



NEWSLETTER

Fall 2017





In Memoriam

Dr. Jerry Keuper & 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

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

Director of Register Events

Sarah Richey

914 Smith Court, Bowling Green KY, 42103
srichey7@twc.com (270) 842-5778

Manager of Register Regalia

Cathy Gunderson -

6160 West Lakeside Ct., Littleton CO, 80125-9645

Registrar

Lew Palmer

15670 St. Mary's Point, MN, 55043

lew@roundaboutmanor.com

Ph: (651) 436-7401 Fax: (651) 436-2122

Past Chairman

Bill Tantau

bill707@earthlink.net

Members, Steering Committee:

Peter Ross, David Harrison, Peter Thornley, Lew Palmer,
Tom Metcalf, Bob Sterling, Jack Kahler,
Pete Thelander, Bill Richey

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>



The UK Triple-M Register
web site at:

www.triple-mregister.org

The NAMMM Register Newsletter is published quarterly beginning in March of each year. The deadline for contributions - stories, technical reports, ads, and general information - is the end of February, May, August and November.

Please submit all contributions to David Lawley via:

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)

DISCLAIMER -The opinions expressed in this publication are the personal opinions of the editor or the contributors, and are in no way the opinion of the North American MMM Register, except where expressly stated. Offers of goods or advice in this Newsletter are given in good faith.

All responsibilities as to price, quality of parts, services or advice is a matter entirely between the parties concerned in any transaction.

The North American MMM Register cannot be held responsible in any way for any misrepresentation or failure, nor can they be held to adjudicate in any dispute. In addition, no company or commercial organization has any connection with the NA MMM Register.



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



In This Issue...

Another kind of traffic jam: MMM Rally Luxembourg 2001...



Chairman's Corner	4
Registrar's Ramblings	6
New Members	6
Treasurer's Report.....	7
The Colorado Grand	8
Technical	10
MG M Racer	12
Kimber Festival 2018	13
Intimate With A K3	16
A New NB	17
MMM Yearbook 2016.....	19
For Your Information	21
Memories of Richard Gardner.....	23
MGs at Hemings Concours	25
MMMs at Hershey	26
MMMarket	27
MMM Regalia	30

NEMGTR # 1



REVEREND, DOCTOR

**RICHARD
LEWIS
KNUDSON**

JUNE 4, 1930

—
SEPTEMBER 1, 2017

Chairman's Corner



I had the pleasure to travel to England in September with four of our Register members to enjoy the Beaulieu Autojumble, many car museums, bits vendors and The Goodwood Revival. We all brought home bits for our MMM projects and many memories.

I would like to use my corner this issue to further introduce three new members of our Register Board.

Gary Krukoski - *Technical Coordinator*

I became a certified A & P Aircraft Mechanic from Southern Illinois University in 1973. As there weren't any airline jobs available at that time, I became part owner in a small import car repair service. This is where I got my first experience in MG with mostly MGB.

I went to work for Northwest Airlines and retired there 34 years later. I bought my first MGA in 1975. Which I sold when our daughter was born in 1977. However, I assisted a friend in his restoration of a 1978 TD.

2002 for my 50th birthday, I bought my second MGA, a 1958. I did some small restoration work on it; however, it was a very nice unrestored driver.

My next purchase in 2004 was 1952 TD that need total restoration. I found this one in Indiana via eBay. I was in process of beginning that restoration when an opportunity to buy a right-hand drive 1950 TD arrived. This was my first right-hand drive MG. This one needed engine, electrical, and interior work done. I fixed the engine enough to make it a driver. We call it the "Old Man" as it has seen better days.

After much negotiation in 2006 I bought the 1933 J2. Now the 1952 TD which I had started was pushed to the side. I was anxious to start on this project as it would be a total restoration. As I need to hone my painting skills for the J2 and the TD, I spent 4 months at the local Junior College to take auto painting class. Previously I had taken the machine shop and a welding class at the college. After two years of hard work the J2 was completed.

In late 2010 I had the opportunity to purchase some land by our cabin and built a shop. That took up the next two years of my time. In 2013 with the shop completed, I could finally back to the 1952 TD to paint and complete the final assembly.

Except in 2012 a 1931 D Type MG becomes available on Craig List. Once again, the TD is pushed aside. The D is missing a lot of parts which takes time to locate. As of today I have about 98% of the parts. The body tub needed 90% of the wood replaced. Most of the small body parts are in restoration or done. The tub had to be built from scratch which required plans to be sent to me from England. I have completed the new wood on tub. The tub is at the tin bender for new aluminum skin and should be back by the first of the year.

I was very fortunate to meet a young man who has created award winning cars. His skill in metal working is outstanding. I have the engine ready for assembly and the gearbox is overhauled.

Gary is ready to help and advise any member needing help with a MMM car project.

He can be reached at 736-226-5789 garykrukoski@yahoo.com

David Lawley - *Director of Register Communications*

Meet your new Editor

Professional Career: Graduate of the Ontario College of Art in 1968 from 4 year Advertising, Design, Illustration program. Varied Career - Employed as graphic artist/designer/illustrator/photographer from 1968 to date. Working for Ad Agencies, Graphic Design Studios, Print, Publishing and also Freelance for Retail, Manufacturing, Institutional, Arts, Financial and Corporate firms.

Automobiles and M.G. and family:

My first car (at 18) was a Healey 3000 Mk I while in College. Thinking I would like to race I purchased a Mini Cooper in 1967. Time did not permit a racing career as a year later my wife, Donna, and had our honeymoon trip in the Mini with fond memories of it. Our first child, Tina, arrived in 1971 and our first MG (TC) arrived September of the same year. This purchase instigated by Donna in July when we holidayed in northern Ontario at a cottage with no hydro (TV, Radio etc). To fill leisure hours Donna purchased a hand full of magazines. One of which was an Import Car issue that had an article on the New England MG T Register GOF. The photos of the M.G.s from that article got me hooked. By September we had sold our family car and purchased TC5904.

We joined the Ontario MG T Register and the NEMGTR the same time that fall. Our TC is Register Number 3487. Our first club outing with the TC was the OMGTR Spring GOOF of 1972. This was followed by NEMGTR GOFs and Ohio and Michigan gatherings and we have been involved with M.G. ever since.

Our second child, Becky, arrived in 1973 and weeks later we had a TD as well as our faithful TC. The TD took four years to restore and was promptly sold to finance the purchase of a basket case NB Airline Coupe.

There were a second TC, a basket case PA Airline Coupe and a Healey 3000 that came and went while the NB was being restored (it took 13 years). Our garage currently houses two TCs and a TA.

Our children grew up at M.G. meets and traveled with us to most of the Gatherings we attended. Now in their mid-40s they still have an appreciation for the M.G. (They even co-chaired an Gathering Of the Ontario Faithful a few years back.)

Our faithful TC5904 got quite tired by the mid-eighties and was side-lined and scheduled for restoration after completing the Airline. TC 5904 was finally restored by June 2005 and made its' first major trip to Watkins Glen in September.

MG Register(s) Involvement:

I have been a member of the OMGTR since 1970. I have held numerous executive positions (actually everything except president). I have contributed, helped with and edited the newsletter almost since 1970. Because of my enjoyment of illustrating I have painted M.G. auto portraits for owners and newsletters and other publications for over 46 years. I have been a member of the NEMGTR since 1971 and have attended and enjoyed many GOFs and the great M.G. owners for all those years. During the NB ownership I was a member of the NAMMMR and have attended many MMM events ever since. In 2005 I took on the editorship of the Sacred Octagon for the NEMGTR.

Over the 1971 and up to current period I have enjoyed contributing to the Register(s) by offering my artistic services as required for various GOF logos, illustrations/photos and articles for the newsletter and souvenir prints for various special events.

I derive great pleasure from anything to do with M.G.s and M.G. people. I look forward to continuing this as editor of the NAMMMR.

David can be reached at: (519) 301-3857 mmmeditor@rogers.com



Philip Anderson - *Register Historian*

I am grateful for the invitation to serve the NAMMMR as register historian, building on the longtime work of Bob Zwart as librarian. My task will include gathering historical documents, which can be put up on our website, and pursuing oral histories that will enable us to tell our story well and recognize those who have built the register over past decades. I happen to be a historian by education and vocation. I am a retired history professor, having taught for thirty-four years at North Park University in Chicago. Upon retirement four years ago, my wife, Karna, and I returned to our native Minnesota, where we divide our time between the north shore of Lake Superior (just twenty-five miles from the Canadian border) and Marine on St. Croix. I received my education at Minnesota, Princeton, and my doctorate from Oxford University in England. The areas of my research and writing through the years have been in English, American, and Scandinavian immigration history, where I remain active. In 2008, I was knighted by King Carl XVI Gustaf for contributions to cultural relations between Sweden and the United States.

