



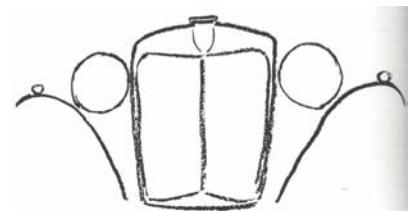
North American MMM Register Newsletter

MG Midget, Magna and Magnette 1929-1936



Summer 2015

"Then there is the radiator. I must confess that I am old fashion in my ideas and deplore the growing disappearance of the radiator proper and with it the individuality of the marque. No doubt the streamline expert, when designing the enclosed coachwork, will sweep aside my desire to see my distinctive radiator design retained; but I shall go down fighting. I like the individuality of a car to be distinctly recognizable and not submerged under a bulbous exterior. From a purely commercial aspect alone, I think what publicity value is lost!" Cecil Kimber, from book, "Cecil Kimber, The Kimber Centenary Book", The New England MG "T" Register, 1988. Excellent book to read about Mr. Kimber



MMM National Event 2015 Held in Conjunction with GOF Central

Good times were had by all at the MMM National Event this year. This event was sponsored on behalf of the Olde Octagons of Indiana, a chapter of the New England MG T Register. This was four days of great weather (mostly... keep reading !), outstanding planning, great parties, lots of good conversation and good ole' Hoosier hospitality. New friends were made and old

friends caught up with each other. Parts were swapped, silent auctions had lots of goodies and a hilarious auction took place. We learned much from the many outstanding Tech Sessions, including one Session on England Gardens... the next thing to being there. It just happened that the Indianapolis Motor Speedway was nearby and did we make good use of it! Read on, let's see what happened.....



Wheels & Wings



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Chairman's Corner

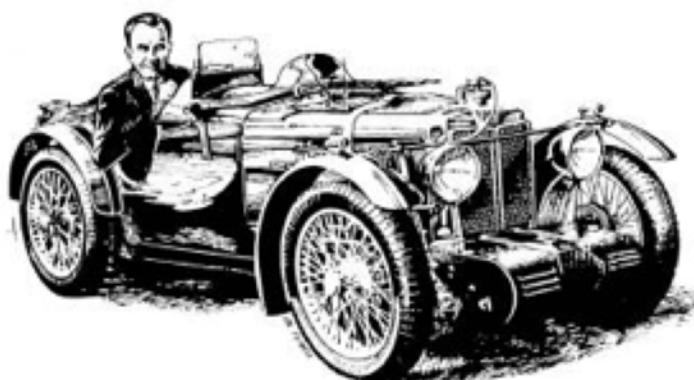
WOW did we have a great National Meet in Indy. My Grandson Ryan and I were welcomed again and again by the Indiana GoF event leaders and staff. Our Register was represented by 29 MMM cars and about 70 attendees. Congratulations to all who took home the gold for all the competitive challenges we participated in during the event. I truly thank all of our members who joined us for the three days of MMM fun at Indy.

Randy Copleman and I are proudly carrying our Register badge and banner to England for a meeting with the MG Car Club and The UKMMM Register in early September. This meeting is for friendship and exchanging ideas as we go forward.

I want to thank all our members again who made our National Meet at Indy a smashing success. For those of you who could not make our National Meet mark your calendars for June 13 -17 2016 and join us in Louisville, Kentucky. I dream of having 50 MMM cars in Louisville to show off our Register to the MG world.

Enjoy this newsletter and thanks for all the inputs.

Cheers, Jack



Triple-M Director's Meeting held injunction with National Event at the 2015 GOF Central

A breakfast meeting was held in Carmel, Indiana as part of our National Event. In attendance were:

Jack Kahler - Chairman

Bill Tantau - Past Chairman and Member of Steering Committee

Tom and Kathleen Metcalf - Vice Chairman and Member of Steering Committee

Jack and Kathryn Schneider - Treasurer and Webmaster

Randy and Sandy Copleman - Newsletter Editors and Directors of Communication

Sarah Richey - Director of Register Events

Cathy and Joe Gunderson - Directors of Register Regalia

Lew Palmer - Registrar and Member of Steering Committee

Peter and Rachel Ross - Member of Steering Committee

Bill Richey - Member of Steering Committee

In this well attended meeting we discussed planning for upcoming events, including participation in next years event to be held in Louisville. You will be hearing more about this in the Fall Newsletter. Additionally, we reviewed our roles and responsibilities, along with ideas for enhancing our interactions and communications.



From the Treasurer

Treasurer's Report, effective July 26, 2015.

At the time I took on the role of NAMMMR Treasurer, it was discussed that we should initiate the process of acquiring Federal Tax-Exempt status for the Register. We opened business checking and savings accounts with Wells Fargo Banks. This choice was the most convenient for Jack Kahler's and my location. We are the two signers to the accounts. We applied for and received our E.I.N. from the IRS. The NAMMMR is officially classified as Tax-Exempt 501(c)(7) – Social and Recreation Club (Hobby Club). Now, no one individual person will be accountable for income/interest derived from our income.

Following each year of operation, an annual return is required to be filed with the IRS. Filing th deadlines for nonprofits is the 15th day of the 5 month after fiscal year end. Our fiscal year is set to follow the calendar year.

During the first and second quarters of 2015, I initiated and completed the annual filing procedures. I sought some counsel from my personal CPA. I was given some very helpful advice. The amount of our annual income falls well below the \$50,000.00 level that requires a more lengthy annual filing procedure of an IRS Form 990 or 990-EZ. Our annual new income, from dues, is only in the range of \$5,500.00 to \$6,000.00. Additional income we may happen upon might come in the form of sponsor donations for use during NAMMMR national events/meets. We were fortunate in 2014 to have generous donations from both Hagerty Insurance and Moss Motors for the Watkins Glen event.

In the end we qualify to file what is known as Form 990-N e-Postcard. There is no cost in filing by this method online and takes all of a five minute duration.

We must file annually to retain our nonprofit status. If we lapse for three consecutive years, we lose our status and must begin a more lengthy procedure to re-establish nonprofit status.

On the budget side, as of this date, we continue to track very nicely along our budgeted path for 2015. We have adequate funds to cover all of our known expenses, with some funds to spare. I continue to track our income and expenses in parallel with a test budget using next year's one membership dues amount across the board. I expect we will be in great shape for 2016!

Jack Schneider

Jack, our Treasurer and Webmaster, with wife Kathryn
Picking up Their Award



BG Defined -

I (editor) have seen the term BG used and understand it means eat and drink, but asked Lew Palmer, our Registrar, for the details:

BG refers to our annual Bibulous Gallimaufry (our Triple-M social dinner/meeting).

Definition of BIBULOUS

a : fond of alcoholic beverages
b : of, relating to, or marked by the consumption of alcoholic beverages

Definition of GALLIMAUFRY

: hodgepodge <a gallimaufry of opinions>

It was a name coined by the late Bob Rich.



The MMM Registrar members didn't take long getting started on the first day. On Wednesday a party hosted by Jan and Reed Tarwater helped by their son Chris and wife Mendy and their daughter Addison who found a new car in the garage. Her 2015 MG hand crafted by Reed to match the family's



Addison's Best of Show, 2015 MG entry at the Car Show

1936 PA. Also helping out with the party was their daughter Laura and husband Ben. Of course we started out in the garage (to nice to be called a barn) and checked out the nice collection of pre and post war MGs, a ground up restored farm truck from Jan's family and even an old tractor. There beautiful house was out in the country surrounded by corn



stalks. Now I look back, they should have made a corn maze for us. OK, back to point. The homemade food (thanks to Jan and Mendy) was very good and there was a nice selection of yummy desserts. Many thanks to the Tarwater's for hosting this large group; it was a great way to start off our National Event.

The next day, Thursday was full of activities with Technical Sessions in the morning and a Drivers meeting after lunch to organize a trip to the Indianapolis Motor Speedway to take two laps. The following two pages capture the MMM cars entering the track (I apologize, I only ended up with a partial photo of one of our members MMM car). The total number of MGs, both pre and post war attending the GOF was 156, so we had to split the cars into two groups.

Here is a look into the laps as described by Jack and Kathryn Schneider, "Track time on the Indianapolis Motor Speedway was fantastic! The weather was beautiful. The cars were awesome. You get very few chances at this, to drive historic cars on a historic race track. The best

view of this experience could only be had, as Kathryn & I did, from the cockpit! The ONLY down side was our speed was strictly enforced to 40mph maximum and no passing was allowed. I understand the liability concerns, though. Keep it "Safety Fast!"

Back to the hotel for dinner and funny MG movies with free popcorn. Some drove their cars to the raceway and some trailered.

