



MMMagazine™

Official Newsletter of the North American MMM Register
Celebrating the pre-war cars of the MG Car Company



Fall, 2019

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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:

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

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Bowling Green Photos were graciously provided by
Greg Bollendonk and Holly Miller. Thank you.

Front Cover: Bill Richey and granddaughter Grace in the 1932 MG J2/J3
J2366 at NCM MotorsportsPark. Photo by Holly Miller.
Back Cover: On track at NCM Motorsports Park. Photo by Holly Miller.



Chairman's Corner

Sarah and Bill Richey provided our Register with one of the most exciting and well planned National Meets our Register has ever experienced. The three day event was filled with good old southern Kentucky charm and hospitality.



We were blessed to have 68 members in attendance. We were also most fortunate to have Mr. Peter Cook, Overseas Director of the MG Car Club UK and Mr. Adam Sloman, Managing Director of the MG Car Club UK in attendance to participate in our National Meet.

The event kickoff party was on Wednesday evening with an exquisite barbecue in Bill's car barn with all decorations focused on his MMM cars and his work shop which is attached to their estate in Bowling Green, Kentucky. Sarah's choice of the catering was perfect— all the food home cooked with a Southern flair.

Thursday morning was our car show which had to be relocated inside the convention center due to some fierce thunderstorms. Nineteen outstanding MMM cars were on the floor with five other MGs in attendance. Really a great show! After lunch we all headed to the Holley Carburetor Factory for a very interesting tour. Tom Wilson, one of our outstanding MMM members then entertained us with his presentation of how to restore 11 MMM cars at the same time. Tom's journey to restore these cars is quite exciting and sounds like a monumental task of skill and coordination! Go for it Tom! Topping off this great day was our Register's traditional "Bibulous Gallimaufry" dinner at The Montana Grill with fabulous food, entertainment by Mr. Peter Cook and prize drawing conducted by Sarah and Bill Richey.

Friday was another outstanding day beginning at The Chevrolet Corvette Factory test track where we were permitted to drive our MMM machines several laps of this challenging track. Also, at the test track was a highly sophisticated go-cart track which was most challenging for many of our members. After that exciting event we moved on to the National Corvette Museum which is highlighted by the giant sink hole that a few years ago swallowed some very valuable Corvettes. Many of us had lunch in the Museum Diner inside of the Museum. The last driving event was a Funkhana in the hotel parking lot. Challenging but lots of fun. Also, for those who did not wish to run the Funkhana, a wine and cheese party took place in the hotel. The awards dinner Friday night was held at The Federal Grove restaurant in a beautiful 1800s Southern mansion. This restaurant was most magical with dinning in the living room and adjoining rooms. Major storms were forecast for the evening so all of us traveled to the dinner in modern cars. Our food was superb and as dessert was being served the storms moved in and knocked out the power. Out came cell phone lights until the restaurant was able to light candles so we could finish our dessert and present event awards by candlelight. What a real treat to end our National Meet with a candlelight dinner.

Sarah and Bill, you really did show us the best of Southern hospitality of Kentucky. It was a first class North American MMM Register National Meet.

I sincerely want to invite our entire membership to join your Register next June out here in Colorado. Our 2020 National Meet will be in conjunction with the MGA Register National Meet in Colorado Springs, Colorado. "Pikes Peak Or Bust" Beautiful cars, beautiful scenery, beautiful friends, so plan now to visit the Majestic Rocky Mountains June 1-5 and join the fun! Event details and registration information will be provided very soon via newsletter and our website.

Cheers, Jack



Registrar's Ramblings



As we wind down the driving season for 2019, I reflect back on the great year it has been for the NAMMMR. Our annual national meet was a tremendous success, despite the inopportune rain interrupting our car show. But the organizers, Sarah and Bill Richey, pulled out all the stops and moved the event inside one of the halls in the convention center next door. We had a nice sampling of cars, including Bill Bollendonk's recently acquired KN in K3 dress.

For me personally, it was a year of mixed feelings. On the trip to and from Bowling Green, we blew 2 tires on the trailer. The reason was purely due to neglect of their age. So, word to the wise: observe the date code on your tires - be it on the trailer or on your cherished Triple-M car. A fresh set of tires could save your life.

My side business of manufacturing and selling LED conversions for many British cars, had its best year ever, especially at the MGA national meet in Dubuque, Iowa. As an added bonus, my Airline Coupe was awarded a first place trophy in the Other British class.

Only just today, I have concluded the sale of my 1936 MG PB Airline Coupe. The lucky new owner is in Japan, so with mixed feelings and almost 20 years of ownership, we will soon see it depart these shores.

