



MMMagazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Winter 2020/21



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Official Newsletter of the North American MMM Register
Celebrating Pre-War Cars of the MG Car Company

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Director of MMM Vehicle Records
Lew Palmer

Register Historian
Phil Anderson

Register Address:
North American MMM Register
P.O. Box 271825
Littleton, CO 80127v

**At the request of our Chairman, all contact information (email and mailing addresses, phone numbers) are no longer listed in the newsletter.
Refer to your Member Directory for contact information.**



North American MMM Register
A Register of the MG Car Club
<http://www.nammmr.org/>



The MG Car Club
The Triple-M Register
United Kingdom
www.triple-mregister.org



The Pre-war MG Register of Australia
<http://prewar.mgcc.info>



MMMagazine, the NAMMM Register Newsletter, is published quarterly on the 1st of March, June, September, and December. Deadline for contribution submissions is the 15th of the prior month. Please submit all contributions to the Newsletter Editor, Tom Wilson. His contact information is in the Member Directory.



The Editor's Desk

Tom Wilson

Busy as always, I ran out of time in preparing this issue. I apologize to all of you who sent photos and information about your cars - that will be my leading project for the spring issue.

Apparently there was some prankster sending phishing to emails of our Register Directors this past fall, so Jack Kahler directed that all contact information be removed from the website and newsletter. If you need to reach anyone in this newsletter, please go to your Member Directory for contact info. Meanwhile, we're still waiting to hear from Jack about how many gift cards he actually received!



I spent much of October in the U.K. on a major MG adventure involving the acquisition and moving of a large number of cars and spares. There's still two J2s and an F1 needing a new home, so if you're up for a new restoration project please let me know. The container of cars and parts coming to the USA is scheduled to arrive at the end of December; only the cars sold to our members made the trip. I could write a book about the adventure; for now suffice it to say it was both hard work and great fun. Lots of extra MMM spares are in the container, so perhaps some of you will benefit from the trip.

On a business note related to interiors - I'm closing the order book for the foreseeable future at Kimber Creek Ltd. in order to have more time to work on my cars. The plan was to make a large amount of progress on the cars (2 TCs and 11 MMMs) this year. Instead I've spent most of the year working on other people's interiors. While it's great to have a flourishing business, right now it's more important to me to work on my hobby, and I'm blessed to be able to make that choice. So - if you were planning on ordering an interior next year, better put it off for a while. That or come to my studio and help build these cars!

Safety Fast,



Some of the cars lined up for moving. Most have been off the road for many years.



Chairman's Corner

Jack Kahler



2020 has been a very unusual time in our lives with the COVID virus, civil unrest, and a presidential election, to name a few unusual events. Being caged at home since February has given me time to continue building my J2, and a lot of time to understand how fortunate I am to have good health and enjoy a beautiful family. But it also has allowed me to realize the number of friends I have in our Register membership. These friends gladly help you with technical car problems, advise you where to locate "bits", offer you a "bit" from their inventory and even ship it to your address. The camaraderie amongst us MMMers makes our Register complete!!

If all goes well after the first of the year I sincerely hope to have the chance to visit with each one of you in Atlantic City in June for our annual National Meet. It was a very sad time when we had to cancel the 2020 National Meet in Colorado Springs due to the fear of COVID virus. Planning for Atlantic City continues at this time, so watch our web site, emails, and newsletter for the most current news as to when registration will open and how you can make hotel reservations.

On October the 27th all of us lost our dear friend Brian Kelly. Brian was a devoted MMMer who loved our cars and enjoyed Register members worldwide. I personally will miss Brian's entertaining stories of his world travels and the stories of his very interesting life! Rest well our friend; you will never be forgotten. My memories of our fun together at Beaulieu each September will be with me forever.

MMmers please do everything you can do to stay healthy and take care of you and your loved ones!! Soon again we will meet up again as a Registrar with our beautiful MMM MGs.

Cheers,

Jack Kahler





Treasurer's Report

Jack Schneider



November 13, 2020

It's still a slow uneventful season. There is nothing new to report from the money front this time around. Our Register resources are being continually maintained, and everything is up to date.

We look forward to seeing you all in Atlantic City, June 14-17, 2021 for MG2021, the every five year multi-register all MG event!

Thanks for your continued participation,

Jack



Web Report

Casey Duncan



No news from Casey's desk this issue.

<http://nammr.org/events/>



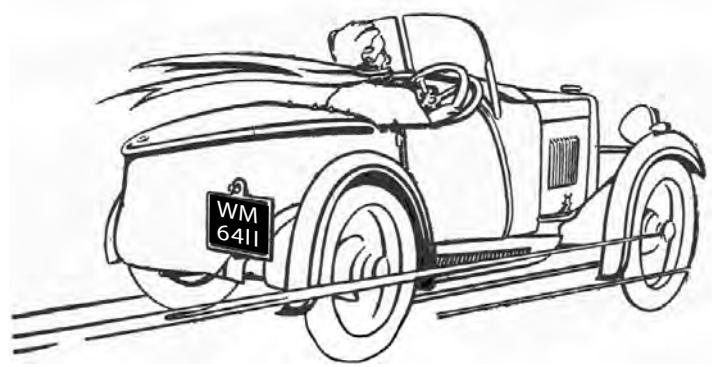


Registrar's Ramblings

Reinout Vogt



Getting started as Registrar was a bit more difficult than expected. It turned out that the database software our club uses (Access) isn't available for Apple operating systems – and I'm a Mac user. A first attempt to use an old unused PC laptop Lew Palmer had laying around worked, albeit not without problems (user licenses, etc.). To be fully functional, legitimate, and legal, the Register purchased a laptop with up-to-date software, and Lew Palmer loaded all necessary software and the membership database file. I believe that was a particularly good move on behalf of the club. With its own, dedicated, laptop, the Register and membership database is now portable and easy to transfer if the need would ever arise. Not that I am already planning my Registrar retirement, but it is simply good business practice to build in safeguards for continuity.



So, that is what I have been using so far, to do some of the 'simple' tasks of the registrar: signing up a new member (with an M-type no less!), and answering an inquiry from a fellow in the UK who offered to reunite the original brass warranty plate with the car (also an M-type) he sold about 50 years ago but lost track of its whereabouts. Thanks to the great help from Lew, these things went as easy as one can wish for; the new system worked flawlessly. However, now comes the test - the annual renewal! There's no doubt the equipment will work flawlessly again; hopefully the operator/registrar will too.

As I mentioned in the last newsletter, membership renewal will work the same as years past. You've received a renewal form and return envelope by mail – it should arrive right after Thanksgiving. Please fill out the renewal form and remit the \$40 annual dues for 2021 by PayPal, or enclose a check when you return your renewal form. For the first time in many years, that address on the return envelope isn't Lew's – it's mine!

Our register is quite small, and we don't often have new members join. Therefore, I thought it would be a nice idea to introduce and welcome every one of them here in my quarterly column. And as I just mentioned, one new member with an M-type signed up since the last issue of MMMagazine.

Welcome to James MacKeith and 2M0662 from McLean, VA!

Please take a good look at this photo ... what do you see? Most importantly, I think, you'll see that the M-type is not only being driven but that it is being 'used' by a young man. That is James' son Iain, who sometimes takes the M-type to go to school or to a bicycle ride/race, carrying his bike on the back. Iain assisted with a head gasket replacement and some serious top-end repairs over the summer and in a few email conversations, James referred to Iain as 'my engineer' and 'in-house machinist'. From a car perspective, 2M0662 has several modifications: hydraulic



Ian MacKeith on his way to a ride in 2M0662

brakes, a J or D-type style hood (bonnet), and a slab tank instead of the iconic boat tail. I already saw that James was using the Forum of the UK based Triple M Register to find more information about the modifications, which were probably done in the 60's - 70's, before Iain's (late) grandfather owned the car in the UK. Hopefully we'll get to hear more about its history in a future issue.

By the way, M-Type drivers must like bicycles. The black and white photo below, likely taken in the U.K.. in the early 1970s is another modified M-type with a bicycle on the back. And Emma, our M, happily shares space with half dozen or so bicycles in our garage in Decatur, GA.



Emma surrounded by some bicycles



Another "boat-tail-less" M with a push bike

Even a "modern" MG with a bike rack.
Tom Wilson's 1945 TC0273 in Story Indiana





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MG International - Atlantic City 2021

Press Release – December 2020

Rick Ingram, Executive Director of the MG Council

In only a few weeks MG enthusiasts from across the continent as well as from overseas will be arriving in Atlantic City, NJ to participate in MG International – Atlantic City 2021!

It seems like only yesterday that we put the wraps on our Louisville meet; how can 2016 be almost five years ago?!

The Council members typically take a break for about a year before thinking about the next event (and five years seems so far away!) and post-2016 was no different. The event is always on our mind...what did we do right, what did we do wrong, what can we do to make the next event even better than before? We don't attempt to "cookie cutter" the show each time, but we do incorporate ideas and concepts that work well and are well received by the registrants at previous gatherings and try to improve on them in with an "encore performance".

We use an event planner (Sandy Graves of Helms-Briscoe) for selecting a city and hotel complex to use for these events. We've had Sandy on board since we began planning MG2006 in Gatlinburg and are quite pleased with her efforts. Sandy knows our likes and needs and works with Convention and Visitors' Centers as well as hotel properties in getting the best deal possible for us.

Our requirements for 2021 was that the event be east of the Mississippi and in a region that the Council had not been to before. It was Sandy's task to find cities that had a hotel (or a hotel complex similar to Louisville) that had about 1000 rooms with availability during peak vacation/travel times as well as having a reasonable "rack rate including all fees and taxes". We started in 2017 with about a dozen cities/properties and narrowed that down to three (Baltimore, the Poconos, and Atlantic City). We went to each of these areas on a whirlwind site-visit that fall. When we returned home, and after "sleeping on it" for a bit, we took a vote and Atlantic City came out on top. By the way, we hold a "mid-week" event as room rates are typically better for those days than during a weekend and a mid-week event also provides a weekend on either end for travel, meaning that those in the work force will usually need to take only one week of vacation in order to attend.

The Council has been working hard over the past three+ years and we believe that we have a program for MG International Atlantic City 2021 that will have something for everyone. Historic tours of Philadelphia along with visits to the Simeone Foundation Automotive Museum and both Cape May and nearby Smithville await our registrants. (I would be remiss if I did not mention Lucy the Elephant in nearby Margate!)

