



# MMMagazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company



WINTER 2018

**In Memoriam**

Dr. Jerry Keuper &amp; Jerry Goguen

**Chairman**

Jack Kahler

5260 South Zinnia Ct., Littleton, CO 80127  
mgjack@aol.com (303) 978-9341**Vice Chairman**

Tom Metcalf

118 Park Ave East, Mansfield, OH 44902-1828  
MGTOM@zoominternet.net (419) 282-1547**Treasurer & Web Master**

Jack Schneider

8598 Brewster Ave., Inver Grove Heights, MN 55076  
britjack@comcast.net (651) 552-1780**Register Secretary**

Alan Magnuson

7754 South Waco Street, Centennial, CO 80016-1879  
alanmg1978@gmail.com (303) 400-8076**Newsletter Editor**

David Lawley

192 Mowat Street, Stratford, ON, N5A2C1 Canada  
mmmeditor@rogers.com (519) 301-3857**Register Address:**

North American MMM Register P. O. Box 271825 Littleton, Colorado 80127

**MMM Websites**The North American MMM Register  
web site at:<http://www.nammmr.org>The Pre-war MG Register of Australia  
web site at:[Http://prewar.mgcc.info](http://prewar.mgcc.info)The UK Triple-M Register  
web site at:[www.triple-mregister.org](http://www.triple-mregister.org)

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Please submit all contributions to David Lawley via:

[mmmeditor@rogers.com](mailto:mmmeditor@rogers.com)

Snail mail at 192 Mowat Street, Stratford, ON, N5A2C1 Canada

Preferred format is: email text or Microsoft Word (.docx) - Photos JPEG high resolution (Do not embed pics in .docx)

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**A Register of the  
MG Car Club of England**



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COVER PHOTO - From the internet - '*Unsuitable for motors*' it said. Not so for Philip Coombs' M-Type which effortlessly waded through the Duntisbourne Abbots ford during this years Vintage Minor Register Summer Rally the day after Pre War Prescott (U.K.)



# Chairman's Corner

WINTER 2019

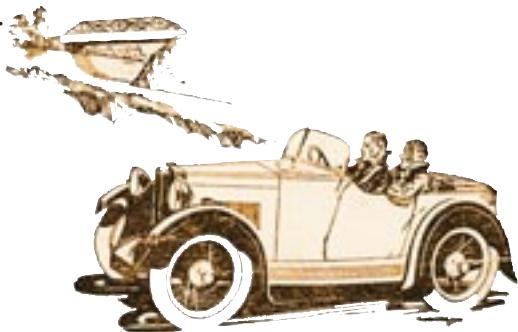
I sincerely hope everyone had a terrific holiday season and you are now working overtime in your garage preparing that MMM treasure for our upcoming National Meet in Bowling Green, Kentucky, June 19-22, 2019. Sarah & Bill Richey have pulled out all the stops to make this our, Register's most spectacular National Meet ever!!

I want to introduce Casey Duncan as our new Web Master! Casey brings to our Register overwhelming experience in software engineering as he is a world wide consultant in his field. Casey also is the owner of a beautiful J2 which we will enjoy at our meets for years to come. Casey is on the right with the guys at Kimber House in Abingdon, England during our Beaulieu trip last September. Jack Schneider will continue his duties as our Register Treasure. Jack is on the left in the photo below.



In the mail recently you received an event schedule, feature car announcement, and a registration form for the Bowling Green National Meet. Fill in your registration form and make your hotel reservations and send to Sarah.

I look forward to seeing all of you with your pride and joy for three days of fun and companionship in Bowling Green.



Cheers,  
Jack



(Left to Right) MG Guys, Jack Schneider, Rich Weiskopf, John Orrell, Jack Kahler, Casey Duncan



# Registrar's Ramblings



## NEW MEMBERS

**Rob Ellis**

Aukland, New Zealand  
J4311

**Benjamin Hertzog**

Houston, TX  
2M0586

**Stephen & Jeanne Spaw**

Culver, IN  
J3541

By this time, most of you have renewed your membership for 2019. However, there are still a few still not renewed. You know who you are. I hope no one was offended by my periodic reminder emails, but for every renewal that comes in after I start putting the directory together, I have to revise the members pages. This takes extra work and delays the publication. This year, I am simply going to go ahead, so those who have not renewed will be listed as "Membership Lapsed".

Many of you have noticed and joined the Triple-M Forum and the associated documents. This web site is ably put together by Nick Feakes (an ex-pat Brit living in Florida) and is sponsored by the MG Car Club Triple-M Register. It contains an unbelievable amount of information, including most workshop manuals for the Triple-M models, various documents and diagrams, copies of some of the early club "MG magazine", and the complete compendium on the J2 put together by the late George Jarrard. It also is the way you can see and update your own personal information and that of your car. Not least, it is the best marketplace of used and spare parts you are looking for or have to sell. If you haven't visited or joined the site, I encourage you to do so. You may find the site

at:

<http://www.triple-mregister.org>  
I know it's early and even I have not yet signed up, but remember that our own Triple-M annual meet is in June in Bowling Green, Kentucky. I hope you are planning to attend. More details were mailed along with your renewal forms, but can also be found on the Register web site at:

<http://www.nammmr.org>.

We continue to add new members. The latest is Benjamin Hertzog, after receiving his father's M-type. So please join me in welcoming our newest members.

*Octagonally, Lew*



## WHO BUYS THE M.G. SPORTS ?

*A specialised motor car built to cater for a definite demand . . .*



**S**PORTSMEN buy the M.O. Sports because it is specially designed for sportmen! It is not the "Sports Model" of a range of touring cars. It is built to give a performance which comes only with a true Sports car. Watch an M.O. on the road. See its flashing gateway . . . notice its steadiness on corners . . . mark how it leaves the rest on the straight stretches . . . how its powerful braking gives an extra wide margin of safety. The more you see of an M.O. the easier it is to understand why it is the choice of the real road sportsman. Even to read the catalogue of such a car is refreshing. Write for one to-day to Publicity Dept.

THE M.O. CAR COMPANY LIMITED, ARKROON-OORHAAZEN



THE FIRST MIDGET CAR TO DO 100 MILES PER HOUR



# Web Report



## February 2019 There are necessary changes happening with the Register website.

In the fall of last year our web domain host went out of business. We have secured our domain name ([nammmr.org](http://nammmr.org)) with a new host and provider. At this time, we are in process of rebuilding the site back to a navigable and simplified web tool. Currently, if you attempt to go to our domain: [www.nammmr.org](http://www.nammmr.org), you will come upon content of the old site but in an out of order state with areas not readable.

Please stay tuned and visit soon, our updated Register website at [www.nammmr.org](http://www.nammmr.org).

Please visit our Register website at [www.nammmr.org](http://www.nammmr.org).

Planning is well under way for our 2019 annual event in Bowling Green, Kentucky. I am looking very forward to the NAMMMR putting on our own event next year. It promises to be a fantastic time. Please attend and with your cars, if at all possible. The more the merrier! Let's have a record attendance of MMM's for all to see! Information on this event is on page 8 & 9 in this issue. I will keep the website updated with all current & new need-to-know info.

Earlier last year, the Register designed new regalia items. We purchased a small inventory of these items for immediate sale. I bought a few of these myself. The quality of the product and embroidery is extremely nice. Please go to our website at [www.nammmr.org](http://www.nammmr.org) and take a look. We hope you are happy with what we arrived at as our new look.

Contact Cathy Gunderson about items you would like to order. Wear the NAMMMR brand proud! If available quantities would run short, we have the understanding the vendor Cathy that has sourced is able to turn around smaller volume reorders rather quickly!

Please check out the Member's Cars page, too. A link to it is provided via the homepage menu bar. If your car is not listed, we would like to include it. Please send me a photo of your MMM car. My email address is below. Proud owners can be part of the photo! Basic car info is part of the listing as you will see.

Finally, "Like us", "Follow us" on Facebook. I have started a page dedicated to the North American MMM Register. Look us up using the full register name. As I find interesting things posted by others, MMM related, etc, I will share them via the page.

Thank you,  
Jack Schneider [brijjack67@gmail.com](mailto:brijjack67@gmail.com)





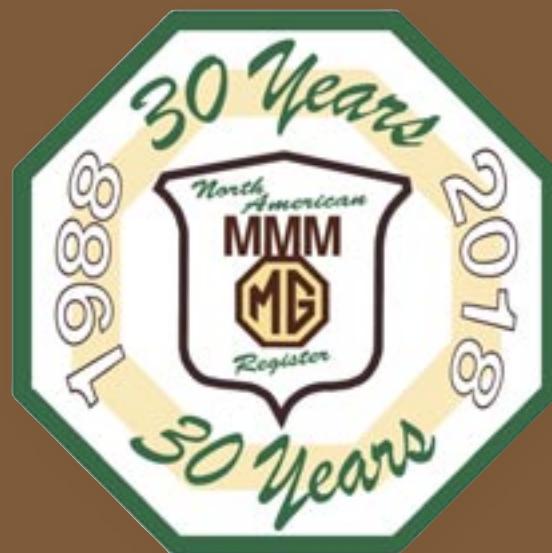
# Triple-M Register Forum



The MGCC  
Triple-M  
Register

Conditions were clearly perfect for the VSCC's Winter Driving Tests which took place at Bicester Heritage this weekend as demonstrated here by Bugek Striyd and his trusty little M-type. Safety Fast! Or was it Safety Mud? (© Phil Jones)

**Celebrating  
30 Years  
of Preserving  
and  
Maintaining...**



**MMM  
Motor  
Cars**



# 2019 NAMMMR National Meet

Bowling Green, KY  
June 19-22, 2019



## REGISTRATION FORM

Name (s) \_\_\_\_\_

Street Address \_\_\_\_\_

City/ \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone (Home): \_\_\_\_\_ (Cell): \_\_\_\_\_

Email Address: \_\_\_\_\_

**Vehicle #1 Information** Year: \_\_\_\_\_ Model: \_\_\_\_\_ Color: \_\_\_\_\_

Details of Interest: \_\_\_\_\_

**Vehicle #2 Information** Year: \_\_\_\_\_ Model: \_\_\_\_\_ Color: \_\_\_\_\_

Details of Interest: \_\_\_\_\_

Events & Prices	Per Entry	Item Total
Registration	\$60. (\$70. after May 25, 2019)	\$ _____
Includes First Car		
Additional Car	\$30. (\$40. after May 25, 2019)	\$ _____
Wednesday Evening BBQ @ The Richey's	\$20. per person x _____ (qty) =	\$ _____
Friday Evening Awards Banquet @Federal Grove	\$30. per person x _____ (qty) =	\$ _____
<b>Total Enclosed</b>		\$ _____

### Have you reserved a hotel room for the event?

Our rate is \$135. per night + taxes. This rate includes up to two (2) Harland Cafe breakfast vouchers, per room, per night.  
Guests may call the Holiday Inn University Plaza at: 270- 745-0088 or 1-800-HOLIDAY  
and mention block code NA1.

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors and NAMMMR collectively and separately from any and all liability from personal injury and property damage incurred by me or my guests while participating in this meet.

Signed \_\_\_\_\_ Dated \_\_\_\_\_

Please make checks payable to the NAMMMR and mail to:

NAMMMR 2019  
c/o Sarah Richey  
914 Smith CT  
Bowling Green, KY 42103

Please include this completed form with your submission.

Deadline for registration is May 25, 2019.