It is curious to me that few people are aware that you can access the largest repository of information anywhere on Triple-M cars and their ownership via the Triple-M web site and database hosted by the UK Triple-M Register. All you need to do is go to www.Triple-MRegister.org. You will need to register, but that only takes a moment. You may also access the worldwide database of cars and can change your own details and request or submit information and photographs of your car. There is often historical information on file along with the summary of the factory file on your car. Send me an email and I will guide you on getting access,

Finally, just a reminder that the annual membership renewal period is fast approaching. At the beginning of December, I will be sending out renewal forms and asking you for the dues for 2020. I ask again, PLEASE, review the form and correct and complete ALL fields. In the past, most of you have neglected to supply details such as the state and license plate number on your car.

Lastly, (I promise), please join me in welcoming our newest members:

Paul and Marion Summers of Chesterfield, Missouri. The Summers own a pretty blue M-type 2M0973 (which you may have seen at GOF Central 2019).

Octagonally,

Lew



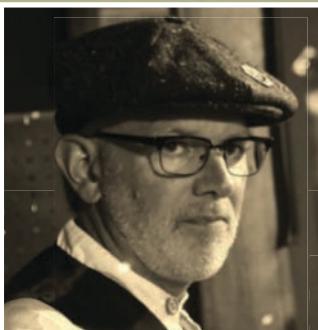
Lee and Charles Palmer
MG PB Airline Coupe

10 The Sacred Octagon

50 YEARS 1964-2014

October 2014

Sayōnara, Airline Coupe....



Treasurer's Report



Treasurer's Report, effective October 9, 2019

We are nearing the end of another successful year with our Register. During the year we have had our usual expenses, which have been tracking normally. There are only a few loose end business transactions to finish out 2019. This year we instituted a policy of reduced dues for early member registration. This was something very new and financial outcomes were estimated in the attempt to once again end the year with a positive outcome. I can report we will be successful!

What we also did differently in 2019 was to run our own private national event in Bowling Green, Kentucky. We established separate banking arrangements to capture the financials, both incoming through registrations and outgoing expenses to operate the event. This was a more expensive endeavor than usual as we usually tag onto a GOF Central for example, sharing expenses. We assumed a bit of a financial risk doing so as we don't regularly function in this manner. In the end, the event was financially successful.

In Bowling Green we were very fortunate to have MGCC UK dignitaries spend their valuable time with us for the duration of our event. It was a great pleasure for us all to meet Adam Sloman, MGCC General Manager and Peter Cook, MGCC Overseas Director. Peter & Beverly Thornley also attended the entirety of our event. Wonderful conversations were had with all present! Our Register was in the proper position to pay for the accommodations for these esteemed guests of the NAMMMR.

Now onto 2020! We have exciting plans for the Register next year. For our national event we will be joining the North American MGA Register (NAMGAR) for their Annual event GT-45, in Colorado Springs, Colorado, June 1-5, 2020. More information will be found further in this newsletter.

Thanks for your participation,

Jack Schneider

NAMMMR Treasurer
britjack@comcast.net



Web Report



I'd like to introduce myself as your new MMM Register webmaster. After many years of taking good care of MMM web matters, our own Jack Schneider asked for someone else to take the reigns. That someone else turned out to be me.

I came to the Register via our other famous Jack: Jack Kahler. I met Mr. Kahler as a member of the Colorado chapter of the New England MG T Register. Perhaps ironically I am actually originally from New England, but I digress. As it happens the TC I owned, and still own, was really just a toe in the water for what I really wanted: a proper pre-war MG. Jack advised me not to rush into things and take my time, however listening was (and still is) not my strongest virtue, just ask my family! In short, a lovely J2 found me, followed me home, and here I am.

As for the web site, you may remember earlier this year that Jack S. reported a change to our hosting provider, and that the old site had been moved, but was, to put it mildly, "out of order." Since the formatting of the site was specific to our old, now defunct, web provider, my job was to sort it all out into something usable again. The web site has now been redesigned from the ground up, with a fresh layout, while keeping the spirit of the original design intact.

As part of the redesign, I wanted to make the site more usable on the wide variety of mobile devices we all now use, as well as regular old computer screens. The new site uses a "responsive design," which means it adapts to different size devices and screens automatically. Use of this design technology makes our site even more accessible to people interested in our organization, as well as MMM cars in general. You can see this in action by viewing the site in portrait and landscape mode on your phone by rotating the screen, or by resizing the window on your computer to make it very wide to very narrow.

If you haven't had a chance to see the new site, please take a look! Some features include the Bowling Green national meet recap, revamped regalia page, a "for sale" section, the members' cars page, and much more. As always, we'd love to add your car to the site if it isn't already listed. Send me an email if you have any questions, feedback, or items to post.

<http://nammmr.org>

Safety Fast!

Casey Duncan



Technical

ANDRE HARTFORD SHOCK RESTORATION

The restoration of the shocks on our MMM cars are fairly straightforward. The first step is to disassemble the shock by backing off the pointer nut. Second step, remove the center bolt.