Please enjoy our promotional video of MG International Atlantic City 2021:

https://youtu.be/_BcbC6_oGWA?fbclid=IwAR2-2DvHjrAQf2hf2Rg4c3QJSimIngDDuW7u21-FGksWpytzROAmebSyu0

And if you are on Facebook, please join our group:

<https://www.facebook.com/groups/3336095969744088/>

To register for the event go to: <http://www.mg2021.org>

And now a few words from the rest of the Council representatives:

From Tom Metcalf, Council Rep of the NAMMMR:

The North American MMM Register welcomes all owners of 1930's OHC Midgets, Magnettes, and Magnas to the five-year all-register event next June in Atlantic City. We are featuring the incredible Airline Coupé, built on P-Type and N-Type chassis, and among the many tech sessions will be one featuring the history of these beautiful small MG's, with an NA Airline under restoration for visual reference.

Our NAMMMR will have three classes - Early Midgets, Late Midgets, Magnas/Magnettes.... and a special bonus fourth class for the Airline Coupé.

In addition to all the great Triple-M cars and owners, the Atlantic City and coastal NJ area make a superb vacation spot with scenic seaside towns, beaches, and lighthouses to explore. Come and join your friends - bring your car, or just get inspiration to finish your project.

See you there!

From Blair Weiss, Council Rep of the NEMGTR:

The New England MG T Register is bringing our own special GOF touch to this event. Our register dinner will have a bit of what made GOFs in the past the place to be. For me a gathering like this is an opportunity to connect with old friends and make new friends.

We promise no karaoke but you never know what kind of contest we might dream up. We'll have our



Regalia sales set up in the flea market area along with the selection of books that the Register offers. We will also have a hang-out room for Register members to use when they need a place to get away from it all or to get reacquainted with old friends.

The car show will be something else, MG's for as far as the eye can see and of course our T series cars are the best looking of them all!

From Tom Medeen, Council Rep of the NAMGAR:

Here's a thought. How about traveling to Atlantic City this coming June to attend the MG International Atlantic City 2021?!

Just imagine standing with your feet firmly planted on the Boardwalk.

You'll be smelling clean salt-air, seeing the beautiful blue Atlantic Ocean, listening to Mother Nature's sounds of creatures and surf...plus the overall freedom to partake in absolute ecstasy. Your vintage British fetish for small quick and nimble cars will be sated with a plethora of activities.

You'll meet new friends and reacquaint with former chums with like-minded passions. Plus you will be out of the house...for God Sakes!!!

So, lets go! Registration has already begun! Reserve your fun! "Be there or Be Square!!"

From Richard Liddick, Council Rep of the NAMGBR:

Come one, come all, whether you are a North American MGB Register member or not, it doesn't matter if you own a MG Midget, Post Abingdon MG-TF, perhaps a modified MGB V-8 or V-6 even a MG 1100/1300 or maybe a MGC-GT there is only one place to be the week of June 14th to the 17th, 2021 and that's MG International Atlantic City 2021.

Join one of the largest All Register MG events in North America at Harrah's Convention Center and Resort in Atlantic City, New Jersey and spend some time at the Jersey Shore with your MG and fellow enthusiasts for four days of fun and sun at the beach. You can take a day trip down to historic Cape May either by a chartered bus or as a self-driving tour, walk or take a rickshaw ride along Atlantic City's boardwalk. There are numerous nearby wineries and we will offer a bus trip to a couple of these along with shopping at the historic village of Smithville. One of my favorite nearby attractions is Lucy the Elephant in Margate, NJ. Margate is just south of A.C. and is a cute old-time beach town. If this isn't enough, we will have motor coach day trips to historic Philadelphia and the Simone Automotive Museum.

So mark your calendars for what will be one of the

fastest and fun filled weeks of your life. The pace is up to you, you can attend any one of the many tech sessions, take a self-driving tour, hang out at the beach, enjoy the night life of the casinos, chow down at any of the many fine dining establishments. Meet me in Atlantic City.

From Tony Burgess, the Council's Operations and Financial Director:

The ALL MG gatherings, like MG International Atlantic City 2021, offer a rare opportunity to see MGs from the 1930's right up through the 2000's displayed all on one show field. Each of the four National MG Registers (North American MMM Register, New England MG T Register, North American MGA Register and North American MGB Register) spend three plus years planning these events so we, in North America, can enjoy seeing a Triple M Airline Coupe within eyesight of the newest MG TF.

From a "behind the scenes" perspective, the six members of The North American Council of MG Registers spend time looking over a list of usually six to ten prospective locations, then whittle them down to two or three, then finally one. The criteria are pretty strict, but usually one of the biggest concerns is finding a host hotel with more than one thousand rooms to accommodate the participants, especially during "prime" tourist season. Then comes local attractions, restaurants, and all the other "bits and bobs" needed to host an event of this size and complexity. Once all of the hundreds of pieces come together and the show opens, you see all the participants in their beloved cars from all parts of North America (and farther) filling the roads around the hotel, you are happy to see all these friends together. And that is probably the most enjoyable part - connecting friends who may have not seen each other in several years, picking up their conversation where they left off last time, without missing a beat.

And a final thought from Rick:

So there you have it....the "skinny" on MG International Atlantic City 2021. Online registration will soon be available (if it's not already live by the time you read this.) We encourage you to register early as some of the events are limited in size (motor coach tours) and will be available on a first-come/first-serve basis.

The web address is: <http://www.mg2021.org>

Once you are registered for the event you will be able to reserve a room at Harrah's. Complete information will be found on the MG International website.

We hope to see you in Atlantic City from June 14-17, 2021 where you will find "MGs by the Sea!"



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When I Was Your Age

Phil Anderson



Triple-M's in the Life of Brian

Brian J. Kelly was in every sense a gentleman and scholar of all things prewar MG. He was also a great friend of the Register for many years, eager to share his stories and expertise freely, with focused attention to detail, accompanied by an engaging, dry British wit. Many of us recall the North American MG gathering in Gatlinburg, Tennessee, in 2006. While most of us trailered our cars on these long excursions, Brian always drove—in this case more than 1,600 miles round trip from Lawrence, Kansas. It was very, very hot (as many of these summer events are), and his PA sported a very stylish custom-meshed sunscreen hood he designed. Brian also kept a spray water bottle handy when driving, periodically misting his feet to keep them cool. Of course, he tackled the Tail of the Dragon through the hills, not just once but twice. Eleven miles with 318 sharp curves, Brian recalled that it was "the fastest eleven miles he had ever driven" in his P-type. He was proud that motorcycles could not keep up with his tiny MG, roaring past on the short straights but left behind on the curves. All gearbox and accelerator, rarely touching the brakes.

Occasions with Brian evoke memories. Thankfully, he told the fascinating stories of his two motorcars in the pages of the newsletter, namely PA0512 (his restored red two-seater that covered many miles and adventures, often with Bobbie-Frances) and K0436 (a great find of a very original and rare K1/KD four-seat open tourer, under restoration for many years by Brian). The following pages are reproduced from the Summer 2002 and Spring 2003 issues. The game afoot, they reveal Brian's sleuthing eye for each car's history, as well as his delightful style of expression, where one can distinctly hear his voice.

Brian was given the well-deserved Jerry Keuper award in 2003. His kindness, friendship, and knowledge will be remembered and greatly missed. *Ave atque vale!*

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Tracing the History of PA 0512

By Brian Kelly

Having had the opportunity to visit the UK once again in April / May I decided to take time out from usual chores and plan on fulfilling a long time ambition and go on the history trail of the PA that I'd purchased in San Francisco in 1986.

Earlier, I had written to The Telegraph (UK) and they published on Saturday, 2nd of February, an article and photo of the car. They gave a brief description of the known history taken from the copies of the factory files along with a few previous owners' names. Mainly with the bias of the article being in Cheltenham, Gloucestershire, from where the car was originally registered: Imperial Motor Mart, 18 Royal Crescent, at the time the sole Gloucestershire agent for MGs and first owners of my car for fours months. During the first two months they covered 4675 miles. I'd always been under the impression that with such a high mileage the car had been involved in some kind of trials or rallies, especially with the letters from Abingdon to I.M.M. concerning the bent and damaged beyond repair rear axle, hole in the sump and shattered rear brake cable. The two names that the correspondence was addressed to at I.M.M. were G. J. Rea and J. Wathes. (More later.)

With The Telegraph being of national circulation the response from the article was overwhelming. An elderly lady from Cheltenham, who is the proud owner since new of a '68 MG Midget and an author/historian of iron work within the city, wrote to me and sent me photos of 18, Royal Crescent. It now serves as a National Tyre business. She supplied me with photos within and from outside the structure as it is today. She followed up with a brief description of the crescent and explained that it was constructed as the first crescent in town during 1806-10. Number 18 being the residence of the Duke of Gloucester. Cheltenham, being like Bath, has natural spring waters and the gentry use to flock there. Hence the building of such fine, splendid, Regency architecture that graces

Cheltenham. The then Princess Victoria, who was the Duke's niece, visited number 18 frequently.

The crescent is three stories tall plus basements that are accessible from the pavement. Lots of period iron railings, etc. Some time around 1927 an extension was added to the rear of number 18, which is on the end of the row. This served as the showrooms for I.M.M. with access from the rear street. My new found lady friend has no e-mail and within two weeks she sends me a photo that she has copied from The Cheltenham Chronicle and Gloucester Graphic supplement (no less) of June 16th,



1934 edition. The photo depicts a number of vehicles outside Imperial Motor Mart. Two MGs, (PA and J2.) The time frame was right for it to be my PA. On blowing it up on the computer it clearly reads DG 8927. Bloody Bingo!!!!!! Talk about being delighted. Further more, another reader in Cam, Gloucestershire, being a TD owner actually knew the present owner of the grist/flour mill where the second owner of the PA, 1934-36, lived in the village. Let me tell you now, Cam is so small you can't swing a cat. Exchanged phone calls and e-mails with both gentlemen for a number of weeks. The chap with the TD had a friend in the South of England right near where one of the known owners lived in 1973. I'd been looking

for this guy for a number of years. The MMM Register has a policy of not passing addresses around. However, registrar Bob Clare had tried to contact him a couple of times on my behalf all to no avail. I had an address of the owner previous to 1973 but received no responses from the letter of a couple of years ago. This friend, in the south, located the 1973 owner in no time and I followed up and also discovered the owner of 1961-68 within two days. All hell was breaking loose, people were coming out of the wood work. I was getting goodwill e-mails and letters from people in the UK who remembered me from MG days in the early '70s in the UK, rekindling old friendships and exchanging photos. During this time I'd written to Beaulieu reference library because I'd discovered that the earlier mentioned G.J. Rea is mentioned in C.A.N. May's "Wheelspin" which is his account of his involvement in the trials and hill climbs of the thirties driving MGs. Beaulieu wrote back with poetic lines stating that both G.J. Rea and J. Wathes were involved in trials during the years 1933-36 both driving "Midgets." You can sense my excitement, right???