I acquired my first MG in 1969 when I bought a basket-case 1952 TD, having decided the quite nice 1961 Corvette I owned had an identity issue. Was it a sports car or a muscle car? Given its value now,

I should have kept it—but no regrets. I traded the Vette for the MG plus \$750, and hauled it out of a basement. Having caught the British sports car bug, I restored the TD while an undergraduate and sold it when we got married to buy furniture, etc. I also had an MG 1100, a fun car to drive, but also the biggest lemon I have owned.

During our first year of marriage I saw advertised a 1934 PA (1212). We had no money, as I was in graduate school, but I simply wanted it to see a PA. It was winter, the car did not run (cracked block), but was almost entirely original. I had a 1959 Jeep pickup truck with a snow plow, and knowing the young guy who had brought it back from England was desperate, I offered to trade even for the Jeep, since he could get some cash plowing snow. After a week, he agreed. It took thirty years, off and on, to restore the car, and now forty-five years later we are still yoked at the chassis. I also have a 1958 MGA, very clean and unrestored, a great driver.

Thanks for the opportunity, and please let me know of any information that would be helpful to recording our history.

Phil can be reached at: (651) 433-0104 panderson@northpark.edu

These three outstanding members are ready to serve our entire membership with there many talents. Please take advantage of there contributions to our Register and support there efforts. *Cheers, Jack*



It is time to incorporate our National Meet next June in Wisconsin into your schedule.
Let's make this event, at a beautiful venue, the best ever.
Watch our web site for all the details in January.



NEW MEMBERS

4808 442

Richard & MaryKing

907 Mountain Meadows Circle
Ashland, Oregon 97520 USA
(541) 331-4301
great_ra@hughes.net

4871 541

John & Lisa Colwell

509 Robards Circle
Old Hickory, TN 37138 USA
(615) 847-0293 (615) 360-5500 (615) 210-8357
johnecolwell@aol.com

4872 542

David & Donna Lawley

192 Mowat Street
Stratford, Ontario N5A2C1 Canada
(519) 301-3857
mmmeditor@rogers.com



Fall 2017

A couple of items of significant interest to all NAMMMR members, this issue.

First, the long awaited database is up and running. Although the worldwide registrars have had access to it for some time, it has not been available to the members. That has now changed. A pilot program is now underway in which a select group of members may be given access to the database for the purpose of examining the details of your own entry, submitting suggested changes to the car and your personal details, and browsing details of other cars on the register. You will not have the ability to directly change any information, but may submit appropriate changes to the sub-registrar for your model of car.

To ask for enrollment, please send an email to the UK Chairman, listing your name, your car chassis number, and, where it is known, the register number of your car. You will then be contacted with a user ID and password for access to the database. For now the access will be limited to some manageable number, but you will have the ability to browse this wealth of information.

Do not send your request to me, as I am not the person who needs to approve your application. Instead, send your request to Richard.Morbey@gmail.com

Second, the UK Triple-M Register has undergone some significant changes to its policies and procedures for listing a car on the Register and what does and does not constitute acceptable criteria for inclusion and assignment of a Register number. I will publish new guidelines in the 2018 Register Directory, but for now just understand that the Register number assigned to a particular car DOES NOT signify an endorsement of the car's identity or authenticity, its history or provenance. All would-be purchasers of a Triple-M car and/or those wishing to deal in them are therefore strongly advised to make their own enquiries about the car before entering into a commitment for purchase or sale.

Private and trade sellers and auctioneers of cars have on occasions mistakenly advertised cars for sale on the basis that they 'are listed on the Register and are thus *authenticated* by the Register'. Statements such as "*MGCC MMM Register No. confirming its authenticity*" are commonplace.

Such statements misrepresent the situation.



Treasurer's Report



Effective November 12, 2017

It is a pleasure to present The NAMMMR financial report for this newsletter issue. As we approach the end of 2017, our Register is again in solid shape. All known 2017 expenses have been paid, to date. This year, we budgeted with a forecast end-of-year zero balance outcome. We acquired new members during 2016, which allowed us a bit more funding for our 2017 expenses.

There were areas of our activity where we did not spend total amounts of forecasts.

- Our National Event costs were minimal this year, as there were not specific MMM events requiring spending.
- A transition in our Newsletter publication efforts, left a

surplus of funds budgeted there. An evolving newsletter, new format and new editor will provide data to adjust budgeting for this effort in 2018. Thank you David Lawley for on this very important Register function!

Our 2017 forecast total funds from membership was: \$5,885.00

Our 2017 Expense total to date is: \$4,531.26

Our 2017 remaining balance to date is: \$1,353.54

Thank you for your participation,
Jack Schneider NAMMMR Treasurer



A Grand Colorado Grand



1933 MG Q bodied L at speed



The 29th running of the Colorado Grand began on 11 September 2017 in Vail Colorado and completed the 1,150 mile drive through some of the finest fall vistas west of the continental divide on 16 September.

105 cars representing many marques were in the undercroft of the Vail Lodge on the evening of the 11th and the drivers and co-drivers were busy getting the last-minute details finished for an early start the next morning. I have driven the Grand many times and each time the excitement seeing the cars and meeting drivers from previous events is special. This year there were many “newbies” bringing cars not seen before, so seeing rare 1930’s Bugatti’s, Alfa’s, BMW’s, etc. and other marques is always a treat.



1937 MG TA at speed



Left to right: Chip Bollendonk, Greg Bollendonk, Bill Bollendonk and Alan Magnuson.

The Colorado Grand was started by Bob Sutherland, who had several early Bugatti's that unfortunately could not meet the requirements to be driven on Colorado roads. As a result of a chance meeting with the head of the Colorado State Patrol, who was also a car enthusiast, a friendship developed resulting in an agreement at the State level to provide a 10 day State registration allowing these types of cars to be driven on Colorado roads. The State Patrol provides 6-8 officers on motorcycles for escort during the 1,000 mile drive. The requirement for entry is a car that was manufactured before 1961, of a sporting design, selected by the Grand board with preference to pre 1941 cars.

The Grand starts and finishes in Vail with overnight stays this year in Snowmass, Telluride and Crested Butte. During the 29 years the Grand has been running, most of the roads west of the Divide have been driven in both directions, but I must say the interest never fades. The Colorado State Patrol Family Foundation has been the principle recipient of the Colorado Grand charity funds. During the week the cars stop in towns for lunch sponsored by city councils and social clubs. The Grand contributes financially to aid in a project the town needs, as well as providing a scholarship for a graduating high school student to be determined by the town council. The food served is generally all home cooked by the ladies of the town and I can say from the many lunches I have enjoyed, it is some of the best home cooking to be had.

This year my son Greg and grandson Chip drove the 1933 MG Q bodied L and I drove the 1937 MG TA with club member Alan Magnuson. Both cars finished the Grand with only minor issues.

The event is all about the cars and the enthusiasts that drive these rare machines over some of the very best roads in America. This year there were quite a few cars that were new to the Grand and they were greeted with excitement by the group, eager to talk to the owners about their cars. These are the 105 cars that ran the 2017 Colorado Grand. 4 AC, 8 Alfa Romeo, 3 Allard, 1 Arnolt Bristol, 1 Arnolt Climax, 5 Aston Martin, 5 Austin Healey, 6 Bentley, 1 Bocar, 2 BMW, 2 Bugatti, 15 Ferrari, 14 Jaguar, 1 Hugues-Kircher Special, 1 Kurtis, 1 Lagonda, 3 Lancia, 3 Maserati, 11 Mercedes, 13 Porsche, 1 Scarab, 1 Siata, 1 Talbot Largo and my 1933MG Q bodied L and 1937 MG TA. It is always a pleasure and exciting to run with the "big dogs".

Have a look at pictures taken by
John Waugh, the Grand photographer at:
<http://co1000.com/photography>
and the Grand video at:
<https://youtu.be/MjsT0oHTg6k> .

The MG L car number is 46 and the MG TA is 21.

Bill Bollendonk

MG J2 fuel tank mounted reserve valve seal



From:
Mg-mmm [mailto:mg-mmm-
bounces@autox.team.net]

*On Behalf Of Schuyler
Hoffman*

Does anyone know where I can get a replacement seal for the fuel reserve valve mounted on the top of the fuel tank on my J2? The seal has dried up, cracked, and contacted so it doesn't seal anymore. The fuel pump just sucks air through the top of the valve.