Friday brought another busy day. We had a rally and a swap meet in the morning and more technical sessions. It was great that all sessions were held twice, so one could attend all sessions without missing any. Continued on Page 8

Tech Sessions (all outstanding!) included:

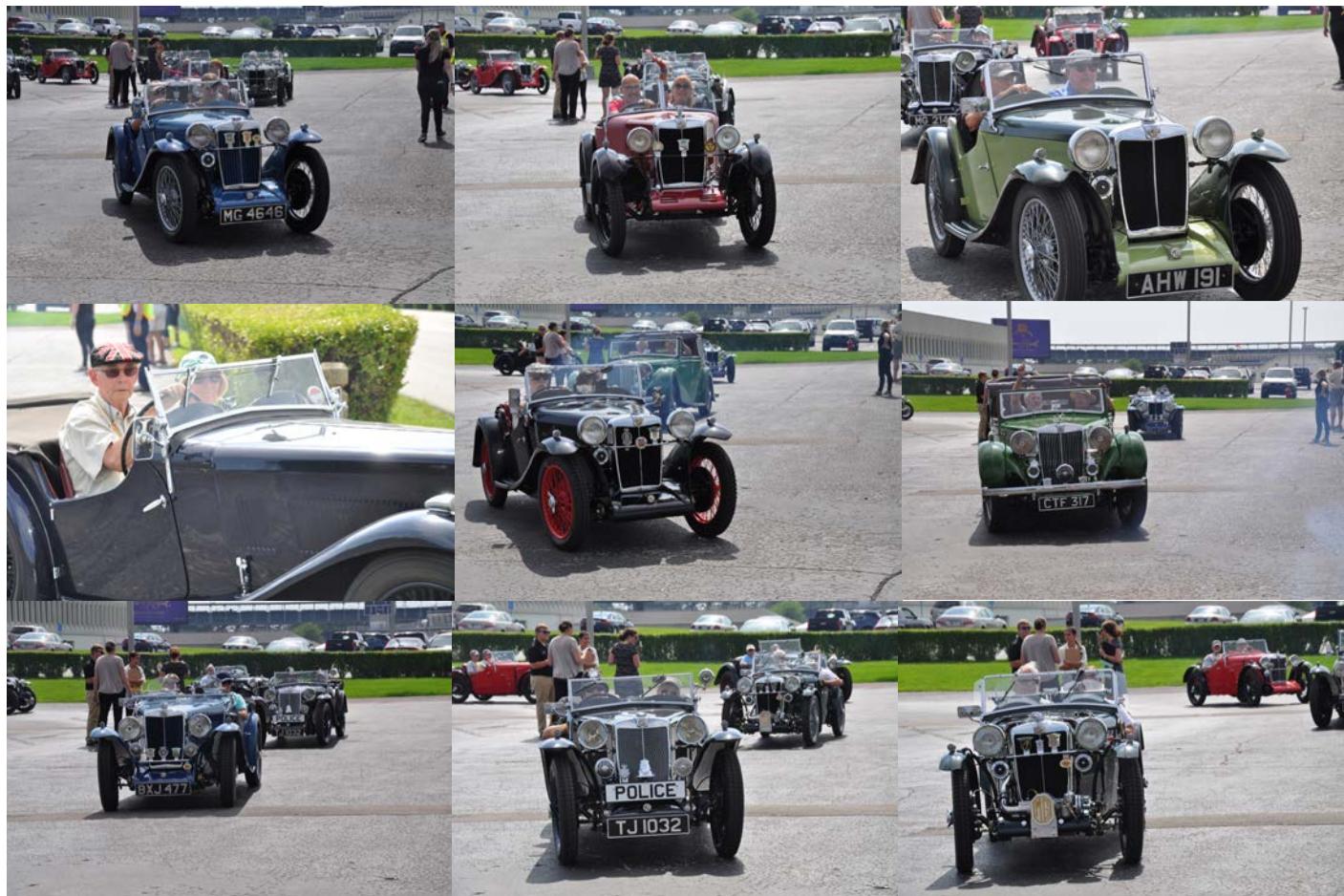




Let's hope a future
MMMer! He's a cutie!



As the MMMers coming Screaming into the Track!







How it works: The Stearman Kaydet, Mike Meister

MGs thru Time, Tom Metcalf

All Things TC - MGs in Australia, Mike Sherrell, author of "TCs Forever"

Racing MGs in America during the 1930s, Peter Ross

Tanks and TCs - MGs in the 1940's, Tom Wilson

The Final Apprentice, the last days at MG, David Benham

Restoration Tips to Save Time, Money and Aggravation, Doug Pelton

The swap meet was well attended and held in one of the hotel conference rooms. Money and parts changed hands and all were happy. I imagine there were some over weight travel bags, the MOWOG parts are typically heavy!

Now onto First Timers and Hoosier Picnic. As Friday continued, there was a lot of talk about the weather. The smart phones were out and folks were evaluating the radar views of the cloud formations. There was a lot of arm chair weather predictions going on as the picnic and car show grew closer. Pretty much unanimously, the prediction was for rain. Off we go in our cars and car trailers.

Upon arriving, the clouds were getting dark. The cars assembled on the grass field next to the nice big covered tent. There was a band playing and the bar was open. Then it started!!! First a drop, then more... before we knew it we had a full blown rain and lightning storm unfolding right over our heads. People were running to cover their cars and going into the tent. It was getting wetter by the minute. All the serving wares on the grass were getting flooded (no food inside them yet). The folks sitting by tables on the periphery were getting wetter and pretty soon, it was obvious the tent is not going to work and we had to seek a drier area.

The American Legion, Post 855 folks, where we were having the picnic, made a decision to move the approximately 339 MG folks into the Legion's Hall from the outside tent. Bad news, not enough tables were set up, as that was not the plan! There were people running

from the tents, some with umbrellas, some without. It was raining very hard by now. It was good the Legionaires were agile and could pull this off!

This turned into a venture enjoyed by all. There were folks running and laughing and having a great time. Once inside the hall, we were scrambling for a place to sit, just like



musical chairs, except we were shy about 50 chairs. So the Legionaires and the folks standing all started pitching in and going up stairs getting tables and chairs. Before we knew it, we all had a place to sit. By the way, they moved



the bar in too!

All the plans of the picnic changed in the matter of 1/2 hour by the legionaires and the MG crowd. Food tables were brought in and loaded with the best corn on the cob, barbequed pork and chicken, plus all the trimmings,



followed by a great selection of desserts. At the end of the evening we all got up and applauded the legionaries for pulling off a miracle.

By the time we left the rain had stopped and we went back to the hotel still drying out.

But wait, the auction was scheduled for the evening and we were all late because of the delay caused by the weather. The Ole Indiana Hoosier Chapter announced before we left the picnic, that the auction was moved out an hour so we could all get back in time and the timing worked out perfectly.



Upon getting back, we all start collecting in Carmel III Ball Room for the auction.

There were a lot of very nice items donated by the sponsors and individuals. We all had the privilege to enjoy our first class Auctioneer, Dave Zyp (he drives a nice 1953 YB, with original interior). Not quite as dynamic as the auctioneers at Barrett Jackson, but Mr. Zyp was a heck of a lot funnier. He had the crowds rolling in the aisles, aided by some comical bidders in the audience. The bottle of liquid smoke, used to cure the ills of Lucas, went for an amazing amount of money. Just think someone bought this bottle of car quack medicine and thought it was going to work!

Then there were a few tee shirts auctioned which had to be, "Installed" by Mr. Zyp. Lucky for him, only ladies won the bids. He had an especially good time with installing the tee shirts. One of the winners was Abbey, a nice 12 year old, whose grandparents are Lew and Darlene Palmer. Not sure of the details, but a response to Mr. Zyp, from Abbey, prompted by someone's comment was, "If I had a father like you I would run away from home!"

The final grand finale was the auctioning off of the original art work of the MG and airplane. It was

without any of the words, just the original painting. It was won for a bid of \$2100, a great tribute to the artist. A great evening was enjoyed by all and we all went back to our rooms tired.



After a nice nights rest, we prepared ourselves for the car show held at the Indy Executive Airport. It was a great venue with a nice cool covered hanger to seek shade from the warm and slightly humid day. The cars were organized by year and voted on by the attendees. There was also a group of Hagerty Youth Judges which review all the cars for their own judging. This is a great program set up by Hagerty to help encourage the young folks to get involved with antique cars. It was great seeing them all crowded around the cars in their blue judging shirts. The MMM winners (thanks to Lew



Palmer for providing this input):

Pre War 6 Cylinder:

2nd: Len Star K2

1st: Charlie Stebelton F1

Pre War 4 Cylinder Late:

2nd: Jack Kahler PA

1st: John Orrell ? VA Tickford

Pre War 4 Cylinder Early:

2nd: Malcolm Appleton J1

1st: Jack Schneider J2

Triple-M Best in Class:

Lou Louchios PA Airline Coupe

MG Timeline:

Bill Richey L1 Police Car

Best of Show:

Roy Crowninshield NA Special

There was a sighting of a TC attempting to take off. Someone commented they thought they saw light under the front right tire as it attempted to lift off, although it never got airborne. I guess they will go down in history as the, "Wrong Brothers".



One of the many interesting cars of the Car Show was a 1933 L1, which had a lot of patina and wear from many long drives. There was a big crowd around the valve cover races, either because of the



excitement or to get out of the heat. Some beautiful valve cover racers showed up, including Joe and Cathy's Twin Cam Valve cover, perhaps from their EX186. I think they took second place.



Friday, the day of the Car Show was the warmest and most humid of the days, but with the shade and the breeze, the GOFers survived just fine. The drive to the airport was a small country road with nice farms and landscape. It was a great Car Show!



Triple-M BG at the National Meet

NAMMMR hosted a party for the members at Max and Erma's Grille. This was one of the best attended MMM parties in history. More members kept coming and we just kept adding tables. We had a wonderful dinner followed by a great meeting.

Bill and Sally Tantau were in attendance of our NAMMMR National Event this year, Bill being our former Chairman for many years. Jack Kahler presented Bill with the NAMMMR Hall of Fame Award, for his leadership while Chairman, shown here with Sally to his left.



Jerry Keuper has also been awarded the NAMMMR Hall of Fame Award. For all their very hard work and successful efforts engineering the National event, Jack presented Reed and Jan Tarwater along with Sarah Richey (and of course Bill, not shown) an Appreciation Award.



That's not all, Jack Kahler presented Jack Schneider (right) an award for his contribution as both the NAMMMR Treasurer and Webmaster. Jack S. has been doing an outstanding job keeping the web a fun place to visit and managing our funds.