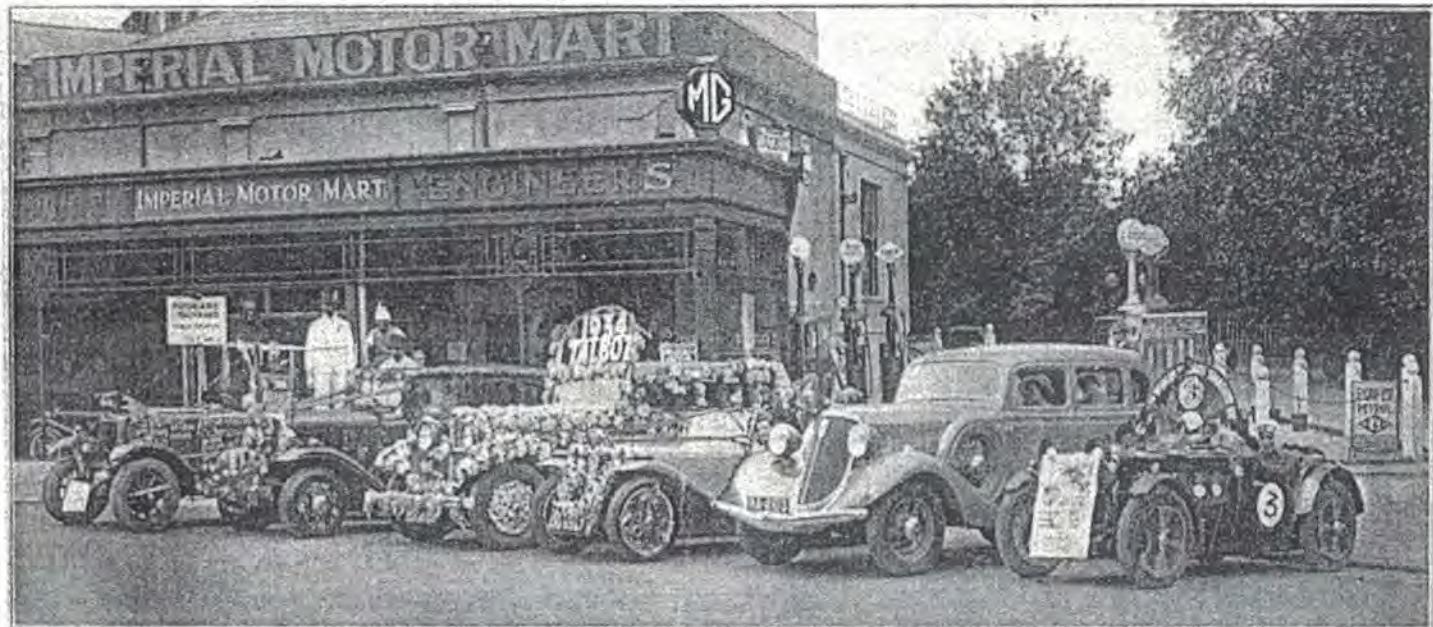
A couple of days later I arrive in Gatwick. First stop Havant, Hampshire. Noel Edwards, the owner from '61. He explains that he was 21 when he purchased the car, his first. Initially, when I phoned him, he remembered the registration number straight off. The things you tend not to forget. He outlined his memories of the car, actually, he is from my hometown of Manchester and when I restored the car I saw a repair plate on the gas tank with a Manchester repairer's address on it. One of his stories being, driving out of the city, south, is Ardwick Green, a policeman is on traffic duty and pulls him in for not signaling his turning intentions. He gets out of the vehicle and shows the cop the traffickers who isn't overly impressed with this form of signaling and starts chastising him. Upon which the cop leans, with full weight on his palm, on the front of the radiator. It's rumored that he still has MG branded in his hand. Albeit backwards. End of lecture. In yesterday's mail I received from Noel three great photos of the PA in 1961 an '62. One is from a glass plate negative the other two being from slides. What more could you ask for, you might ask. Included in the package, his original '61 insurance policy. A wonderful document. His comments being "It should remain with the car". Amen.

The following day I was knocking on Beaulieu's door awaiting the 10am opening. Directly to the reference li-

brary. The staff is wonderful. Cordial, helpful, understanding and above all enthusiastic. If you have an interest in trials and hills climbs there is a comparatively new publication. "British Trial Drivers Their Cars and Awards 1929-1939". Donald Cowbourne. This is a reference only book, 730 pages of magic. It lists seven of the major trials through the years. All entrants, results and awards in ledger style format. The trials include The Colmore, The London-Edinburgh, Abingdon to Abingdon, London-Lands End, The Gloucester, etc., etc. It doesn't give descriptions of vehicles, only makes and models, Midget, Magna, etc. Most of the events are "open" to all makes. The bonus being where a photo is known of the entrant's car during the trial then it lists which organization holds the photo.

SUNBAC Colmore Cup, 20th February 1934. G.J. Rea and J. Wathes entrants #96 and #97, respectfully. This is a month before they took delivery of my PA, (DG 8927) the book indicates that N.M.M. have a photo of Rea driving Midget. DG 4043. National Motor Museum, Beaulieu. They had the photograph. Brilliant. As you can see it's a '32 M-Type. They sent me a copy from the negative that they possess, taken by the famed W.J. Brunell. Unfortunately, I didn't associate any of the listed trial dates with the time frame that Rea, Wathes and Imperial Motor Mart owned my PA. What the book does list though, albeit in name only, are the other trials and months that they were run. Which still leaves the door open for hope and ideas. I spent all day in the library. First in, last out. They close at five. Had a great time. During lunch, when the library closes, it gives you time to have a look around the museum, all for one price. Don't plan on going to the reference library when the auto-jumble is on. The room is tiny it would be chaotic. Give yourself plenty of time.

A couple of days later I drove over to Cheltenham via Abingdon. Had chance to stop off and "visit" the factory files. Talk about up and close. What a great feeling being in this small store room amongst racks of the original factory files and the guarantee plate registration date books. Nirvana. The staff were busy so, they let me loose and threw away the key. It was my first visit, I never realized that Cemetery Road was so close to the town. It's IN the town. The weather was beautiful the town was energetic and vibrant. Didn't want to leave but I had made arrange-



ments to be in Cheltenham that evening. One of the readers of The Telegraph had cordially invited me to stay for a few days at his place in Gotherington, which is located just outside Cheltenham and three miles from the location of the Prescott Hill climb, home of the Bugatti Owners Club. During the time in town I took the opportunity to visit the library and view the book of the newspaper supplements that contained the photo of the PA and I.M.M. The six car line up, which was taken June 6th, consists of (I to R) 1926 Standard, Citroen Deluxe, Talbot 14, PA, Studebaker, J2. The caption for the MGs reads, "The latest "P" type M.G. Midget 2 seater which lives up to its slogan of "Safety Fast" at 80 miles an hour, and incidentally has established three more world records. This car was naturally an object of envy to the younger generation. It's cost #220." Obviously written by someone with a flair for the fanciful. Then, "Bringing up the line is Mr. J.E. Orgee's M.G. Midget J2, which has won many prizes for its owner driver." Orgee, I later found out, was an MG retail dealer in close by Tewksbury. I.M.M. were also dealers in Studebaker and Talbot amongst others. The event was for a charitable carnival parade through town and the cars mentioned above were the I.M.M. entrants. They are bedecked in flowers and Orgee's has a placard behind his that reads "World's Records Smashed by M.G." He took the novel approach and fixed broken 78 rpm records to his car. He is, also, listed in the trials book many times. The lower building front reads "I.M.M. Motor Engineers." Records at the library showed that from 1927 it was previously named Kirkham's Garage. To the left can be seen a P-Type in the showroom window. To the right, gas

pumps. What the photo doesn't show is a large copula on the roof, which is still there, this was situated directly above the showroom floor shedding its light. I must admit that the building didn't blend in at all with the surrounding dignified white architecture, especially now that it's a tyre shop with a gaudy, bright yellow, plastic, fascia board. "Backsheesh" must have crossed some one's palm at town hall when they issued planning permission for that during the '60s. Some things don't change. By 1937 the main MG dealership was transferred to Regent Motors of Cheltenham. Austin May writes in "Wheelspin" that the Abingdon-Abingdon finished in their car park. Then, all would stay at The Plough Hotel, which, sadly, has been recently demolished.

In Cam, later, I visited Robert Henry, the guy with the TD. Had a great ride through the Cotswold area and over to Nailsworth Ladder one of the original hills that is still being used today on various trials and hill climbs. I couldn't believe what I saw. From the start, off the hard top, you'd have trouble climbing it on foot never mind getting a car up it. It must be really entertaining to see a decent hill climb on unsealed paths. Time for me to go and prepare the PA for its trip to Durango and GoF West. Hope to see most of you there. Or, should I say, hope you'll see me there!!!! It's going to be a hell of a drive in a P-Type from Lawrence, Kansas.

Brian Kelly



NORTH AMERICAN MMM NEWSLETTER

North American MMM
Register
Midget, Magna, Magnette

Spring, 2003

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

Ken W. Purdy, *The Kings of the Road*

The Official Unveiling

By Brian Kelly

Fellow Triple-M enthusiasts and friends: Allow me to introduce and officially announce the new "Ripe for Restoration" arrival in the family. Persons named here in the article were sworn to secrecy so the Newsletter would have the scoop. Apologies to certain members with whom I corresponded and spoke cryptically during the waiting period mentioned.

A 1934 K1/KD 4 Seater Tourer. Chassis number K 0436. Engine, 644 AKD. Registration, JK 3747. Delivered 24/4/1934 to dealers Parkinson Polson, 25, Cornfield Road, Eastbourne, Sussex via main agents University Motors, London, W.1. Date of purchase three days earlier to Mr. Gordon Brantfoot, "Frontenac." King's Drive, Eastbourne.



The factory chassis files also indicate that the body, upholstery and wheels were all red. Sussex Record Office notify me that the car was first registered on 28th April, '34.