Sky Hoffman J2648

Hi Sky,

These seals are always troublesome, particularly if the car is laid up for extended periods which allows the seals to dry out & shrink. Same is true of P-N valves which are basically the same.

Moss does stock #589-220 cork seals which are used on early TR2's and early TR3 that use a very similar valve. The diameter is correct but they are a bit short, two can be glued together and then the end of the seal needs to be cut at a 45 degree angle. Before fitting, soak for some significant period in oil. As a last resort, consider using silicone caulk to cement the whole valve together and then rely on the "dipstick method"

Someone was offering Teflon "corks" but can't recall who that was. Good luck

Chris Nowlan L2 002

Hi Sky & Chris,

FWIW:

My F type diverter valve is mounted low on the forward frame below the divers floorboard and was leaking both air when trying to start and fuel when parked !

Solved problem by machining a solid brass "cork" drilled to provide pathways for the main and reserve positions but most importantly it is lubricated and sealed from leaking using EASY TURN fuelproof grease that I bought at Aircraft Spruce Co. Maybe this can help you too.

Best, Mickey

ceci n'est pas une voiture... c'est un art de vivre.

Hi:

I'm interested in this solution because the brass motorbike-type fuel tap on my MG M-type has seized up. We suspect that the ethanol in modern fuel is the culprit.

The data sheet indicates that the grease is resistant to ethanol but also that it is somewhat soluble in fuel. This suggests that valves would have to be re-greasing regularly.

What has been your experience with longevity?

Thanks Roger Burnett

Roger

2years in place. No leaks. I am using Avgas

Best, Mickey

ceci n'est pas une voiture... c'est un art de vivre.

Hi Sky,

Check with Doug Pelton at From the Frame up. He has made a batch of brass + O ring inserts that take care of the problem.

Tom Metcalf tommmmmmm



Originally, Sky asked where he could obtain replacement corks, to which I suggested a couple of sources.

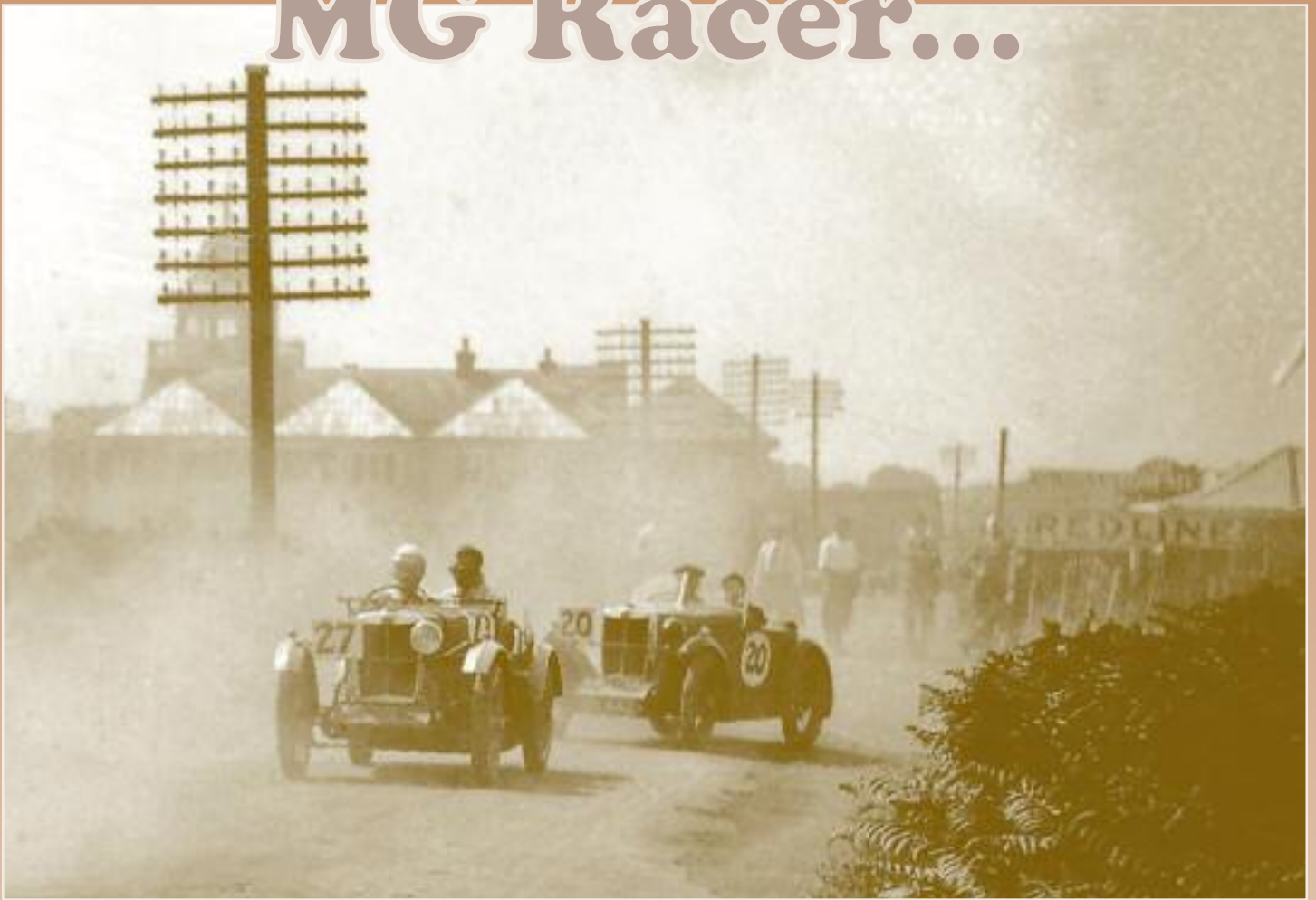
However, I have made my own. Using either an unmolested wine cork, or better yet, a 1/2" diameter delrin or PTFE rod, it is not hard to cut one end the rod at the proper angle, drill the center, and replace the original cork.

Yes, I know the center hole is square, but simply pressing the new part onto the square shaft will generally make it fit.

Cheers, Lew Palmer



MG Racer...



This image was taken during the JCC Members Day on July 5, 1930 in which No. 20 was entered and driven by C.E. Wood. It's really neat to see racing documentation from nearly 90 years ago. It's not often you have photographs of a car from the early 1930's.



In 1931 this "M" was modified by March Modelers of Mayfair London. The car was rebodied in aluminum, a race prepped Morris engine replaced the original, hydraulic brakes added and the fuel tank moved to the rear of the car. The spark plugs look newer, so this may be a running car. It would certainly be fun to take on vintage races or tour along a country road. Hopefully the new owner will enjoy the car and not relegate it to a museum or private collection where it doesn't get driven.

Read more at
<http://barnfinds.com/barn-find-racer-1930-mg-m/#fbkuRYP022KrRvx.99>

2018

Kimber Festival



April 13-14, 2018

The Kimber Festival brings together enthusiasts who have a keen interest in M.G. history. Organized as an academic conference, the program consists of presentations about all M.G.s with topics that may include design and production, technical discussions, competitors, and competitions. You do not need to be a NEMGTR member to present or attend. All MG enthusiasts are welcome!

Bath, NY is just off the main Highway #86 just west of Corning, NY at exit 38. The Days Inn is at that exit. Highway #54 goes north from Bath to Hammondsport and the Curtiss Museum. (about ten minutes north)



Glenn H.
Curtiss Museum
HAMMONDSPORT, NEW YORK
www.glennhcurtissmuseum.org

Kimber Festival Program



Here are some of the speakers lined up for the Kimber Festival.

Makenzie Witter

informs us about our host venue
"The Glenn H. Curtiss Museum"

Richard Miller's

presentation is entitled
"Across the USA in an MG in 1936"

Peter Ross

"Team Racing with 'Ts'"
(Early Exploits of the M.G. Car Club T-Register Racing Team in Enduro events in England)

Geoff Wheatley,

who is continually
researching M.G. history this year offers,
"Morris and the Aero Market"

Tom Lang presents

"MG's EX176 Engine – From Race Car to Land Speed Record Holder"

Plus several other presenters

who have yet to decided their titles.

We will also be repeating the Show and Tell where each attendee will be invited to share a book that has been important to him or her in their M.G. enjoyment. Bring your favorite MG book.

Don't forget the literature/book/MG Memorabilia Show-N-Tell /swap meet!

Kimber Festival is open to non-NEMGTR members.

Glenn H. Curtiss Museum

in Bath/Hammondsport, NY is the venue for the Kimber Festival It contains many beautiful planes, automobiles,etc. and our program allows for ample time to view all of them.