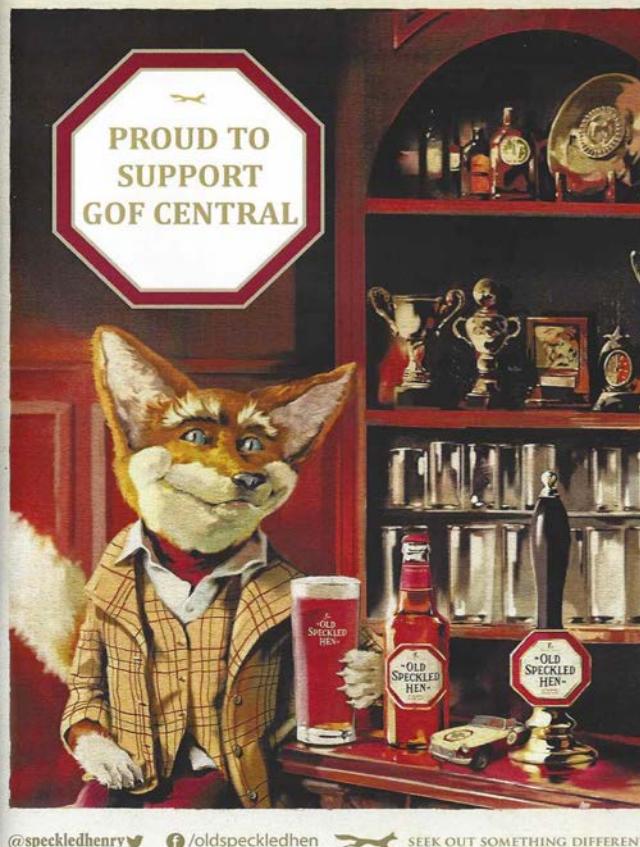
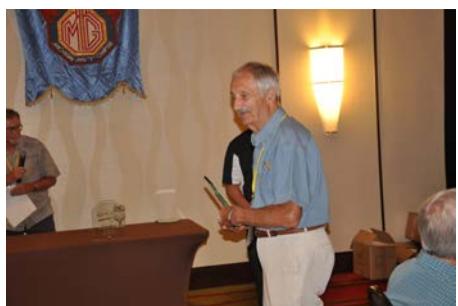


In addition, Jack Kahler presented six members (left) for attending their first National Event. It was great they attended and participated in the exciting events of the week.

The closing banquet was a very relaxed dinner, not too long and full of fun with great service and food. The awards were handed out to an excited crowd.

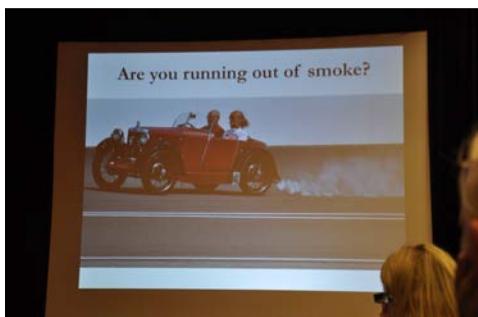
The following page is a collection of photos taken during the evening.







GOF Photos from Out and About!





MMM and the Colorado Grand

By Chris Leydon

Over the past few years, I have written a number of articles for the newsletter that have been met with less than an enthusiastic response. With the threat of yet another composition in the making, a member suggested "Perhaps you could write something interesting rather than bore us with arcane and wearisome technical drudgery." Aside from the fact that such an effort requires more literary prowess than I might have, I will give it my best shot and promise not to mention camshafts, cranks, con rods, rockers and the like.



An old photo of Chris and Rita on the last day of the rally

Nearly two decades ago, a motor head and native of Englewood, Colorado experienced driving the Mille Miglia Retrospective in his Bugatti. His name was Bob Sutherland and he brought his enthusiasm home with him. He convinced the Chief of Police of the elite Colorado State Patrol to support a Mille Miglia type fundraiser as a community outreach for communities within the state. And so, a 1000 mile road rally through the high mountain passes of Colorado was born.

The Colorado Grand, as it was soon to be called, attracted high class automobiles with big engines: Ferrari, Jaguar, Alfa, Bugatti, Maserati and Allard. It would take more than a little persuasion to leverage an MG owner to tackle the 12,000 foot passes. Enter Dean and Brenda Butler, Rita and Chris Leydon. Whether stupid or adventuresome, the four of us were simply MG people at heart who felt our beloved marque should have a presence with the big boys.

The first of our effort was K3020. This car had been rescued by Gary Schonwald of New York from a Long Island junk yard and over the period

of two years was restored by Leydon Restorations, the firm I founded and managed for forty years. The car had a wonderful race history when piloted by Dick Seaman and was the first K3 boat tail produced by the factory. Its body was long lost as were many other proprietary parts and much effort was made to detail the car exactly as it had looked when original. There were some learning curves to master the night before the rally. Trying to run a blown MG on a fixed jet at high altitude proved a challenge but patience on the part of Rita, adeptly holding a flashlight in a basement parking lot as I problem solved the issue, allowed us to start on time the next morning.



The K3 was our first effort to prepare for a high altitude rally. Our next car together was the ex-Doreen Evans NA trials car which I had sold to Dean in the early 90's. With this second effort, we intended to be a bit more prepared. We subscribed to the American hot rod mentality where cubic inches reign. Dean asked that I increase the displacement to over one and half liters and equip the car with a blower. Well, easier said than done. I cast a new block, separated the bores, redesigned the crank to suit and focused on other preparations to manage the passes with greater ease. The alterations not only made it a dream to drive but required very few changes to allow it to survive three more Colorado Grands, one Mille Miglia, a California Mille interspersed with racing at Mid-Ohio, Limerock, Watkins Glen, Silverstone and many other tracks.

As the century drew to a close, Brenda and Dean parted ways and Rita and I remained the sole MG enthusiasts to uphold the traditions we had established on the early Grands. We prepared a third steed to go Safely Fast: a KN which I had built to '33 K3 specs. The engine was prepared to just under 1.5L with a factory bronze cylinder head and other modifications that experience had taught us to be beneficial for the event. These all paid off and allowed Rita and I to dice with the Bugattis and

Alfas without concern. The car became the "darling" of the rally and North American MG Classic



NA Prepped and ready to attach the mountain passes

MG Magazine wrote a feature on the car for their Issue Number 23.

Having returned from this second K3 experience, we thought we might prepare a PA to become the car with the lowest displacement in the rally's history. It was just too much of a challenge not to embrace. An aside: Many years before, when I was a youngster in college, Ralph Stein had just written a book called, *The Great Cars*. In the book there was an entire chapter devoted to MG. One page in this chapter captured my attention so greatly and became reviewed so frequently that my



Brenda Butler, here adding oil, continues to be the proud owner of NA BBL 492



A week before the rally, installing the engine in the KN/K3

soiled fingerprints still grace the page today: the page contained a photo of a J4. Driven by this memory, I built a PA with an aluminum J4-like body, Marshall supercharger, magneto ignition, special built wheel rims, etc., etc. to be our next mountain climber. All was finished in time except the delivery of a PB gear set for the transmission. This was a disappointment but we elected to participate in the rally anyway and adjust our driving style to the PA box. This proved tedious and it was with great delight later to install the new set of PB gears which had arrived in our absence. Note: when Rita and I had so sell this little jewel to finance our move to Colorado, the new owner

from Germany asked that I prepare it for yet another run on the Colorado Grand. I responded, "No sir, I can not do that. I promised the little PA that she would never have repeat that struggle ever again."



Driving through the snow and hail



NA Prepped and ready to attack the mountain passes



The PA saddled between a J2 Allard and a 250 Ferrari

Continued next page



These were all good times for Rita and I and retirement requires us now to be more restrained with our finances. However another MMMer has taken up the gauntlet and has covered more miles in an MG on the Colorado Grand than even Rita and I. His name is Bill Bollendonk, and with his son Greg, they uphold the tradition of the marque and carry the torch into the future.

**Bill in his handsome MG L1 which was
extensively engineered and restored by himself!**



The End



MMMagnificent Glen 2014

By David Harrison, a racer's perspective...

The 60th anniversary of the Collier Cup at the Glen was the experience of a lifetime. Peter and Rachel Ross and Chris Nowlan did a fantastic job of organization. The weather was great , the REVs folk brought the Collier PA/PB Leonides and the Briggs Cunningham K3 Magnette all the way from Florida. We had three Collier/ARCA cars at the track, plus the K3. The downtown festival was great fun as always. My friend Bob Watkin was honoured with the Big Copper Bucket for best exemplifying the MGVR Spirit. All in all, it was the best of times.

It did start off a little rough. My 1993 F-150 toasted its transmission dragging my heavy trailer up I-95 on one of the hottest days of the year. Fortunately, I had a backup, Una's trusty 1983 E-350 theatre van. The old girl is thirsty and slow but reliable (the van !). I retreated and reloaded, and by driving through rain into the wee hours caught up with Hugh and Liz Burruss and their Sebring MGA in Harrisburg. Next morning we convoyed up the scenic and sunny Susquehanna valley, arriving at the Glen on Wednesday afternoon. Hugh checked in at the SVRA shack, I got my pit pass as crew wrench/spanner. We gratefully parked our rigs in the MG paddock, unloaded the cars and started having fun. After a little attitude adjustment at the track with MG friends, we enjoyed the wonderful ambience of the Lodge and hoisted a few more brews.





Thursday morning dawned sunny and the MMM contingent started filling up the spacious MMM tent. I saw Peter Ross' Collier J2 sail through scrutineering , then took some historic pics of L2 types together, Chris Nowlan's very early and beautifully restored L2002 , and my somewhat less restored L2068. The tent was strategically located inside the final turn before the finish straight and was enlivened by the sounds and sights of vintage racers whizzing by while qualifying . The MMM banquet that night in a historic corner of Corning was a lot of fun and a chance to catch up with old friends.



One of my favourite Glen events is the scrutineering reenactment at Smalley's garage. There is always a great gathering of historic machines

and men. This year's event was extra special as it honoured Otto Linton, ninety eight years young and driver of a supercharged J3 in the 1948 inaugural race. I wanted Otto to drive my L2 in the reenactment , but he was happy to just sit behind the wheel, no doubt remembering the glory days at the old track. I had entered the L2 in the downtown Concours, this solves the parking problem and you get a free lunch and bottle of wine and a brisk drive round the old course.

My MG was at last going pretty well after suffering a mysterious loss of power due to the generator yoke keyway gradually slipping before it eventually sheared.



A new key and recut keyway restored the valve timing and power, and the old MG took Malcolm Appleton and I round the course about as fast as I wanted to go , once we got up that darned hill.

Saturday saw MMM car show voting in the tent , plus lots of qualifying activity on the track. I went over to the MGA paddock area to see how my friend Hugh Burruss' Sebring MGA was faring. Not too well it seemed, the car suffered a mysterious misfire at speed. A blown cylinder head gasket was diagnosed and driver/mechanic Larry Smith soon had the head off and a new gasket fitted, to no avail. Not until the car returned to Richmond was the trouble found, a tiny pinhole in the radiator which sprayed the distributor at speed.