My particular side of the story started in early January of this year. The car was advertised on the Net. I e-mailed the owner immediately and requested further photos and all pertinent information and any known history. I received them the same day. I find it difficult to admit that I actually slept on the thought of purchasing/owning a K-Type. Once Bobbie, my wife, heard the details and the importance of the model she pushed me to the phone and said "Do it!!!" I talked to the owner who was located in Rochester, New York, for about 45 minutes. He told me he had pur-

In This Issue:

The Official Unveiling	1
By Brian Kelly	
NA 0353 On the Road Again	4
By Jack Simpson	
Alpine anniversary	7
By Dave Harrison	
Registrar Ramblings	11
By Lew Palmer	
Chairman Chatter	11
By Bill Tantau	
Racing and the Motor Manufacturer	12
By Cecil Kimber	
The Competition Scene	14
By Pete Thelander	
Librarian Report	15
By Bob Zwart	
Driving the River Road	16
By Curt Poulton	
A Few Things They Don't Tell You About Working an MMM Cylinder	19
By Michael A. Jacobsen	
Built in England, Bought in Asia, Restored in America	23
By Peter Boot	
New Zealand Pre-56 National Meet	26
By Bill Bollendorn	
Classified Advertising	22



chased and imported the car from the UK 31 years ago purposely to restore it. He never touched the car and it sat in his barn/workshop in dry conditions since then. He told me that occasionally he would start it up and drive it around the property. This was how I learned that the car actually started up and ran, as an afterthought. The photos that he sent me, I later learned, were a good representation of its condition. A deal was struck over the phone and a deposit was in the following mornings mail and instructions to withdraw the advert. There was not a hint of buyers remorse, none! There was plenty of paranoia, plenty. Being located in Kansas, 1200 miles away from Rochester, it wasn't possible, due to weather conditions, to pick up the car. So, I had to sit quietly, nervously, waiting for a better weather time window. Meanwhile, back at the ranch, I did the brief history trail on the car and waited. No matter how much you keep reminding your self that the deal has been done you can never say the car is yours until it's on your doorstep. Hence the paranoia. January, February, March.



Big buddy, Don Bonar, PA owner, lives 30 miles from me, he was seduced into the game of "Triple M Surprise." I offered him a one-week MG odyssey to pick up a mystery OHC car in upstate N.Y. The kicker was that he had to use his new monster truck to tow a trailer. He came through like a trooper. "Let's roll" was his eager reply. Considering what the Midwest weather had been we were extremely fortunate. Don drove all day. Through Missouri, Illinois, Indiana and into Dayton, Ohio.

The following day we stopped by Tom Metcalf's workshop on the way north past Mansfield, as arranged. It's like an Aladdin's Cave. I've never seen so many M.G.s in one workshop; it was a great experience and good to see Tom and meet his crew. Plus getting a close up inspection of his F-Type that he's restoring. The engine is now in the chassis and looking fabulous. Great work. After a couple of hours Don drove us on through to Rochester and a well deserved overnight's rest. Having arranged to arrive at the owner's house around 9:30am it was a morning of trying to control my excitement and anxieties.

Three days and two nights and Don didn't even question me of the model. He played the game like a true gentleman and drove like a professional. On arrival the temperature read 20.F. plus a damn cold wind chill factor. Froze right to the bone. Fortunately, the K was in his heated workshop and we spent a few hours there befriending each other before we loaded it up. The fuel lines are blocked and he had a gallon can in the engine bay. Switch on the ignition, fuel pump operated. Sitting in the car he said, "It usually needs a bit of choke." Choke out. Push the start button, solenoid in, starter motor swings, engine fires right up. Bloody lovely! What a thrill! A real blast! Oil pressure reading, for what it's worth, 65psi. I had an hour looking over the car with a hand lamp / drop cord. Usual thing, crawling over and under, around and above, as you do. We spent about three hours there getting to know the owner and his wife. They were, presumably, in their late sixties. He was expecting a delivery of a chrome bumper "B" that he had purchased from California having decided he

wanted a car that would be restored, drivable and fun. He had raced various cars, including M.G.As, down the road at Watkins Glen in his earlier years. He was a true gentleman and went out of his way to include a new battery for me and the biggest surprise was that he went and got a transferable title for the vehicle a couple of days before we arrived. What a guy! He included a number of books, two "new" ('70s?) radiator badges, new Hartford discs and bushings for a pair of shocks, an armature and body shell for the dynamo.

Time came to load the car, and having completed the deal I got to drive it out of the garage and on to the trailer. Magic. Pure bloody magic. I'd just bought myself a K-Type along with the larger KD engine. It was good ride out of Rochester that morning. All the paranoia dispelled along with waiting frustrations and anxieties. Later that night, 7 o'clock, on the way though Cleveland we had a blow out on the trailer. Fortunately, it had a double axle and after a nervous time off the Interstate not knowing our whereabouts we slowly drove back north to a hotel area. Cleveland provided the perfect security system, the temperature dropped to 12.F. Next morning having a new tyre fitted locally we were on the road south again in short order. We stopped by Metcalf's shop, again, to show him the surprise. The way he was drooling over the various aspects of the car I got the impression that he was impressed, especially when it fired up to his surprise.

As I mentioned, Don was a trooper, drove all the 2352 miles. Two and a half days up and the same down. Thanks very much, Don, for your untiring efforts. For me it two days recuperation before I even took it off the trailer. Since then, I have created room and have it in the garage along side his smaller brother who is still without its engine fitted or, assembled. During the past week I have had chance to have a closer inspection of my find. Numbers match. Identification plates all intact. Wooden frame number stamped in the cockpit behind bulkhead. A brief run down of metal body parts, front apron, wings, mudguards, top bonnet panels, top scuttle, lower back portion of the car behind spare wheel. Aluminium parts, bon-

net side panels, doors, all of the body skin. The honeycomb radiator, which is in excellent condition along with the surround, has a brass honeycomb stone guard. Except for the majority of the interior the car is very original and complete. It has the original dash, which is solid wood. Perhaps walnut? All gauges are complete and original. 3" rev counter, 3" speedo, clock, ammeter, oil pressure, water temp, and fuel gauge. The dash sports a dealer's plaque. An excellent restoration project. Bodywork ash shows signs of lower left deterioration on the bottom rail. The rest is sound and dry. Obviously the proof will be on lifting the aluminium but, so far, the timber looks very good including the boot area which I would have imagined to have suffered. This wasn't the case. Certainly the upper timber that is viewable within the cockpit is sound. As for the chassis, it only shows light surface rust which should prove no problem. The running gear is all original, including the 13" brake drums and backing plates of Elektron. Very impressive. All five outside laced wheels in good order. I have to question the front Hartford's that are fitted, I haven't seen anything like their design before. At some time the dynamo was hacked and bypassed and a regulator was fitted, the dynamo using a drive shaft only. Home made water manifold. Other than that as I write that's all I remember for none originality in the engine bay, except for the missing engine to radiator steel mounting plate. The running boards aren't of the original design. They were originally curved up at the rear, which

continued from the curve of the front wing. This tended to distract from the wide door area and bring a certain air about the body design. The flat boards that are on the car presently give an unflattering appearance. I've had the car down the lane and up in to third and the box sounds and acts better than the one in the PA. The K is also fitted with a manual box. The earlier K1s that had the KA engine, triple carbs, were fitted with the preselector boxes and included a de-tuned camshaft that caused the engine to tick over slower to avoid the car creeping at idle due to the preselector box. Later they overcame this by designing a "clutch" arrangement on the box. These boxes were offered as optional extras on the later K1 tourers. K 0436 is the third from the end of the line. The K series used a variety of engines through its reign. KA, KB, both 1087cc with the

71mm stroke (KC going in the L-Type) and lastly the KD which had the 83mm stroke giving 1271cc. Not to mention the K3 specifications. 1087cc.

Sources differ slightly as to how many K1/KDs were constructed, McComb's writings put it down to 87 which includes the saloons and the tourers. The MMM Register listed 6 K1/KD tourers in the '86 compilation. The car is unknown to



the Register, never having been MMM registered either in the UK or, the USA. As far as I'm aware this is the only one presently in the USA. Many were chopped to make the K3 replicas. A further point of interest, in Mike Allison's "The Magic of the Marque" page 45, there are two photos of a one off body on a Mark II 18/80, registered JK 2. This car made to the order of the Eastbourne dealer, Harold Parkinson of Parkinson Polson.

First thing I'm going to do is chop 18" out of the 9-foot wheelbase, get rid of those 13" brake drums and fit an 8" set. I always wanted a J2 Replica. Each time I go in to the garage now I'm shaking my head in disbelief. A K-Type? Me? Then reality sets in and I find myself saying, "It couldn't have happened to a nicer guy!" What do you say????

Brian Kelly





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Greg Peek at the Register



The Midget Story

Reinout Vogt



Father Of The Midget

The Midget has been the longest running model name of the MG Car Company. In 37 of the 57 years (from the start in 1923 to the closing of the Abingdon factory in 1980), one could drive a brand-new Midget off the showroom floor. Launched in 1928, the first M-Type Midget rolled out of the factory, still in Oxford, in 1929 and was soon followed by C, D, J1, J2, J3, J4, PA, PB, Q, and R Midgets, all with overhead-cam 4-cylinder engines. These were succeeded in 1936 by the TA Midget, the first of the T-Series. Production of the TB was stopped at the outbreak of WWII, and restarted in Fall 1945 with the TC, followed by TD and the TF which was replaced by the MGA in 1955. The Midget name was absent from 1955 - 1961, when it returned to the line-up with the Midget Mk. I, followed by the Mk. II, Mk. III and, 1500. The last Midget produced late 1979 at Abingdon, shortly after the announcement to close MG for good in 1980. In the thirty nine Midget years, a grand total of 287,786 units* of 20 different Midget models were built.

For some reason, I always thought it was Cecil Kimber's vision as founder of MG to make an 'affordable' sports car for 'regular' people, and the M-Type Midget was his first attempt to built such a car and shape a new market segment. That idea lasted until I read the article - *Engineer, tuning wizard, communicator and thoroughly nice man - A personal appreciation of Reg Jackson (1906-*

As told by Reg Jackson

"One day I had to go to Cowley and spotted the Minor. Cous and I were always talking about the Austin Seven racing achievements, and I was soon taken on a flight of fancy about a small MG, and Cous and I talked it over. He took the idea to Kimber, who pooh-poohed it, but also chatted to HN** about our ideas, and he took it to Kimber, who said he might get a chassis up for development work... but we had to concentrate on getting the Six ready for the Motor Show... I think it was in late '28. (*Actually, it was August*). We cobbled together a body with a pointed tail, Harry Herring made the framework, and we stretched Rexine over it as a covering...The Six was



1976) - by Mike Allison in the 2018 Triple-M Register Yearbook of The MG Car Club. Reg Jackson joined MG in 1928, specifically to work, directly under Cecil Cousin, on Cecil Kimber's newest project to develop a 6-cylinder car, later known as the 18/80 (previous MG's used 4-cylinder engines). Mike Allison, honorary chairman of the MGCC Triple-M Register, author of *The Magic of MG*, and a living MG encyclopedia, worked directly under Reg Jackson in the 1960's. During their daily morning meetings, Mike recorded, in longhand, the stories Reg shared with him. Mike published these stories, written in the first person, as Reg told them, in Safety Fast (the MGCC UK monthly magazine) and the yearbook mentioned above. I re-read the yearbook article several times as it provides a fascinating first hand account of the history of the Triple-M models. Eye-opening was the story about the Midget. Out the window went the idea of Cecil Kimber's grand vision when I learned that Reg Jackson should be considered the father of the M-Type Midget and said: "It was "sassy", smart and above all, cheap. The sort of price which with a bit of saving, I could have afforded".