April 13-14 2018

Glenn H. Curtiss
Museum
Hammondsport,
New York
Registration

Name(s): _____

Address: _____

Telephone : _____

email: _____

Registration fee includes Friday afternoon and all day Saturday admission to The Glenn H. Curtiss Museum.

After lunch on Friday registration will be open at the Glenn H. Curtiss Museum where you will be able to take a relaxed tour of the facility.

Dinner on your own Friday but our Kimber Festival "Hospitality Room" will be open from 6:30 pm on for a social gathering and flea market of items you may want to sell or trade. Eligible items for the literature swap include sales promotion items, photographs, paintings, illustrations, and books.

The Ontario Chapter are sponsoring part of the Friday evening refreshments. This takes place at the event hotel - the Days Inn in Bath, NY. A cash bar will be available Friday and Saturday nights and possibly during the day on Saturday.

Saturday, starting at 9:30 there will be a series of speakers. Lunch and dinner (included in registration) at the museum.

Hotel Information: Headquarters is the Day's Inn, 330 West Morris Street, Bath, New York, 14810. (607-776-7644). Rooms have been set aside for us under the New England MG T Register Kimber Festival for Friday and Saturday nights at a cost of \$69.99 a night. Rooms have two double beds. We also have the meeting room at the Days Inn reserved for both Friday Night and Saturday after the museum for our social activities. There are other facilities in the area but this is our main location.

Registration Fee is \$75.00 per person. We recommend you register on the NEMGTR Web Site but you can also register by completing the Registration Form and mailing it to Gord Whatley, 32 Brock Street, Ontario, Canada, L7J 1N2 with a USA\$ check for the fees. **Make check payable to The New England MG T Register.**

Program of Events

Friday, April 13

1:00-4:00 Registration at the Hotel
1:00-5:00 Enjoy the museum's exhibits
6:30- Kimber Festival "Hospitality Room"

Saturday, April 14

9:15-12:00 Morning presentations at the museum
12:00-1:15 Luncheon
1:30-4:30 Afternoon presentations at the museum
6:00 Dinner at the museum

Sunday, April 15 Departures



The MGCC Triple-M Register

We are pleased to announce that Baynton Jones Historic Motorsport have renewed their sponsorship of Triple-M Racing for 2018. A huge thank you to them for their continued support. It's going to be a wonderful season with the MGCC and the VSCC once again! Photograph - Colin Murrell





*J2 by specialist
Czechoslovakian
coachbuilder -Uhlik*



Not the least important
of a racing car's equip-
ment are the Springs.

G. E. T. Eyston's super-
charged Record-breaking
M.G. Midget was fitted
with Berry's Springs.

**Berry's
Springs**
are fitted to the
M.G. MIDGETS
as standard

**LAMINATED
SPRINGS**
FOR ANY TYPE
of **MOTOR VEHICLE**
MANUFACTURED BY
Richard Berry & Son
MAFeking ROAD,
SMETHWICK.

(Proprietors: J. Brockhouse & Co., Ltd.)

Phone - - - - - Smethwick 411,
Cables - - - - - "Springs, Smethwick."



THE FIRST BABY CAR IN THE WORLD TO DO OVER 100 M.P.H.



KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.

1931

GETTING INTIMATE WITH THE MG K3



Kathy McCreery experiences the ride of a lifetime in the only original MG K3 to race/place at LeMans in the '30s

SIMEONE FOUNDATION
AUTOMOTIVE MUSEUM

DEMO DAYS
AT THE
SIMEONE FOUNDATION
AUTOMOTIVE MUSEUM



At the Simeone Museum, you can see, hear and smell history come to life through these magnificent machines. Demo Days are held on the 2nd and 4th Saturday of the month. The program begins promptly at 12:00 noon outdoors in the back parking lot.

We begin each Demonstration Day with a brief lecture on each car's importance and its place in history. Immediately after the lecture, each car is demonstrated outdoors in the parking lot in a controlled setting, weather permitting. After the demonstration runs are complete, we lower the ropes and allow guests to see each car up close and take pictures. To see thousands of photos of past Demo Days, please visit our Demo Days Photos page.

Admission to each Demonstration Day is included as part of the regular General Admission price.

<http://www.simeonemuseum.org>

New NB in the Neighborhood



In his quest to fill every garage space he owns, our friend Bob Grunau has just acquired an NB Magnette.



Bob recently trailered the NB home from Texas to Ontario, Canada. The NB was sourced from Reed Yates a long time owner of this vehicle.



Photos here, taken at
the first unveiling,
show fellow MMM
owners, James Edney
and John Orrell,
admiring the special
features of this car...
*supercharger and
pre-selector gearbox!*



THE MG CAR CLUB TRIPLE-M REGISTER



2016 YEARBOOK

For Your Library

The Register's eagerly awaited 2016 Yearbook, published in April 2017, continues the tradition of providing readers with historic, technical and other information which will appeal not only to the owners of these splendid cars, but also to the wider vintage motoring fraternity and M.G. enthusiasts generally.

Mike Allison, has written yet another fascinating article, this time about Hubert Noel Charles who was one of the architects of M.G.'s success in the 1930s through his innovative approach to engineering design.

Sam Christie's article, *Codes and Secrets*, on the seemingly unrelated numbers stamped on M.G. engines, gearboxes and axles.

Triple-M M.G.s were always popular in Australia, and New Zealanders Denis and Desna Jury have recounted the saga of their L Type.

Dutch enthusiast, Thijs de Groot, has written a comprehensive article, *Straight Forward*, on rebuilding the various steering systems found in Triple-M M.G.s.

There is no shortage of books written about M.G.s (not least this Yearbook!) but Ted Hack has seemingly got them all and has provided an illustrated description of them as well as an assessment of their availability – essential reading about essential reading!

Michael Wylie writes an article on Hugh 'Hammy' Hamilton, *The Wild Man of Ards*, whose dual with Nuvolari, both of them in M.G.s, at the 1933 Ards TT is still considered one of motor racing's finest races.

The late Mike Hawke was the definitive M.G. J2 enthusiast and in reproducing an article he wrote for the MG Car Club magazine, *Safety Fast!*, more

CONTENTS

Editorial - Simon Johnston
From The Chairman - Dick Morbey
Corrections and Clarifications
Hubert Noel Charles and the M.G. Car Co. Ltd - Mike Allison
Codes and Secrets - Sam Christie
M.G. L065B - An Antipodean Adventure - Denis and Desna Jury
A Triple-M Bookshelf..... from an M.G. Library - Ted Hack
The Wild Man of Ards - Mike Wylie
Straight Forward! - Thijs de Groot
Life with a J2 - Mike Hawke
Competition Report 2016 - Mike Linward

A Triple-M Bookshelf from an M.G. Library

By Ted Hack

The Early Years
Hut that by G.E.T. Byrom (John
Miles, 1933)



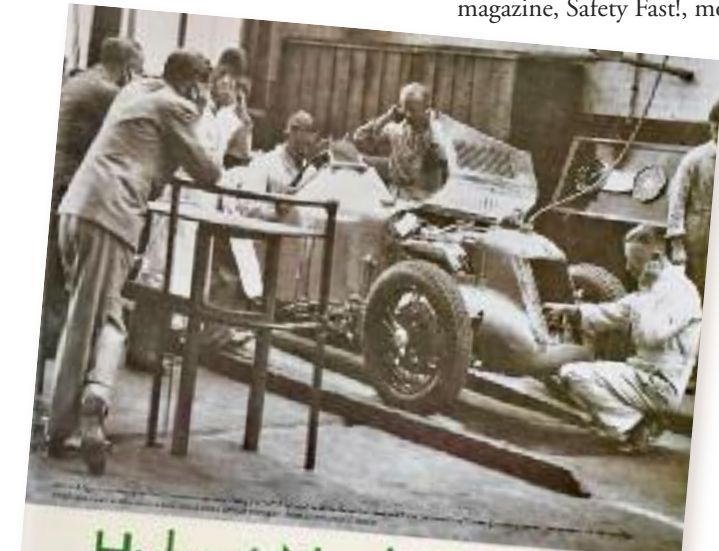
Combat by Sam Lyndon
(Lawrence, 1933)



Direct: Quot by Ray Lyndon
(John Miles, 1933)



Grand Prix by Ray Lyndon
(John Miles, 1933)



Hubert Noel Charles and the M.G. Car Co. Ltd

By Mike Allison

than fifty years ago on Life with a J2, we show just how little things have changed (apart from the prices!).

Triple-M cars are increasingly active in competition of all types and this full-colour, glossy A4 publication also includes an account of their exploits during 2016 throughout Britain, as well as abroad, lavishly illustrated with over 150 colour photographs.