The big evening event was a banquet at the IMRRC Center and the chance to display my L2 alongside the Collier PA/PB and the Briggs Cunningham/REVS K3 in front of the Center. Even better, we convoyed briskly in the dusk back to the track, quite a thrill.



Sunday activities were all track, leading up to the Collier race, unfortunately our three cars did not make it onto

the track but we did get some nice photos together, and I did manage to slip the MG into a quiet corner of the winners circle to enjoy the awards. I guess the next big Collier event will be the 65th or maybe the 70th anniversary, hopefully both I and the L2 will be in good fettle.

Again, many thanks and kudos to the organizers Peter and Rachel Ross, Chris Nowlan, and all the others who contributed to a most enjoyable event.



Source: Veteran and Vintage Magazine, April 1970

VETERAN AND VINTAGE MAGAZINE

The Tragedy of the Famous "Nuerburgring"

By ST. JOHN C. NIXON

I DO NOT SUPPOSE there are many, particularly Britishers, who have witnessed some of the great races at the Nuerburgring in Germany who are aware of the grim tragedy associated with the early life of that famous speedway. It is yet another instance of persecution by Hitler and his gang of criminals of a man who wrought mightily for the welfare of Germany and especially for the cause of motor racing, who succeeded in his object but was finally driven to suicide by Hitlerite persecution. This is what happened.

In the mid-twenties when Germany was making a rapid recovery from the effects of the First World War, there were certain towns and districts which were not sharing in such recovery, one of which was the small village of Adenau in the Eifel district. It was then the poorest district in the whole province of Prussia. Each such district was largely governed by a District Controller who was given wide discretionary powers. In 1924, this office was held by a Dr. Creutz who was racking his brains to find something which would attract visitors to Adenau. It was a sleepy little town with no special appeal. He thought of developing an extensive beauty garden with woods, etc., but Adenau and the Eifel district were well off the beaten track and such attractions existed in other better-known spots in Germany. Competition was too keen. What was needed was something that would provide excitement with a strong sporting flavour, such as the Avus motor course in Berlin or the speedways of Monza and Montlhery.

Having hit on the idea of a motor course with a large number of acute corners and other obstacles, Dr. Creutz approached the Allgemeiner Deutsche Automobile Club (the R.A.C. of Germany) on January 31, 1925, which was, at that time, celebrating its early formation. He disclosed his proposal to the Committee, which was received with the utmost enthusiasm, and on March 31 of the same year he laid his plan before Herr Hirtsiefer, the Minister for Public Welfare of Prussia. In due time the scheme was duly sanctioned and on April 29, 1925, the plans for a motor course were accepted and work was begun.

For two years the noise and bustle of giant steam rollers, bulldozers and other road-making machinery at work could be heard everywhere, just as it could in Weybridge when poor old Brooklands was being built. Then, on June 18, 1927, all this noise ceased as Herr Eichler (the engineer in charge of operations) opened the course. There were the usual ceremonies on completion of the work, accompanied by much back-slapping, congratulations, speech-making, and so on. Herr Koch, the Minister for Transport in Prussia, referred to the good it would do to the district while, overhead, a plane dropped a bouquet on the course and a priest blessed the enterprise with a short prayer.

The originator of the scheme, Dr. Creutz, was a very proud man when, some 24 hours later, on June 19, 1927, the roar of supercharged engines heralded the official opening of the course. Names were given to the various corners and for some three hours the racing cars roared round the course with its 172 curves in 28·3 kilometres. Rudolf Caracciola led the field from the start and won, followed by Christian Werner and Adolf Rosenberger, all of whom were at the wheels of Mercédès-Benz cars. At the dinner held the same evening, Dr. Creutz placed the "Gold-Nuerburg-Ring" on the winner's finger amidst great rejoicing. Everything in the garden appeared to be lovely.

The marked success of the scheme, coupled with the avalanche of prosperity it brought to the sleepy little town of Adenau, just swept everyone living near off their feet. No fewer than 28,360 vehicles filled all the car-parks and off-streets, while the vast masses of spectators who came by special train and coaches, etc. (estimated to have been in the region of 115,000), well-nigh overwhelmed everything. Never in the history of Adenau had such a cascade of prosperity been experienced, and it was freely predicted that some suitable honour would come to Dr. Creutz for his remarkable achievement. But what happened?

A few months later, the many bouquets which had been laid at the feet of the good Dr. Creutz began to fade. The Nazis came to power and it was soon known that Dr. Creutz's political views were vastly different from those of the Hitler gang. First one thing and then another was raked up against Dr. Creutz; it was said that the expenditure incurred in building the course was far too much and that much extravagance had been incurred in inviting foreign newspaper men to attend the meetings; it was said that he had "feathered his own nest" in the scheme, etc. Charge after charge against him was made without any regard to the wealth of prosperity he had brought to the district. Finally, what was termed an "Official Enquiry" was held, the verdict of which was, of course, decided before the proceedings began, and Dr. Creutz was dismissed from his post.

He started a small business on his own account in an effort to keep body and soul together, but the Nazis gave him no peace and they continued to rake up charges on various pretexts.

Finally, it became clear to him that the Hitler gang intended to go to any lengths to get rid of him, merely because he did not share the Nazi views.

Faced with the almost certain fate of being carried off to some concentration camp and there murdered, he decided to end his own life by means of a revolver.

Thus it was that the instigator of a world-famous motor-racing course fell a victim to the Nazi régime.

Old Car FLEA MARKET

If you enjoy bargain hunting through piles of discarded material—some of it over sixty years old—then this is the show for you. Fifty stands with an intriguing collection of old car relics, parts, accessories, models, manuals, etc. This is THE event for old car enthusiasts, collectors and fanatics.

Note the time and place now and don't miss it.

SATURDAY APRIL 25, 1970

St. Silas Hall, 74 Penton Street, Pentonville Road, London, N.1
OPEN 9.30 a.m. to 4.30 p.m. Admission 3/6 Children 2/-
For more information contact OLD MOTOR CLUB,
17 AIR STREET, LONDON, W.1 (01-437 8225)

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June 3 and 4, 1970**

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“Members Profile” - Roy Crowninshield

As you requested, here is a little history on my MG NA which was shown at the recent GOF meeting in Indianapolis.

Editors Note: This Beautiful NA won the “Best in Show” Award

About 7 years ago the car was advertised in Hemmings Motor News. On the advice of Tom Metcalf I called the seller. I learned from the seller that the car had been in Oklahoma since about 1970, it spent most of its time there in storage and the seller didn't know anything about its history before that time. I was assured that the car was in "good" condition and that it would be "an easy restoration". Since this was not my first purchase of a project car I did not really believe that the condition was good or the effort would be easy. The attached picture was sent to me. Tom Metcalf assured me that MG NAs can be made into nice race specials and he encouraged me to buy it. After the car arrived at Tom's shop it was apparent that the body was rusted, rotten and bug infested. The engine block was cracked, had been weld repaired and cracked again. The interior was trash. Tom was, of course, enthusiastic about the car! About six years later the car as shown in Indianapolis emerged from Tom's shop.



Before



Jack and Roy after the awards



After



“Members Profile” - Jay Gift’s 34 PA and 47 TC

The attached 2013 photos are of my 1947 MG TC as it returned to Lewes, Delaware, for the British Car Show. That was the show where I first found it for sale and purchased it. The pictures are taken in Cape Henlopen State Park, Delaware and this is Fort Miles Battery. The towers were for observation and triangulation of firing locations against enemy ships.

I purchased the TC from an architect at the show in 2011 and he purchased it in 1962 while living in St. Louis, MO. Over the years he moved to Iowa, back to St. Louis, to Dallas, TX to St. Louis, to Pittsburgh, PA, to Washington, DC, and finally to Lewes, DE. The TC remained with him during the many moves. The TC was actually the first MG I wanted to purchase but that spot went to a 1951 TD basket case, since that was all I could afford as a returning Army Veteran from the Republic of Korea, and presently in graduate school pursuing my MA in history. The TC became last in the “T” series completed collection, since I had set out to do that years ago.





"Members Profile" - James and Rachel Edney

Editors Note: James and Rachel attended this years National Event and brought along a very interesting car. Here is a brief history of the car provided by James:

As far as I can tell, the L0267 came to Ontario, Canada in 1964, having been first sold to Mr Charles McLaughlin of Midlothian, Scotland on March 23rd 1933. 10 years later, in 1974, we have a definite owner, Bill Zimmerman who lived in Beamsville, Ontario. I don't know when Bill sold it but it ended up with Barry Walker in England and was purchased by John Keates in 1992. He had it completely restored from 1992 to 1995. Most of the work was done by Elvy restorations in Sittingbourne, Kent and the engine work by Tom Dark. John advertised it in the MG enthusiast in 2006 and as I was in England at the time I decided to view it. I don't think he drove it much as he also had a 3/41/2 Bentley. Anyway, I decided to acquire it and initially wanted to leave it in England and drive it over there. This turned out to be impractical, so I had it shipped to Toronto in 2007 and have used it over here since then.

It has a Marshall 100 supercharger and I recently had a SS exhaust made for it. Since then it has run extremely well and it was a joy to drive around the track at Indianapolis although I must say that 20 mph was very frustrating.



First two photos from National Event



Taken at their house in Muskoka.

We really enjoyed meeting everyone and seeing all the MMM cars. Jan and Reed were gracious hosts on the Wednesday night and the next evening with the rest of the MMMs was also enjoyable.



Technical Topics

Notebook
Section: 2.1.3

"Title" Dressing Those up New Rockers

Author - Chris Leydon

Some members of the Register have observed that I have unquenchable itch to share tips on the mechanics of our MMM cars. It has been suggested that it comes from an unresolved past and that I'm actually working off bad Karma to assure an easier passage to green pastures. Whatever the reason, I forward here another group of tips learned the hard way so that lessons you learn vicariously are the cheapest you learn.