This excerpt is reprinted with permission of the author, Mike Allison, and the Triple-M Register of the MGCC. The two comments in italics are Mike Allison's.

to be fabric covered, and so were some of the old 14HP jobs, so this was a natural thing for us to do. I made up a smaller version of the 18/80, as the Six had become known, radiator shell in German silver, and polished it and fitted it over the Morris radiator. It looked OK, but a bit amateur-ish, so Kimber got Carbodies to make a couple of proper bodies up in a few days, which looked a lot better. When Kimber tried it, he was pleased. (*Cecil Cousins had told me a very similar story*)

"The prototype caused a tremendous impression at the Motor Show, and Kimber told me that he had taken 250 orders for the Midget, which caused him heartache as he was trying to sell the idea of a luxury sports car to Billy Morris and the press! Anyway, the Midget went into production and more and more effort went into that car, as we were selling five or seven of those to every 18/80. I can't say that I was ever enthusiastic about the 18/80 which was really old-fashioned, but the Midget was a

different story: it was "sassy", smart and above all, cheap. The sort of price which with a bit of saving, I could have afforded.

"The Midget had proved a success, and early in 1929 Cous, Frankie Tayler and I were to take three cars to Brooklands and run them in a High-Speed Trial organised by the MCC, with "named" drivers, of course, we three as riding mechanics. This was largely CK's idea, inspired by Harold Parker of the Shell Company, to show the cars could stand up to one hour at maximum speed. I think we all three did sixty miles in the hour, which made good advertising copy at a time when neither the Morris Minor nor the Austin Seven could do much over forty in standard tune.

"HN got me to have a look at the engine of one of the original press cars, and when I checked the valve timing, I found there was no overlap at TDC, which I knew wasn't much cop, and I asked Wolseley Motors to send me an unground camshaft over. HN did some calculations, and I worked on grinding the blank on the workshop lathe, and had it hardened at Birmingham, to a different profile which gave us a little overlap, and the car went much better! We could get it up to around

73mph, but it was running weak, so I said we then needed a bit of polish and port alignment carried out. I did all this myself, and the result was a Midget which would just nudge eighty, and we knew we were on to something good. This car was called "Shinio" by the lads because of all the elbow grease I had used on the internals. I had balanced the bottom end up, equalised the combustion chambers, lined up the manifolds and so forth, and fitted a larger carburettor, and it really did scurry along then. The camshaft was put into production, production examples being ground on a proper machine, but I think that was a bit later, as they had to be slipped in between batches of Minor cams.

"We were by then moving the Factory to Abingdon, and the Essex "market gardeners" got onto Kimber for a team of Midgets to run in the Double-Twelve Race at Brooklands. We prepared half a dozen cars for that, and won the Team Prize, while CK's "baby" the Tigress, blew up. After that it was Midgets all the way, and the 18/80 died off.

* Sources: MG by McComb and Wikipedia

** HN refers to H.N. Charles, the early MG Senior Designer and good friend of Cecil Kimber.

GETS A WHOLESOME RESPECT FROM THE BEST

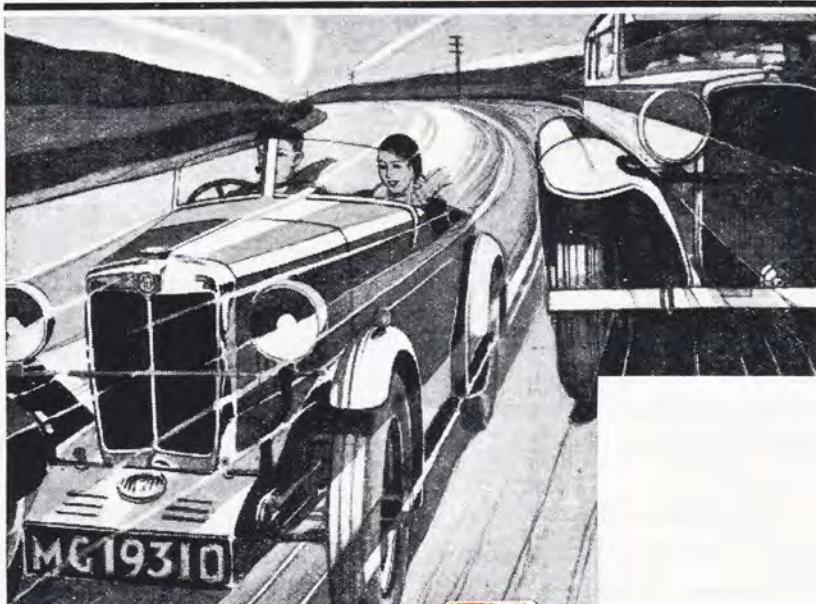
THE driver of the big sports car has no regard for the mere "sports models" he meets on the road. Theirs is no serious rivalry.

But for the M.G. Midget he has a wholesome respect. For here is no challenge to be shaken off with a flick of his accelerator. He has seen the breath-taking acceleration of the Midget... seen it rush, with unabated speed and with a steadiness he envies, at corners where even he must tread with care... watched it climb, scorning the gearbox, on hills where bigger engines clamoured for second...

From whatever point of view you judge, you will find that the M.G. Midget commands respect from the best of sports cars... commands... and gets it.

Even to read the catalogue of such a car is refreshing. Write for one to-day to Publicity Dept., THE M.G. CAR COMPANY LTD., ABINGDON-ON-THAMES

THE FIRST MIDGET CAR TO DO 100 MILES PER HOUR



Mr. G. E. T. Eyston, who drove the M.G. Midget which recently secured every International Class H Record from one to 100 kilos



Technical Topics

Gary Krukoski



Building a Low-Cost Rotisserie for Sandblasting and Painting an MMM Chassis

Begin with a used low cost engine stand. The stand will need a little modification. The rotation tube points up a few degrees on the stand when received. Cut a wedge shape piece out of the support, then weld it back together; this will put the rotation tube parallel to the ground.

I built the rest of the stand out of a used steel boat lift. These lifts are very low cost or free.



The stand is held together with U clamps to make assembly & storage easy.



The cut and weld to straighten the post is visible.



The lower stretcher is made of two square tubes, one nesting inside the other. Drill a hole in the large tube and weld a nut over it. Use a bolt in this nut to clamp the tubes together; this also allows for length adjustment.



A leg salvaged from the boat lift has existing drilled holes for adjusting the height. Using this leg you can adjust the height of the back end.



A peg is welded on this end opposite of the engine stand to assist in rotating the chassis.



Primed and ready for final coat.

Evercoat has a new paint product I used on the chassis. Optex Super Build 4:1 is a high fill polyester filler primer with a built-in guide coat. It comes in a 4:1 mix ratio allowing for an easy mix without a scale. The primer goes on pink with a gray color after sanding. Evercoat has a matching body filler (Rage is the product name) that is very easy to sand without the stink of the older low cost products.

The paint requires a large tip (3.0 size) on your paint gun; ANEST IWATA now has a low cost gun with a 3.0 tip.

If you need other info or photos please feel free to contact me.

Link to Evercoat Optex paint products:
<http://www.evercoat.com/optexsuperbuild/us>



The final coat in two part black paint.



INEST AWATA spray gun
AZ3 HTE2 HVLP

Rescuing 2M3286

Jason Klemm



So, when Tom emailed me in October to see if my dad or I would write an article for the MMM newsletter I thought hum.... what could we write about? My dad quickly pointed out that he thought it was a good idea and that I should write it :)

An M-type had been of interest for a while, so when disassembled 2M3286 appeared on eBay it caught my eye. I called my dad and mentioned he might want to take a look at the pictures. With him in southern Wisconsin and me in northern Illinois a road trip to Huntington, NY was doable. One thing to keep in mind, in our last 25 years of road trips, one of us is typically busy with work, so the #1 goal is how fast we can get to where we are going and get back.

As we studied the pictures on eBay, a few things jumped out. 2M3286 was a metal bodied M type but had some interesting features. Rear chassis mounted gas tank, cut down doors, 4 speed gearbox, and splined wire wheels; all of which were not normal M type items. I emailed the seller and asked some general questions about his ownership and what he knew about the car's history. His response back to me was to give me his phone number and ask that I call him. As I was dialing the phone, I was trying to envision the person I was calling and then an older gentleman with a gravelly voice answered. I mentioned who I was and why I was calling.

The person I was speaking to was named Chick Smith and he was in his early 80's and had a terminal illness. He informed me that he had bought 2M3286 in England in 1972 and imported it to the US. Once the car arrived, he drove it up and down his street a couple of times and then began dismantling it for a restoration. He said, "I am terribly embarrassed of the car in its dismantled state and that I never restored it". Chick answered all my questions as best he could and really had no other information on its history or modifications. He then threw me for a loop and began interviewing me about my background with MGs and about my dad and me. Questions included what cars we owned, how long had we owned them, could we handle buying something that was in pieces and get it back together, etc. I was chuckling to myself, thinking that I was going through a rigorous interview...

We had probably been talking for 30 minutes or so when he said "so listen, it is important to me that this car goes to someone that will put it back together and fix this big mess I made of it." He then proceeds to throw out a price and asks, "what do you think?". I responded with a "give me 5 minutes and I'll call you back". I called my dad, and within 3 minutes, I was back on the phone with Chick and told him we had a deal.

2M3286 was all disassembled except for the engine and gearbox. I remember thinking that if we got one of the hitch carriers for the back of my dad's truck, we could possibly fit it all without needing to take the enclosed trailer all the way to NY and back. Feeling fairly confident in our plan, we set a date with Chick to head his way. Five days before our trip, I get a call from my stepmother that my dad is heading to the hospital with a bad cold. Fortunately, after a strong set of antibiotics later he is well enough to go, pills in tow and an order to get lots of sleep (yeah right).

We left southern Wisconsin at 4am on a Friday and drove the 875 miles to Parsippany, NJ. My dad and I crashed at a hotel and tried to get some sleep. We are up early on Saturday morning and after traveling the remaining 75 miles, got to Huntington, NY, arrived at our meeting place at 9am sharp. Having never spent much time on the East Coast, I remember distinctly questioning why so many people up and driving around on a Saturday morning and why are they all telling each other that they are #1. I remember my amazement to seeing a mom with 3 young kids in the car giving many middle finger signs to cars as we were stuck in traffic somewhere in NY. :)

It was genuinely nice to finally put a face to a name and meet Chick. After some initial conversation, we began the process of loading 2M3286. Chick's property had multiple barns and a little bit of the M type seemed to have made its way to each of the barns. All in all, loading went quickly. Chick had two very nicely restored Stutz Bearcats, and as we spoke, it turned out those were a big reason why the M type was still in pieces. Fortunately, 2M3286 did all fit in the truck without even using the hitch carrier. The frame stuck out the back of the cap a bit, but everything else fit nicely into the truck bed.