Wild Man of Ards

By Michael Wylie

With a reputation for being a bit of a wild man, Michael Wylie has been driving his M.G. for over 40 years. In this article, he shares his experiences of driving the car through the mountains of Ards, and how it has become a part of his life. He also talks about the challenges of maintaining an old car and the joys of driving one.



Codes and Secrets

By Sam Christie

Here are the first few pages of the printed edition of the yearbook. There is a full list of M.G. models and their codes in the back of the yearbook.

...ological order and the numbers range between 12 and 119, with the numbers 100-119 being reserved for special models.

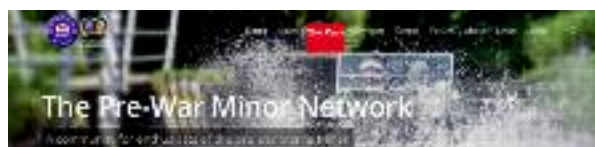
A more detailed list of all models is given in the back of the yearbook, with numbers ranging between 12 and 119. The numbers 100-119 are reserved for special models. The numbers 12-119 are reserved for special models.

Model Code	Model	Price	Notes
12	1200	£1200	
13	1300	£1300	
14	1400	£1400	
15	1500	£1500	
16	1600	£1600	
17	1700	£1700	
18	1800	£1800	
19	1900	£1900	
20	2000	£2000	
21	2100	£2100	
22	2200	£2200	
23	2300	£2300	
24	2400	£2400	
25	2500	£2500	
26	2600	£2600	
27	2700	£2700	
28	2800	£2800	
29	2900	£2900	
30	3000	£3000	
31	3100	£3100	
32	3200	£3200	
33	3300	£3300	
34	3400	£3400	
35	3500	£3500	
36	3600	£3600	
37	3700	£3700	
38	3800	£3800	
39	3900	£3900	
40	4000	£4000	
41	4100	£4100	
42	4200	£4200	
43	4300	£4300	
44	4400	£4400	
45	4500	£4500	
46	4600	£4600	
47	4700	£4700	
48	4800	£4800	
49	4900	£4900	
50	5000	£5000	
51	5100	£5100	
52	5200	£5200	
53	5300	£5300	
54	5400	£5400	
55	5500	£5500	
56	5600	£5600	
57	5700	£5700	
58	5800	£5800	
59	5900	£5900	
60	6000	£6000	
61	6100	£6100	
62	6200	£6200	
63	6300	£6300	
64	6400	£6400	
65	6500	£6500	
66	6600	£6600	
67	6700	£6700	
68	6800	£6800	
69	6900	£6900	
70	7000	£7000	
71	7100	£7100	
72	7200	£7200	
73	7300	£7300	
74	7400	£7400	
75	7500	£7500	
76	7600	£7600	
77	7700	£7700	
78	7800	£7800	
79	7900	£7900	
80	8000	£8000	
81	8100	£8100	
82	8200	£8200	
83	8300	£8300	
84	8400	£8400	
85	8500	£8500	
86	8600	£8600	
87	8700	£8700	
88	8800	£8800	
89	8900	£8900	
90	9000	£9000	
91	9100	£9100	
92	9200	£9200	
93	9300	£9300	
94	9400	£9400	
95	9500	£9500	
96	9600	£9600	
97	9700	£9700	
98	9800	£9800	
99	9900	£9900	
100	10000	£10000	
101	10100	£10100	
102	10200	£10200	
103	10300	£10300	
104	10400	£10400	
105	10500	£10500	
106	10600	£10600	
107	10700	£10700	
108	10800	£10800	
109	10900	£10900	
110	11000	£11000	
111	11100	£11100	
112	11200	£11200	
113	11300	£11300	
114	11400	£11400	
115	11500	£11500	
116	11600	£11600	
117	11700	£11700	
118	11800	£11800	
119	11900	£11900	



Model	Year	Price	Notes
12	1962	£1200	
13	1963	£1300	
14	1964	£1400	
15	1965	£1500	
16	1966	£1600	
17	1967	£1700	
18	1968	£1800	
19	1969	£1900	
20	1970	£2000	
21	1971	£2100	
22	1972	£2200	
23	1973	£2300	
24	1974	£2400	
25	1975	£2500	
26	1976	£2600	
27	1977	£2700	
28	1978	£2800	
29	1979	£2900	
30	1980	£3000	
31	1981	£3100	
32	1982	£3200	
33	1983	£3300	
34	1984	£3400	
35	1985	£3500	
36	1986	£3600	
37	1987	£3700	
38	1988	£3800	
39	1989	£3900	
40	1990	£4000	
41	1991	£4100	
42	1992	£4200	
43	1993	£4300	
44	1994	£4400	
45	1995	£4500	
46	1996	£4600	
47	1997	£4700	
48	1998	£4800	
49	1999	£4900	
50	2000	£5000	
51	2001	£5100	
52	2002	£5200	
53	2003	£5300	
54	2004	£5400	
55	2005	£5500	
56	2006	£5600	
57	2007	£5700	
58	2008	£5800	
59	2009	£5900	
60	2010	£6000	
61	2011	£6100	
62	2012	£6200	
63	2013	£6300	
64	2014	£6400	
65	2015	£6500	
66	2016	£6600	
67	2017	£6700	
68	2018	£6800	
69	2019	£6900	
70	2020	£7000	
71	2021	£7100	
72	2022	£7200	
73	2023	£7300	
74	2024	£7400	
75	2025	£7500	
76	2026	£7600	
77	2027	£7700	
78	2028	£7800	
79	2029	£7900	
80	2030	£8000	

<http://www.triple-mshop.org/products-page/yearbooks-and-register/current-yearbook-2013-edition/>



Midgetry I

Pick up any copy of a popular motoring magazine from the early thirties and references to the first M.G. Midget are everywhere. Apart from the advertisements placed by the Publicity Department of the M.G. Car Company, other commercial organisations were also quick to jump on the bandwagon which the model's sales and competition success had created. This they achieved by making oblique references to the Midget in their own advertisements which in turn, they believed, would help to sell their products. Magazine editorial and feature writers constantly made reference to the car which helped to create a cult following amongst the motoring public, similar to that experienced by the Mini Cooper some thirty years later. Much of the competition success enjoyed by the model came in the famous trials and rallies of the period and it is from these events that many of the images seen below originated.

Our earlier website used scans from period magazines which, mainly due to their age, were grainy and indistinct when displayed in the previous website's galleries. Thanks to LAT Images that is no longer the case and the crisp shots to be seen below are in the main digital scans taken directly from the original Autocar or Motor glass plates or from period still photographs. What these images help to convey, via the huge crowds present at these events, is the rapidly growing popularity of motoring in general and motorsport in particular during that eventful Thirties decade. In the vanguard of this popularisation was a product built by an Oxfordshire car company, namely the M.G. Midget (also known as the 'M' Type). Between 1929 and 1932 fewer than 3,300 of these cars were built but their impact upon British motorsport was immense, as witnessed by the entry lists and result sheets from that time. The images that follow perfectly illustrate this point.

Trials



1931 London Double Twelve Midget, SU 3540 M.C. Sherrie LAT 3. 1940.



1931 Feb. 28th Ewell Hill Down Ocon. Van. Trial possibly M Faulder RX 2226 Supercharged M.C. Viceroy LAT Race 07227



WL 1183 Midget, 1914 1931 Edinburgh 50 LAT 03819



1931 MG Midget RX 704 1931 Roskilde Hill Climb LAT 34043

Track



1932 Double Twelve Midgets Nos 75 & 82 Blackheath LAT 03739



1933 Double Twelve Midgets Shroton's LAT 03745



Series Merch & L.G. Cunningham 12 12 Midgets ST. Venches Day 1932



1933 MG Double Twelve Midget Conington Park

Rallies



1929 MG Midget VC 1831 Monte Carlo Rally



1929 MG Midget VC 1831 Monte Carlo Rally



1929 MG Midget VC 1831 Montgomery 1933 Monte Carlo Rally



MG Midget Sopranos Coupe RX 7429 Sarnation Monte Carlo Rally

Just a few samples of the early photos

<http://www.mgdgroup.org>

The D Group exists to help and encourage owners of the 8/33 MG Midget Sports Series D (Long Chassis); in maintaining, running or restoring their cars. Also to record and maintain a list of all known surviving chassis throughout the world and collect details, history and pictures of those cars in whatever format they are now in. The Group has drawings and sketches for several parts and can supply detail photographs of most items. It also endeavours to have manufactured parts unobtainable elsewhere, in particular items which were only fitted to the D. The Group publishes a quarterly newsletter, called 'Dispatch', available free of charge by e-mail or post to owners and other interested parties.