By the time our engines require a rebuild, they often sound like a threshing machine from the 30's whose maintenance program expired after the war. Much of the distressing sound emanates from the top where worn rockers, worn bushings and worn rocker shafts conspire to create a disharmonious choir singing "Help Me" in A Minor. Most all the components will need to be replaced and this is a guide to addressing new parts rather than restoring the old.

Rockers:

The new rockers, when purchased from England, have been heat treated and are exceedingly hard. The observed machining sequence placed the slot through the bushing bore as one of the last of the operations prior to heat treatment. This creates a burr along the inside bore. If not addressed, the following photograph shows what happens when installed onto a new bushing. Notice the slivers of bronze that are generated when the bushing is rotated to obtain valve adjustment.





The remedy is to grasp the rocker in a suitable vice and with a round or half round diamond file, dress this edge so that a chamfer is created on the inside paring line.



Leydon Tech Article Continued on next page



There is indeed more rocker preparation required that may or may not be apparent to the rebuilder. The radii were more likely machined on a fixture similar to the one shown here that I developed for Bugattis. A surface grinding wheel is profile dressed to the subscribed radius and each rocker ground to the finished profile. This is evident because the MMM rockers show trace lines across their surfaces when lightly dressed with an Arkansas stone. These edges, although slight, promote premature wear on the cam lobes.



Leydon Tech Article Continued on next page



One remedy is to carefully dress each surface with the Arkansas stone and then polish with emory on a buffering wheel. The result will yield an array of surfaces that shine like a mirror and result in much reduced abrasion both to the cam lobes and valve stem ends.



Leydon Tech Article Continued on next page



Two additional operations help secure rocker arm success. Dress the sharp edges with a Cratex or felt grit- impregnated wheel and then sonic clean the rockers followed by swabbing with a miniature brush. Inspect with a pin light.



Leydon Tech Article Continued on next page



If new rockers and bushings were required for the rebuild, it is likely that rocker shafts are also needed. A temptation might be to "install as delivered." This would be less than prudent. If you were to remove the end plug, nicely installed with hydraulic sealant, you would most likely discover metal shaving residues remaining in the holes bored for the oil holes and locating bolts. This residue has a high risk of obscuring the small holes that feed the cam lobes with damaging results. They look like the following. (I have an entire bin of these discards)



Leydon Tech Article Continued on next page



The remedy is simple. Remove the plug at the end, mount the shaft in a soft jaw vice and bore it out with a 3/16" extended aircraft drill. This will remove the internal burrs and material still clinging to the internal bore. Follow this procedure with a gun cleaning brush and solvent. (On the six cylinder cars, you will have to approach the job from both ends unless you have an exceedingly long extended aircraft drill)



The End



Stowe VT - British Invasion XXV, September 18-20th, 2015 ("A Jolly Good Time")

The British Invasion is a weekend celebration of all things British. Annually we attract 650-700 British Cars from Canada and the eastern United States. The Town of Stowe welcomes the "Invaders" with a Big Main Street Party on Friday evening with a live band from 6:30-9:30 PM. Saturday is the Concours d'Elegance (Judged), the British Classic (People's Choice), a Car Corral, British Vendors, Ladies Hat Competition with awards presented by the "Queen", Food and Music, and Registrants and General Admission

attendees are encourage to dress in British Fashion with awards issues in several categories. Saturday also feature the "British Attire Competition," which is open to Car Show Registrants & Guest, and the General Public, where our roving judges seek out the most original and most interesting British Dressed attendees. Sunday starts with a morning, 70 minute, run over Smuggler's Notch and the back roads for the Car Show

Registrants, meanwhile back at the show field we feature a driving review of the Saturday Winners, a Competition of Colors, a Back Drivers Competition, and a Tailgate Picnic Competition, and more. Rolls-Royce, Bentley, and Austin Healey are the featured marques our 25th year celebration. Car Club Display Award. Gates open to the public at 9:00 AM open Saturday and Sunday. General Admission is \$15 for a 2-day Pass or \$10 for Sunday only. For complete information visit www.Britishinvasion.com.





Hey, let's get some
MMM cars in this year's
event!



Bits & Bridles Photography



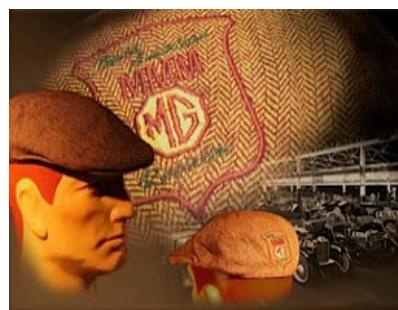
NAMMMR Regalia



Order your NAMMMR Regalia now! We have a selection which we hope will please our Members.

Each item will be embroidered with the NAMMMR Shield in a complimentary color scheme. The shirts, polo and ball cap are in a light stone color. The full-zip fleece jacket is in a dark brown, but the NAMMMR Shield is in a lighter color.

Also available is the Grill Badge Cathy





NAMMMR Regalia Order Form

Item	Color	Embroidery	Size	Cost	Total
Long Shirt Twill Shirt	Stone	NAMMMR Shield on Left Crest	Adult_Women_S_M_L_XL_XXL_XXXL	\$49	
Polo Shirt- Short Sleeve	Stone	NAMMMR Sheild on Left Chest	Adult_Women_S_M_L_XL_XXL_XXXL	\$31	
Cabby Hat	Stone	NAMMMR Sheild on back	S/M_L/XL	\$19	
Ball Cap Mid-Profile	Stone	NAMMMR Sheild on Front	One Size	\$17	
Fleece Jacket-Full Zip	Dark Brown	NAMMMR Sheild on Left Chest	Adult_Women_S_M_L_XL_XXL_XXXL	\$49	
NAMMMR Grill Badge				\$50	
Postage	1 Item	\$12.35			
	Each additional item	\$5.80			
Total					

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email address: _____

Phone Number: _____

Make Check out to NAMMMR and mail order form and check to:

Cathy Gunderson
6160 W Lakeside Ct
Littleton, CO 80125

Any questions call 303-791-4902, or email j-cg@juno.com



Tidbits: From the Editor - I will use this section to provide information I have received from various sources, which will hopefully be useful and fun for our readers.

An Option for Displaying a Second License Plate

Most of us like to display the license plate number our cars were born with. I am not sure about how the other states handle license plates on cars. Here in Arizona we can apply for year of manufacture (YOM) plates, which has to be a plate which had been used for automobiles of the period and the letter/number sequence is not currently used by any other registered car in the state. Also in Arizona, only the rear license plate is required. So I went through the process, purchasing a plate off eBay, checking to be sure the number sequence was not used by anyone else and registered the 1935 plate to my 35 PA.

So, now I have to add a second plate.... how shall I do it? Usually I try to be somewhat creative when challenged with such endeavors, so came up with the final design which I would like to share. I apologize if someone else has come up with this approach, if so, I have not seen it.

Not wanting to make any non-reversible changes to the car (drill holes for example), I finalized on an adapter which is installed by removing the spare tire knock off and placing between the knock off and spare tire. This design only requires three pieces.

I used 1/8" aluminum and cut a hole the size of the knock off threads. I used a hole saw which was not very glamorous, required some filing and sanding to make presentable. Then I cut the shape you see around the hole to make the first piece.

Next I fabricated the license plate holder which was another piece of the same aluminum I used for the first piece. This second part was secured to the first part with 4 rivets. The third part not shown, is a round rubber buffer, between the wire wheel and the assembled holder. Basically an o-ring I made out of 1/8" rubber

There you go, take it off in minutes, with no impact to the old classic! In theory there is no light on the YOM plate, but one could be added relatively easy.



Editor's Note: Yes, please send us MMM related events you attended, they make for great articles. In addition, I am adding a "Tid Bits" section towards the end of future newsletters for any interesting short articles, photos or perhaps a helpful hint and the care of our MMM cars.

