Mini's.

I was fairly confident that I would win my class but was up against some very nice MG TC's which to the un-initiated look just like L2's! I was truly blown away by winning best in show for the entire event which included dozens of full blown concour "trailer queens".

On the Sunday morning after the big day, some guy started chatting to me about the car and my restoration photo album. About half way through, I realized he had a small video camera. Two clips are now posted on YouTube! For much of Sunday, they wanted the car on display at the main podium. Lots of non-MG folks took a real interest in the car and had no idea that MG produced such technically advanced cars all the way back in 1933.

You can find a 4:16 long clip by going on YouTube and then entering "British Invasion 2012, Stowe, Vt." The second clip can be found by entering my UK car registration number...."MG2415" It's a long 17:14 job. Neither clip is going to win any awards and certainly not the "featured actor" but if you have some time to kill.....

Cheers, Chris



PA 1268 Goes to Brazil

By Jim Alcorn

PA1268 has been with me now for 12 years during which time it has gone from a rolling project to a finished Special. It has appeared at various MG events while in progress and finally joined the other jolly pre war owners at Reno in 2011. It is now been sold to Brazil and it will be interesting to see if it surfaces in any club activities there.

Regards, Jim





MAKING OF A P/N - TYPE RIGHT ANGLE SPEEDOMETER DRIVE

By Ian Marr

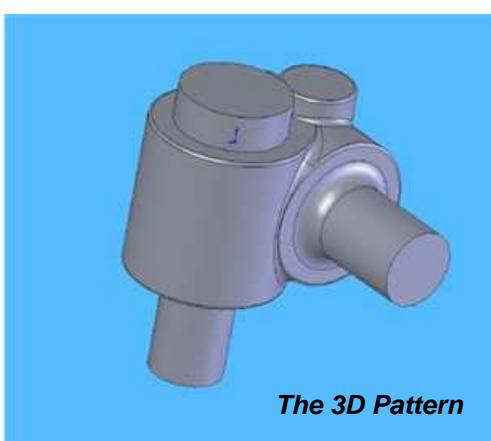
Did you know that Jay Leno makes parts for his older cars using the same process I do? I'm sure he started this method before me, but he has a deeper wallet! I was fortunate in having received an original speedometer drive with my PB. The housing was all cracked and nothing turned but all the pieces were there for me to recreate it. My first attempt was simply making a new housing from aluminum billet transferring the existing steel pieces to make an assembly. It was OK but did not look authentic and took a lot of time to make. So, the seed was planted to make a pattern to have housings cast quickly.



The prototype

3D solid modeling software was used to make an electronic model of how I wanted the part to be cast with added features to make machining easier to suit my tooling. My next step was to find a company that had a stereo lithography printer, sometimes called a 3D printer. This printer behaves just like your ink jet or laser printer at home but prints in space making my pattern in 0.004" layer of ink each pass. This process is called rapid prototyping. It is very popular in

the automotive industry having a prototype part made of plastic. I now have a pattern that I can take to a foundry to have castings made, but where?



The 3D Pattern

Over a few OSH I discussed my little venture with Bob Grunau who has a long standing source for aluminum castings. I passed on my pattern and in a few weeks had 6 pieces that I could play with. Fussing around with them

proved useful. They weren't that good! The casting was fine but the pattern needed correcting. I went back to the PC and electronically edited the pattern. My final pattern arrived from the printer with Bob taking it to the foundry. A few weeks later and I had 6 new castings to machine. Success! I was now satisfied with the housing pattern for the speedometer drive. Casting cost for the 12 "prototypes" was not cheap, but it gave me an easy to machine and decent looking final part.