An additional \$10. per car late fee applies after that date.

**REGISTER  
NOW!**



# 2019 NAMMMR National Meet

Bowling Green, KY  
June 19-22, 2019



*Come celebrate the 90th Anniversary of the M-Type!  
Join your fellow MMM members at the Holiday Inn-University Plaza for  
three days of fun and fellowship.*



Arrive on Wednesday, June 19 and travel an easy two miles to the home and garage of Bill and Sarah Richey for a relaxing and welcoming southern BBQ meal.

On Thursday plan on enjoying the car show and swap meet, lunch on your own, a tour of Holley Carburetor and an informative seminar with Tom Wilson back at the Richey's garage.

*That evening at the Montana Grill, a local top favorite we'll be enjoying our traditional Bibulous Gallimaufry!*

Friday will be our day to visit the Corvette Museum and get a look at that infamous sink hole. (Don't worry it's all been fixed!) Look around, you might see an MG on display!

You can stay to have a milk shake and a burger at the Museum Soda Shop or return to the hotel and try one of the many restaurants nearby.

Later we'll have some fun at the Funkana and then everyone freshen up for our final dinner at Federal Grove, a wonderful anti-bellum home outside of town serving delicious family style meals.

*Travel to Bowling Green where we're "Both geared for fun"!  
(More news and exact times coming before the event)*

12<sup>TH</sup> KIMBER 13<sup>TH</sup>



April 2019

# Simeone Foundation AUTOMOTIVE MUSEUM

6825 Norwitch Drive in Philadelphia, PA

[www.simeonemuseum.org/the-collection](http://www.simeonemuseum.org/the-collection)

Our feature speaker will be Dr. Fred Simeone and he will discuss his MG K3 and the museum which is one of the finest of its type in the world. Tentative details of the other presenters and program include...

Peter Thornley – What's NOT in My Book!

Tom Lange – Factory Production Records and MGT Repairs

Peter Ross – The ARCA J-2 and UK Racing Teams

Audience "Best Book" Presentation – Tell us about YOUR best automotive book of the year or the best MG book you've read/used. Bring it along and tell us about it!

Carl Meyer – Morris Garages in USA

## Flea Market

Tom Metcalf and Brenda Benzar – Racing Ladies Then & Now

Bring along items to sell or trade.

John Twist – The MG TD/TF Workshop Manual

Registration forms are now on the NEMGTR web site ([www.nemgtr.org](http://www.nemgtr.org)) and in this Sacred Octagon.

Registration cut off date is March 12, 2019 *Reserve a room at the hotel now.*

(MM)MG  
Race Cars  
on display!

In addition to the Simeone K3  
these confirmed MG race cars will be present.

MG J2 ARCA Racer of Peter Ross,

MG NA Racer of Gerry Lettieri,

MG P Racer of Jason Urban,

The famous MG N Special of Brenda Benzar  
(ex Doreen Evans - Dancing Daughter fame)

MG TD Race car Mark Sherman

We have several more not yet confirmed  
We hope to have close to the ten requested.

REGISTER for the Event and Hotel **EARLY** as we are anticipating a Close-Off number of participants for seminar space and rooms.



# Kimber Festival 2019 Registration

## April 12 - 13

### SIMEONE FOUNDATION AUTOMOTIVE MUSEUM Philadelphia, PA



Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_

Zip/Postal Code: \_\_\_\_\_ Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

Number of People:  1  2  3  4

Names for Name Badges: \_\_\_\_\_

(Please print names as to appear on badge)

Number of Vegetarian Lunches (Saturday)  0  1  2  3  4

Flea Market Table Required  YES  NO

**Registration fee is \$150.00 per person (US \$)**

REGISTRATION FEE INCLUDES admission to the Museum, Friday dinner and Cecil Kimber birthday celebration, flea market space, the Saturday Festival presentations by M.G. researchers, Saturday luncheon, and the Saturday night dinner. A cash bar will be available each night.

Total Enclosed: \$ \_\_\_\_\_ Check

Pay by Credit Card: \_\_\_\_\_  
(Enter 15 or 16 digit Number)

Expiration Date: \_\_\_\_\_ CVV2#: (3 or 4 digits) \_\_\_\_\_  
(Required by our credit card processor)

Signature: \_\_\_\_\_

Name on Card: \_\_\_\_\_

Are you a Presenter?  YES  NO

Questions? Email: [kfest2019@nemgtr.org](mailto:kfest2019@nemgtr.org)

REGISTER ON LINE at:

**[www.nemgtr.org](http://www.nemgtr.org)**

or Send completed Registration to:

Gord Whatley  
32 Brock Street, Acton, Ontario,  
Canada, L7J 1N2

Make check payable to:  
*The New England MG T Register*

**In order to have time to prepare  
the Kimber Festival materials,  
please sign up by March 12th**

**40 rooms booked  
Hotel Rooms going fast!  
Additional rooms available  
until March 12**

You must reserve hotel direct - We have  
**40 rooms** reserved at the Embassy  
Suites by Hilton Philadelphia Airport,  
9000 Bartram Avenue, Philadelphia, PA 19153.  
Direct (215) 365-4500.

The room costs are \$149 per night +tax.  
*(SPECIAL same rate for 3 days before and  
after for those wishing to extend their stay –  
Contact Danielle at (215) 796-6019)*

Rooms will be held until March 12, 2019.  
(The room includes a full breakfast menu.)



**Check out the Kimber Festival at:**

**[www.nemgtr.org](http://www.nemgtr.org)**

**Check out the Museum at:**

**[www.simeonemuseum.org/the-collection](http://www.simeonemuseum.org/the-collection)**



# Treasurer's Report

Effective February 2019

I have recently completed the Register Income Statement for 2018. We budgeted to end the year with a positive \$450.00 after all expenses had been paid.

During 2018 we designed new regalia items and invested a modest sum into an inventory of the new products. These are ready for immediate purchase from Cathy Gunderson. That investment affected our bottom line to a minor extent. The investment was just over \$1,600.00. It proved to not hurt the bottom line very much. We have already recouped some of that spend.

At the end of the year, we were \$870.00 to the negative. At the same time, we had & still have ample funds in our checking account to cover the shortfall. During this next year, I hope we can recoup more of this investment as members choose to purchase items from Cathy. If your choice/size is not in stock, Cathy assures us there is only a short wait time to fill those orders.

I have drafted the 2019 Budget. As you are aware, during 2018 the board adopted a trial reduced dues membership

renewal policy to encourage quicker action by members to renew for 2019. That test has proved very successful, as Lew Palmer's report will state.

The reduced dues amount affects us with less overall operating income against this year's budgeted expenses. I have trimmed/adjusted the different areas of our budget to accommodate the lower amount. In the end, I estimate to end 2019 with a positive \$115.00.

Our national event this year in Bowling Green, KY is our own private event. This is a first time occurrence in my tenure with the Register. We will keep the finances for this event separate from the main annual budget. At the end of the event I will fold the outcome into our main operating income statement. Our goal is to have great participation from our members, with hopes of having at least 25 NAMMMR cars in attendance!

***Let's see lots of us there!***

Thank you for your participation,  
**Jack Schneider** NAMMMR Treasurer



The third J.C.C. Double Twelve Hour Race. A striking impression of a scene enacted during last month's big Brooklands event. The cars in the foreground are J. F. Field's Invicta (1), Alldington's Frazer Nash (24), Lord March's winning M.G. Midget (60), and the Maserati (4).

# Maggie's Story

My husband, our two small children and I moved to England in 1956 where Ed was overseeing the purchase of several Britannia aircraft for Northeast Airlines. They were to be built by the Bristol Aircraft Company in Bristol, England. He was given a new Ford company car but the kids and I were stuck, thus started my search for a "cheap" car. We had registered the children in a school a few miles away and learned that two neighbor children were to attend the same school.

I searched through several garages, mind you, this wasn't long after the war and England was rebuilding. I couldn't find anything that I thought was interesting and affordable until one day looking in a garage in Bath, I spotted a little car way in a dark corner. Upon inquiring, I was told it was only an old MG. I asked to see it and I'm sure the man thought this American lady had a screw loose we were all supposed to be millionaires. I said I was interested and asked the price, 60 pounds, he said, I think that was about \$180. How could I leave this forlorn little vehicle there when I loved her already? I obviously could not so 60 pounds later she was mine. The sales receipt says "one used MG tourer".

The car was immediately named "Maggie". She was painted (sort of) red, had no seats except a back, an extremely ragged top, the wrong front wheels and headlights, instruments that worked sometimes, and a logbook that showed a long history of RAF owners. I sure wish I still had that logbook but it was confiscated when I registered the car and I didn't know enough to try to get it back. A neighbor made me a box to sit on and gave me a blow-up cushion which I still have.

It turned out that I was the only one who could transport these four little children to school. I shudder to think what would have happened had I tried this in the USA but I had my four and six year old stand behind the seat and the other two who on the blow-up cushion beside me. It was very jolly and the kids loved it. The raggedy top was useless so I did buy "Maggie" a new top which wasn't a very good fit, but it worked. We did this trip every school day for two years.

Unfortunately the prototype of the first and only Britannia crashed on a test flight and Bristol's never built another one. Northeast Airlines negotiated a sale of 12 Viscount Turboprops which were being built at Vickers. This necessitated a move from Gloucestershire to Dorset. We sorely missed our wonderful stone gatehouse, all our friends and the children's school; however one does what one has to do and we



moved on to our new home in Three-Legged-Cross, Dorset, on Bournemouth in the South of England. The move was fairly uneventful except for the day we drove from Gloucestershire to Dorset. Ed took the kids in the company car and I followed with my two Irish setter pups in the MG. The pups traveled pretty well until we had to stop at a red light in a city whose name I have forgotten. They thought the trip had come to an end and were bouncing around but I had them firmly in hand with leashes. I stuck my hand out through the side curtain to signal a turn only to have the whole thing come off onto my arm. I was definitely stuck holding the dogs on their leashes in one hand and the side curtain dangling from my other arm. It was pouring rain and it was nearly dark. Of course the light changed several times and those behind me getting a bit anxious. A "Bobby" came by and asked if he could help madam but by then I had got sort of organized and ready to roll. It was so ridiculous and I was laughing so hard I could barely see. Driving in the rain in a J2 isn't easy even without complications.

After all the planes were built and sent to Boston one by one, we packed up kids, dogs, luggage and all the stuff we had collected over the years and prepared to fly back to the USA on the last and 12th plane. Could we part with "Maggie" and the 1926 LeMans Bentley (a chassis and a lot of boxes that had been used as a chicken house) that Ed and bought? Of course not, so we arranged to have them shipped to America.

The cars arrived in Boston before we did and were met by relatives





and taken to our home in Wenham, MA. Once we got home and resettled, we began restoring both cars. We had purchased the correct headlights, front wheels, steering wheel and instruments for the MG in England and these were installed. She got proper seat cushions, new back and was painted a beautiful red – Chariot Red#2-33976X to be exact. I drove her everywhere. We were charter members of the old North Shore Car Club and went on many meets, mystery rides, etc. We joined the Veterans Car Club and the MG T Register.