Make sure to lay out the parts as you disassemble. Take a photo to help you keep the assembly order correct. See *Photo 1, right*.

Next, drill out the three rivets from the center arm of the shock. Be careful not to oversize the holes when drilling them out.

The wooden disks, if in good shape, can be cleaned up with a mild solvent.

When the disks are dry, put them in a bin with either boiled linseed oil or neatsfoot oil. Let them soak until you feel they are well impregnated. The next step is to sandblast all the rust off of the steel parts. Do not do the brass cups. Instead, use a mild solvent to clean them.

Now the tedious part begins. Prime with a two part high build primer. Then sand. This may take several applications to complete. If the pitting is very deep, a two part putty can be used to smooth out the part.

With all the imperfections gone, we are ready to paint the parts. I use a single stage automotive paint for the body of the shock. For the small parts, I use spray paint.

I do not paint the inside of the shock—this is the area that the wooden friction disk rides on. Once the parts are painted, let them dry a few days to give a harder surface.





Technical



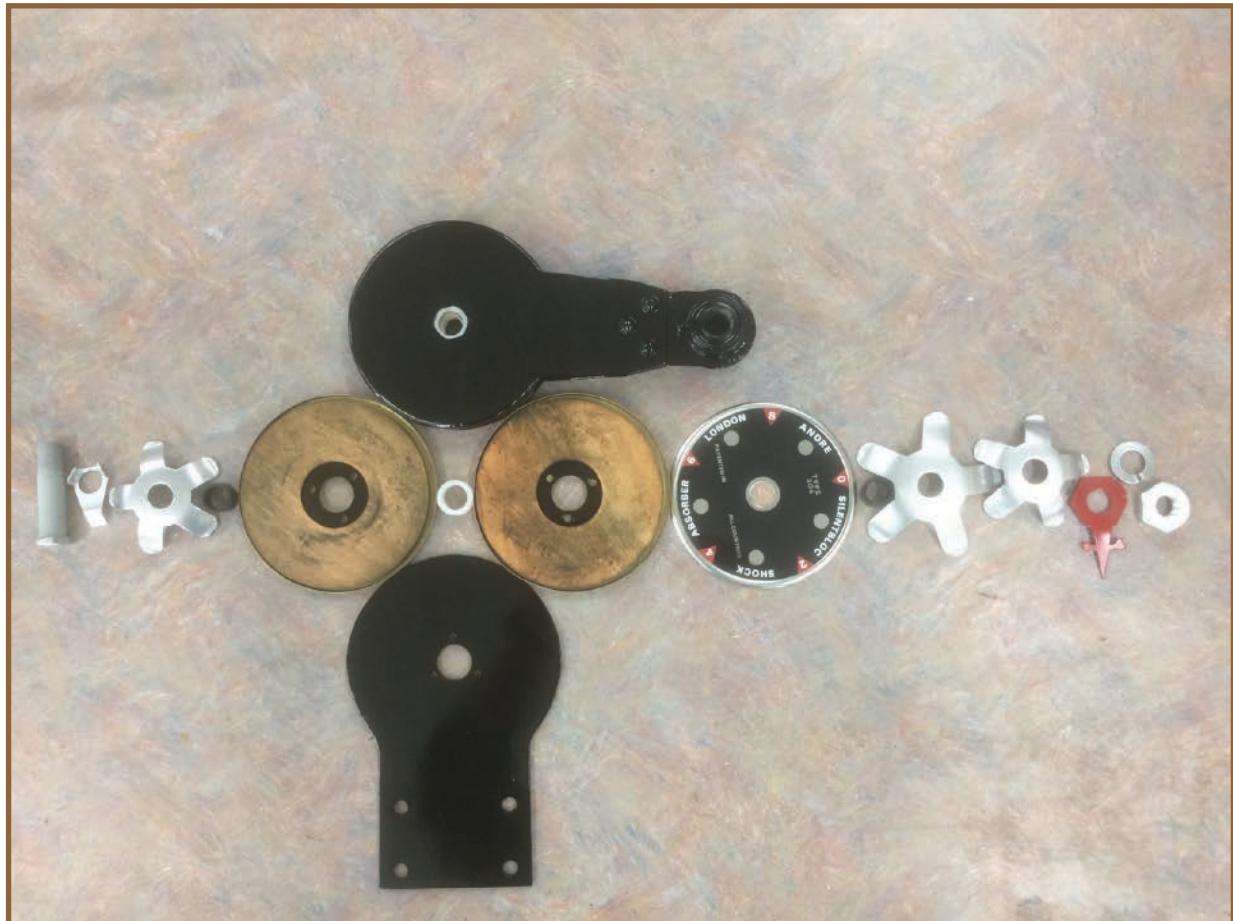
The riveting of the center is the next step.
Photo 2.