With the cast housing done my next step was to copy the helical drive gears perfectly. More OSH with Bob recommending a gear shop capable of making the small gears. I spoke with them about which material to make the gears from and how they would go about making them. I passed on 6 "sticks" at 9" long for which at least 80 gears could be had. 2 weeks later I had my 6 "sticks" machined. Many hours later I had over 80 gears now needing heat treating. I sure learned a lot about those little gears and how gears of



The "sticks" for the helical gears



And the finished gears

this size are made. I did find a gear manufacturer in the U.K. that could supply a catalog gear but that meant changing dimensions of the pattern/casting to suit. In the end I have the part I wished for with unit cost way below the catalog gear.

The axles and end caps were straight forward in making with the axles needing a very small Woodruff cutter for the key way to engage the gear. I then made copies of the lube fitting. Each piece was assembled and testing using the lathe with speedo and its cabling attached for 1/2 hour each. The first test was a success as it also told me that my speedometer worked! There are four attachment parts that secure the speedo drive to the gearbox, as seen in the photo below. I had not intended to make those but some owners mentioned having them or missing one or two pieces. I have made

those on an individual basis. Much to my surprise all dimensions were in Metric with the axles at 6mm and the lube fitting an M8x1.25 thread.

I set up a small production line for each part in the end making 26 drives with the final drive ratio being 1 to 1. I have some spares for my next production run and hopefully not needing 2- 1/2 years to make more! Makes you wonder how many people were involved in making something like this back in the day? I am a one man band just needing the assistance of others to complete. With today's modern manufacturing methods making parts like these brings them to market quicker. Enjoy your MMM summer everyone and I hope this was informative.

Ian Marr 0474



The drive with the attachment parts

Triple M Library For Sale

Bud Conn of Las Cruces, NM, a true MG enthusiast has sold his D-Type, and is now disposing of his library of MG books, including several hard to find items associated with Triple M cars. The list of books for sale include:

TA Shop Manual

Triple M Yearbooks from England from 1984 through 2000, bound in 4 volumes

NAMMM Register Newsletters, 1988 through 2007, including issues #1, 2, 3.

Miscellaneous Prewar MG Books, including road tests, etc.

Malcolm Green Road Cars, Vol 1 and Vol 2

Grand Prix Car Books, by Pomeroy (Vol 1 and 2 through 1955) and Setwright (1954—1966)

Many others too numerous to mention

J2 Restoration Guide (Howell)

Roger Thomas Trials Cars book

Call Bud directly to request a full list of books available: Bud Conn: 575-522-4746, or email at budnjudy@q.com.

Serious offers only, and US funds only.

Bud will donate 10% of all funds received from NA MMM Register members to the NA MMM Register.

Shoulder Belts in an MMM MG?

One of the first things I have insisted on with my MGs has been seat belts, lap belts originally, then shoulder belts in recent years. With the PA, I wasn't sure how to proceed. For lap belts, the chassis member runs directly under you and there isn't much to bolt to outboard of that. For shoulder belts there was only the wood framed body above the chassis.

I installed lap belts by running the belts under the rear axle to bolt to the outside of the frame on the outer side and to the battery box support on the inner side. I have driven the car this way for a decade. However in 2006 at the GoF West, traffic stopped quickly in front of



Not a pleasant sight. The impact smashed the radiator but spared the headlamps and frame/apron

me while cruising at low speed through Solvang, California, and I ran into the back of the SUV in front, even pushed it into another vehicle. This was due to my lax attention and to my slow brakes. I was fine except for a sore right foot from pushing the brake pedal. However my navigator's head came forward giving him a cut and very bloody nose.

I expected the nose impact to be due to the wiper motor but since he was wearing the lap belt and is a short man, he hit his nose on the ignition key. I still tease him about bending my key. I became convinced that shoulder belts would have avoided the injury, brooding as I cleaned blood from the interior. By the way, my navigator friend is a British ex-pat who used to ride to his RAF base in a PA two-seater, sometimes squashed into the back! He was forgiving about the injury although it meant a trip to the emergency room and an insurance hassle for him. He ended up getting a new set of tires for his E-type from the compensation. Another friend from the TC and MMM community had someone pull in front

**By Daniel Shockey, PA2108,
Wyoming, Illinois**

of him, wrecking his TB and leaving an "MG" (GM?) impression on his chest. He recommended fitting shoulder belts.