In 1972 we were transferred to Atlanta GA but Maggie stayed home. She was kind of retired but moved with us to NH in 1983. I drove her in several parades but not much else. Ed passed away in 1998 and I kind of lost my enthusiasm for the antique car scene. So again, "Maggie" sat in her own small garage. I sold all the cars except "Maggie",

somehow I just couldn't part with her, so my son who is a wonderful mechanic decided to rebuild "Maggie's" engine. We had her taken to his shop in Kingston NH and he sent for any needed parts from England. In 2009 I met Don and Dave Marsh, local car enthusiasts. I saw the paint job that Dave had done on his Dad's antique truck which was really exceptional and asked him if he would be interested in painting "Maggie". He fell in love with her and spent the entire winter taking her completely apart, cleaning every nut and bolt – storing each thing in its own 'baggie' – took the old paint down to the bare metal, discovered brass fittings, etc. and reassembled her from start to finish. Then, the beautiful paint job – red, of course – Spectra master #RS564 this time. Dave made me an incredible photo album of every single thing he did and gave it to me when the car was



finished. We worked with Mike at Universal Tire in Hersey PA and fitted the car out with all new tires and tubes. "Maggie" was ready to roll. Then, the 3-brush generator decided to balk. Son Jay to the rescue and soon had it 'going' again.

In 2011 I met Russ who turned out to be a car enthusiast. I renewed by membership in the NE MG T Register Ltd. We hired a neighbor with a drive-on trailer to transport the car and went to the AACA Show in Sandwich NH and the BCH show in Wolfeboro. We also

went to the British Invasion in Stowe VT in my daughter's large 5th wheel horse trailer. We were lucky to meet the Dougherty's at that show who kindly invited me to join the T-Party.

In 2011 I was invited to join the North American Triple M Register, a Register of the MG Car Club of England. MMM refers to Midget, Magna, and Magnette, the overhead cam MG's produced from 1929 to 1936. Currently 139 members participate in the Register and members own a total of 191 MMM Cars.



In 2013 Russ and I joined BCNH, a really fun Club which now has a Northern region making it possible for us to attend meetings. We try to attend the Castle in the Clouds, Show of Dreams, and the British Invasion each year. We look forward to more years with "Maggie" getting to as many shows as we can find transportation to and enjoying all our car enthusiast friends.



"The Autocar" AUGUST 12TH 1932

The Pleasures of Caravanning

LARGEST  
CIRCULATION

# The Autocar

FOUNDED 1895

4D



The New **MG** Midget  
"A Man's Car!"

CAR & GENERAL INSURANCE CORPORATION LTD  
83, PALL MALL, LONDON, S.W.1

The Early



# J TYPE MIDGET

## Sales Folder

PRELIMINARY LIST.

FOLDER J THE NEW M.G. MIDGET—THE CAR WITH THE RACING PEDIGREE

### THE NEW M.G. MIDGET

- Entirely new head design
- Two carburetters
- Ten miles an hour faster
- More commodious coachwork
- Twelve volt lighting and starting
- Brakes better than ever
- Racing type wheels on all models



This entirely new model series of the M.G. Midget will set a new standard amongst the Sporting cars of the world. The design, from the smallest detail upwards, has been based on the data from searching tests conclusively proved out on the racing and record-breaking M.G. Midgets which won all three of the 1931 classic races, and which hold the bulk of the International records for the class.

The car itself is a joy to handle, the "feel" that of a racing model, the performance, too, is genuinely ten miles an hour faster than last season's model, and yet without sacrificing that docility and tractability that has always been an M.G. feature.

Its modest price seems out of proportion to the lavish equipment, which includes: a two-carburettor cylinder head of racing pattern and M.G. patented design—the famous Marles Steering—the well-tried M.G. underslung chassis, which contributes so largely to the M.G. Midget's fast cornering and high road averages—real Rudge racing-type wheels—a close ratio four-speed gearbox, and, of course, leather upholstery, Triplex glass, and Dunlop tyres. Also as a special feature, a speedometer and revolution counter guaranteed correct by the manufacturers within two per cent.

"SAFETY FAST" ——————"REALLY SAFE AND REALLY FAST"



THIRD AT 75.5 m.p.h. AND SIXTH IN THE J.C.C. 1000 MILES RACE



Page 1



A large, stylized yellow MG logo is centered in the upper portion of the image. The logo consists of a thick, yellow octagonal border surrounding the letters 'M' and 'G'. The letters are bold and have a slight drop shadow. Below the logo, a blue MG car is partially visible, showing its front grille, headlight, and hood. The car appears to be a classic model, possibly from the 1930s or 1940s.



**THE M.G. MIDGET  
SPORTS TWO-SEATER**  
*Model 12*

Unsupercharged £199 10s.  
ex Works

*Prices on application for the J3  
Super Sports Two-seater and the  
J4 Racing Model.*

This new model is not a fancy toy but a man's car. Just as in the past the M.G. Midget has given overwhelming proof of its superiority in all the stiffest trials and most gruelling races, so will this new model worthily carry on the tradition. It is designed for the job. As a competition car it is ideal. As a really fast touring mount, a sheer delight. Lavishly equipped upholstery in real leather, with a coachwork finish above criticism, this trim little road craft will appeal, instantaneously, to every true motor lover. Racing type Rudge-Whitworth wheels, Dunlop tyres, and Triplex glass are standard, of course.

THE NEW  
  
MIDGET

**Extra Equipment for the  
J2 Two-seater de Luxe Model**

	£ s. d.
Clock (electric), 8-day ..	1 17 6
Abby steering wheel ..	0 17 6
Stone guard on headlamps ..	2 3 0
Oil thermometer ..	1 7 6
Bonnet strap ..	1 0 0
Snap lever type quickfiller on petrol tank ..	2 16 0
Stop, tail, and reverse lamp ..	1 19 0
Radiator thermometer ..	1 7 6

The complete de Luxe equipment, including fitting, and supplied when the car is ordered, is obtainable at the inclusive figure of £12 12s. The above figures apply to individual items ordered with the car, and include fitting charges.

SAFETY  
FAST!



WINNERS OF THE 1931 DOUBLE TWELVE HOUR RACE. THE IRISH INTERN

Page 1

THE  
M.G. MIDGET  
SPORTS FOUR-SEATER

Page 21

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This year's Four-Horse team has been designed to meet the need for more room than is provided in the two-car model, without sacrificing the excellence of road holding and high standard of sporting performance.

The body, which is available on a pleasing range of colours, is essentially mean well in low-build and long front overhang. The general ease of handling and the unusual way in which it corners assure our customers "Safety First" in all stages.



SAFETY  
FAST!

THE NEW



**142000-00** Model - The standard model has a 300 cu. in. flathead engine, three-speed transmission, front wheel drive, and a top speed of 50 mph. It can haul up to 1000 lbs. The optional model has a 300 cu. in. flathead engine, four-speed transmission, rear wheel drive, and a top speed of 55 mph. It can haul up to 1200 lbs. The following chart shows the driving times for each model.



The sturdy and functional Sabatini's includes all the mechanical features of the counter model. Only 17" in overall height, with the weight control well within the wheelbase, pneumatic leather-upholstered, and a sliding roof with transparent windows, are included in the equipment. The rear panel is hinged so as to drop and form a large platform. With the new engine design and four-speed gearbox, the performance exceeds the requirements even of the most exacting sports car buyer.

**THE M.G. MIDGET  
SALONETTE  
Model J  
Championship E155**

NATIONAL GRAND PRIX, THE ULSTER INTERNATIONAL TT, AND THE FIRST CAR OF THE CC IN THE WORLD TO COVER ONE MILE IN ONE HOUR.





## SPECIFICATION—continued

It is as well to add that when a Supercharger is fitted the engine guarantee is definitely withdrawn, as considerable damage can result through lack of discretion on the driver's part, over which the Company has no control.

### CARBURETTERS AND PETROL

**Unsupercharged Models.**—Two S.U. piston-type horizontal Carburetters are fitted, with hand mixture and throttle controls conveniently mounted on the gearbox extension. Fuel is carried at the rear on all models. The tank on the **two-seater** (with quick-acting filler cap) has a capacity of 12 gallons. A six-gallon tank is standard on the **Sports Four-seater** and **Salonette**. Feed to the carburetters is by single S.U. electric pump.

**Supercharged Models.**—These are equipped with a single large bore S.U. carburetter bolted direct on the Supercharger casing. On the **J4 model** two petrolifts are included and petrol lines are duplicated, the change-over being effected by means of a switch on the dash.

### COOLING

is by Thermo syphon (and fan on the **J3 model**), the radiator being of the film type with chromium-plated brass shell, and stone guard of exclusive M.G. design, mounted in such a way that relative movement with the chassis frame is eliminated. On the **J4 model** a water pump is fitted, and there is a quick-acting filler cap on the radiator.

### SILENCING ARRANGEMENTS

On the J1, J2, and J3 models a large capacity expansion chamber is fitted, whilst the exhaust pipe is carried down under the car.

On the J4 model an outside exhaust system is standard, which includes an expansion chamber, tail pipe, and fish tail, conforming to the Brooklands Silencing Regulations. This system is insufficient for normal road use, and an internal silencing tube is therefore fitted, which can readily be removed.

### GEARBOX

**J1, J2, and J3 Models.**—Four-speed, of the twin-top type, with helical gears for constant mesh and third-speed pinions. The gear change is central, and a short change speed lever is mounted close to hand on an extension of the gearbox top. The gear ratios have been carefully selected, so that the cars are suitable for all competition purposes. Bottom gear is of the low emergency order, whilst second is a convenient step up for a quick get-away. Third and top are of the close ratio variety, selected for high-speed performance.

**J4.**—This model has a four-speed close ratio gearbox of racing design. The ratios are specially selected for high-speed performances, and are as follows:—

	Gearbox, J1, 2, 3,	Overall ratios.	Gearbox, J4.	Overall ratios. J4.
Top	... : 1 to 1	5.37 to 1	1 to 1	
Third	... : 1.36 to 1	7.32 to 1	1.37 to 1	
Second	... : 2.14 to 1	11.5 to 1	1.86 to 1	
First	... : 3.58 to 1	19.2 to 1	2.69 to 1	
Reverse	... : 3.58 to 1	19.2 to 1	2.69 to 1	

According to  
back axle ratio  
selected.

### TRANSMISSION

**J1, 2, 3.**—A single plate dry clutch is used in connection with the four-speed gearbox. The propeller shaft is Hardy-Spicer, with metal universal joints at either end. The back axle is of the straightforward three-quarter floating pattern, with spiral bevel final drive, having a ratio of 5.375 to 1.

**J4.**—A two plate dry clutch is used in conjunction with the close ratio gearbox, and the back axle is fitted with straight bevels instead of the spiral type on the other models.

### CHASSIS

Of special underslung design, built up with tubular cross-members, being extremely rigid and devoid of whip. The side-members are carried under the rear axle, and the front ends upswept over the front axle. This chassis design is very largely responsible for the extraordinary road-holding capabilities of this particular car, and round corners it is probably faster than anything else on four wheels. The loading line of this chassis is only 11" from the ground. The chassis is lubricated by Tecalemit grease gun, the nipples being grouped on the back of the dash wall.



## SPRINGS

Long semi-elliptic springs, flat under load, underslung both fore and aft, swivel at the front end, and are mounted in phosphor bronze slides at the rear end, there being a maximum of resistance to any transverse movement or oscillation. On the J1, 2 and 3 models springing is damped by shock absorbers, and those at the rear are mounted in transverse fashion. On the **J4 model** Hartford-Duplex shock absorbers are standard, similarly mounted.

## STEERING

Marles steering to M.G. specification is incorporated, being extremely light and positive. The steering column is adjustable for rake, and a spring-spoked steering wheel is standard.