Most likely, you will need to deepen the countersink to fit the new rivets. Do no go too deep. It is better to grind off the extra than weaken the ring. It is best to put a 13/16 filler in the hole to stop the parts from shifting when you rivet them.

Final assembly is next.



Assemble In this order: center bolt, locking tag, spider spring, rubber seal, shock absorber with wooden disks, name-disc, rubber seal, spider spring, spring washer, pointer arrow, nut.





Technical



Each model shock will have a different order and style of parts.

The replacement parts I used came from Vintage & Classic Shocks. They had some parts for the shocks on my MG D that the other MMM suppliers did not handle. With a little searching you should be able to find all the replacement parts you need to restore your original shocks.

Here is a little info I found online to help as a starting point:

Setting the torque on the friction centre nut/bolt is more by trial and error. However, we are able to suggest initial torque settings of:

502S - 16 to 19lbs for vehicle weight 600kg to 1000kg,

506S - 23lbs for vehicle weight over 1000kg,

502M - 16 to 19 lbs for vehicle weight 1250kg to 1500kg,

506M - 23lbs for vehicle weight 2000kg.

Set the pair of units to the same torque, then take the vehicle for a run and make adjustments (the same to both units) to either tighten or slacken the unit to suit the ride required.

Any Questions Feel free to contact me.

Gary

Technical Coordinator



NAMMMR Restoration Tool Loaner Program



Need a specialist tool for your MMM car restoration?

Gary Krukowski has started a tool loan program for club members. More photos and items will be listed shortly on the club website. If members happen to have any surplus specialist tools they would like to contribute to the inventory, please contact Gary. Loans will be made for short term projects. Some items are heavy, so please be sure to cover Gary's shipping costs, as well as return shipping.

Contact Gary at: garykrukoski@yahoo.com



Jack Schneider exercising the 1932 MG J2 (J2023 LV1162)

Bob and Sonya Sterling in their 1934 MG NA NA0412 DPF5.



Above: Dennis and Crystal Klemm's 1931 MG M-Type UF7439 in the queue for the show.

Left:
Hank Rippert's well prepared (and campaigned) 1951 MG TD.

Lower Right: Vintage RAC mascot/badge from Jack Schneider's 1932 MG J2 (J2023 LV1162) was mounted on the radiator of the J2 at 1933 Donington Park race.

Below: A little help from his friends: James Hester gets a push in his M-Type from the parking lot to the indoor show (1930 MG M-Type 2M1996 SC8173).



Above:
Mark and Heather Evenchick's 1932
MG J2 (J2497 MG2176)

Right:
Reed and Linda Yates' 1935 MG NB
(NA0855 JAS922) and

Bill Bollendonk's 1935 MG
KN/K3 (KN0332 AER774) waiting for
laps at NCM Motorsports Park.





Above: Cars are set up inside for the show.



Below: Lew and Darlene Palmer's 1934 MG PA (PA1169 TJ9368) is carefully positioned on the show floor.



Congratulations to Lou Louchios, above,
(1935 PA Airline Coupe PA1811 MG3084),
Winner, Best of Show



Left: Work in Progress - Mike Jansen's 1932 MG M-Type 2M3415 RX9979 (frame only); The restoration started in 2014.



Murals, dioramas, mannequins in period costume and special memorabilia transport you to "back in the day." Above: 1932 MG J2/J3 J2366 is equipped with a Volumex supercharger.



Clockwise: Bill and Sarah Richey's fabulous garage became the MMM event center; The Richey's 1933 MG J2 (J2488 OD6616); Tom Wilson presents on how to restore 11 MMM cars at one time; Guest Speaker Peter Thornley explains the family history at the works.





Clockwise: Bill Richey and Bill Bollendonk discussing details of the radiator surround on Bill's 1953 MG TD (TD23545EXLNA); Crikey, its the Rozzers! Bill and Sarah Richey's 1933 MG L1 Police car (L0263 TJ1032); Bob Grunau's 1935 MG KN Pillarless Saloon (KN0389 AVB124); This year's featured car was Jack Kahler's 1930 M Type12-12 Brooklands Racer (2M2273); Reed and Linda Yates 1935 MG NB, (NA0855 JAS922).



North American MMM Register National Meet - Official Results



This Year's Award Winners:

BEST OF SHOW -

Lou Louchios (1935 PA Airline Coupe)

BEST M-Type -

Jack Kahler (1930 12/12 Brooklands M-type)

Early years 4 cylinder -

1st place - Tom Metcalf (1933 J2)

Late years 4 cylinder -

2nd place - Jack Schneider (1932 J2)

6 cylinder -

1st place - Reed Tarwater (1936 PB)

2nd place - Randy Morgan (1934 PA)

Other MG -

1st place - Bill Bollendorn (1935 KN/K3)

2nd place - Bob Grana (1935 KN Pillarless)

Tom Wilson (MGBGT - Modern Version)