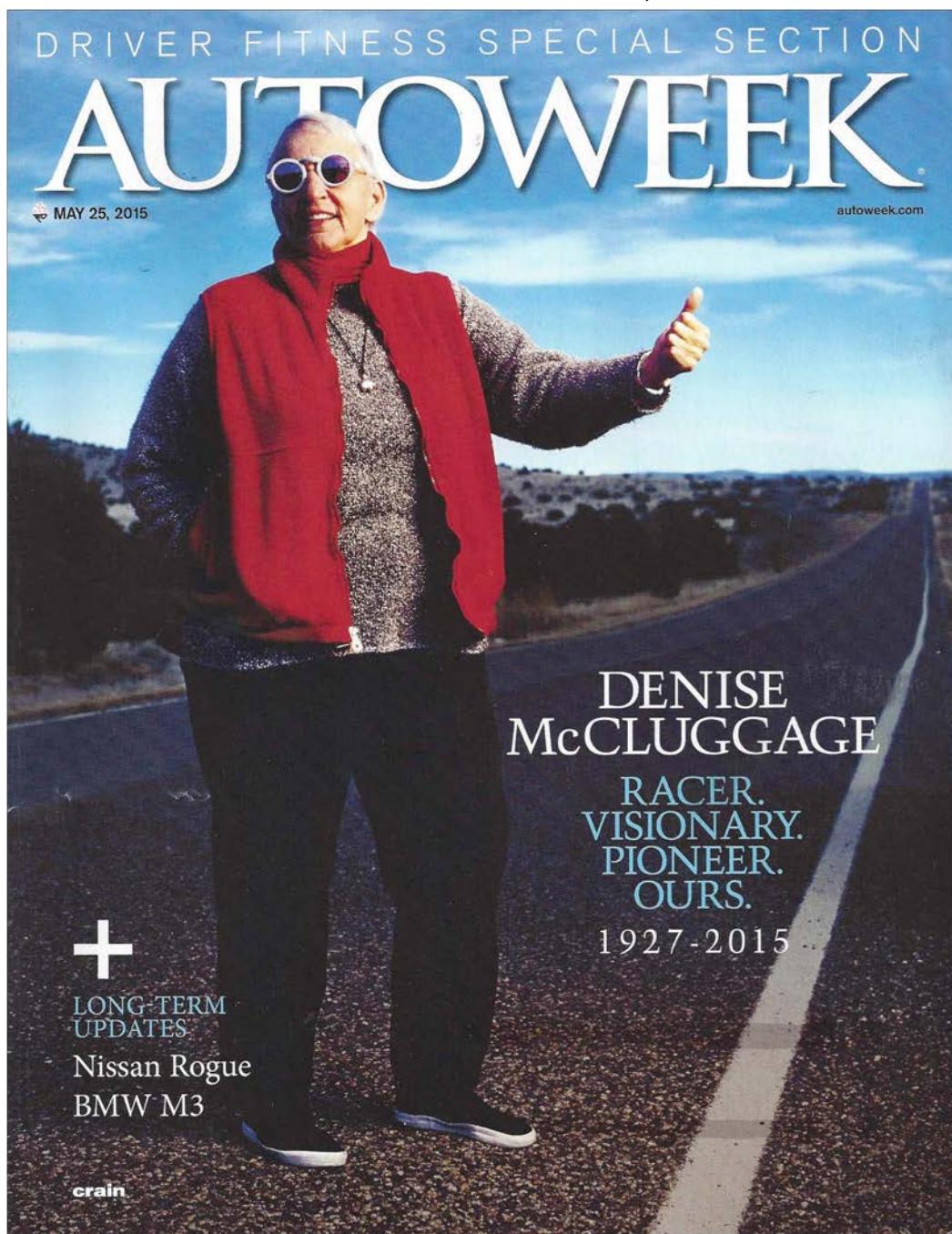


Denise McCluggage 1927 - 2015

"She appeared in the first issue of Autoweek. She is in the latest: Denise McCluggage, our friend, colleague, mentor and our favorite staff race-car driver has passed away. She was 88",
Mark Vaughn, Autoweek, May 25, 2015.

Those of you who followed Denise through articles in Autoweek and the books she wrote, knew of her humor, keen racing and talents in so many areas.

She was a great friend of Sterling Moss who stated, "Denise was a fast, funny fabulous female and a wonderful friend",





Ernest Hemmings, 1926-2015

Source - Written by: Jim Donnelly Feb 26th, 2015 at 9am, Photo and article from Hemmings Daily

Editors Note: Many of us went through the years with red eyes looking at Hemmings, dreaming of the cars we wanted to add to our collections, or how much our cars were worth, or finding the hard to find part or dealer before the internet. We can thank Ernest Hemmings for the passion and vision for creating this great

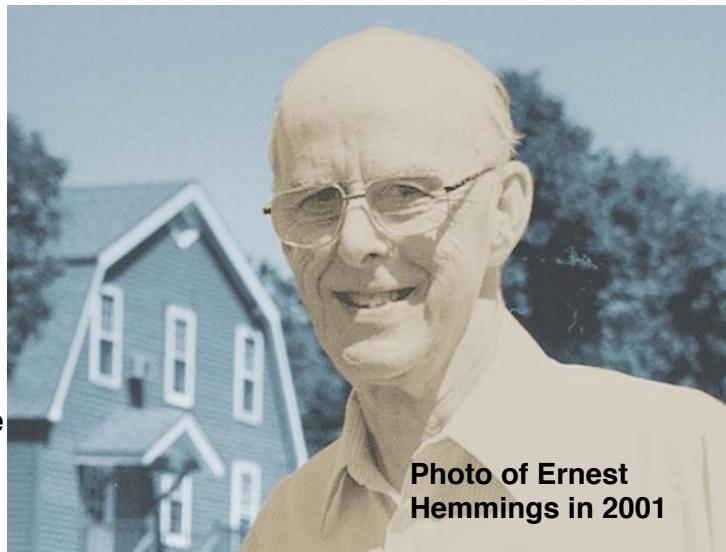


Photo of Ernest Hemmings in 2001

An Illinois parts dealer who created an institution in the world of automotive history, Ernest Robert Hemmings, the father of Hemmings Motor News, died early today at the age of 89. Ernie, as he liked to be called, was living in a nursing home in his hometown of Quincy, Illinois. He had been in fading health of late and died peacefully in his sleep, his son, Trent Hemmings, told us.

Ernie had taken over a parts business that his late father had founded, Standard Auto Parts, and began stocking components for antique Fords, especially the Model T and Model A. That was in 1945, when Ts and As were not quite yet out of the realm of used cars. Ernie was a fan of them, however, and Standard developed a regional and then national reputation as a parts source for early Fords. The growing interest led Ernie to a brainstorm: Create a newsletter that catered specifically to the owners of these obsolete cars that weren't yet considered relics. Customer friendly from the start, he offered free ads to readers.

The first edition of the newsletter was four pages, printed on mimeographed paper, issued in 1954, and all typed by Ernie's hand. He also came up with a freehand logo, Hemmings Motor News. The first edition of "the magazine," as he called it from the outset, had a half-dozen classified ads in it. About 500 readers signed up for a yearly subscription to Hemmings, priced at 50 cents.

It only took a few years for Hemmings Motor News to become an established forum for people who wanted to buy cars or parts to restore them. Soon, circulation was up to about 3,000 copies each month. Ernie had transitioned from parts retailer to editor and author, typing out short features that ran amidst the growing number of classified advertisements. Another decade saw both the magazine's page count and subscriber rate boom, in the latter case to 40,000.

By that time, the whole enterprise had become too unwieldy for one man to handle. In 1969, Ernie agreed to sell Hemmings to Terry Ehrich, a classic-car enthusiast from Bennington, Vermont, who moved the magazine there and continued to grow and operate it until he died in 2002.

Hemmings Motor News and its three associated titles—Hemmings Classic Car, Hemmings Muscle Machines and Hemmings Sports & Exotic Car—now boast a combined readership in excess of half a million, and the Hemmings blog sees an equal number of unique viewers every month. While the home office is still in Bennington, Hemmings is an operating unit of American City Business Journals, based in Charlotte, North Carolina.



Obituaries

JOHN THORNLEY

The death of John Thornley breaks another link with more "personal" days in the motor industry, and it is tragic that it should follow so closely upon his retirement from M.G.

Though in fact there was a hiatus in history between Cecil Kimber's resignation and Thornley's appointment in 1952, the latter was in effect "Mr. M.G." during Abingdon's great years as a provider of sports cars to the world. Coming in, as it were, with the "TD", he saw the A- and B-types through, and before he stepped down output of sports models was running at 375 a week.

Thornley, in fact, came in the best way, as one of that nucleus of enthusiasts who bought M-type "Midgets" in 1930, and as one of the founders of the M.G. Car Club, of which he was the first secretary. He came to Abingdon in 1931, was appointed service manager in 1933, and remained in that post after demobilisation—his war service was with the R.A.O.C., which he left with the rank of Lieutenant-Colonel. By 1948 he was Assistant General Manager, rising to the General Managership in 1952, and joining the board in 1956.

The present writer, unfortunately, never met John Thornley; as a member of a M.G.-owning family in the Thames valley in pre-war days he does, however, recall the spirit of *camaraderie* that obtained in that period—it was always regarded as a natural thing to take the car along to Abingdon if any advice was needed on the car. Dedication to a cause can be dull, sometimes almost inhuman—dedication to the people who help make a *marque* is a very different thing indeed, and to John Thornley M.G. enthusiasts the world over owe a debt of gratitude which is probably not yet realised.

JULY 1971 Volume 15 Number 11



VETERAN AND VINTAGE MAGAZINE



EARLY OCTAGONS. John Thornley for thirty-eight years intimately associated with M.G. of Abingdon at the wheel of the Montagu Motor Museum's 1930 M-type "Midget", restored by M.G. apprentices.



Michael Argetsinger

Michael Argetsinger, an author, motorsports historian and a founder of the IMRMC (International Motor Racing Research Center) in Watkins Glen, New York, died of cancer July 7 at his home in Chicago. He was 70.

Argetsinger was a scion of one of American road racing's most important and influential families. His father was the late Cameron Argetsinger, the man who first brought Grand Prix racing to the United States by holding road races through the Finger Lakes village of Watkins Glen. In 1997, Argetsinger was a member of the steering committee that began planning for the research center, an archive and library solely committed to racing history. At the time of his death, he held a seat on the center's governing council.

He was also the author of several acclaimed books on racing, including biographies of Mark Donohue, Walt Hansgen, and a history of Formula 1 racing at Watkins Glen. Survivors include his wife, Dr. Lee Green of Chicago.

Editor's Note: NAMMMR held their banquet at IMRRC last year during the Watkins Glen Festival and learned a lot about this great organization, including their historical significance to early racing in America and their mission to preserve racing information in their archives. This is a great organization!



Photo courtesy International Motor Racing Research Center



Cars and Parts for Sale

1932/33 MG J1 chassis # J0498.

Pictures Online at – www.conceptcarz.com – Vehicles – MG – 1932 - J1.

Fully restored to Concours condition. Extensive awards.

Premier car NEMGTR. Information on the car has been well documented and can be reviewed in the following magazines :-

NAMMMR NEWSLETTER – Winter 2008 - complete restoration story.
NEMGTR Sacred Octagon Feb. 2009 Volume 47 #1 – complete restoration story
p31. Sacred Octagon Oct. 2009 Volume 47 # 5 - Centerfold picture. Sacred
Octagon June 2010 Volume 48 #3 -Centerfold picture of engine.

More details available from Malcolm Appleton.
cell (802 793 0352) email – architec.vt@gmail.com

\$68,000





Cars and Parts for Sale - Good time to make some extra cash and clean out the garage, barn or back room!

MG J2 1933, restoration project for completion. Chassis number J3037, reg number WJ 7385, known history, V5, old brown log book, chassis file, on Register. Much work done including chassis, reconstruction of the original body tub to a high standard, petrol tank, steering column etc. Lot of new parts including tyres, wings, valences, exhaust, front apron, seat buckets. firewall, undertray, spare wheel carrier etc etc. Plenty of work still to do including engine and gearbox and some parts for example cylinder head are needed. Much more than a rotten barn find. View West Sussex. Telephone 01243 573580



Price 17,850 GBP

Email tholden@supanet.com

Note: Lew Palmer asked us to publish this to help our MMM friends across the pond. This looks like a great project!