## BRAKES

**J1, 2 and 3.**—The four brakes, with 9" drums and shrunk on aluminium cooling ribs, are operated by the foot pedal and the hand-brake lever through Bowden cables in such a way that axle movements are not communicated to the brake pedal even on the roughest roads. The hand-brake lever is of the racing type, with a press-down ratchet which only locks it when required, so that the hand brake can be used continuously, if desired, without any interference from the ratchet. Quick single-point adjustments are provided for both foot and hand brakes, besides individual adjustment for all four wheels. Provision is made for greasing the cables. To cope with the increased demands under racing conditions, 12" brake drums are fitted to the **J4 model**. Even so, it is interesting to note that the brake gear, exactly as fitted to the J1, 2 and 3 types, is identical with that which provided the best stopping figures recorded by "The Autocar" tests of all makes of cars during 1931.

## WHEELS

Detachable Rudge-Whitworth wire wheels of racing pattern with splined hubs and knock-off caps are standard. The 19" x 3½" rims are fitted with Dunlop 19" x 4.00 tyres. A spare wheel is supplied on all models; carried at the rear of the open cars, on the nearside of the Saloonette, and inside the boot on the **J4 racing model**.

## ELECTRICAL

**J1, 2 and 3.**—Ignition is by 12-volt Rotax coil and battery, with separate starter motor of normal type, with Bendix pinion drive, and dynamo, which forms part of the vertical camshaft drive. On the J4 model, in addition to the standard equipment, an extra ignition coil is provided with change-over switch, as part of the equipment. Every circuit on the car is wired and fused separately, and the fuse-box is readily accessible when the bonnet is lifted.

## INSTRUMENTS

**J1 and 2, Sports Four-seater, and Saloonette** are fitted with an 80 mile-an-hour speedometer, oil gauge, ammeter, and switches, all of which are rimlit.

**J2 Two-seater.**—5" speedometer and revolution counter, calibrated oil gauge, ammeter, switches, and dash lamp.

**J3 Super Sports Two-seater** is similarly equipped to the J2 model, but has, in addition, a supercharger pressure gauge.

**J4 Racing Model.**—The standard instruments are as follows: 6" Jaeger revolution counter, oil pressure gauge, oil and water thermometers, petrol gauge, oil tank gauge, ammeter, 8-day clock, ignition tell-tale, and the following switches: fuel pump 1, fuel pump 2, ignition switch, side and tail lamp switch, nearside head-lamp switch, and offside headlamp switch. The carburettor jet control, starting button, and the air pump for the oil tank gauge are also mounted on the facia board.

## CHASSIS EXTRAS

		J1.	J2.
Petrol tank (J1 model, 6 gallons)	(J2 model,		
12 gallons, with quick-filler cap)	.. .	2 5 0	3 1 0
Wings. Set of four	.. .	2 5 0	2 5 0
Bonnet	.. .	2 5 0	2 5 0
Fan. This can be fitted as an extra to the J1 and			
J2 models at	.. .	—	—
(Standard fitting on J3.)			

*The right is reserved to vary this specification without notice, and this list cancels all previous issues. August, 1932.*



*Frank Langridge's NB Special (before painting)*

In a departure from their usual reports from New Zealand's North Island, Desna and Denis Jury enjoy a day with one of New Zealand's icons of the MG movement, Pre-War Frankie, Frank Langridge...

In this bulletin we are reporting on a recent visit to Frank and Coral Langridge's park like country estate in Pukekohe. Below are some of the notes from our talk to Frank about his magnificent collection of pre-war MGs which are housed in an equally magnificent workshop. We spent the day with Frank and Coral, and below is just the essence of the talk - you can read more on the NZ Triple-M web site ([www.mgtriple-m.nz](http://www.mgtriple-m.nz)). Frank has owned many vehicles, and he has an encyclopediac knowledge of the marques and everything about them, design, engineering, manufacture, and then their owners and the various quirks of vehicle history. He has tracked down vehicles and components, his remarkable collection of pre-war driving and pillar lights, together with various parts he has crafted superbly, often looking more like something destined for a high end a swiss watch. Additionally, Frank has been active in all the car communities he has been associated with; MG, Alvis and Riley.

In Frank's workshop are three beautiful vehicles: a TB, an SA

and an NB special - each unique and notable in its own way. The TB is an outstanding restoration which won the 37th Master's Class at the Ellerslie Concours d'Elegance in 2007. Frank was very proud when the judges said it was the best pre-war restoration they had ever seen.

Frank found the TB in pieces under a house in Mangere in 1976. The chassis was hanging from the wall on four nails and the engine was half buried in the earth of the basement floor and the body was outside. It took him until 2005 to completely rebuild it. He made a complete new body with help from the late Max Mumby, who wheeled shape to the door panels while Frank did the hammering and welding. He repaired the chassis at night school and made new cross members, power riveted wrought iron rivets and with the assistance of an ex fitter and turner made the rivets, snaps and dollies "it was very difficult, heating the rivet with a gas torch, ram with a hydraulic rammer and snap on the other side". Coral would help Frank out on occasion, but she said that Frank was a very demanding supervisor and she wasn't good enough!

Frank loves the craftsmanship of making with metal and wood from scratch and he especially enjoys working with the beautiful timbers like the English ash he has acquired for the body building. Doing the handwork fascinates him and he

says he feels tickled in making something that no-one else would attempt to do – or perhaps couldn't do. This is certainly evident from the exquisite detail on the TB (and the NB Special), including making the TB grill from scratch (with the help of a friend). As testimony to his patience and fortitude he also did this for the NB but his friend said “never again” so he had to go it alone that time.

We all have workshop stories that remain ‘highly classified’ for all time, but Frank is different. Frank’s stories are hard to beat, and what’s more, he shares them! He reduced us to tears of laughter as he regaled us with the story of how he had managed to reduce a favorite jersey with his buffing wheel to a bundle of wool still attached to the remaining neck and shoulder, looking like the Incredible Hulk in the words of his daughter, and wondering whether Coral would be able to rebuild it. That vicious buffing wheel also attacked one of his prized NB Special handcrafted C-Type style stone guards, leaving it in a knot which took Frank three days to untangle and rebuild.

Frank has been dreaming about cars, drawing and restoring, and rebuilding them all his life. As a school boy he would spend his time in biology drawing up pages and pages of car designs and creations, getting himself into a lot of hot water when his lab book didn’t look particularly biological – his teacher Mr Bean refused to teach him, and he had to stand outside the classroom. He designed the trolley that won the New Zealand trolley Derby in 1955 – the NZ Championship. His very first car was an Austin 7 which he bought before he even had a driver’s license, and replaced the body on in it (for a week’s salary; £5). Those were the days when you could go to a local car wrecker and acquire the body of your choice. He continued drawing and stylizing vehicles and when he was in advertising as a junior artist he would spend his lunchtimes drawing new car designs. It was his drawing that led him to the SA, as a friend who lived in the South Island wanted to put new bodywork on his SA and change it into a tourer asked Frank to check out a tourer in Auckland for him... “You used to be an artist Frank, would you please draw up the SA and take all the dimensions.” When Frank went to see the car and do the drawings the owner said he was hoping to sell the car... perhaps to Frank’s brother... but Frank said “don’t sell it to him! Sell it to me”.

The SA tourer is rare indeed, with its Charlesworth body and cut-away door design. Only a few survive in this configuration. Frank’s car is in totally original condition, with a beautiful patina and it has never been touched, true Wabi Sabi (a Japanese view of the world that celebrates the beauty of originality and imperfection). Frank says it has never been restored and everyone he talks to about it admires its unique originality and urges him not to touch it. Frank and Coral have used it as a family vehicle and have toured the South Island in it at least four times. His daughter says she grew up being packed into the back of old cars.

When Frank found the NB and the body was “completely knackered”. He says he felt OK with building a special – that the state of the vehicle gave him the license to pursue his dream “What I always wanted was to design and build my own design... I drew the car up full size to create the design... I was focussed on the creation of the car’s lines and the fluidity of



the movement. I thought now, if I was drawing this at the time – if money wasn’t an issue what would you design?” And he is satisfied that he has come close to that. In his designing, Frank noted that the

factory bodies were “quite austere” and some of the lines looked “abrupt and crude” and the bodies did not “roll around the chassis rails”. And he also noted that he had always liked a pointed tail and he spent a lot of time crafting the shape for the NB. Frank’s NB truly reflects his designer’s eye and aesthetic judgement. He loves the pre-war cars that were “really, essentially bespoke – where the designers shrouded the mechanicals with coachwork that flowed and where hand built craftsmanship” was the order of the day. On being an individual: ” ... if you weren’t an individual what would you be”?

*Frank Langridge, October 2018*



## IMPORTS - Lanes Motors and P&R Williams

*Rob Dunsterville summarizes some of his research into MGs imported into Australia pre-war...*

It is important to understand that while these figures are taken from authentic records that have survived over many decades, their accuracy is still only as good as the data originally collected and should not be taken as exact.

The largest importers were Lanes Motors in Melbourne and P & R Williams in Sydney. The former was MG Distributor for Victoria and the latter for New South Wales. It is known that other importers and agents imported prewar MGs into Australia through ports in other States, but details are scarce. The MG Factory records show a larger number of overhead camshaft Midgets, Magnas and Magnettes (MMM cars) were exported to Australia (probably around 111) than the combined totals shown below for Lanes and P&Rs.

Earlier Imports (Lanes only)		Later Imports (Lanes and P&R Williams)		
Type	No	Type	Lanes	P&R
M	2	P	35	1
J	9	NA	12	1
Q	1	SA	10	10
F	2	VA	-	9
L	9	WA	-	5
K	3	TA	12	52
Sub-total	26	TB	6	16
		Sub-total	75	94
		Earlier Imports	26	
		Overall Total	101	94

Lanes imported 26 Triple-M cars before P&R was appointed probably in 1935 and effective from January 1936: So, while the overall numbers of pre-war cars imported were much the same, more overhead cam models (Triple-Ms) were imported by Lanes but more SVWs and T-Types were imported by P&R. The 68 TAs and TBs imported by P&R

### M-type - 90th Birthday Commemorative Grille and Lapel Badge

These new badges are now ready for production. Robin Page apologises for the badge appearing so late in the anniversary year. The project commenced early enough but the original manufacturer had a factory problem and Robin had to go to another manufacturer and repeat the design and set up process. It will be worth waiting for though.