North American MMM Register National Meet - Participants

- 1930 MG M-Type 2M1996 SC8173, James L. and Alice Hester
1930 MG M-Type 2M2273 12-12 Brooklands, Jack Kahler
1931 MG M-type 2M2735 WM6411, Reinout and Henneke Vogt
1931 MG M-Type UF7439, Dennis and Crystal Klemm
1932 MG J2, John and Hilary Orrell
1932 MG J2 J2023 LV1162, Jack and Kathryn Schneider
1932 MG J2 J2366 J2/J3, Bill and Sarah Richey
1932 MG J2 J2497 MG2176 YY2755, Mark and Heather Evenchick
1932 MG M-Type 2M3415 RX9979 (frame only), Mike Jansen
1933 MG J2 J2488 OD6616, Bill and Sarah Richey
1933 MG J2 J3436 AMA876, Tom and Kathleen Metcalf
1933 MG L1 L0263 TJ1032 Police, Bill and Sarah Richey
1933 MG L1 L0699 MG2949, Jeff Brock
1934 MG NA NA0412 DPF5, Robert and Sonya Sterling
1934 MG NA NA0696 MG3995 SPU316, Richard (Choo Choo) Germano
1934 MG PA PA1169 TJ9368, Lew and Darlene Palmer
1934 MG PA RSM504, Randy and Suzanne Morgan
1935 MG KN Pillarless KN0389 AVB124, Bob Grunau
1935 MG KN/K3 KN0332 AER774, Bill and Greg Bollendonk
1935 MG NB NA0855 JAS922, Reed and Linda Yates
1935 MG PA PA1811 MG3084 Airline, Lou Louchios
1936 MG PB PB0751 MG4646, Reed and Jan Tarwater
1951 MG TD, Hank Rippert
1973 MGB (Black Tulip), Alan and Laura Magnuson

Other Attendees and Special Guests:

- John Libbert
Joe and Cathy Gunderson
Joel T. and Sandra Barnett
Peter Cook (MGCC Overseas Director)
David Lawley (Newsletter Editor)
Andy and Suzanne Steinbock
Peter and Beverly Thornley (Guest Speaker)
Adam Sloman (MGCC General Manager)

Eleven In One Blow!

By Tom Wilson

Most of you know about my project to restore 11 MMM cars all together (an L1, four J2s, four PAs, two PBs). Here's an update on progress since I last reported at the July Bowling Green event:

- Chassis are all cleaned, repaired, straightened, and ready for paint. The last thing to do before painting is make sure all holes are correct. This involves closing those holes that are extra and adding any that are missing. Painting will be this winter.
- Front axles in process. These have been sent off. Steering knuckles are now getting new stub axles, king pins and bushings. Those should be done and back to me this winter.
- Instrument restorations are almost complete. The early J2 speedo (the PB governor type) still needs to be done.
- Bonnets, front splash aprons, gearbox undertrays are all made – those that need replacing (which is almost all of them).
- The new L1 fuel tank has been completed.

Meanwhile, the two TCs (TC0279 and TC2040) are moving along, slowly but surely. By the end of October, I should be starting to build the tubs – all the tub wood is cut and the jigs are ready. Those two MGs need to be completed before I jump in full time on the MMM project. If the ‘schedule gods’ are nice to me, both TCs will be complete come Summer, 2020.

Questions, suggestions, parts opportunities are welcome.

Tom Wilson
Kimber Creek Ltd.
11541 Trail Ridge Place
Zionsville IN 46077 USA
phone 317-873-8697
Kimber0251@gmail.com

Four More

by Bill Bollendonk

In 1999, there was one MG PA along the front range of Colorado. A year later, there were five. The story of the additional four is the stuff that car stories are made of. It all started from an advertisement on the internet that got four members of the Rocky Mt MG T Register all thinking along the same lines.

It's really hard to tell how the action to purchase PAs first got started, as it is pretty convoluted, but it probably had its birth when Jack Kahler sent me an email saying that a 1935 PA was for sale in New Zealand. The car was fresh from a total restoration and Jack indicated that a picture was available on the internet. My wife, Jeanne, and I were leaving the next morning for several weeks out of the country and I put the email aside, as I didn't have time to look into the matter.

At the same time, Mike Francks had seen the email and sent off a reply to Frank Carter, the owner in New Zealand, asking for details and for the additional pictures. Mike exchanged several emails with Frank on the subject of the car over the next several days, as Mike was interested in finding a PA.

Let's flash back now to several days before when Jack sent me the information that a PA was for sale. Another member of our club, Don Sass, was exchanging emails with Frank Carter, as he was also very interested in purchasing a PA. Don asked Frank to fast-track some pictures to him to aid in his decision process and was anxiously awaiting the mail. Don did not know that others in the club were also in contact with Frank Carter.