But how to put shoulder belts on the P-type? I could run the belts back down to the frame but that seemed a poor angle for any real protection. The best possibility

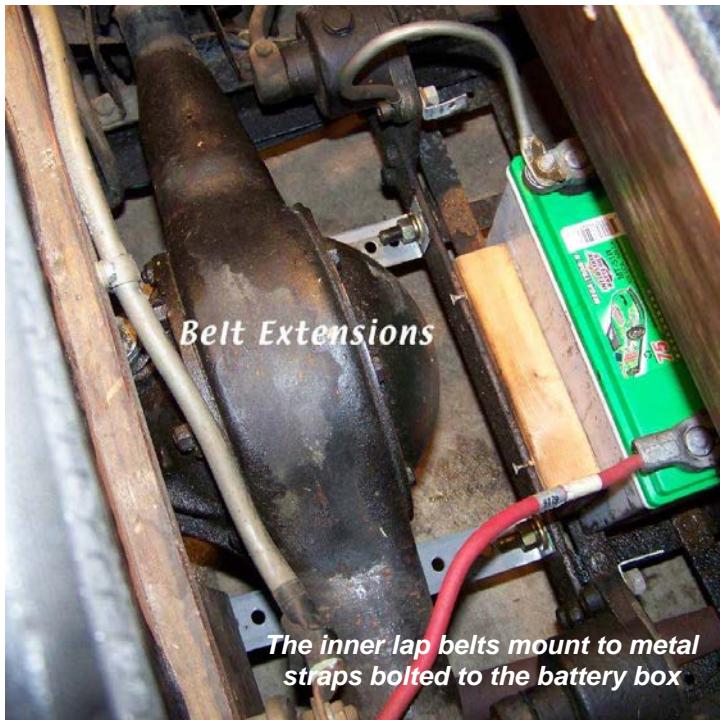


seemed attaching them to the stout spare tire carrier but that meant running them outside the cockpit over the gas tank and affected use of the top. I was reluctant to do that although it didn't change the car any and could be readily removed for show.

Finally I decided to try the spare tire mount. For that mounting, standard shoulder/lap belt combinations were too short. I solved that by putting an extension strap metal under the rear axle replacing the inner lap belt mount. I had



been concerned about contaminating the belt webbing anyway due to the oil native to those regions. I criss-crossed the shoulder belts for a bit better angle across the torso. I see that I forgot about the top and need to run the belts under the top frame.



I like to drive my P-type, especially now that the brakes are working better, and the belts add to the perceived safety of doing so. I often wear a "lid" type motorcycle helmet, too. On the roads in the county where I live, you are more likely to run into a deer than another person. I lost a nephew to an accident of this sort on his motorcycle.

See what you think. Send suggestions if you have a better idea. Safety first!

Dan Shockey

From the Editor

By Larry Long

I remember school days from the 5th and 6th grade and wondering why time went so slowly! Mom would tell me "Wait until you are older; time goes a lot faster!" And it sure does!! I don't know where the summer went, and we are well into fall and it will be gone in a flash. Well, once again, time got away from me this summer and I just wasn't able to get a summer issue out. We had our local British car club bi-annual meet and I had a large part in that, and then I was Chairman of our annual GoF West event held in Buellton, CA. I managed to squeeze in a trip to France and Spain with my Grand-daughter, and had a bunch of car shows that I like to go to. I managed to get a Best of Show in one of the shows with the J2, and was very happy to receive that. And I was invited to a Concours d'Elegance with the J2; that was a nice event and it was nice to be there although I do not consider the car a concourse car. It looks good, however, and is a unique car in this area, so car show folks like to see it.