Prices are \$50 for the grille badge and \$12 for the cap/lapel badge, both plus postage and handling. Email your interest to Robin at: [mg0045@gmail.com](mailto:mg0045@gmail.com)





Looking Back at the

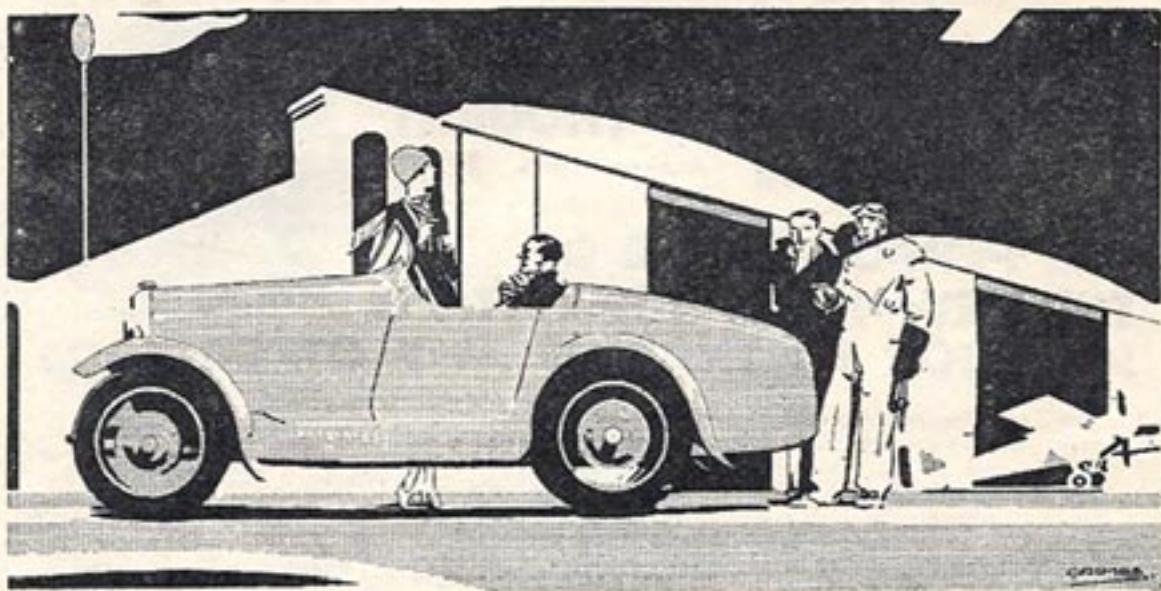


## M-Type Midget





## Pseudo Sports Models



### **The new M.G. Midget is a real Sports Car**

**Stand 150  
Olympia.**

Erected entirely in the M.G. Model Works—unique in being the only factory in the world entirely devoted to the production of Sports Cars—this latest addition to the M.G. range is destined to make motoring history. It is *not* a "hotted up" touring chassis but is produced exclusively and specifically to provide a high sporting performance.

**Price £175**

# **The M.G. Car Company**

*Head Office and Showrooms: Queen Street*

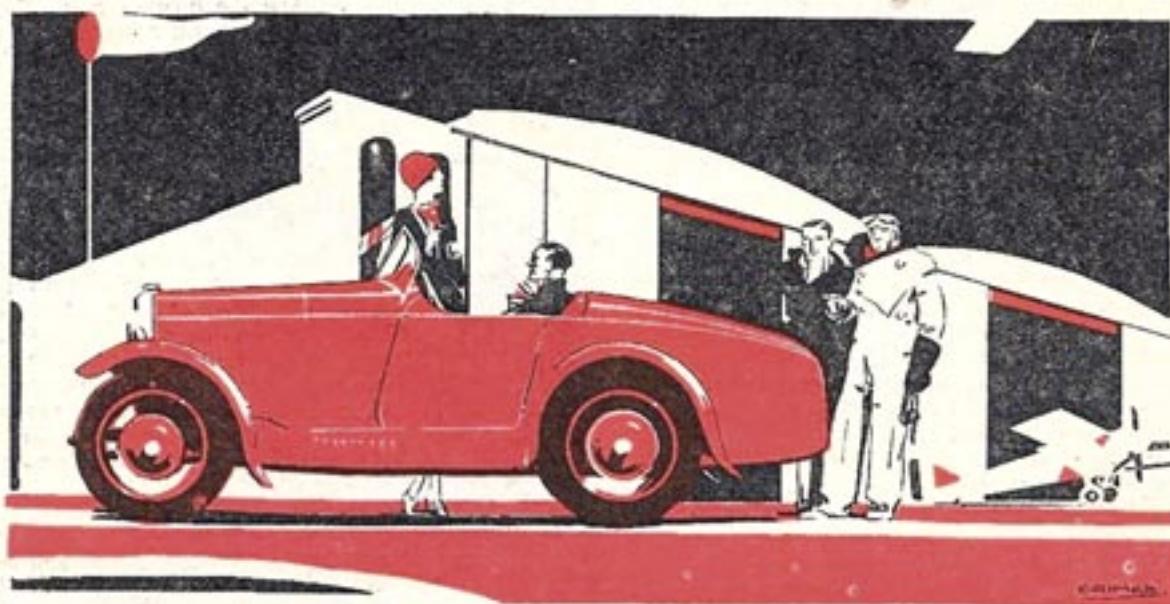
*Phone 2241.*

**Oxford.**

*Wire: "Auto."*

The Advertisement Index is on the page facing inside back cover.

15



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**Oxford.**

*Wire: "Auto."*



## Ideal for Competitions!



**The 8/33 M.G. Midget Sports, £175.**

HILL Climbs, Reliability trials, Speed trials, Acceleration and braking tests.

In consequence of the individual care bestowed upon each car in the manufacture the 8/33 M.G. Midget Sports is exceptionally well fitted for competition work.

Pleasant to drive, and with very comfortable seating, it keeps in tune with the minimum of attention.

*May we arrange a trial run? You will enjoy it!*

Sole Manufacturers :

# The M.G. Car Company

Head Office and Showrooms : Queen Street

Phone 2241

**Oxford**

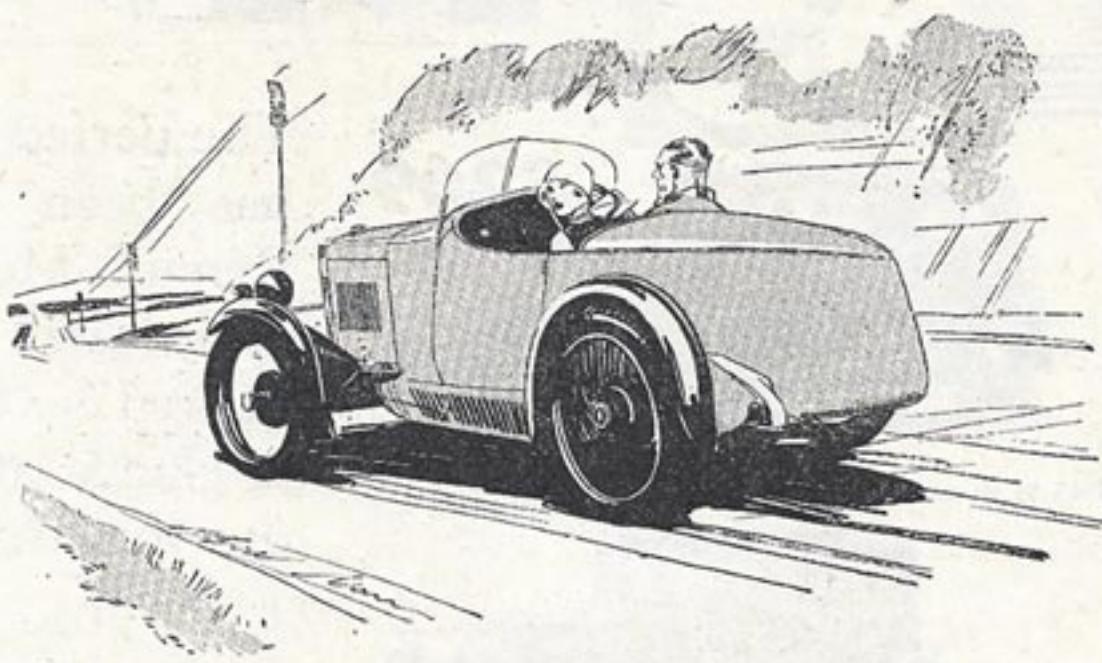
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b43



## The Fascination of the Midget!



THE EARL OF MARCH writes of driving the 8/33 M.G. Midget :

"At £185 it is one of the most delectable amusements I know, yet it is a real motor in miniature, *not* only a cherished toy!"

Allow us to demonstrate to you this delightful little car which will surge up to the sixties like a rocket. A most fascinating car to drive.

**The M.G. Car Company**  
Pavlova Works  
**Abingdon-on-Thames**

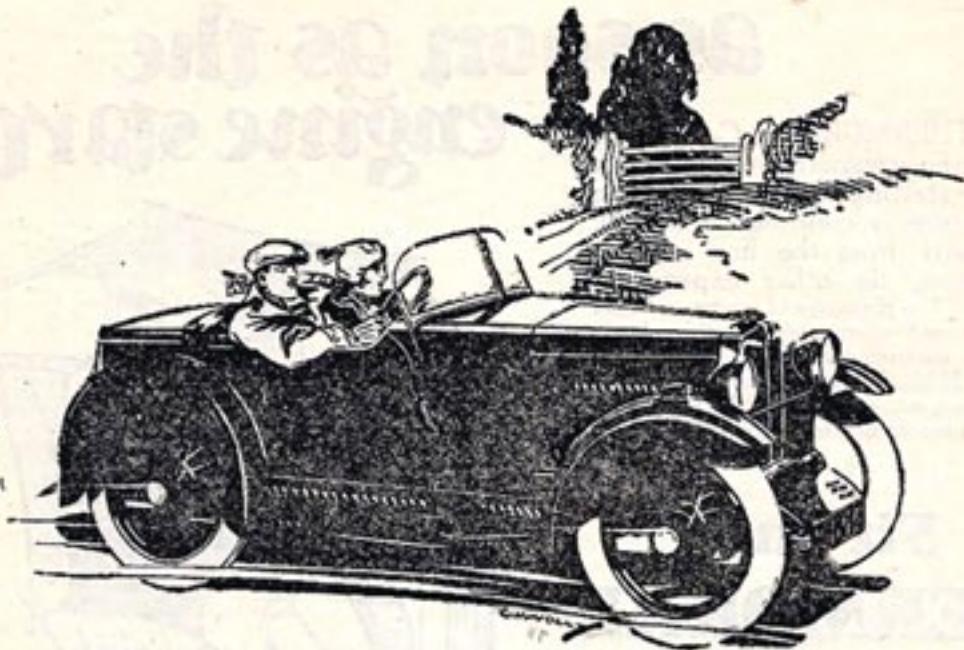
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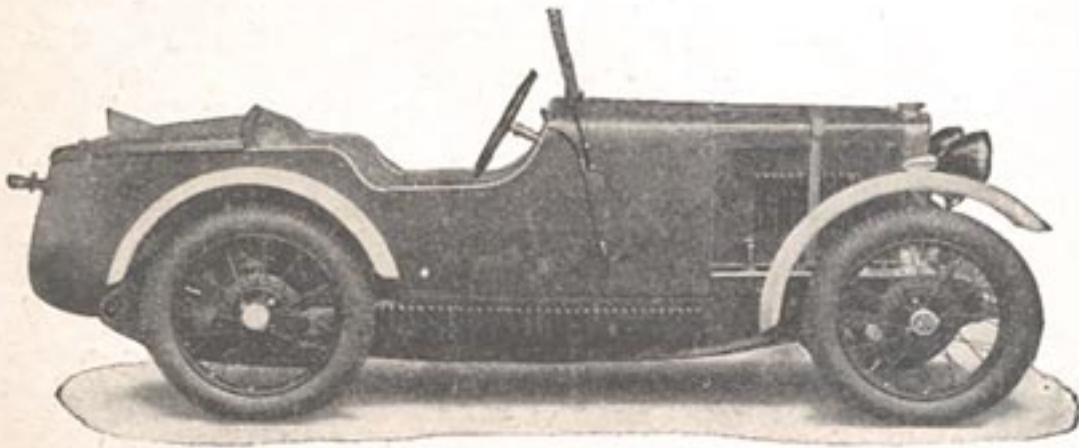
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**Abingdon-on-Thames**

Phone 251 (3 lines)

Wire: "Emgee"



# **Belgian 24 hour Grand Prix**



***The M.G. Midget Sports.***

Winners of the Team Prize in the J.C.C. Double Twelve Hour Race 1930.