Meanwhile, on the beach in the Caribbean, I was enjoying the sun, sand, great food, a good book and as much beer as I wanted, when, per chance, I mentioned to Jeanne that a PA was for sale in New Zealand. I had planned to take the TA there for the MG Rallye 2001 in January of that year after having had the MG TA in Australia for their NatMeet in April of 2000. Why not buy the PA in New Zealand and forget shipping the TA? Why not indeed? This discussion took place at the very end of our island stay, so as soon as we got home to Denver, I called Jack to find out if he had heard any more about the car. I was told that Mike was waiting for pictures from Frank Carter and that he was very interested in the car. I immediately called Mike, and yes, he was still waiting for pictures of the car that had been sent over two weeks earlier, but Mike did have a single picture of the car he had gotten from the internet. He volunteered to bring it over to show me.

Meanwhile, at the Sass ranch, Don had received copies of the pictures from Frank Carter and was contemplating the situation. Since Don was in the market for a PA, he had also asked for pictures from two other locations and had also received them. So Don had three sets of pictures to mull over. Not knowing he was in friendly competition with his friends for the Frank Carter car, Don was taking his time making up his mind.

Mike arrived at my door with the picture of Frank Carter's PA and I knew at once that, I too, was also interested. So now, there were two people who knew each other who wanted the car and Don Sass, who we didn't know was also interested and out there making up his mind.

After seeing the picture, I told Mike I would call my friend John Hancock in Auckland and find out what he knew about the car and perhaps look at it for us. I was on the telephone to John within the hour and learned that he and Frank were "mates" and that the car was one of the best PA's he, John, had seen. The car had been restored by Frank over many years and had been to the MG gatherings in NZ and taken about all the awards available. Further, John thought so much of Frank's work that he had Frank do the body tub on his TA Tickford, which was then under restoration. Jeanne and I had been to the MG Rallye 1999 in Queenstown the previous year and had stopped to see John and Brenda on our way home and had seen the outstanding Tickford bodywork. At that point, I had no knowledge of the forthcoming PA sale. John's words were all I needed to hear and I called Mike and passed along the data and said if he did not buy the car, then I would. Mike said that he was still undecided and he would let me know what he planned to do the next day.

I was away from home the next evening, but found a telephone message from Mike that he had decided to pass on the car. I immediately called Frank Carter to ask where he wanted the money sent. I got Frank's answering machine and I explained who I was, that I had spoken with John Hancock, that I wanted to purchase the PA and where would he like the money sent. Before I could finish the message, the machine cut me off. We were off to dinner and when we returned, I found a message from Frank saying he had spoken to John and to please call ASAP.

So, I did and I found that the plot really thickened. Frank explained that after receiving my strange message about buying the PA with no more details than that, he had called John to find out who this crazy Yank was. John put him straight that if I said I wanted the car, not to worry, I wanted the car. There had been about three hours between my first call to Frank and his call back to me. During that time, after Frank had spoken to John about me, Frank had gotten a call from Japan also stating, "where do you want the money sent", but having talked to John about me before that call, he had decided to honor my call first. So in the span of three hours, the die had been cast.

So, it turned out that there were actually four people lustng over the PA. Mike and I, who knew each other were interested; Don Sass, who didn't know that we were interested; and the wild card from Japan, that none of us knew, who had shown interest. When I spoke to Frank, he asked if I knew the other two individuals in the Denver area interested in the car; that was the first time either Mike or I knew Don was part of the puzzle.

Ah, but the story continues. I wired Frank monies the next morning and he called to confirm they had arrived at his bank and the sale was complete. In my conversation with John Hancock, John said that there was another PA available in Auckland and did I know of anyone else who might be interested. I called Jack Kahler and he called the other owner and made a deal for the car. So, now there were two PA's from NZ now owned by two "mates" in Llttleton, Colorado.

Jack and I were already planning our trip to the MG Rally 2001 in Masterson, NZ when I got a return call from Don Sass. Don told me that he had purchased a PA in Conn. and that the car was in transit by shipper. I really wanted to see his pictures of the car and I drove to his home in Parker, Southeast of Denver to see them.

The pictures Don showed me looked great, and he was very excited about the new car. He also showed me the pictures of the other PA he had been interested in and I brought them back to Mike Francks that day. Mike called the owner in Ohio and started a conversation that resulted in his purchase of the PA. So, in the span of only a few weeks, all four of us became PA owners.

Fast forward to 2019. My PA, PA2015, was sold to a buyer in New York a few years back, Mike's PA was passed on to Randy Copleman after Mike's sudden death, Don's very handsome duo-blue car PA is part of his estate, and Jack Kahler's PA has been to any location where there is a road that will get it there. I can't supply any information on the buyer from Japan, but I hope he found a PA also.



Bill's PA



Save the Date!