So the summer went by rather quickly and here I am scrambling to get this issue out before fall falls! I do apologize for the lateness, but I am sure that you will find a lot of good stuff herein. Thanks to all of you that sent in the articles, and thanks to all that petitioned all of our soul mates to get articles to me; I really appreciate that. So do keep it up! I'll try to get the last issue out by the end of December, on schedule, but I can do it only if I have something to put into it. Keep the articles coming, folks!

Keep those little cars moving, and go to your local shows or drives. Send me photos of your activities so you can share your experiences with the rest of us. If you have any tricks on maintenance with these cars, let us know.

And drive them!!

Cheers, Larry

(I had some hiccups when at the printer: some of the photo files were contaminated and I had to change things at the last minute and use some filler, including the index that I had in the last issue. I apologize for that, but things sometimes happen that are hard to control)

A Full Flow Oil Filter For the J2, F and M-Type

By Bob Grunau

As we all know, the J2, F and M cars did not originally have a full flow modern oil filter but relied on a suction screen in the sump to take care of large lumps of dirt in the oil. This was no problem if using original babbet bearings and frequent oil changes and screen cleaning. However use of modern shell bearings means it is essential to use a filter as the shell bearings cannot absorb dirt particles into the bearing material. Babbet bearings are more forgiving. So a full flow oil filter is recommended and I have done the installation as follows.

I have what I think is a really neat and easy solution to installing a full flow oil filter onto a J2, M or F Type. It looks right without a lot of extra external plumbing. Basically the J2 filter adapter replaces the original flat 1/8" steel oil pump cover. If you have the engine apart, may I suggest you drill and tap the front gearcase oil feed connection to the headand increase its size to 1/4" NPT per item #1 and #2 below. Install a 1/4" to 1/8" bushing and leave the existing plumbing as original if you decide not to install the oil filter adapter. However if you ever want to install the oil filter adapter later, you can do so using this connection as the main oil feed from the oil filter adapter without getting swarf into the engine.

For the adapter to work you need to:

- 1) Remove the 1/8" BSP fitting feeding the head on the right lower side of the front engine gearbox.
- 2) Drill and tap this hole in the gearbox to 1/4"-BSP or 1/4" NPT. This will become the main oil feed to the main engine oil gallery. Fitting needs to be enlarged to get sufficient oil volume flow.
- 3) Remove oil pump from front gearbox.
- 4) Tap and install 3/8" NC Allen head (or similar) sealing plug in the main oil feed from the backside of the oil pump. This effectively blocks off the internal main oil feed from the oil pump through the internal gearcase drilling to the lower right front side where it connects to the main block oil gallery.
- 5) Bolt adapter to oil pump replacing original 1/8" flat steel cover. You need to make sure the oil pump suction line from sump to pump clears the oil filter adapter.

6) Install 3/8" external oil line from filtered oil adapter outlet to front of gearbox through 1/4"- BSP/NPT fitting from #2 above. Adapter outlet is tapped 1/4"- NPT. I am using 1/4"-NPT to 3/8" copper tube fitting using ferrules. Flared fitting could be used in steel or copper tubing. Main oil feed is now through this external pipe to the main oil gallery in the block.

7) Connect 1/8" -NPT connection on top of adapter to feed oil to the head, rocker shafts and camshaft.

8) Screw on oil filter, an MGB filter, Fram PH966, will work well. Filter adaper thread is 3/4"-16 tpi NF in the adapter and is supplied as part of the package. I am using a 3/4"-16 tpi thread filter, Fram PH-966 or Ph3614.

The first two photos show the adapter and filter installed on my J2, J3017. Paint the filter adapter and filter engine colour to hide the installation.



The remaining photos show various on-the-bench views of the adapter installed on a green gear case, red oil pump and new aluminum adapter.