The only British car to compete in this race was

## ***The M.G. Midget***

of 847 c.c.

which gained fifth place in the 1100 c.c. class

This remarkable performance was achieved without the aid of any pit help. The drivers, Capt. F. H. B. Samuelson and F. Kindell, completed the course without any outside aid at all.

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ISSUED BY THE PUBLICITY DEPT. OF THE M.G. CAR COMPANY, PAVLOVA WORKS, ABINGDON-ON-THAMES



Beautiful coachwork embodying grace, comfort and speed.

The 8/33 M.G. Midget Sportsman's Coupe.

For Prices see last page.

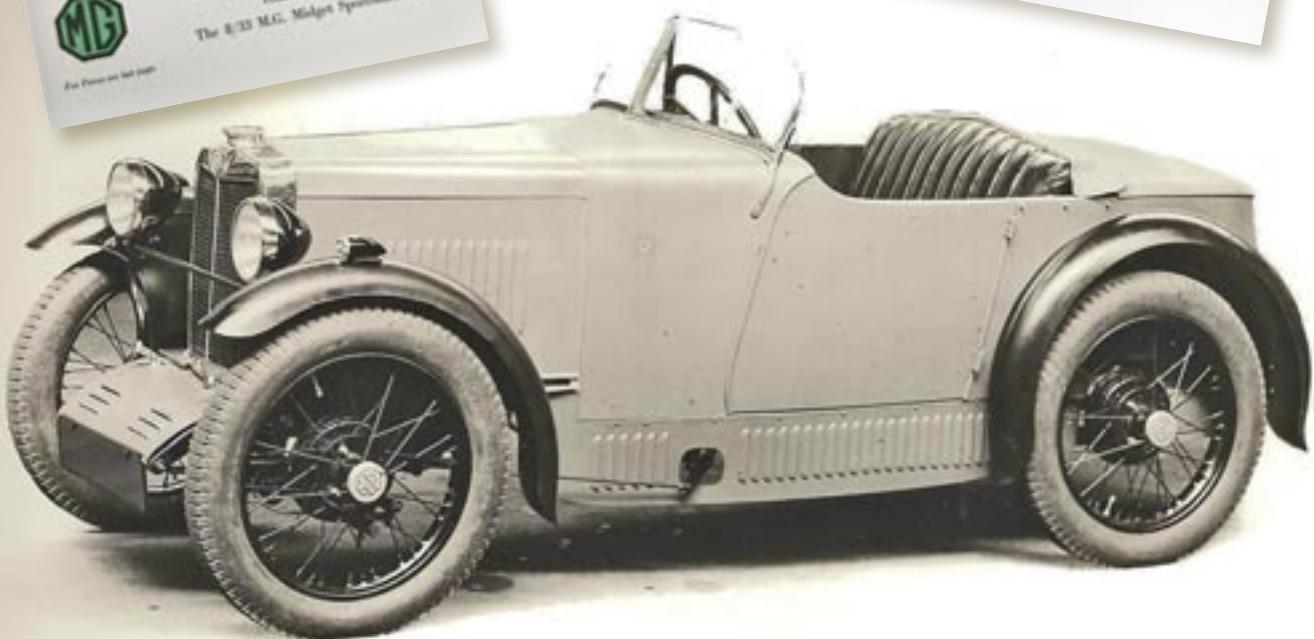


One of the most popular sporting cars on the road.

The 8/33 M.G. Midget Sports  
Two Seater.



For Prices see last page.



TOUR,  
TRIAL  
AND  
TRACK



TWO MEN  
AND A  
MIDGET

# Two M-Type reports reprinted from The Autocar

## TOUR, TRIAL AND TRACK

EVEN now there are quite a lot of people who, I suppose, or pretend to believe, that a car which is exactly suited to ordinary touring can be any real good in a long-distance trial, and even more so. But a machine capable of performing well in a track event can be satisfactory for running about town. Yet almost everything imaginable has been done to demonstrate this more than double personality, so it seems of the modern car.

Recently I have had an unusually good opportunity of showing up this very thing, and that with a car which costs very little money and is cheap to run. The MG Midget, as almost everyone knows, is easy to handle on present-day crowded roads, above all, the remarkably smooth engine does its work in an effortless way which belies the actual size. The point is that the car in question was a normal machine, carefully run in and then put through the test which it now insuring history—a hundred consecutive climbs, under official observation, of Baggar Road.

That performance means much to those who know the notorious Devil's Hill, with its very loose surface and maximum gradient of 1 in 5.50, but an exceptionally good machine can just as easily be visualized what it is capable of doing without remembering that the hill stands in the dark. The car was stopped only to refuel and the engine itself was not stopped throughout the entire Mountain, but that each year in the London-Llandudno Trial this hill is the ending of at least forty or fifty trials of various types.

That was how this Midget began. On Saturday the most interest is that within three days of this soggy old hill climbing we took over the very same motor car for the London-Edinburgh trial at Whitton. A general look

over, fresh oil in the engine and RX 5793—as we remember, the MG—set off brightly on the 40-mile northward run, with plenty of leather ahead in the shape of severe hills, including Park Rash, in Yorkshire, rough stuff and a fine schedule. That trip, with the return journey to town, was a capital affair from begin-

ning to end, with the right sort of weather and no trouble of any sort, even Park Rash failed to worry a car which had gone a hundred miles up something even fiercer.

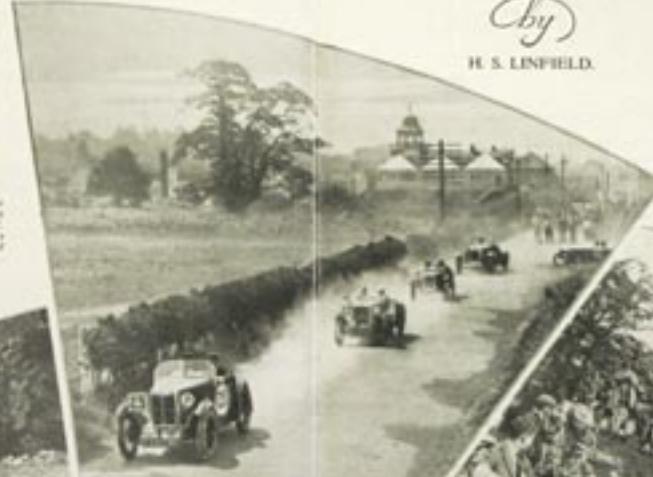
And the right kind of况境 makes all the difference. In one of these circumstances who doesn't get bothered whatever happens? when, for instance, at night on the Great North Road an approaching car decides at the last moment to overtake a lorry it has been following contentedly for some time, and, with a blast of head lamps, comes straight at one's small motor, leaving just time for something violent in what are

Versatility as the Modern Car's Strong Suit, with Particular Reference to a Much-liked M.G. Midget.

By H. S. LINFIELD



One of the first cars to be driven by the late Sir Frank Bough.



(Right) In the road used for the J.C.C. Stockdale Highgate road.

so aptly named phenomena—avoidance. Or when making up time on the motorway doesn't get appropriate enough space of sheer track on one side of the track and of rows of right-angle bridges barely wide enough for the car and completely "blind." Besides, a navigator is worth having who, like my regular "mechanic" Scottie, really does keep his eye on the route card, and, into the bargain, brings along with him something things like a patient, very special, tea infuser intended to cut out the unpleasant taste associated with tea kept ready-made in cans.

The stage set of Park Rash in the M.G.C. London-Edinburgh trial.

vacuum flask, an instrument which succeeded principally, on being brought into action in the middle of the night, in splitting loose tea all over the inside of the car and producing nothing better than discoloured hot water, faintly reminiscent of the incoming brew.

Anyway, twenty-six hours later we were in Edinburgh, pleased with things in general and looking forward particularly to the run home next day. And that run was one of the very best we have ever had, and we have had some pretty good ones at one time and another.

Not every hotel can produce an early but excellent breakfast at the North British rooms to be able to do any time after midnight, and we were very fortunate most people had thought of getting up for the first hundred miles down to Carlisle made a tremendous difference according to whether they are slow or relatively fast. We were able to take them fairly fast since we, the Midget and the minimum sheep and the salubrious had the road all to ourselves for a couple of hours, and in two hours, especially in such conditions like those, the little machine can cover a surprising mileage, sitting on the road like a car from its size and taking the corners as you please, close in to the sides of the road.

First stop the Devil's Beef Tub, above Moffat, that squat, neat and wonderfully clean Scottish town, though those who think

that fairly fast driving means that one sees very little of beautiful country like this part of the Lowlands have "another think to come."

Briefly, our plan was, instead of running down to London by the direct main road, to branch off south-west from Carlisle, to Cockermouth, and then wander through the conventional part of the Lakes—Bassenthwaite, Keswick, Derwentwater, Thirlmere, Ambleside, Windermere. The day was exactly one of those when the Lakes look right, though it seemed that half the motorists in Lancashire and most of those in Yorkshire were converging on Lakeland that Sunday morning; and mostly saving time by cutting the bends on the wrong side.

By Ambleside the Lakes had "got" us once more, and while we were there it seemed a pity not to do Kirkstone Pass again—the *pukka* climb—and go along to Brotherswater and Ullswater. It's difficult now to believe what a terror Kirkstone used to be, for in spite of the very considerable length, the piece of 1 in 4 before the top, and the scorching sun, there was not a wisp of steam.

#### Busy Lakeland Roads.

At the summit, where the road from Troutbeck joins in, was a mass of cars which, wisely enough, had come up the easier climb, and, for the amount of traffic on it, the road which then for several miles follows the north shore of Ullswater chiefly resembled any main road near London on a Sunday morning. But the views are worth it, and with a small car which has really useful acceleration the difficulty is at a minimum. The steamer which operates from end to end of the lake is amusing; it was then about to get under way and made enough fuss and blew out enough smoke for at least three Cunarders preparing to cross the Atlantic.

We decided to return to the north-south Lakeland road, taking the hill down to Troutbeck this time instead of Kirkstone itself; lunch in the open by Windermere and then it was time to think seriously of jolly old London, two hundred and fifty-something miles away, at a quarter to three in the afternoon.

Windermere to Kendal, Kendal to Skipton was bound to be slow. Everyone was out and enjoying himself in his own particular way as much as we were in ours, and one chiefly notices a crowded road when trying to get somewhere a long way off. Anyway, we progressed, had a first-rate tea in a café at Skipton, outside which café the car attracted a whole lot of attention, and then joined up again with Ilkley, where not so very long before we had had breakfast on the trial itself.

We had no wish, recalling past experiences, to arrive



"RX 6795" in more restful conditions—beside Grasmere Lake on the run back from Edinburgh.

home at an unearthly hour a.m., and the obvious thing was the Great North Road, a perfect road on a perfect evening, the Midget batoning along comfortably, the crew not yet at all tired. Doncaster, Retford, Newark, Grantham; straightforward and conventional, but well suited to our purpose.