The North American MMM Register 2020 Annual Meet is in Colorado Springs, Colorado.
June 1-5, 2020

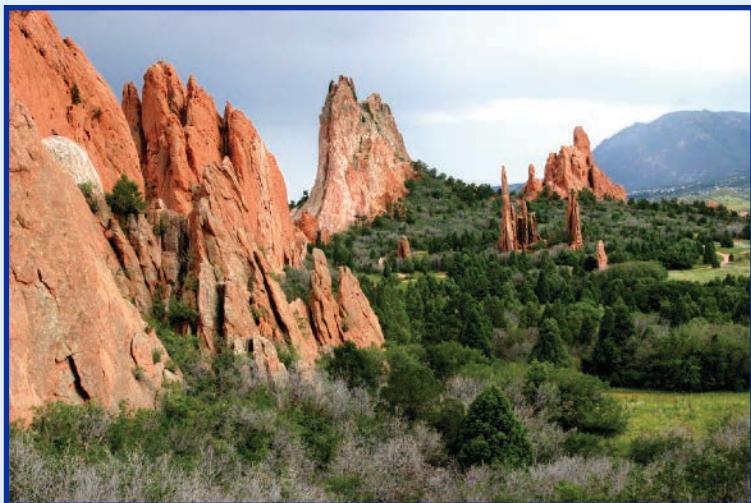
In Association with NAMGAR and the MG Car Club, Rocky Mountain Centre, The North American MMM Register will host its annual meet in beautiful Colorado Springs, CO. Plan to stay an extra few days to enjoy all the area has to offer. This is the ideal time of year and we couldn't have picked a better location. Of course, we are a bit biased.



It's already October and we've had our first snow here in Colorado. In order to help you have the best experience during your visit next year, we thought we'd introduce you to great things to do and see in Colorado Springs, just minutes from our host hotel.

We're expected. 150 rooms have been set aside for GT-45 and MMM participants. Official event registration and hotel reservation information will be announced later this Fall.

Are you a fan of the Olympics? Just in time for GT-45, a brand new 60,000 SF U.S. Olympic and Paralympic Museum will be opening in Spring of 2020. This will be the only US Olympics museum in the United States. The museum is on the campus of the US Olympic complex, which includes the United States Olympic and Paralympic Committee Headquarters, 20+ National Olympic Governing Bodies, more than 50 National Sport Organizations, and the Colorado Springs Olympic & Paralympic Training Center. The USOC Training Center also hosts tours so you can see where and how our athletes work towards Olympic Gold. Come watch our best athletes train for the upcoming Summer Games in Tokyo, starting in July, 2020.



Garden of the Gods - Garden of the Gods Park is a registered National Natural Landmark. The park features dramatic views of 300' towering sandstone rock formations against a backdrop of snow-capped Pikes Peak and brilliant blue skies. This world-class Visitor & Nature Center and museum is the most visited attraction in the region and has all new interactive exhibits. The park offers guided Jeep, Segway, and electric bike tours as well as daily adventure programs so you can immerse yourselves in this amazing place.



The National Museum of WW II Aviation features a fine collection of 16 vintage warbirds on site, both working and undergoing restoration. The museum just moved to a new 40,000 SF facility, which includes an extensive restoration shop. Tours of the shop and museum are available.

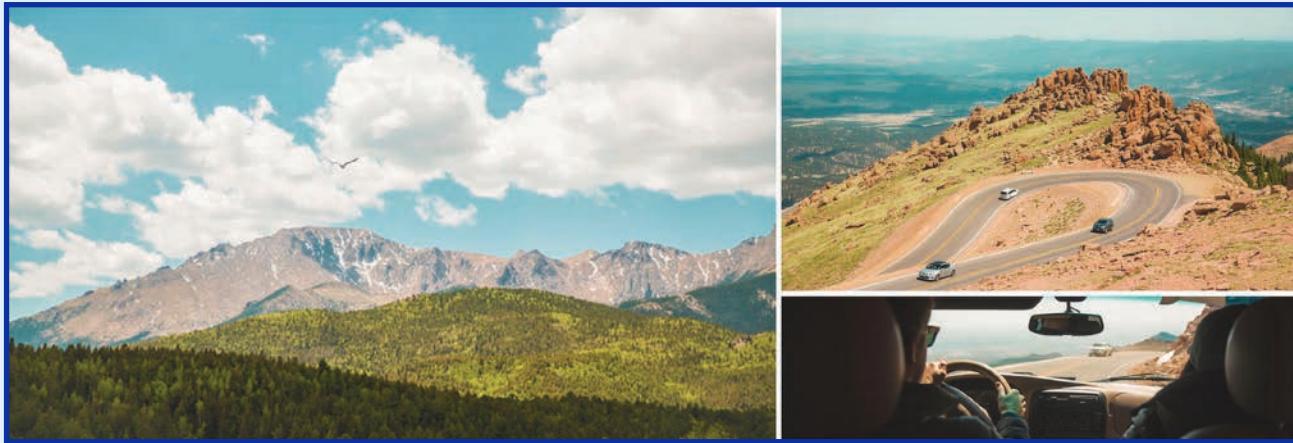
Among the working aircraft you'll find a Lockheed P-38 Lightning, a pair of Grumman Tigercats, a P-47D Thunderbolt and a North American B-25 Mitchell, similar to the bomber flown by Jimmy Doolittle in his 1942 raid on Tokyo. The facility also maintains an archive of more than 3,000 artifacts from the period.