We were loaded and back on the road by 2pm that afternoon, and just made it into Ohio by that evening. We kept remarking to each other over and over again that "it's hard to believe we have a whole car in the truck". Later that night at the hotel, a man was out walking his dog and we struck up a conversation. He asked what we were moving, and when I answered that it was a 1932 MG, his response "where's the rest of it?". We dug out a few pictures to convince him that it was all there and what it would look like when it is fully restored.

Sunday was uneventful and we made it the rest of the way to Wisconsin to unload. It was a fun 1,900-mile 3-day trip. While I am not sure riding all the way to NY and back was exactly what the doctor meant when he wrote my dad's prescriptions and told him to take it easy, it was an exciting 3 days with lots of fond memories of the trip to get 2M3286.

On a side note, unfortunately not much history is known before Chick Smith's ownership or why it had those non-standard M type features. With any luck we can get this pandemic behind us and get MGing again. Plan is to have 2M3286 out and about very soon . . .



Chick in 1972



Rough reassembly in our garage today . . .



THE ONLY ONE-STOP SHOP FOR MMM OWNERS. CARS, SPARES, NEW & USED.



1933 MG J2 to J4 Specification. A totally restored mint condition J type MG to J4 specification with Phoenix crank, Corello rods & Cosworth pistons. Nose mounted Arnott s/charger, full J4 dash with 6" rev. counter, switch bank, dashlamps, etc; Full Brooklands exhaust; bucket seats in grey leather to compliment the superb Ocean blue coachwork, & a full set of black double-duck weather equipment. A wonderful opportunity to obtain a very rare MG.....£69,950



1934 MG PA SPORTS. Something to bring a bit of pleasure back into life. An excellent restoration and so original. Total engine rebuild. Collingburn trim, new weather gear - all the right stuff in all the right places and correctly restored. It's superb.... £39,950 NOW REDUCED £37,500



1932 6 cyl F. Magna. Can be built as the original open 4-seat tourer or the v.handsome 2-seater. It also comes with your dream choice of a rebuilt F engine or the more than desirable N engine. Both fit the v. rare ENV g/box included. V. good bodywork. Price dependent on your engine choice....£20,000 guide. This car is virtually complete. No screen. It truly is a bargain and needs to be viewed, will make a very valuable car if built as the 2-seat Magna with N engine.



SHIPPING ARRANGED FOR ALL CARS WE OFFER,
WITHOUT HASSLE

WE HAVE SPARES, SPARES, SPARES FOR ALL PRE-WAR MGs – BOTH NEW & USED
Visit www.barrywalker.com or phone or email

HERE ARE SOME RARE & DIFFICULT PARTS NOT OFTEN AVAILABLE

* P Series rad shell with nose... really excellent condition.....	£650
* J Series rad shell with nose... really excellent condition	£650
* Other rad shells, poorer but cheaper.	
* Set of orig. J/F/D cable brakes... whole car	£650
* T/A/B/C fully restored 8:39 high ration differential	£1,250
* Coming on stream, fully rebuilt MM and T series headlamps	From £750 pair
* Off the shelf FULLY RESTORED & REBUILT MMM & TA/B/C DYNAMOS & STARTER MOTORS, OUTRIGHT OR EXCHANGE (2-BRUSH MMM also available).	
* NEW LUCAS TYPE 160 REAR VIEW MIRRORS FOR ALL MGs FROM 1930 - 1950 with 'King-of-the-Road' medallion.....	available with RH & LH arms.

V. rare J2 windscreen... £650.....	P type £550
Complete J2 engine, fully restored, but not assembled	£7,500
Another, also complete, J2 engine, unrestored	£5,500
Complete set of restored PA gauges, plates, switches	£950

ALL PRICES PLUS SHIPPING & HANDLING OR CALL IN FOR BETTER BARGAINS ON PRICE

*Remember - factory specification TOOL KITS...NO REPROS. All original, all correct, all MMM & TA/B/C.

*Remember - we carry off the shelf, both NOSE-MOUNTED & SIDE MOUNTED supercharger installations for all pre-T models.



BARRY WALKER

.....for the very best in vintage MGs.....



Tel: (011) 44 1789 400181 Mob: (011) 44 7836 244103

please 'phone before calling in

Email: barry@barrywalker.com Web: www.barrywalker.com



23rd National Rally – 12th-16th March 2021
It's on !

Registrations and accommodation are open for bookings now.

The fee is \$225 per person, which includes dinner on the first and last nights and a farewell breakfast. If COVID-19 restrictions force us to cancel the rally, paid registration fees will be **fully refunded**.

More information and Registration are here: <https://mgpre56.co.nz/web/>

We have special accommodation prices available until December 12, 2020.

There is also a cancellation policy in the case of COVID-19 lock-down. Please click the "Accommodation" tab for details.



Pre War NON FACTORY Accessories

Most MG owners like to personalize their auto. The MG factory usually supplied a list of accessories to owners, although these mostly consisted of speed enhancement items. Many sports car shops and MG dealers would provide an assortment of accessories available to a new MG owner. As more recent MG owners acquire MMM cars it is sometimes unclear what, if any, previous owner has added as accessories and what would have been original from the factory. The next few pages contain original period advertisements for some of the accessories available from companies and MG dealers. Likely there are more than featured.

It would be interesting to know if any of these accessories have been found on our members MGs.

"BROOKLANDS" SPORT EQUIPMENT

will enhance the appearance and increase the pleasure of driving your Midget or Magna. "Brooklands" Flarescreens are essential with fold-flat screens. You can drive in entire comfort with minimum wind resistance. Chromium-plated finish, price 12s 6d each, complete with Storage Bag. "Brooklands" Fully Flexible Steering Wheel, Mark III, 17in. 38s - ready to fit. "Sportmuff," the new Fabric Muffling-off-plate, 10s 6d and 12s 6d. "Brooklands" Door Grilles prevent paint wearing away on driver's door. Chromium-plated, 7s - each. Copper Counters with tub handles and safety theme for R.W. wheels, 12s 6d. Headlamps Grilles, Chromium-plated, complete with all fittings and in all sizes, from 22s -. "Brooklands" racing true Plug Spanners for either standard, or 14 mm. Plugs, in Silver and Chrome Steel throughout, 8s. Let us assist you in equipping your M.G. as shown below.

Write for Complete Equipment Lists for Midgets and Magnas

If you are ordering a new M.G., specify a "Brooklands" Wheel, at only 17s 6d extra on the retail price of car.

FRANK ASHBY & SONS, LTD.
Stirchley, Birmingham

London Sales:
J. F. Ashby & Co., Watford Way,
Hendon Central

18

PROTECT THE REAR WINGS OF YOUR MG

from Flying Stones with the **EVERFLEX® "Stoneguard"**

Fits snugly around the wing, and is secured by one bolt, moulded into the rubber.
It is, therefore, only necessary to drill ONE hole.

WATERPROOF GAUNTLET MITTENS

Water Proof Gloves. Dull Black, ANGLO
BLACK and White. 10/- each.
Satinette or silk. 12/- each.
Made of white cotton
linen with a protective
coating which will prevent
the garment from getting
wet. Price 3/- each.
The gloves are strong, yet
light. A pair costs 3/-.
Order through your
nearest DEALER OR
INTERNATIONAL LTD.



3/6 PER PAIR POST FREE

HELLEWELL'S

Hellewell & Co. (Cawthron) Ltd.
2 & 3, QUADRANT, LIME ST.
LIVERPOOL
or your Local Garage

Made of Rubber
1/8 in. long

21/-

ALL COLOURS

Hundreds of this
Model are al-
ready in use



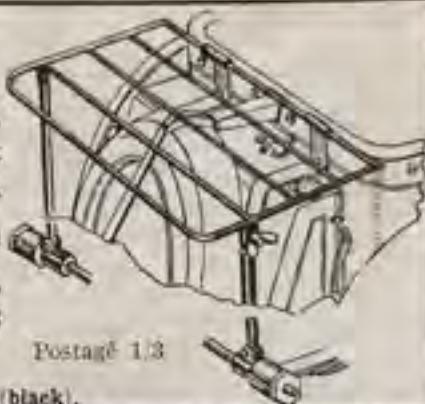
Shown here are both a Sports Car supplier (above) and what I believe is a well known manufacturer/supplier... *Derrington*

Both establishments advertised regularly in the MG Car Company's publications
The MaGazine (1930- 1934) and
The Sports Car (1935-1939)

DER RING TON for Special Equipment

LUGGAGE CARRIER

CHROMIUM PLATED tubular steel, light, yet very strong, ready to fit.
MIDGET "J.2 & P."
MAGNA "N" 2 str.
16" by 33" 49/-
MIDGET "M" and
B.S.A. 35/-
SINGER LE MANS,
RILEY GAMECOCK,
'35 MORRIS "8"
2 str. 55/-
S.S.I. 4 str. 65/-
For all makes from 12/- (black).



Postage 1/3

for 'M' type MIDGET

Overlap Cam-shafts, also fit O.H.V. Minors, 25/-. Four Speed Gear Boxes with Remote Control, normal, £18. Close ratio, £18-12-6; also for Hornet and Morris Minors. Down-draught Carburettor units for maximum increased performance, £10-10-0.

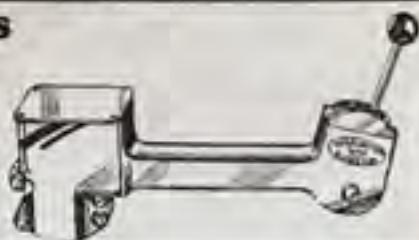
AERO SPORTS SCREENS

In safety glass, polished aluminium frame with fittings, adjustable, 12" x 6", 12/6. With instrument board fittings, 2/6 extra. Special polished dashboards for fitting to J.2 Midget, Daytona, and Alvis cowl (illustrated) 7/6; Gamecock and Lynx, 11/6. Packing & Carriage 1/8.

REMOTE GEAR CONTROLS

for HORNETS, MIDGETS, MINORS,
AUSTIN 7 59/6
ESSEX TERRAPLANE - 67/6

For easy and ultra rapid gear changing. Operating mechanism is entirely enclosed in the main body, a highly polished aluminium casting; gate and gear lever chromium plated.



V. W. DERRINGTON,

159, London Road, Kingston-on-Thames. Near Norbiton Station.
Open 8.30-7.30. Wednesday 8.30-1. Phone: Kingston 3720.