What is a MG Magnum? See below:

Private Collection for Sale

as a whole or individually, or will exchange for modern Rolls-Royce or Bentley Continental with cash adjustments either way.

Cars Needing Complete Restoration
1934 B.S.A. pre-select. box fixed head coupé by Coventry coachbuilders, £60.

1932 M.G. Magnum—believed one of six made—four-cylinder engine instead of six. Back axle needing attention, £90.

Hillman Wingham brougham, authenticated as the last survivor, £100; Lancia Aprilia, £70; 1934 Singer Airstream with spares from Singer II chassis—only one other known but needs terrific amount of attention, £150 pair; Riley Adelphi with host of spares, £90; 1934 Austin 12, £40; 1935 Morris 8, £15; 1931 Standard 9, £50; 1934 Rolls-Royce 20/25, block and head cracked, £90; 1938 Lanchester 10, £20; 1937 D.K.W., £75; 1935 Crossley Regis Saloon, £60; 1936 Packard 4 light Sedan, £75; 1938 large Sunbeam Talbot, £75; 1936/7 Jensen Saloon two-speed back axle, originally owned by Dick Jensen, very rare, hence £350; 1935 SSI Airline Saloon, rare, £175; 1932 SSII fixed head coupé, £200; 1938 Armstrong landauette, £65; 1930 Morris Major, £75; 1937 Minerva. This is the only tourer made by Imperials to be marketed in this country. Almost priceless, but as some renovation needed, £375; 1935 Railton Straight 8 Saloon, £75.

Cars in Good Condition

1937 Ford V 8 Estate Wagon, coachwork and engine excellent, £395; 1929-30 Allen Taylor Ford—T.V.O. golf tractor, £125; 1927 Morris Oxford Flatnose, £200; 1925 Austin 12/4 Saloon, £250; 1934 Hillman Aero Minx, £210; 1947 Rover 12 Tourer, £235; 1933 Rolls-Royce Phantom II limousine with good lines, cracked block, hence £275; 1932 Austin 10, £85; 1936 Lagonda L.G.45, £175.

Cars in Immaculate Condition

1927 Rolls-Royce Phantom I Tourer by Ritchie of Glasgow, £3,000; 1935 Rolls-Royce Phantom II Continental, lovely body line, sunshine roof, 79,000 since new and completely rebuilt, £3,750; 1935 Daimler Straight 8 Landauette. Very rare with old body lines, £900; 1935 SS.90 Sports, hood and upholstery fair, complete with spare engine, gearbox, etc. Offers over £1,000.

Plus a dozen or more interesting cars in all states of repair.

Model T Ford back axle, solid wheels and tyres. Offers over £50.

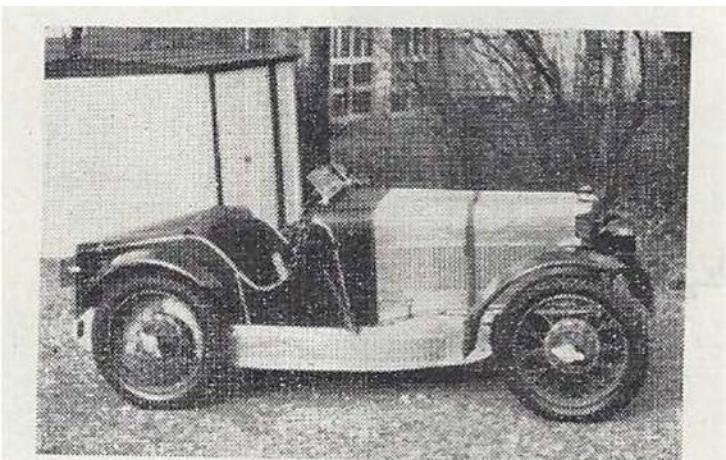
Model T wooden spoke wheels and tyres, two only in good condition, £20 pair.

Will be happy to see anyone regardless of whether you want to buy a car or not.

Wanted: 3-litre Aston Martin engine for 1956 Lagonda.

CRITCHCRAFT WAREHOUSE
BULWARK CAMP CHEPSTOW
Tel: 3418 or Tintern 326 evenings

Know here is a little "Cutie":



A Double-Twelve "Midget"

Our illustration shows one of the M.G. "Midgets" which ran in the 1930 Double-Twelve Race at Brooklands. They were the first competition versions of the M-type and the photo shows clearly the differences in body design and appearance. This particular car is now owned by Mr. Ralph Curtiss of Hackensack, New Jersey, U.S.A.

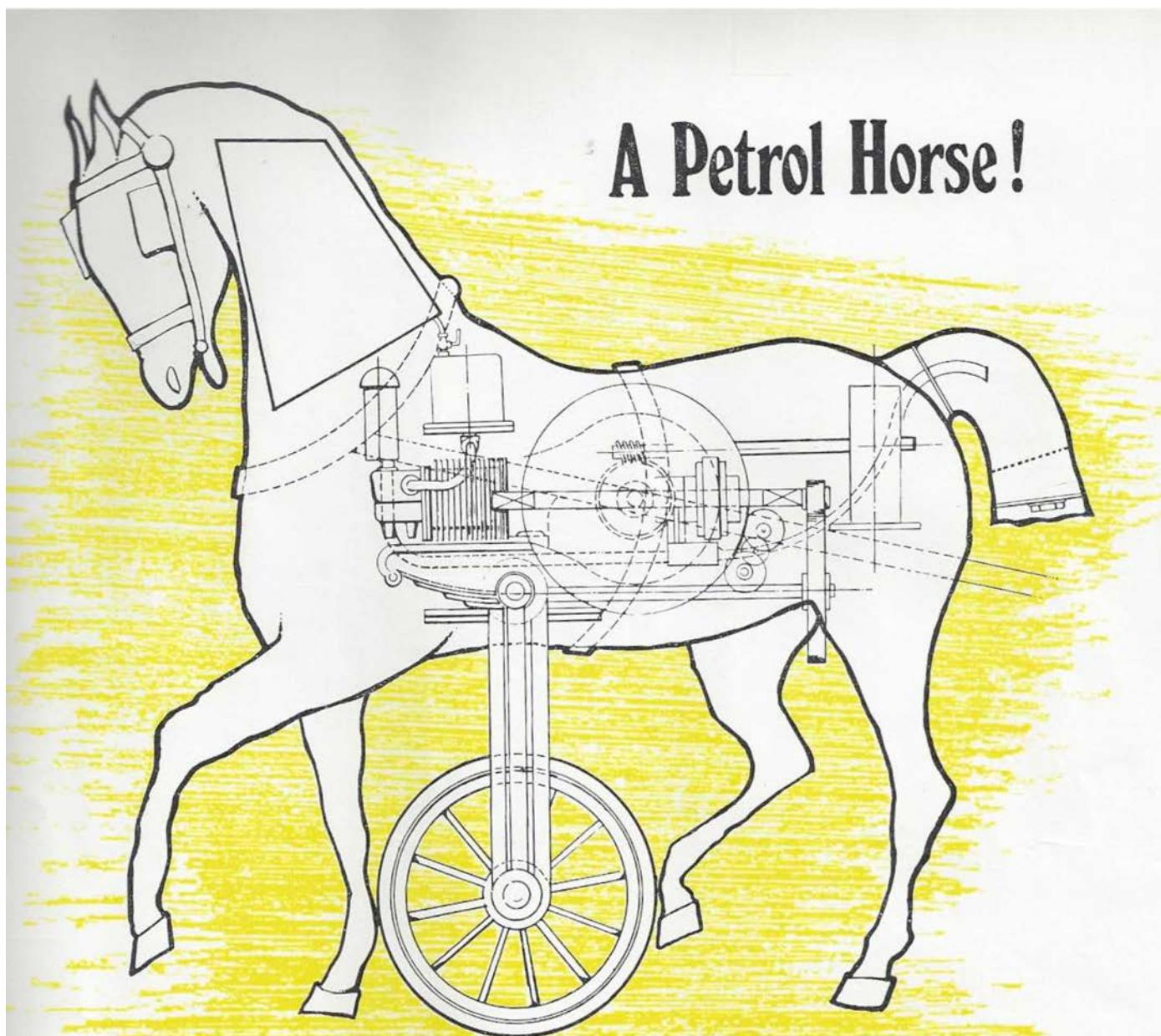
Source: Veteran and Vintage Magazine, March 1966

Source: Veteran and Vintage Magazine, October 1967



Although not MMM centric, I thought this was worth sharing. For you historians, one of the big clashes with the advent of the early motorcars was they scared the horses. Looks like Joseph Miles had a unique solution!

Source: Veteran and Vintage Magazine, March 1971, ANADIN ad



A Petrol Horse!

Patent No. 266,404 was issued in France on July 6, 1897, to Joseph Mille for a petrol motor of unusual design. The invention consists of a tractor entirely independent of a carriage and enclosed in a receptacle in the form of a horse. It has a four-cycle motor furnished with a reservoir to reduce the compression at will, diminish vibrations and absorb the shock when starting. The "horse" is set in motion by means of a small electric motor operated by accumulators.

The advantages of this invention are pointed

out as follows:—

- (1) adaptation to any kind of carriage without changing its appearance.
- (2) automatic starting.
- (3) machinery completely protected from dust.
- (4) guiding done by reins as for an animal—and the provision of a third safety rein.
- (5) will not frighten horses and
- (6) the form is agreeable to the eye.

Whatever its merits, speed was evidently not one of them. However, where relief of pain is concerned....