 The MG D Group

Home History Survivors Restoration Dispatch For Sale Links



Below are some memories of Richard Gardner who started at MG's around the same time as Cecil Cousins in 1920 and worked at Abingdon before leaving to join Vauxhalls in 1937. The following record has been constructed by myself from an interview with Richard Gardner in 1979.

The memories of Richard Gardner at MG Abingdon (MG employee 1920-1937)



I started as a mechanic at Edmund Road but everybody helped with whatever there was to do in those days. If you finished your job you just went and helped someone else. When we moved to Abingdon in September 1929 we were more segregated into different departments because there were outlying buildings, and I believe I started in what they called rectification. That was checking things to make sure everything was as it should be.

After production moved to Abingdon Sam Nash, Leslie King and myself were the last to leave Edmund Road. I believe Leslie King was killed in the war as a pilot and I was told Sam Nash has also died.

The Abingdon factory was obviously a lot smaller then than it is now. We took over everything that had been the old Pavlova leather works. They moved out to a smaller building on the same site but they left us all the other parts. I have only ever been back twice since I left, once during the war and once when I went back to experimental from Smiths, I should think that was about 12 years ago. (1967?). Everything was so different by then. It looked like the site had been extended and it had different departments and that. There were a few old faces but it was a different works all together.

When we first came to Abingdon we finished the mark IV's which used the old Morris Oxford Chassis. We then started building the Midgets and after that the 18 h.p. called mark I and mark II. That was a bigger car all together. The mark II was a big saloon. You were taking the chassis off the standard Morris cars and building on new bodies which were then MG's. The engines were either Wolsley or Morris engines which were tuned up specially. There was a Morris engines branch in those days at Coventry which made engines in the old Hoskiss factory which Billy Morris first fitted in his first Morris. Then the Midget was practically all Wolsley, more or less a glorified Morris Minor.

After rectification, I did a time in chassis testing, but that was eventually cut out and I went to the service department and started testing out repairs for the service department. We had to do road tests in those days as there was nowhere else to test them until someone in authority made us a track out the back. Before that we used to go down to Marcham around by the aerodrome and cause trouble to a lot of people. They thought we were all mad. We would do handbrake turns in the middle of the road. That was one of the arts of driving. You slipped up the road and when no one was around you yanked the handbrake up twisted the steering and turned around and without having to reverse you went back the way you came.

When I first went to Edmond Road my boss was the works manager, Mr Propert. He came to Abingdon and was here a long time. I think he was manager through the war but I'm not sure as I left in 1937 to go to Vauxhall. I worked for the government in the war and on the one occasion I had to come here he was still manager.

In the 1930's I was working in a unit department within the service department which overhauled back axles, relined brakes and that sort of thing. We had a character in the service department, Bill _____ who built a wheel barrow out of works material and in works time. We all knew this wheelbarrow was being built and one day the service foreman said to me, 'Is that wheelbarrow finished yet Dick?' I told him, 'nearly' as our test section was next door to where he was keeping the wheelbarrow. The foreman said, 'that wheelbarrow is going to be mine when he's finished it as he will never get it out of the factory.' I said, 'if he is crafty enough to build it, he is crafty enough to get it out, you wait and see.'

One Monday morning I walked into the foreman's office and said, 'the wheelbarrows gone.' He said to me are you sure? Go and have another look.' So I went for a wander around and went back to the

office and confirmed that the wheelbarrow had gone. The foreman said, 'how the hell did he get that out?' I told him truthfully that I didn't know, but it had gone and nobody was saying anything so that was a mystery. I thought that was the end of it, and it was for a little while then one morning there was a shout from the office, 'Dick I want you!' I walked into the office and the foreman shoved a magazine that was published periodically. I think it was called 'Service Tools and Equipment.' It was a trade magazine and at the back they always had an amusing story of something that had happened. That last article told us exactly how that wheel barrow had been taken out of the works. The article didn't say which works it had happened in

anything like that but we knew. Apparently, the gentleman concerned bought some off cuts of timber from maintenance which we were all allowed to do, and took the bill to the cashier, paid and got a receipt. He then loaded the wood into the barrow and walked out of the gate with it. He had a receipt to show the gateman and that was last anyone saw of the wheelbarrow.

Another character at this time was Sydney Higgins who worked in the stores. Everyone knew him because he was the mainstay of the backroom boys for the football and cricket teams. Although I say it myself as one of the members of the teams we had very fine teams at MG's. We won practically every trophy in North Berkshire as well as the Berkshire and Buckinghamshire cup. I played football and cricket, but our football team was the finest and I got a silver and gold medal from our wins then. They were proper medals which is more than you would get these days.

I was telling you about Sydney who had driven the runabout for stores. It was a Mk IV chassis with a fabric body. He used to take it everywhere but when he was on the road he used apple plates. He'd been doing this for years, but when he bought himself an old Austin 7 he found he had to have a provisional licence to drive it. Anyway unknown to him someone or somebodies sent a lament to the Morris Mirror saying that although he could do all sorts of things with his factory runabout, he couldn't drive his own car without a provisional licence. Sydney had the last laugh as the Morris Mirror published the lament and sent him a postal order for 7/6d (seven shillings and six pence) which was a lot of money in those days. At the time MG's paid 1/4d (one shilling and four pence) an hour for skilled tradesmen which was a good wage.

Everyone new one another and there was always some leg pulling between us. Generally, you knew everyone by their Christian names. We worked but we had fun. I remember bringing Alec Hounslow home from Brooklands one warm Saturday night in the Summer. He lived in the last road on the right before you get to Folly Bridge on the Abingdon Road in St Aldates, Oxford. It was my job to look after Alec when he was with the racing team and ensure he got home safely. I'd been up at Brooklands all week and on the way home we had to stop once or twice as the engine was overheating. We got to Alec's

around 10.00pm and it was just getting dark. I needed to let the engine cool again so we went into his house and found a note on the table telling Alec that his family had gone to some social do and wouldn't be back until around Midnight. The back garden in Alec's house ran right down to the river almost opposite the gas works. He said he would put the kettle on the gas to make a cup of coffee (not tea) and then we could go for a swim. I said to him all right but I haven't got a costume and he says to me, 'nobody will take any notice of the lump I've got, let alone the little bit you've got.' So we ran naked down his back garden and had a swim. We came back and dried ourselves in the kitchen and drank the coffee. I went home leaving him to eat his supper.

MG's did a lot of racing in those days and it seemed to me that we all got involved but I was lucky although I didn't know it at the time. I learnt that from Mr Properts secretary when I met him in Oxford when I came back some years later. I said to him, 'How's my old enemy George Propert?' and he said, 'Your old enemy, you were one of his blue eyed boys, you couldn't do anything wrong with him, as you never made any excuses. He made sure you always got the plum job of looking after the engineers at Brooklands.'

The cars were built by dropping the body onto the chassis and bolting it down. We had body erectors in those days not body builders as the bodies would come in complete. Although we didn't build the bodies we did produce some bits and pieces and we had a spray shop in those days. The bodies were originally produced in Coventry but later on around 1936 they were produced by Tickfords at Newport Pagnell which is where I think Aston Martin are now. Sometimes I would take a chassis up there and we would put a body on it up there before bringing it back. I became more interested in developing racing engines and supercharging them rather than just putting things together. All engine development and special engine development for MG's and racing MG's was done at Abingdon. It was called the experimental department and we also had a break test there. The department developed the racing engines among them the Magic Midget engine. We tested it many times before it broke the records.

Supercharging was in its infancy. We used small engines and we just had to find out from our mistakes and rectify them. We were using a dynamo driven from the crankshaft through to the overhead camshaft. Well if you put a bit too much pep in the engine part of the camshaft drive with the spindle through the dynamo wouldn't stand it. We had two brothers who I think came down from Manchester racing for us and one of these lads brought down his own special dynamo which I think had been made by Lucas. Someone fitted it and tuned his engine for him, but before it was returned to him I was asked to take it out for a test. As I went out he said, 'you needn't be afraid of breaking that one.' They towed me back from the Oxford Southern by-pass.

PreWar MG Register of Australia (?)