Curiously enough, on the long run from the North, Stamford always suggests London, though actually, of course, it is a good eighty miles out, and this time the daylight began to fail before we were at Biggleswade. Then there was the episode of the ginger-beer supplies. Long before, away back near Ullswater, we had laid in a stock of soft drinks, wrapping the bottles and subsequent "empties" in the folds of our big coats carried in the tail locker in case of seasonably wet or cold weather. To date that plan had worked well and there had been no casualties, but catastrophe was yet to come. How it came is obvious. Stopping finally soon after dark to put on coats, as the night was one of those surprisingly chilly affairs we have sometimes after very hot days, I snatched thoughtlessly at my voluminous garment, getting it into mid air only to hear report after report as spare ginger beer crashed to the road, leaving us annoyed and intensely thirsty. And clearing away that glass was some job with the help of torches and large chunks of rag.

Finchley, Baker Street, Oxford Street; somehow unreal after Edinburgh and Lakeland the same day. And that marvellous little motor car—it really was—just as good as ever, entirely happy, in spite of the 490 miles since breakfast, to say nothing of about 930 in something more than forty-eight hours total time; and thanks to the pneumatic cushions we were as fresh as ever next morning.

#### Track Work as a Contrast.

The third phase of "RX 6795," as far as we, the "official" crew, are concerned, brings out still more vividly that versatility already mentioned. Between the "Edinburgh" and the J.C.C. High-speed Trial at Brooklands the car went back into ordinary life, doing another reliability trial, I believe, by way of amusement in the meantime. Then we took over once more for the track event, in which to qualify for a coveted gold medal 42 m.p.h. had to be averaged over sixty miles made up of a circuit which is hard on the car, including as it does two miles of the track, bends and a hill, and a descent of the Test Hill on each of twenty laps.

Somehow we have got to understand that old motor car, and don't believe it would really let us down after what we have done together. Certainly it had found a mile or two an hour since the last trip; the exhaust

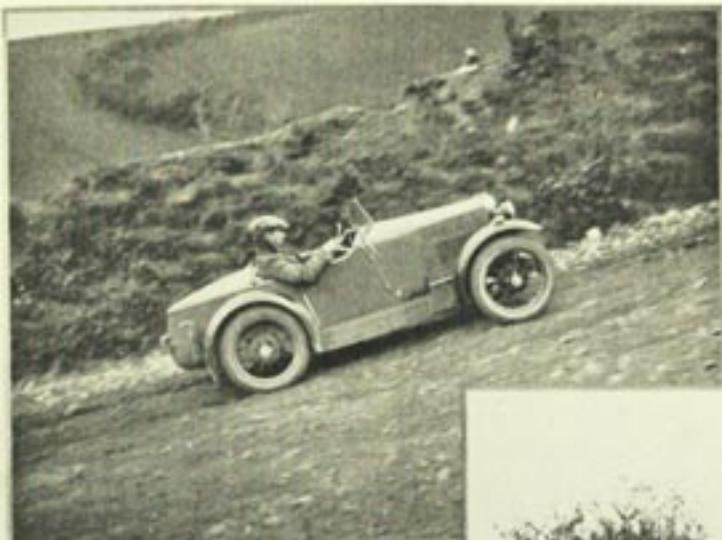
note curiously altered to a fierce crackle with the regulation fishtail fitted. But the same car, reliable and doing the job. We ran to a definite schedule on the watch, could get 70 on the speedometer if we wanted it, with the wind right, on the track section, but were keeping down to between 64 and 66, according to plan, and even then found we were making lap times well below what was wanted for a gold. Cars could stop only on the track section without being disqualified, but we made no stop, did our time comfortably, and were but one of nine Midgets to do the same.

Many of the cars always scrap for a "place" in this affair, though it is not a race at all, but we carried on to our scheme, two of the "Double-Twelve" Midgets which were running actually lapping us before the end.

And that is that for the present with that motor car. Freak hill-climb to the tooth power, long-distance trial, long, fast touring run, a speed event on the track, and plenty of pottering around town and on the

by-ways. A good mixture and each thing done so well that the little car has become more than likeable—fascinating. What is more, one of the best things is that after each show—and every single one has been strenuous from the car's point of view—the motor car has been as good as ever. There has been no need for an immediate overhaul to get the machine right once more. Even the last run back to the works in the very early morning was good, too, and a deviation to Alms Hill, near Henley, seemed only natural, the throttle actually having to be let back a bit to avoid bumping the car too much on the rough surface by the Cannons, on the 1 in 3 or so gradient.

Talking of the works, the testing staff and mechanics have been really good, enthusiastic and helpful in the hundred and one little things which always have to be done in getting a machine ready for a long-distance trial, apart, as I have said, from definite mechanical work.



(Left) The M.G. Midget on one of the steepest parts of Beggars' Roost, the notorious Devon gradient, during one of the Hundred Consecutive Ascents under R.A.C. observation.



(Right) On the lower part of the hill; the steepest gradient is beyond the right-hand corner.

# TWO MEN AND A MIDGET

*An Account of the Part Played in the Belgian "Grand Prix des 24 Heures" by the Smallest Car in the Race.*

By F. H. B. SAMUELSON.

SOME little time ago "Casque" said to me that I appeared to specialise in bother of a peculiarly exciting type. Perhaps it was to some extent this penchant for battling against what may sometimes seem unnecessary odds that caused me, while still at Le Mans, where my M.G. Midget had taken part in the Grand Prix d'Endurance, to enter it for the Belgian 24-hour race only twelve days before the Belgian race was due to start.

As is now well known to all those who take an interest in motor racing, my Midget had run extremely well and with the utmost reliability at Le Mans until a fractured oil-pipe put us out of the race. Up till then the performance of the car was such as to convince me that with ordinary luck she was quite capable of going right through any 24-hour race on any road circuit; so immediately after the race was over I made enquiries about the Belgian Grand Prix and eventually entered the car by telegram next day.

#### Some Hustle!

Time was short, and it was essential that the engine should go back to the M.G. works at Abingdon for overhaul. We therefore took it out of the chassis, which we left at Le Mans, and, putting it in the back of my tried and trusty old French Talbot, bore it back to England.

It was mid-day on Thursday by the time I got the engine to Abingdon, and I had planned to catch the night boat (10 p.m.) back from Newhaven to Dieppe on Friday, so that we might have time to do a little practice on the circuit at Spa, as neither I nor my other driver, F. R. Kindell, had ever seen the course before, nor did we know the roads from Paris to Belgium.

The engine had to be dismantled completely, put up again and tested, and some sort of a cradle made to keep it in place in the back of the Talbot, as I had had to drive with one hand



*The author's M.G. Midget in "fighting trim."*

and hold it in place with the other most of the way from Le Mans to Abingdon, and it was not improving the upholstery of the much-abused Talbot.

However, all was ready in time, and we got to Newhaven at 9.15 p.m., arriving at Le Mans the next evening. There were just the two of us, and we were short of tools, as in the rush all the tools had been left behind and so had Kindell's luggage! We just had such tools as I usually carry on the Talbot and what we could borrow at the Morris-Léon-Bollée Works at Le Mans. There the English works manager, Mr. Harry Smith, was most kind and helpful to us, putting his whole works at our disposal, helping us with the re-erection and even taking us to his home to real English meals beautifully cooked by his lovely and charming daughter. No wonder we did not finally leave Le Mans until quite late on Monday evening!

#### We Arrive.

All through France we were haunted by terrific thunderstorms, but we somehow managed to dodge them until we got into Belgium, where they descended upon us from all directions. Finally we arrived at our headquarters at Francorchamps, near Spa, on Wednesday evening completely wet through and very tired. The local Belgians were quite disappointed when they found that we were not going to practise that night.

The Belgian course is a most sporting one and far more difficult and interesting than that at Le Mans. The surface is perfect, the road on the whole narrower, and there are numerous corners and no straight stretches of more than 1½ kilometres in length. It is also decidedly hilly, the difference in level between the highest and lowest points being 490ft. Owing to the scratching of the Bentleys my Midget was the only English car in the race, and, as it was also by far the smallest running, great interest was

taken by competitors and spectators alike in its performance.

The race is run in a series of classes according to engine size, and we found ourselves in the 1,100 c.c. class, in which there were eleven other cars, including four Tractas.

#### How We Fared.

All went well with us for about twenty hours, by which time we were running third in our class, having averaged over 50 m.p.h., including all stops. We were lapping at rather over 55 m.p.h., my best lap working out at 57 m.p.h. Then clutch-slip set in, and as one lap had to be completed in every hour, and three laps during the last hour, no adequate steps could be taken to effect a cure. After using up all the fire extinguishers in the vicinity of our pit we just had to struggle on as best we could to finish 5th in our class and 15th out of twenty-one finishers of all categories, at an average speed of rather over 47 m.p.h. Apart from this clutch-slip the Midget ran marvellously all through, gave no trouble and received a great ovation from the spectators at the finish.

I cannot end this account without a word for my co-driver, Kindell, whose unlimited capacity for hard work and amazing cheerfulness in all conditions were mainly responsible for enabling my Midget to be the first and, so far, only car of its size ever to complete the course in an international twenty-four hours road race.

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The M.G. Midgets which won the team award in the J.C.C. Double Twelve hours' race in May, 1930, were privately entered, and driven by amateurs in the strictest sense of the word.

It is the only car of its size ever to complete the course in an international 24 hours' road race (vide *The Autocar*, July 25th, Page 199), having gained fifth place in the 1100 c.c. class in the Belgian Grand Prix in July, 1930.

Under R.A.C. observation it has made one hundred consecutive ascents of the steep Bigges Roost Hill, near Lynton, N. Devon, without stopping the engine.

In every trial or race in which it has taken part it has emerged with flying colours.

Arrange a trial with your nearest M.G. Agent and you will find that it has all the liveliness and thrill of a side Motor Cycle and yet is more comfortable than would seem possible in so small a car. Adjustable seating gives comfort for short and tall alike.

A novel sliding roof, in which is incorporated four roof lights, is fitted to the Sportsman's Coupe.

All bright parts are Chromium plated, and Triplex glass is fitted as standard on all models.

*All prices are ex Works*

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Safety fast!



**The 8/33 M.G. Midget Sports Two-Seater, £185**

No introduction is needed for this popular little car which is to be seen on the road in all parts of the country.

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Proud owners of M.G. Midget Sports Two-Seaters have been carrying off coveted awards in trials and races in many parts of the world.

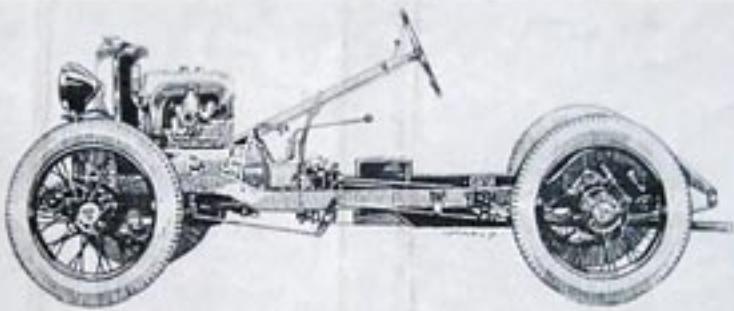
Try me out, and you will understand what "Safety Fast" means.

The body is finished in a choice of Pillar Box Red, Celandine Blue, Meadow Green or Diesel Black, with black pneumatic upholstery. The Diesel Black finish has Pillar Box Red wheels.

**Abingdon-on-Thames**

The MG Sports

**The 8/33 M.G. Midget Sports Mark I**



**Chassis Specification**

**CHASSIS DIMENSIONS**

Number of cylinders—4.

Bore and stroke—37 mm. by 43 mm.

C.C. of cylinder—412.