THE "MIDGE" MASCOT

FOR



OWNERS



Finished in Chromium-plated Brass

Large . . 37/- Small . . 25/-
Large De Luxe 70/-

H. J. RANDALL, 177, Balden Road, Harborne
Birmingham, 17

or from
UNIVERSITY MOTORS, LTD., LONDON, W.I.
AND OTHER M.G. DISTRIBUTORS.

Most will recognize the *Midge* as many of the existing MMM cars display either an original
(available and designed for Aprox. 1933-1935 MGs only)
or one of the many modern reproductions that exist today.



A vintage advertisement for the Walters TelTail Indicator. It features a circular gauge on the left with two scales: 'TEMP' at the top and 'VOLTS' at the bottom. To the right of the gauge, the text reads: 'A NECESSITY FOR EVERY DASH PANEL'. Below this, it says 'SIZE 1 3/8 x 2 3/4 IN.' and 'CHROMIUM PLATED'. In the center, the word 'WALTERS' is written vertically above the word 'TELTAIL'. Below 'TELTAIL' is the word 'INDICATOR'. To the left of 'TELTAIL' is '12'6' and to the right is '14'6 FLUSH'. At the bottom, it says 'ALSO SHOWS CONDITION OF BATTERY AND CIRCUIT' and 'ALL DEALERS OR POST FREE FROM C. WALTER, 76 STAR ROAD, LONDON, W.14.'

A lesser known aftermarket accessory the
Walters TelTail Indicator
was advertised in
The Sports Car (1935-1939)
Has anyone ever seen one?

MG

"BROOKLANDS" SPORT EQUIPMENT

"Brooklands" Sport Equipment is essentially designed to increase the safety and comfort of driving your M.G. Midget, Marris or Martsell. All equipment is correct in design and of proved performance and utility. Follow the lead of the Experts — buy "Brooklands" Equipment.

Write for complete "Brooklands" List
FRANK ASHBY & SONS, LTD.
Stretford, Birmingham

"Brooklands" Equipment includes the wonderful Fully Flexible Steering Wheel—an additional extra on new M.G.'s at £7 - extra—Floorcrevices, Razing Plug Spanners, Door Grilles, Copper Cladlers, Stoneguards, Sports-muffs, Headlamp Grilles, etc.

★ TO OWNERS OF SPORTS CARS

THE NEW EVERFLEXTM STONEGUARDTM

WOLSELEY HORNET MODELS ex Stock, Models for Singer, Avon, M.G., etc., in course of production. Orders in strict rotation.

NEW MODELS 21/- per pair, post free IN COLOURS TO MATCH YOUR CAR!

Direct from Manufacturers : **HELLEWELL & CO.**

Made of Rubber.

Designed for SPORTS CARS

TO STOP DAMAGE TO WINGS FROM FLYING STONES AND GRIT JUST WHAT WAS WANTED

For 1934 Season these stoneguards have been very much improved: they are now 18 inches in length and have been re-designed to mount nearer and closer fitting. Prevents all damage and is simple in its application. Fits snugly around the wing and is secured by one bolt, moulded into the rubber. It is therefore only necessary to drill one hole and template is supplied for marking on wing the position of hole to secure bolt. Extremely neat and efficient. ADOPTED AND FITTED BY THE SWALLOW COACHBUILDING CO.

(Gasolines) Ltd., 2 & 3 QUADRANT, LIME ST., LIVERPOOL (Ext. 1015) Phone Royal 3238

HERE'S SOMETHING NEW FOR THE AUSTIN

The EVERFLEX MUDFLAP has just been introduced and will prove a boon to Austin owners. It is designed to eliminate all possibility of mud splashing the back of the car which is a common trouble with cars of this type. Made of best double strength rubber and fitted with aluminium band, four nuts and washers. In two sizes, 10" 9" and 8" 9". Can be fitted to rear wings of the car and also to rear of front wings of Sports Cars. Per pair Post free **9/6**

Central Motor Institute, one of the leading MG distributors, offered MG owners a wide array of accessories for their new cars. CMI was a regular advertiser in both *The MaGazine* (1930- 1934) and *The Sports Car* (1935-1939).

A little known fact is that Rivers Fletcher had a position (1931-) at CMI in Hampstead where he was allotted a metal panelled M-Type for the purpose of demonstrating the vehicle to agents and to present it at competition events.

The following pages contain images of CMI advertising.

THE CENTRAL MOTOR INSTITUTE

NEW MODEL M.G.'S ALWAYS IN STOCK

PART EXCHANGE AND DEFERRED TERMS ARRANGED

C M I

GUARANTEED USED M.G. CARS ALWAYS IN STOCK

HAVE YOU SEEN OUR LIST OF GADGETS FOR MIDGETS?

FINCHLEY ROAD, HAMPSTEAD, N.W.3 Telephone PRIMROSE 1141

We Specialize in

TOOL TRAYS
QUICK FILLER CAPS
TONNEAU COVERS
SPARE WHEEL CARRIERS
LUGGAGE GRIDS, etc.



WING PROTECTORS for "J, 2" Midgets. Protectors for all other types in stock.



DUAL SPARE WHEEL CARRIER for "P" Type Midget and Magnette. Carriers for "J" Midgets and Magnas in stock.



Write or 'phone for fully illustrated lists.



TOOL TRAY for "J" Type Midget. Also made for "P" Type 2-seaters and "L" Magna 2-seaters.

CENTRAL MOTOR INSTITUTE, FINCHLEY ROAD, N.W.3.
PHONE: PRIMROSE 1161.

May 1935

THE SPORTS CAR

Page 87

We Specialize in

TOOL TRAYS
QUICK FILLER CAPS
TONNEAU COVERS
SPARE WHEEL CARRIERS
LUGGAGE GRIDS, etc.



TONNEAU COVERS for all types of M.G. cars in colour or black. Fit guaranteed. Supplies in stock. Prices on application.

GADGETS FOR MIDGETS AND MAGNAS

Write or 'phone for fully illustrated lists.

BADGE BAR

Ref. G.M. 35

BADGE BARS. Made of solid steel, heavily chromium plated.

For "P" Midgets - - -	12.6
"L" Magnas - - -	15/-
"N" Magnettes - - -	17.6



LUGGAGE GRIDS made of welded steel, light and very strong. Made for J and P Midgets and Magnas.

Prices, either type - - £2 15 0
Packing and carriage in U.K. - 2 6

CENTRAL MOTOR INSTITUTE, FINCHLEY ROAD, N.W.3.
PHONE: PRIMROSE 1161.

GADGETS FOR MIDGETS AND MAGNAS

We Specialise in

- TOOL TRAYS
- FLARE SCREENS
- LUGGAGE GRIDS
- QUICK FILLER CAPS
- DUAL SPARE WHEEL CARRIERS



TONNEAU COVERS (ref. G.M. 23) for all Two-Seater M.G. Models except Magnette £2. Two-Seater Magnette with Zip - £2 15s. Post free in U.K.

BADGE BARS (ref. G.M. 35) made of solid steel, heavily chromium plated.
For 'P' Midgets 12/- For 'L' Magnas 15/-
For 'N' Magnettes 17/-
Post free in U.K.



Write or 'Phone for Fully Illustrated List.

NEW and guaranteed
USED CARS
ALWAYS IN STOCK



TONNEAU COVERS (ref. G.M. 25) for all Four-Seater M.G. Models except Magnette £3. Four-Seater Magnette - - - £3 5s. All with Zip Fasteners. Post free in U.K.

CENTRAL MOTOR INSTITUTE, FINCHLEY ROAD, LONDON, N.W.3
PHONE: PRIMROSE 1161

GADGETS FOR M.G. MIDGETS AND MAGNAS

We Specialise in

- TOOL TRAYS
- BADGE BARS
- LUGGAGE GRIDS
- TONNEAU COVERS
- SPARE WHEEL CARRIERS



Chromium plated radiator quick filler cap 16/-
With chromium plated flexible overflow pipe 30/-
Postage and packing 9d.



Detachable flarescreens, complete with carrying bag and fittings 12/6 each
Postage and packing 9d.



In our Show rooms

We have a large Stock of New and Second-hand Sports Cars.

Write or 'phone for fully illustrated lists.



Chromium plated petrol tank quick filler cap. Bayonet fitting, complete with washers 16/-
Postage and packing 9d.

CENTRAL MOTOR INSTITUTE, FINCHLEY ROAD, N.W.3.
PHONE: PRIMROSE 1161.

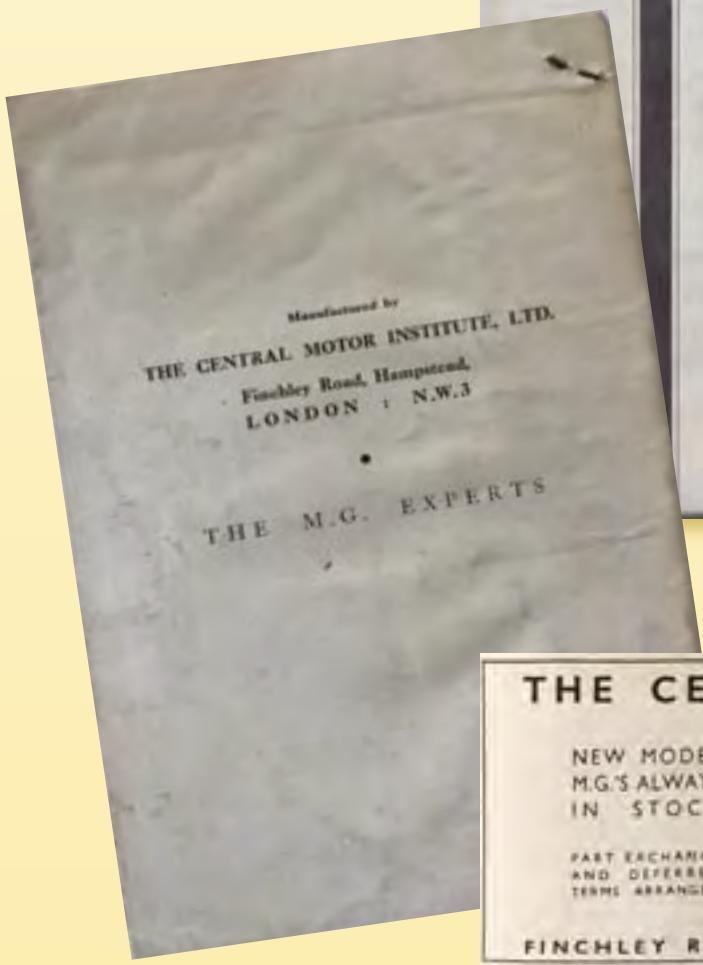
Central Motor Institute
actually produced a multi-page
flyer exclusively for MG
Midget and Magna
accessories.