Chris Nowlans' MG K2 Magna



Malcolm Appletons' MG Stiles F Magna

The 11th-annual celebration of vintage vehicles took place on September 15-17 at The Festival Commons at Charles R. Wood Park, in Lake George, New York. The weather was perfect both days, making for large crowds each day and a great turnout of show cars. The dinner at the Fort William Henry Hotel with Wayne Carini Saturday night drew a large feature marques audience as well, and was a very entertaining "conversation" with Wayne. Great show, great location, and definitely worth the trip! . The concours weekend was two shows, Saturday being a Cruise in Spectacular open to all classic cars, and Sunday is a by invitation concours. Both shows had outstanding cars, Classics, Muscle Cars, Imports, and even a "Professional Cars"

(hearses, ambulances, etc.) class. **Feature marques included MG.**

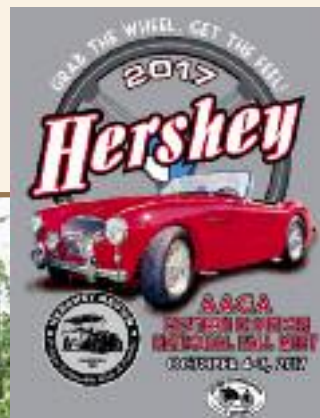
Putting together a stellar field of vehicles for the invitation-only portion of the event was no easy feat. 250 applications for consideration were carefully reviewed. Submissions were restored to a very high quality, touted significant provenance, or were exceptionally preserved. Show field space limitations and judging logistics only 120-plus were displayed.

Included in this group was the award winner — the 1933 MG Stiles bodied Magna of NAMMMR member Malcolm Appleton.



Malcolm and Barbara's Stiles Body F Magna impresses the judges at the Hemmings Concours

NA Magnette
Purchased by Nick DaBica



PA 4 Seat



MMM
spotted for sale at Hershey



F Magna 4 Seat

MMMarket

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 ono

Email: lew@roundaboutmanor.com

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

lew@roundaboutmanor.com

<https://sites.google.com/site/northamericanmmmregister/for-sale>

MMMarket



1933 L1

1933 L1 four seater chassis #L0267, engine number 503AL. MMM register #1086, NAMMM #474. First sold to Mr Charles McLaughlin on March 22nd 1933 by University Motors with registration number MG 2141. Exported to Ontario Canada in 1965, reimported to UK in 1992 where it underwent a complete and thorough restoration between 1992 and 1995. Engine has a new crank and pistons and a Marshall J100 supercharger was fitted in 2001. Gear box and back axle were re done and much of the work was completed by Tom Dark engineering. Fitted with electronic ignition, it starts readily and runs well cruising at 60 - 65mph with no problem. Painted in Stratos blue enamel with red leather interior; the weather equipment is excellent and includes the hood, full side screens, hood bag and full tonneau. Reimported to Ontario, Canada in 2007, it has been driven regularly and stored in a heated garage. Recent improvements are a Stainless steel exhaust and five new 19" wheels with Blockley tires and correct spinners. Direction indicators have been added and all lights are LEDs. Comes with invoices and pictures during restoration, a set of tools, manual, original carburetors with manifold and Carcoon storage. An older restoration still in excellent condition and well sorted. Stored at the moment in Muskoka Ontario, Canada. Contact jamesedney42@gmail.com or call 416 999 2521. Offers in the region of US\$ 87,000.

BAYNTON JONES HISTORIC MOTORSPORT

Bob and Charles Jones Specialists in Restoration and Preparation of Triple-M Sports and Racing cars

Engine Rebuilds for Road or Competition
Manual and Pre-selector Gearboxes Restored
Supercharger Installations
All Mechanical Work Undertaken
Steering and Suspension Components
Special Components a Speciality !



1650cc Twin Cam K Engine and Supercharger installation made for Dean Butler's KN Special.

A Selection of Performance parts to make your car GO BETTER, available exclusively from BAYNTON JONES :

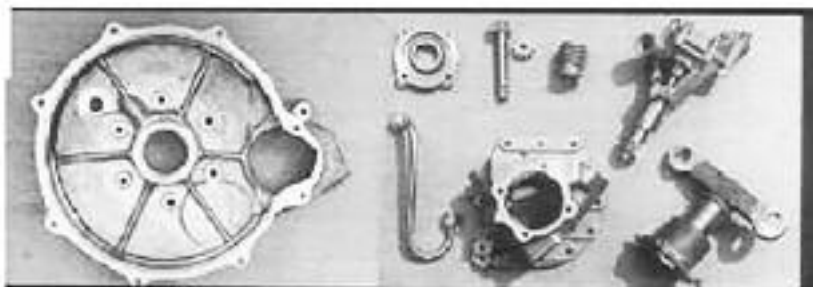
HIGH PERFORMANCE CAMSHAFTS	ALLOY RIMMED ROAD WHEELS	FORGED PISTONS
OUR OWN DESIGN CRANKSHAFTS (1 OR 2 PIECE), CONNECTING RODS, AND FLYWHEEL/CLUTCH CONVERSIONS.		
UPRATED VALVE SPRINGS AND RETAINER CAPS	SOLID COPPER HEAD GASKETS	
BIG BORE BLOCKS FOR P-TYPE,	STANDARD AND BIG BORE K,L,N-TYPES,	
12" + 13" HYDRAULIC BRAKE SETS	J-TYPE AND N-TYPE CYLINDER HEADS.	

TEL : +44 (0)1722 780501 FAX : +44 (0)1722 780091 www.baynton-jones.co.uk enquiries@baynton-jones.co.uk

THE MONTLHERY GARAGE.



CONTACT BARRY FOSTER FOR OIL PIPES FOR MMM CARS



ENGINE OIL PIPES
PRESSURE GAUGE PIPES
FUEL PIPES

HEAVY GAUGE PIPE USED
NEW FITTINGS THROUGHOUT
SILVER SOLDER USED

EVERYTHING YOU NEED FOR A C OR J4 ENGINE AND MORE....

Rocke's Barn, Butleigh, Glastonbury, BA6 8ST Telephone: (01458) 850169 Fax: (01458) 850972

Inexpensive MMM Clothing & Driving Suits

By Dan Shockey, PA2108, Scotts Valley, California

Military surplus providers can be a good source of clothing for RAF uniforms, driving suits and similar dress plus cold weather gear. I purchased an Italian air force uniform for \$30 that was readily badged to make a decent WWII RAF uniform. WWII and 1930s army uniforms can be created as well. You might want to try for tropical uniforms for summer wear rather than wool!

Recently one supplier offered white coveralls made in England for \$15. These are heavy weight 100% cotton but fire treated with Nomex. These have Velcro closures at the neck, wrists and ankles so provide real protection as well as a vintage look. Perhaps rather warm for a hot summer day, however. They weigh 4.5 pounds! These are brand new, still in vacuum-sealed packages, though made in the 1980s.

I also purchased a new Chinese riot helmet in fiberglass for \$20. These have a point at each side which makes them look wrong but that is easily sawn off. Since they are fiberglass, they can be modified with a larger sunshade or other adjustments. They are lightweight. I have long wanted a vintage racing helmet. These can provide some real protection as well. I wore a motorcycle 'lid' style helmet while driving the back roads of Illinois and neighboring states due to all the deer crossings.

Once I picked up a lined canvas 1950s US Navy deck crew cap for \$15 that works great for those cold mornings. The heavy canvas bags are useful, too.

The vendor I have used on-line is Sportsmansguide.com. They'll mail you catalogs. Read reviews carefully. They are good about returns and credits if required. Periodically they offer free shipping on orders of \$49 or more.



NAMMMR Regalia

Order your NAMMMR Regalia now!

We have expanded our selection by allowing you to select more colors. Each item will be embroidered with the NAMMMR Shield in a complimentary color scheme.

If you have a special garment that you want embroidered with the NAMMMR Shield, you can send that to me and I will have it embroidered to your specifications.

Also available is the NAMMMR Grill Badge.

Order Now!
(see next page)



NAMMMR Regalia Order Form

Item	Color	Embroidery	Size	Cost	Qty	Total
Long Sleeved Twill Shirt, 4.5 oz, 55/45% cot/poly		NAMMMR Shield on Left Chest	Adult_Women_S_M_L XL_XXL_XXXL or Tall	\$25 add \$2		
Polo Shirt- Short Sleeve, 5.6 oz, 60/40% cot/poly		NAMMMR Shield on Left Chest	Adult_Women_S_M_L XL_XXL_XXXL or Tall	\$30 Add \$2		
Cabby Hat	Blk Grey Cream	NAMMMR Shield on back	S/M_L/XL	\$15		
Ball Cap Two Tone Mid-Profile	Brown/Black Cream/Black Navy/Cream Dark Green/ Cream	NAMMMR Shield on Front	One Size	\$17		
Fleece Jacket Full Zip 13.8 oz 100% poly	Black, Grey, Red, Royal, Choc, Navy, Dark Green	NAMMMR Shield on Left Chest	Adult_Women_S_M_L XL_XXL_XXXL or Tall	\$30 Add \$3		
NAMMMR Grill Badoe				\$50		
Stadium Blacket 50" x 60"	Black, Grey, Red, Royal, Choc, Navy, Dark Green	NAMMMR Shield		\$25		
MG 2016 T-Shirt	White	Screen Print Back -Lg, Frt -Sm	Adult S_M_L_XL_XXL	\$18		
Postage	For 1 item	\$6.50				
	Ea. add'l item	\$4.00				
Total						

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email address: _____ Phone : _____

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

Cathy Gunderson
6160 W. Lakeside Ct. Littleton, CO 80125

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

BE SAFE, BE SEEN!