Stroke ratio—4.66 x 1.0.

Stroke—16.46 in.

Compression ratio—5.0:1.

Engine—8/33 h.p. Tension rating (100 ft per minute), 37 mm. by 81 mm., 347 c.c. Four cylinders in line. Externally-stud flywheel housing crankcase. Overhead valves operated through levers by overhead camshaft carried on detachable cylinder head. Three-ring aluminium piston with steel connecting rods.

Carburettor—A.U. automatic gravity type with hand mixture control on dash. Lubrication—Pressure. Pressure throughout, by gear-type pump. Oil is carried in a large aluminium tank with cooling fins having a capacity of one gallon.

CHASSIS. Tensioned spring gas and the recovery connections at all chassis points. A semi-ganged system is used on Group II models.

Cooling—By three-speed, chain-driven plenum plated brass radiator.

Transmission—Single dry-plate clutch and gearbox unit with reverse. Three-speed forward and reverse gears, direct drive on top-mounted control. Top, 4.8 m.p.h.; Second, 2.6 m.p.h.; Bottom, 1.7 m.p.h.; Reverse, 0.8 m.p.h.

At 1,000 r.p.m. speeds on the forward gears are approximately : Bottom, 4.7 m.p.h.; Second, 9.0 m.p.h.; Top, 18.5 m.p.h. Engine is capable of over 4,000 r.p.m.

These ratios, to three-quarter steering speed being set by open propeller shaft which has a Hardy-dad universal joint at each end.

Chassis Frame—Exceptionally sturdy; tapered and stepped front and side with neatly cut corners which ensure rigidity.

Springs—Long flat semi elliptic springs fore and aft provide very low centre of gravity and excellent road holding. Hardened shock absorbers.

Steering—Worm and wheel type, column adjustable for rake, 16 in. Blown celluloid-covered sprung-spoked steering wheel.

Electrical—Ignition by Lucas delecto coil and battery—start motor of gear type—electric horn, large headlamps, side and tail-lamps.

Brakes—Foot brakes operating on all four wheels, single point adjustment for all brakes, also individual adjustment for each wheel. Hand brake central lever; coupled independently to all four wheels.

Petrol—Five-gallon tank carried in dash. Instrument panel—m.p.h. speedometer, oil gauge, ammeter and voltmeter. Headlight with reflector 10 m.p.h. Cut-off switch has a click in addition to above and two front dash lamps in place of concealed lighting.

Wheels—Five wire wheels with 17 in. by 4 in. Dunlop balloon tires.

Body—All bright parts are chromium plated.

Printed in Great Britain



# Technical



## Upgrading Early Oil Pumps

This issue will go through the upgrade of the early oil pumps along with the upgrade to a modern spin on the oil filter.

First step is to increase the pumping capacity with a 1/4" spacer on the bottom of the pump. I used a product from Permatex called The Right Stuff to seal the spacer on **Photo 1**. Plate from S&V



This will now let the pump accept the set of .564" depth gear. **Photo 2.** shows the new and old gear.



**Photo 3.** shows gears installed and clearance checked.



Gary Krukoski  
Technical Coordinator

Now with the pump capacity upgrade completed, you can start the filter upgrade.

You need to block the original outlet on the pump. This will force the oil through the filter. See **Photo 4.** I fitted a tight steel plug in the passage.



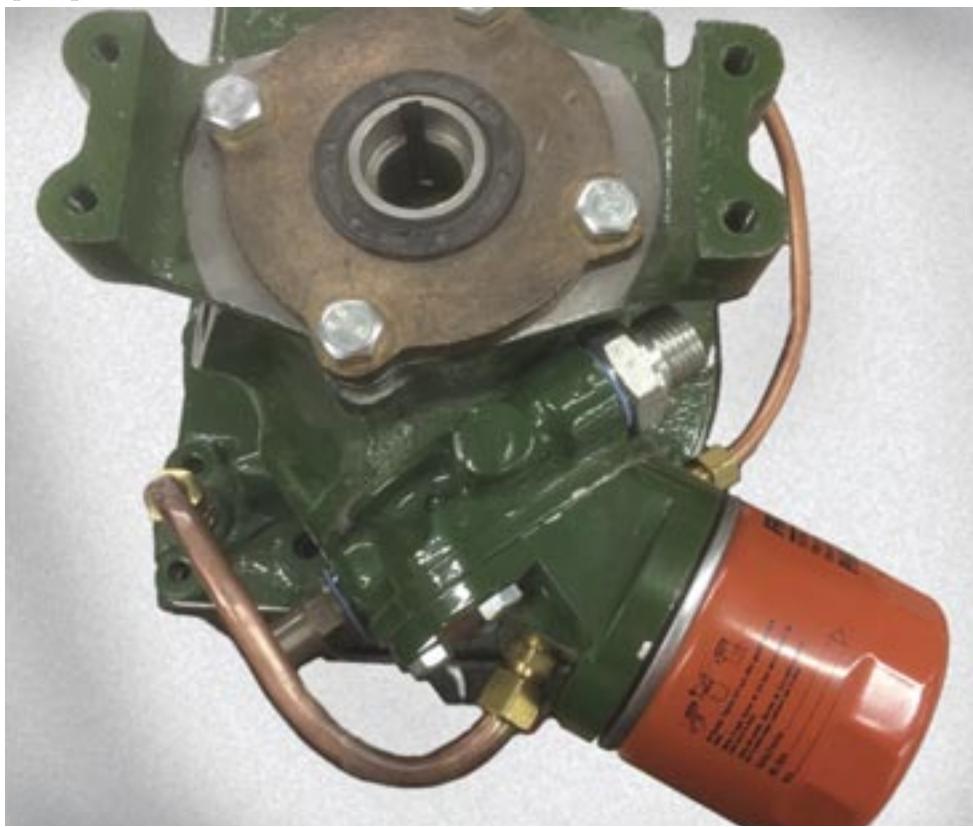


# Technical

Next you need to open up the front plate to accept a larger fitting. The fitting will come with the filter kit. It will specify the correct tap size. New fitting installed in **Photo 5.**



The original bottom plate should be checked for flatness. It may need to be surface ground or lapped. Then a hole must be cut to match the output of the pump to filter.



You will need to fabricate a new line from the filter to the new fitting you installed in the front case. See **Photo 6.**

Also shorten up the line that sends oil to the head. ( small line on the left) **Photo 7.**



The threads on the filter are 3/4" by 16 TPI.

The second style oil filter I have used is very similar. (red one in last photo). It only has one oil outlet instead of two compare to the first filter. You will need to add a "T" fitting to split the oil to feed the block and head.

One last thing I did was to install a union 3/8" BSP X 1/2" BSP special early Morris pump. This will let me use the later style supply line. You can see it in **Photo 1..** S&V # 2585

*Green pump came from Bob  
Grunau (Canada)  
Red from Sports & Vintage (UK)*



# MMMarket



## 1935 MG PA for Sale



PA 1823 2068 AP

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## Cars For Sale

10.20.17  
1936 PB Airline Coupe' PB0560  
UK original reg. CCD 981

This is one of six known remaining PB 'Airline' Coupes. Chassis number is PB0560. It was a very early registrant on the MG Car Club Triple-M Register bearing register number 11. It was the subject of an 11 year restoration after purchase from the Westminster Car Museum owned by the late Gerry Goguen. It has all new wooden body frame, is painted in burgundy and champagne colors, and has been the subject of a complete mechanical and cosmetic restoration. It runs extremely well. The car is in the US.



\$150,000.00 obo

Email: [lew@roundaboutmanor.com](mailto:lew@roundaboutmanor.com)

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Contact: Bob Dewitz [bdewitz@americanelectric.com](mailto:bdewitz@americanelectric.com) phone 808-371-0216



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The Greenwich Concours, The Arizona Concours and invited to The Elegance at Hershey to name a few.

The car can be seen at the Cincinnati Concours d'Elegance June 9, 2019 Celebrating the 95th Anniversary of MG

The following link can be accessed Online for more pictures and information on the

F1 Magna: <https://www.conceptcarz.com/vehicle/z9120/mg-f-type-magna.aspx>

For a complete list of awards, history, documentation and SALE PRICE,

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04.15.13

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09.19.17

1933 L1 L0414 UK original reg. JB1708 \$135,000.00

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Serious inquiries, call: 817.929.5280

Lou Marchant, [lumbx@verizon.net](mailto:lumbx@verizon.net)



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- TA/TC new rear wheel bearing securing 2" hex nuts with lip seals and keeper washers- \$90.00 the set. Also for MMM cars, J2, L, PA, N etc.
- TA/TC Alfin brake drums- \$1400.00 set of four.
- TD/TF Alfin brake drums=\$1200.00 set of four.
- TA/TC new high ratio crown wheel and pinion gear set, 4.625 ratio \$750.00. -MMM-J/L/N/P/ 4.875 ( 8/39 ) and 5.125 ( 8/41 ) new CWP gear sets @ \$750.00
- TB/TC rear gearbox steel reinforcing plates, pre-drilled ready for installation. Includes bolts, some spacers required. Repairs a broken rear TC gearbox aluminum plate. \$80.00
- TA/TC/MMM Dual Spare wheel adapter, Also fit PA/PB etc ( uses original lock-nut)- \$175.00
- TB/TC/TD/TF light flywheel, under 10 pounds weight, \$450.00
- 2 eared MG knock-off hub nuts, 12tpi, \$40.00.
- 2 eared MG Rudge Whitworth 12 tpi knock off nuts., \$75.00
- TA/TC new wire wheels, painted or chrome, Enquire
- New Tyres, Blockley, Ensign, Dunlop, Michelin. Enquire
- SAE660 bearing bronze gearbox cluster thrust washers, -\$20.00 each or \$40.00 the pair. End float on the cluster gear is 0.004". This end float is sometimes difficult to achieve because proper thickness bronze washers are not available. Standard thrust washers are 0.075" thickness or less. Replacement new parts from various suppliers vary in thickness. These new thrust washers in 0.076" thickness and 0.078" thickness for use in TC and TD/TF gearboxes allow you to adjust the end float to correct 0.004".
- MG T Series Art Prints, Set 4 prints, TA Tickford, TC, TD, TF, size 14" x 18" mat, \$25.00
- All prices are in US\$ with shipping extra.

Bob Grunau

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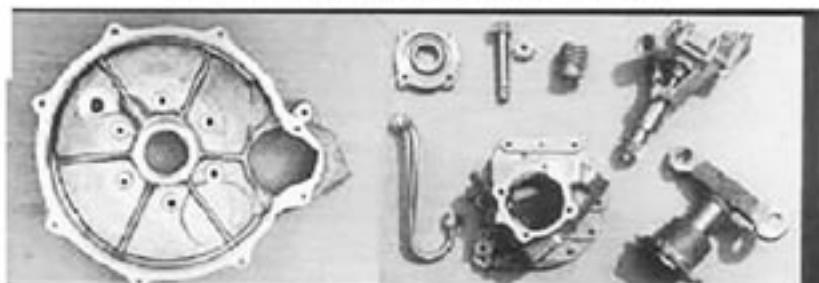
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**Current** NAMMMR related information will be accepted for publication up to and during the last week of every month.

Information and photos should be emailed to:

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This will be distributed to members the following week  
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#### **Suggested Applicable information:**

Cars & Parts available for sale or wanted.

Upcoming (your) local MG related events.

Tour/Gathering caravan planning.

Request for technical help.

Recommended suppliers.

Other...