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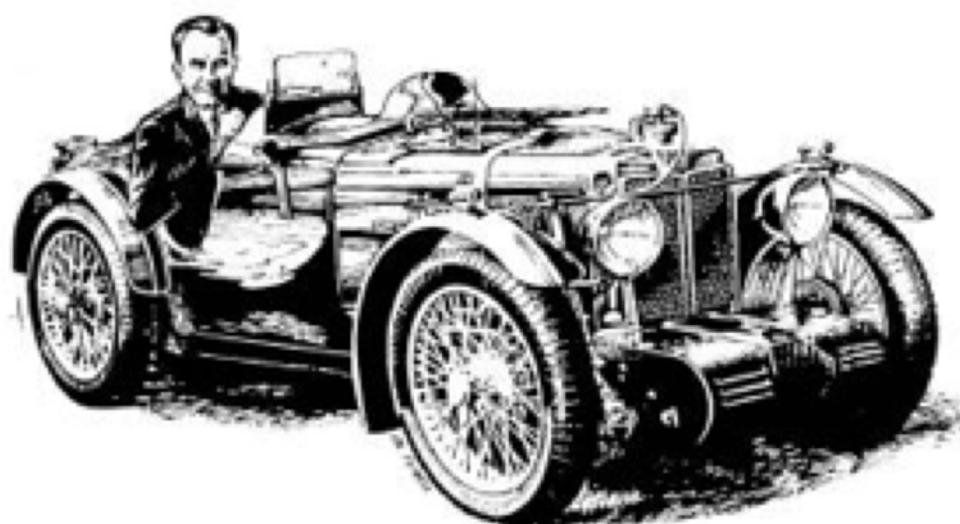


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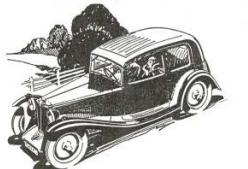
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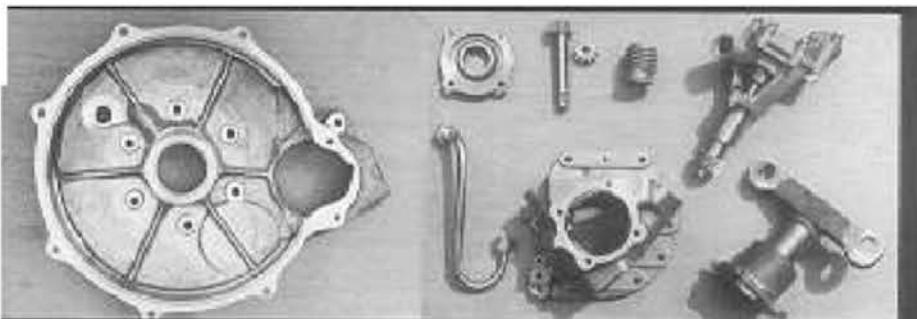
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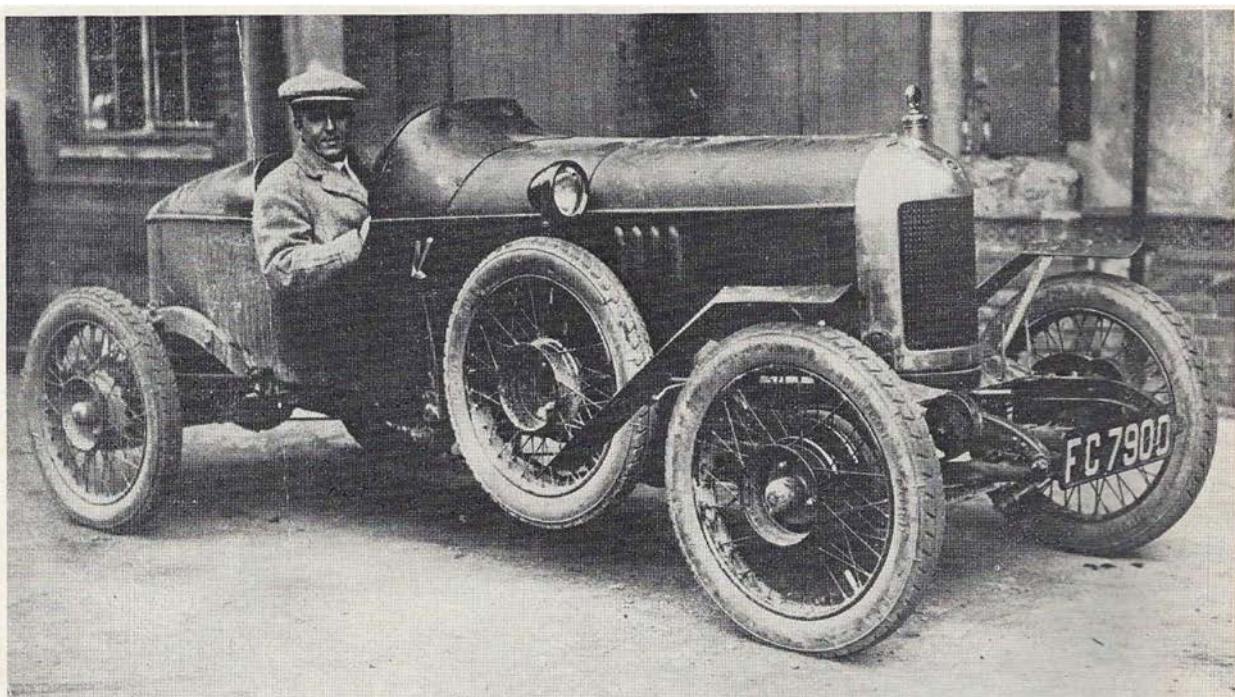
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Source: Veteran and Vintage Magazine, October 1975. This photo was included
 in an article F.Wilson McComb authored, "The Cars that Kimber Built"



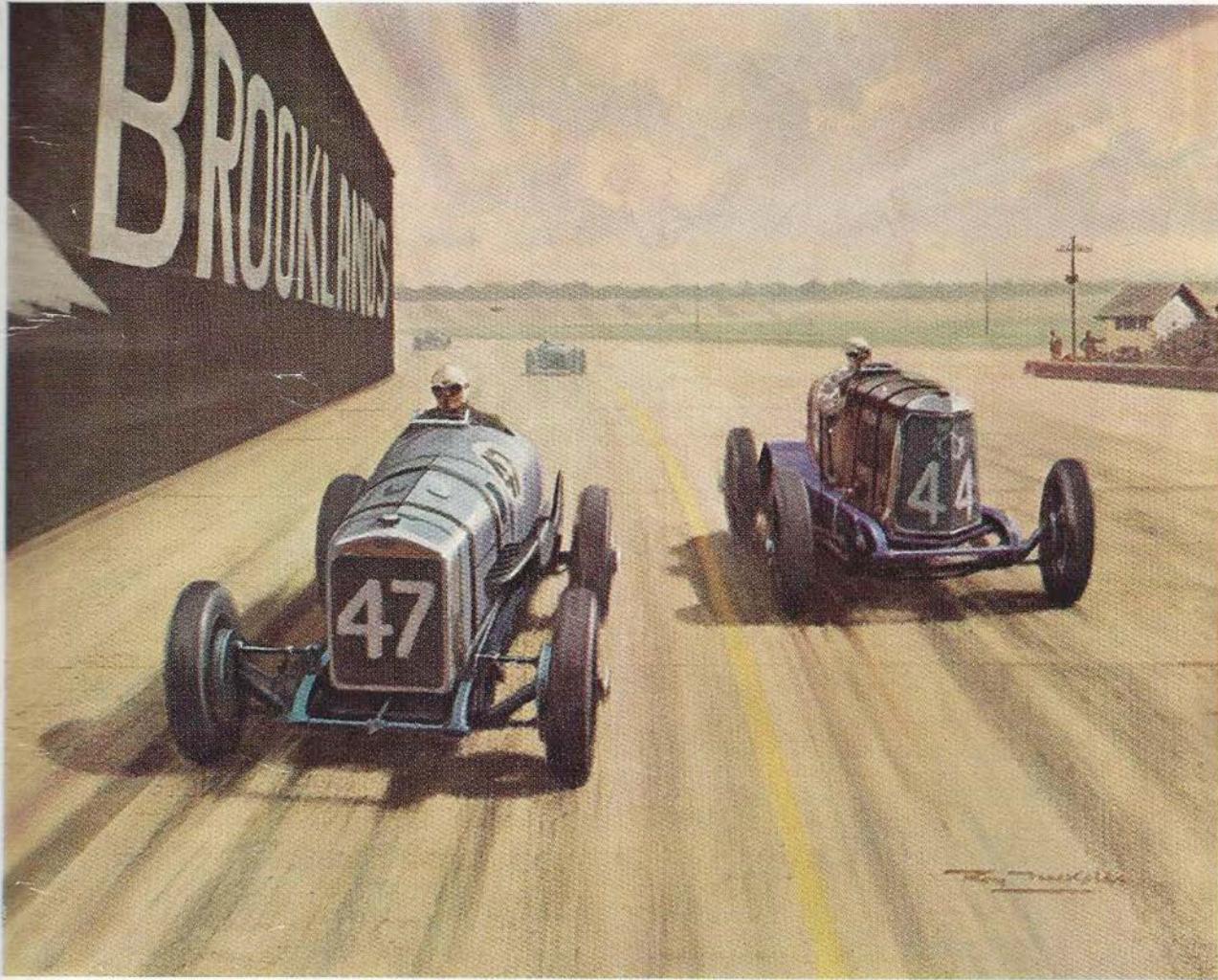
THE RIGHT COMPOSER, BUT WHICH SYMPHONY? Cecil Kimber with the legendary Kimber Special FC 7900, fortunately still with us, and still (incredibly) being described as "M.G. No. 1".



Source: Veteran and Vintage Magazine, August 1970, Dunlop ad on back cover.
A lot of early racing history exists with both John Cobb and George Eyston

The Back Page!

NOSTALGIA



Most of us have a nostalgic feeling for the veterans—and venues—of the past. Brooklands, for instance. And the great drivers and cars which sped round this banked-up circuit at Weybridge.

Here, in 1932, John Cobb (10-litre Delage) and George Eyston (7.9-litre Panhard) battled out the final of the British Empire Trophy. Cobb crossed the line first, but following a protest by Eyston, the race went to the

latter—only for the decision to be reversed again, in favour of Cobb!

Great days, those! And from the very beginning of motor racing Dunlop tyres have been a vital component in the success of the greats. Success which has helped build better and better tyres for you.



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