Reduce the electrical load and have much **BRIGHTER, SAFER** tail lights.
NEW LED ST38 ("Pork Pie") and ST51 ("D") Lamp Inserts

Upgrade your Pre-War, TA, TB, TC or Y type tail lights with modern LED light powered! These are two function (Brake & Tail light + License plate) units that are simple to install in your existing lights. If turn signal equipped, use an electronic flasher unit.

Positive or Negative Ground units (please specify) are \$85 each or \$160 per pair. Shipping to USA is \$5 for one or two, and shipping International (Priority) is \$25 for one or two.
Instructions included.



Before



After

Positive or Negative Ground units (please specify) are \$85 each or \$160 per pair with shipping to USA \$5 for one or two and shipping International (Priority) is \$25 for one or two.
Instructions included.



Inquiries to Lew Palmer:
LEDLamps@roundaboutmanor.com

Orders via PayPal to Lew Palmer:
Lew@roundaboutmanor.com
or by Check/Money Order.

Vintage MG Parts

... the parts site for the MMM enthusiast



Visit our online website to see our full range of parts

www.vintageMGparts.com

UK based company with customers worldwide

JOE CURTO

S.U. & STROMBERG CARBURETOR PARTS AND RESTORATION

Largest stock of New & Used
S.U. Parts this
side of England..
Pre & post war

25 YEARS
EXPERIENCE
Rebuilding & Servicing S.U.s

MANUFACTURER OF HIGH
QUALITY THROTTLE SHAFTS



ONE STOP FOR ALL YOUR CARBURETOR NEEDS

other services:

Water Pump Overhaul, Camshaft
Reprofiling, Trafficator Parts & Service
general component repair
Lucas, Girling, Lockheed Parts Supplied

!!We accept credit cards !!
Inquiries and Dealers Welcome
22-09 - 126th Street
College Point, NY 11356
(718) 762-SUSU
FAX (718) 762-6287

Beautiful Art...



Welcome to my site! If you are a fan of automotive art, I'm pretty sure you can find something here to your liking. I have fine art quality Giclee Prints, Posters, and Original Water Colors offered here on a wide variety of automotive subjects. Just click on one of the categories below and enjoy! I can be reached at home (where I work) at 704 372-2899 (try this one first.), or on my cell at 704 582-2566. or: dmcraryart@carolina.rr.com
Facebook as: Dan McCrary or Dan McCrary Automotive Art

The Four of Us

A Limited Edition of 850 Signed & Numbered Prints. Alan Fearnley captures a picnic in the English countryside during the 1930's. Featuring the L2 MG Magna. Overall Print Size 20.5" x 27.5". \$150.00 Plus Shipping.

Or: Automotive Art of Alan Fearnley hardcover book, 2007, \$20
www.motorsportcollector.com/



Safety fast!
RESTORATION CO.

AUTHENTIC WORLD CLASS MG RESTORATIONS:
MMM
T-SERIES
HOME OF THE "BEST TC IN THE WORLD"

MGTOM@zoominternet.net 419-525-0799 tom metcalf

shop: 118 park avenue east, rear • po box 1052 • mansfield, oh • 44901
Home: 1475 hwy rd 853 • ashland, oh • 44805 • usa
Shop: 419-525-0799 • home: 419-289-6241

Exhaust Manifold Aluminizing

The original finish on your exhaust manifold restored utilizing the metal flame spray technique used when the manifold was new. Four cylinder manifolds including clamps \$165. plus shipping.

Please inquire about split six cylinder manifolds or other applications.

Jim Dougherty #437,
Covington, Louisiana. 985-789-1826,

Martin Hveem
Automobile
Restorations



Tel: 530 529.6450
Fax: 530 529.6452
1520 Schwab Street
Red Bluff, CA 96080
martinhveem@earthlink.net

Classic & Antique
Restoration
Service
Repair

Whitworth Shop
Serving the MMM & "T" Series MG's

Dashboard Restoration Services
FLOORBOARDS — J, F, P Type
COACHWORK

Craig Seabrook

14444 Wall Rd, Novelly, OH, 44072 seabrook@erh.com
Catalog available (440) 338-5950

MG T and MMM Parts and Services from Bob Grunau:

TA/TC front steering knuckle stub axle inserts with 3/4"-16 tpi thread \$50.00 each side. Also fits MMM J/L/N/P/ etc- Use MG TD/TF/MGA stub axle nuts not supplied. Or Add \$10.00 ea for nuts, L and R. Steering knuckles can be repaired.

- TA/TC Stub axles repaired on exchange, installed in your steering knuckles @\$160.00 each side. Insert threads are 3/4"-16 tpi. Use nuts from MG TD/TF/MGA or I supply nuts.. Also MMM cars, J2, L/N/P, etc

- TA/TC Tompkins steering box cover adapter kit= \$150.00

- TB/TC/early TD/Y oil filter adapter for modern spin-on-\$125.00

- Late TD/TF oil filter adapter for modern spin-on filter = \$50.00

- J2, F, M etc oil filter adapter for modern spin-on filter= \$200.00

- TA/TC tapered rear axles with key and nut (you taper bore your hubs) \$200.00 each. Also available for MMM cars, J,L, P, N, \$200.00 .

- TA/TC new rear hubs taper bored and keyed for the above axles -\$225.00 each. Also available for MMM Cars, J,L,P, N \$225.00 Each

- TA/TC new front hubs, also fits MMM J/L/N/P etc, -\$175.00 each.

- 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
150 Pinewood Trail,
Mississauga, Ontario, Canada, L5G-2L1,
905-274-4136 or grunau.garage@sympatico.ca



MMMarket



Triplex Toughened

You can restore the missing original logo from your windscreen.

With date codes for TC, TD, TF or without for prewar models.



Complete etching kit..... \$30.00
Includes 2 etching masks and the etching cream.
Contact Lew Palmer
lpalmer@roundaboutmamor.com



Name Badges by



Solutions

Reed Tarwater
Greenfield, Indiana

Price: \$11.50 /including setup fee
Shipping: \$5.00
International shipping at current postal rates

✓ US OUT ON 

www.ndepthinc.com ■ www.facebook.com/ndepthinc
1252 W. Main St. Greenfield, IN 46140 ■ (317) 462-9810

TO ORDER
Email: mdperkins@ndepthinc.com
Credit Card Orders Only



04.03.15

Abingdon Spares - Christine Whiton - steveandchris@comcast.net

Set of 4 - 13" KN Brake Drums

We are looking for \$400.00 for the set



5 powder coated 19" rims (yellow) with Dunlop tyres with less than 1,000 miles. \$800
\$800.00



Bill Bollendonk - 303-794-0688 donker@aol.com

MMMarket

10.21.16

Interior kit for a J or P type.

From the workshop of Kimber Creek Ltd, a complete interior kit. Seat set with new wood, spring case and support. Seatback does not have side pleats like the P type had; bottom pegs correctly installed. Seat bottoms have the adjusting wood slats in place. All piping and vinyl to finish the interior is included. Seats are made matching original details.

This is made in the MG Vellum Beige color – not original to MMM cars as standard (it was used on T types, SVW, and Y types), but still sharp looking. Connolly leather with matched vinyl that duplicates original very closely.

Price \$2,100 plus shipping, can send immediately. Contact me if you have questions. KimberCreekLtd@gmail.com

Tom Wilson
Kimber Creek Ltd.
Zionsville, IN
317-873-8697



04.15.13

1933 J2 Swept wing car. Needs full restoration, extra parts included. James Perman 203 375 6095 brooklandsengr@mac.com



09.19.17

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

This magnificent L1, just won "Best In Class" at the Park Place Luxury & Supercar Showcase, Irving, Texas, September 9, 2017. It is now being offered for sale.

This is being listed for a friend of Lou Marchant.



More images available here:

https://www.facebook.com/lou.marchant.3/posts/10156699869273378?ref=messenger_share

Serious inquiries, call: 817.929.5280
Lou Marchant, pumtx@verizon.net