Both the 1/4"- NPT and 1/8" NTP connections on the filter adapter supply filtered oil to the main oil gallery and also to the head valve gear through a separate pipe off the filter adapter. I will be supplying all the bolts to fasten the adapter to the oil pump. However I think people may want to supply their own plumbing fittings as some may want to use flared tube, others ferrules, therefore external oil piping is not included.



Cost of the adapter and required bolts is \$220.00 US\$ each plus mailing cost. You supply the filter, copper tubing adapters and tubing.
Best regards, Bob

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DGROUP DISPATCH

NUMBER 34
SPRING 2012



www.mgdgroup.org

THE 8/33 MG MIDGET SPORTS SERIES D (LONG CHASSIS)

NEWS AND VIEWS.....

Trust you all had a reasonable winter and managed to get a few jobs completed on the car front despite some of the temperatures we had in the UK at least! Our D in Florida has enjoyed seemingly endless sunshine and has been out and about to several shows. It is Mike Goodwin's D0252, the second D made.



Very suitable picture for our Spring edition! The meeting was the Moose Club's 5th Annual Charity Car Show at Homestead in Florida just last month. The troupe are from the 'South Florida Hotrides' and volunteered to give out the awards and be photographed with the cars.

We had a good turnout at Stoneleigh last month for our casual get together at midday. I think we all agreed that the event was much better than of late for our type of cars. Few more stalls of interest and much less MGB stuff around!

NEWS ON CARS.....

By the time you read this D0263 mentioned in the last edition may well be sold; we await confirmation.

No doubt most of you will have noticed D0298, registration TK 7177, for sale in 'Safety Fast' last month. This is quite a 'famous' car in that it was featured on a series of greetings cards and other items including a jigsaw puzzle back in the seventies.

The jigsaw and the other items are included on the archive page of our website but worth showing again here as it is now very rare. It was produced in 1975 in the States; in fact I know of only 3 in existence so keep a lookout at autojumbles and flea markets!



EVENTS.....

Our Diary page on the website has been updated since the MG Live Silverstone dates were confirmed as June 23rd and 24th. Note that this year it is back to a two day event rather than 3.

At the time of writing nothing has been planned for the Drive it day celebration which this year is on April 22nd. But do let me know if you participate in one, ideally with a picture!

Pre-War Prescott is on July 21st and the D Group intend a major presence there. This is an ideal opportunity to have a leisurely drive up one of the most famous hill climbs in the country. If you wish a location map or a local accommodation list do let me know.

BITS AND PIECES.....

Firstly we have a D owner urgently needing a back axle casing – ideally with back plates. I'm pretty sure the D is the same as that on the J Types so surely there is one out there somewhere?



The latest exciting edition from the Peter Frost stable is the long awaited ignition switch. Common to D, J1 and F1 it comes complete with a properly marked blade key. I saw them at Stoneleigh and they are beautifully made to original spec.



Cost is £50 including one key – additional keys are £5 each. All plus postage. The two keys in the picture are equivalent to Lucas L4449/3 for the short one, and this is correct for P1, PLC and PLC3 switches. The longer one is equivalent to Lucas 9847 for the Rotax ignition switch, and therefore for this switch shown, but either fit. Be quick not many have been made; Peter can be contacted on frostpeter@talktalk.net or on 01162 609795

We've had further good reports on Keith Ardley's reflector re-silvering service at £4 per inch measured across the diameter. Those of you who went to Stoneleigh probably noticed his impressive stand with all sorts of lights and lamps on it. Although his email address has 'Keith' spelt wrongly it is correct as kieth@ardley8142.fsnet.co.uk; or phone 01353 778493.

Barrie Dean has for sale a brand new D/J1/F1 petrol tank. It just needs a filler neck and cap – usually salvaged from your rusty old tank. Barrie can be contacted on baz_jan@hotmail.co.uk or on 01159 208416.

TED HACK (D0311) ted@mgdgroup.org 01242 603266 - BILL GRAYLING (D0253) bill@mgdgroup.org 01452 780357 www.mgdgroup.org