J. M. Mann

GADGETS FOR MIDGETS

AND MAGNAS
TOO

A Useful Range
of Practical Improvements
for the Discriminating
M.G. Owner



THE CENTRAL MOTOR INSTITUTE

NEW MODEL
M.G.'S ALWAYS
IN STOCK

PART EXCHANGE
AND DEFERRED
TERMS ARRANGED

GUARANTEED
USED M.G. CARS
ALWAYS IN STOCK

HAVE YOU SEEN
OUR LIST OF
GADGETS FOR MIDGETS?

FINCHLEY ROAD, HAMPSTEAD, N.W.3

Telephone: PRIMROSE 333



BADGE BAR

Ref. G.M.35

Made of solid steel, heavily chromium plated.

This bar is made to fit P type Midgets, L type Magnas and N type Magnettes which have no standard bar between the head-lamps. It is primarily intended to carry club badges, but is quite strong enough for fog lamps or any similar fittings. The ends of the bar are exactly the same as the two shouldered bolts which attach the wing stays to the radiator, and to fit the bar it is only necessary to remove these two bolts and put the bar in place of them. The bar is supplied complete with chromium plated dome nuts.

Prices, including packing and postage in U.K.

P. Midget 12/6

L. Magna 15/-

N. Magnette 17/6

LUGGAGE GRIDS

These grids are hand made, of welded steel, and are light but very sturdy. They are made in two patterns, Type G.M. 38 for J Midgets and 1933 Magna 2-seaters, and Type G.M. 39 for P Midgets and other models with similar chassis.

The grid bolts direct to the chassis frame and can be removed in a few minutes when not required. It is finished in black cellulose and is supplied complete with fittings and clips for number plate.

Price, either type £2 15 0

Packing and carriage in U.K. 2/6



QUICK ACTION FILLER CAPS



Opening with a single movement of a lever.

Suitable for all M.G. Models.

Made of best quality materials and heavily chromium plated.



Radiator Cap. Screws on in place of original cap and remains permanently in position. Provided with washers to ensure correct positioning.

Ref. G.M. 26.

External Overflow Pipe. Made of chromium plated flexible metallic tube and fitted with clips for attaching to radiator. Permits internal overflow pipe to be closed up altogether, thus preventing loss of water through surge caused by sudden acceleration and braking.

Petrol Tank Cap.

Provided with bayonet joint for fitting in place of original cap. Once fitted it remains permanently in position and cannot leak or be lost.



Ref. M.G. 27.

Prices :

Radiator Cap only, with washers	16 0
Radiator Cap with Overflow Pipe complete	£1 10 0
Petrol Tank Cap, with washers	16 0

Packing and postage in U.K. 9d.



HEADLAMP STONE-GUARDS



Type G.M. 44.



Smart in appearance and very useful in competition work, these stone-guards are hinged so that they can be fitted close to the glass and yet allow easy access to the interior of the lamp. Well designed spring clips prevent rattling. Finished all over in chromium. Price, per pair, complete.

7/- 22/- : 8/- 24/- : 9/- 26/- : 10/- 28/- : 11/- 30/-

Packing and Postage in U.K., 1/-.

Left.—Sparking plug spanner, with flexible joint enabling the most inaccessible plugs to be easily removed. Made of best quality steel, finished in dull plate. Sizes to fit Standard or 14 mm. Plugs.



Type G.M. 45

Right.—Strongly made extra heavy copper wheel hammer with Ash handle and leather loop, invaluable for rapid removal of wheel caps.



Type G.M. 46

PRICES

Type G.M. 45 12/6

Packing and postage in U.K., 1/-.

Type G.M. 46 12/6

PRICES

DUAL SPARE WHEEL CARRIERS



Strongly made of tough steel and guaranteed not to work loose or chafe the tyres.

For long tours it is a great convenience to be able to carry two spare wheels, while for competition work these carriers enable the two competition tyres to remain out of use until the hilly sections are reached. Fitting is very simple, and one wheel only can be carried when desired.



Type G.M. 33.

Type G.M. 33 is suitable for J, 2 Midgets and for all Magna and Magnette cars having a similar type of strip wheel carrier.

Type G.M. 36 is for all P and N Models, and for any other model which has a round boss carrier mounted on the back of the body.



Type G.M. 36.

Prices : Type G.M. 33 finished all black

.. G.M. 33 finished black and chromium £2 2 0

.. G.M. 36 finished in chromium £2 15 0

Type G.M. 36 includes a standard hub cap and sleeve bored out to take the new dual carrier, and a temporary additional charge of £1 1s. 0d is made pending return to us of the original hub cap and sleeve.

Packing and carriage in U.K. 2/6



TONNEAU COVERS



Type G.M. #23

These covers are strongly made of the finest quality double duck. They are therefore hard wearing and absolutely waterproof.

When there are no passengers, the car can be driven with all seats covered except the driver's, thus protecting the interior and contents of the car and decreasing wind resistance. When the car has to be left standing in the open, the cover is fastened right up in a moment and there is no need to erect the hood and side screens.

Type G.M. 23 is made to fit J and P Midget 2-seaters, F and L Magna 2-seaters and N Magnette 2-seater. It can be supplied plain, as illustrated, or with zip fastener down the middle. Type G.M. 24 is for the back seats only, of D, J, P, F, L and N Model 4-seaters.

Type G.M. 25 is a complete cover for all 4-seaters as above, and is fitted with a Zip fastener down the middle of the front half.

Note.—4-seater bodies vary slightly in width, and in addition to stating year and model when ordering, it is advisable to give width of body to the outside of the top rails behind the front seats, as indicated by the dotted line in G.M. 24.

When ordering a cover for a J. 2 Model, please state whether the car is fitted with centre or outside driving mirror. Covers for 1933 2-seaters are made in colours to match hood, and colour should be stated when ordering. Covers for all other models are supplied in black.



Type G.M. #25—driver's seat open.



Type G.M. #25—closed.

Prices—including all press studs and instructions ready for fitting, and Post Free in U.K.—

G.M. 23. Plain ...	£2 10 0	G.M. 24 ...	£1 15 0	G.M. 25. All Models except Magnette ...	£3 0 0
... With Zip ...	£2 10 0			Magnette 4-seaters ...	£3 10 0

THE CENTRAL MOTOR INSTITUTE LIMITED, FINCHLEY ROAD, HAMPSTEAD, LONDON, N.W.3

Phone PRIMROSE 1161



WING PROTECTORS



For various M.G. Models.

Made of heavy gauge aluminium, with special mottled finish which is impervious to wet and does not show stone marks.

These useful fittings are to protect the rear wings from mud and stones thrown up by the front wheels, which would otherwise chip off the enamel and allow the wing to rust. They are beautifully finished, fit well, and materially improve the appearance of the car. They are supplied with screws and rubber moulding ready for fitting, and take only a few minutes to fit.



Type G.M. 20.

Type G.M. 20 fits all 1932 Midget and Magna cars and any later model with the full length angular section wing.

Type G.M. 30 fits 1933 Midget and Magna 2-seaters and any other model with the ribbed cycle-type wing.

Type G.M. 37 fits all 1934 and 1935 P, L, and N models.



Type
G.M. 30
(left)



Type
G.M.37
(right)

Prices per pair (Including packing and postage in U.K.)

G.M. 20 £1 1 0 G.M. 30 17/6 G.M. 37 10/6

THE CENTRAL MOTOR INSTITUTE, Ltd.,
FINCHLEY ROAD, HAMPSTEAD, LONDON, N.W.3

Phone : Primrose 1161



TOOL TRAYS



These Tool Trays have been evolved from practical experience of trials and competitions, in which they are almost a necessity. They will also be found a great convenience for everyday use. They are strongly made of plywood, lined with thick felt, and have plated spring clips to take the entire standard tool kit, including jack, jack handle and wheel hammer. Nothing can work loose or rattle, yet everything is instantly accessible, while the tray itself forms a useful roadside work-bench.



The tray is fitted immediately under the bonnet between the two dashboards, and is provided with clamps by which it can be fixed in position in a few minutes.

Prices (complete with all clips and fittings):

Type G.M. 20 for J Midget 2-str.	£1	1	0
.. G.M. 31 for L Magna 2-str.	£1	1	0
.. G.M. 40 for P Midget 2-str.	£1	1	0
.. G.M. 32 Dual Trays for Magna 4-str.	£1	12	6

Packing and postage in U.K. 1/-

MAP & GLOVE TRAY



Type M.H.41.

Price 15/-

Nicely finished and lined, this tray is suspended by short straps under the scuttle immediately over the passenger's knees. By an ingenious arrangement of snap fasteners it is held up out of the way until contents are wanted, when it is lowered in front of the passenger. It is found most useful on tours, trials and competitions.

Can be fitted in a few minutes and remains permanently in position.

Packing and carriage in U.K. 1/-



FLARE SCREENS



Made of heavy gauge celluloid, with chromium plated side frames. Fits into spring loaded sockets screwed to the instrument board and can be instantly detached when desired. This screen gives efficient protection with negligible wind resistance, and is for use when the main screen is folded flat for fast work. A special bag is supplied to protect the screen when it is being carried in the car.



Type G.M.42.

Price, including fittings and storage bag 12/6 each

Packing and Postage in U.K., 9d.

DOOR GRILLES

Made of metal, heavily chromium plated, and stamped with the M.G. monogram, these Grilles are very smart in appearance and protect the cellulose on top of the door from the constant rubbing of the driver's sleeve. They are made for either off-side or near-side doors, and are supplied with screws by which they can be attached in a few minutes.



Type G.M.43.

Price, each 7/- (when ordering state near- or off-side).

Packing and Postage in U.K., 6d.

THE CENTRAL MOTOR INSTITUTE, Ltd.
FINCHLEY ROAD, HAMPSTEAD, LONDON, N.W.3
Phone : Primrose 1161



No GPS. No problem.

INSURANCE DRIVERS CLUB CAR CULTURE MARKETPLACE

HAGERTY® Let's Drive Together

+1-800-922-4050 | Local agent | Hagerty.com

Policies underwritten by Essentia Insurance Company. Membership by Hagerty Drivers Club, a non-insurance subsidiary of The Hagerty Group, LLC. Only the Hagerty Drivers Club Program Guide contains a complete description of benefits. Purchase of insurance not required for membership in Hagerty Drivers Club. All third party makes, models, and vehicle names are property of their respective owners. Their use is meant to reflect the authenticity of the vehicle and do not imply sponsorship nor endorsement of Hagerty nor any of these products or services. Hagerty is a registered trademark of the Hagerty Group LLC, ©2020 The Hagerty Group, LLC. All Rights Reserved.