Military buffs will also want to pay a visit to the **U.S.**

Air Force Academy. Enjoy the pageantry of the all hands cadet formation just before lunch time. A visit to the Air Force Academy Chapel is also highly recommended, although you'll have to admire it from outside. It is currently closed for renovation.





Then there's Pikes Peak. At just over 14,000 feet, Pikes Peak is visible from just about everywhere in the area. The drive up the mountain is on well-paved roads and absolutely worth the trip. It's about as MG friendly as any of the state's fourteeners, with paved switchbacks and plenty of turnouts. In an MG, you can expect to be in second gear in several places during the drive up. The park suggests that you budget three to four hours for the round trip, plus the time you spend at the top. Alternatives to driving your own vehicle include guided tours by bus or jeep. Either way, spectacular views await you during the climb and at the Pikes Peak Summit House.





North American MMM Register



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For Sale

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Cars For Sale

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1933 J-Type chassis #J4291

1933 MG J2 Swept Wing, Concourse winner, Seeking a Good Home

Price: \$45,000 negotiable

[\(for-sale/1933-J4291/\)](#)



1930 M-Type chassis #2M1536

This car had not been fully restored and is close to original condition.

Price: \$25,000

[\(for-sale/1930-2M1536/\)](#)



1930 M-Type chassis #2M1281

For restoration, mostly complete with factory records.

Price: \$10,000

[\(for-sale/1930-2M1281/\)](#)



1932 MG F1 Magna Stiles Special Threesome chassis #F0948

30 of these cars were made in 1930-32. They were designed by Fred Stiles with coachwork by James Young of Bromley. There are only 5 known to exist with the original body/chassis combination and this is the only one in North America.

[\(for-sale/1932-F0948/\)](#)



MMMarket



1935 MG PA 2-seater, chassis #PA1823

Lovingly restored, matching numbers with original factory built sheets. Rebuilt engine with modern mechanicals.

Price: \$45,000

([for-sale/1935-PA1823/](#))



1935 NB Two Seat Roadster, chassis #NA0810

Offered by Hyman Ltd., Classic Motors.

Price: \$189,500

([for-sale/1935-NA0810/](#))



1933 L2 2 seater swept wing chassis #L2002

Exceptionally genuine example with all major original body panels in superb condition. Painted in original Duo Tone Red with matching Collingburn interior. Subject of a comprehensive and exhaustive 7 year restoration by the current owner in preparation for both the show circuit and vintage racing.

Price: \$150,000

([for-sale/1933-L2002/](#))



1936 PB Airline Coupe chassis #PB0560

One of six known remaining PB Airline Coupes. Subject of an 11 year restoration after purchase from the Westminster Car Museum owned by the late Gerry Goguen. Runs extremely well.

SOLD
Price: \$125,000

([for-sale/1936-PB0560/](#))



1933 L1 chassis #L0414

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.

Price: \$135,000



MMMarket



(for-sale/1933-L0414/)



1933 J2 Swept Wing Car

Needs full restoration, extra parts included.

(for-sale/1933-J2/)

Parts For Sale

MG T and MMM Parts and Services

- ④ TA/TC front steering knuckle stub axle inserts with $\frac{3}{4}$ "-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.
- ④ TA/TC Stub axles repaired on exchange, installed in your steering knuckles @\$160.00 each side. Insert threads are $\frac{3}{4}$ "-16 tpi. Use nuts from MG TD/TF/MGA or I supply nuts. Also MMM cars,J2,/L/N/P, etc
- ④ TA/TC Tompkins steering box cover adapter kit= \$150.00
- ④ TB/TC/early TD/Y oil filter adapter for modern spin-on-\$125.00
- ④ Late TD/TF oil filter adapter for modern spin-on filter = \$50.00
- ④ J2, F, M etc oil filter adapter for modern spin-on filter= \$200.00
- ④ 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 .
- ④ 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
- ④ TA/TC new front hubs, also fits MMM J/L/N/P etc, -\$175.00 each.
- ④ 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.
- ④ TA/TC Alfin brake drums- \$1400.00 set of four.
- ④ TD/TF Alfin brake drums=\$1200.00 set of four.
- ④ TA/TC new high ratio crown wheel and pinion gear set, 4.625 ratio \$750.00.
- ④ MMM-J/L/N/P/ 4.875 (8/39) and 5.125 (8/41) new CWP gear sets @\$750.00
- ④ 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

