



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



In This Issue:

2015 GOF Central Odyssey

By Gerry Risner

I looked forward to attending the GOF Central in Indianapolis. It was only 200 miles from Chicago and it was also the annual gathering for the MMM Register, so I decided to drive my 1933 L Magna. Prior to 1985, it had been my only operating MG. I have driven it to GOFs in Cincinnati, Traverse City, Detroit, Iowa, La Crosse, Sturbridge (over 1,000 miles), Watkins Glen, Milwaukee (around lake Michigan), and Reading. The car appeared to be running well and I didn't anticipate problems on such a short trip.



GOF CENTRAL 2015

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The North American MMM Register

Dr. Jerry Keuper & Jerry Goguen - In Memoriam

Jack Kahler - Chairman

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

Tom Metcalf - Vice Chairman

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

Jack Schneider - Treasurer & Web Master

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

Randy and Sandy Copleman - Newsletter Editor / Directors of Register Communications

27685 N. 74th Street, Scottsdale, AZ 85266
mowog1@cox.net (520) 241-2768

Sarah Richey - Director of Register Events

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

Cathy Gunderson - Manager of Register Regalia
6160 West Lakeside Ct., Littleton CO, 80125-9645

Lew Palmer - Registrar

15670 St. Mary's Point, MN, 55043
lew@roundaboutmanor.com
Ph: (651) 436-7401 Fax: (651) 436-2122

Terry Sanders - Co-Editor

Box 16, Post 1; 499 Embarcadero, Oakland, CA,
TATerry@aol.com

Bob Zwart - Librarian

1900 E Warner, Suite E, Santa Ana, CA, 92705
zwart1@cox.net (714) 730-8140

Members, Steering Committee:

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



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

Please submit all contributions to Randy Copleman via:
e-mail at mowog11@gmail.com
Snail mail at 27685 N 74th St, Scottsdale, AZ 85266

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Visit our Updated 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

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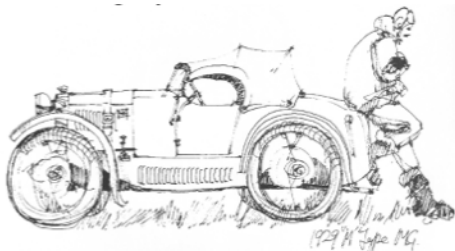
Chairman's Corner

I want to encourage all of you to register and bring your fantastic MMM cars to MG 2016 which is our Register's 2016 National meet in June. Our cars will be the sparkle of the meet and we need to have each of your cars there to make our Register the talk of Louisville.

Last Sunday your Registers board of directors conducted our first ever Teleconference Board of Directors meeting. The Teleconference worked well as we had video and audio communication to conduct Register business for nearly two hours. We plan to have Teleconference meetings every other month during the year. There are some exciting things on the horizon for your Register and will unfold in the months to follow.

I would welcome any and all Register members to join Randy Copleman, Jack Schneider and myself in Scottsdale, Arizona for the Arizona Concours de Elegance in two weeks. The week after the Concours is auction time in Scottsdale featuring the world famous Barrett Jackson Collector Car Auction event. There are at least a dozen other auctions happening during that week. Hope to see you in Scottsdale in two weeks for a huge collector car guys adventure!

Cheers, Jack



Tall Tales from Tom.....

The big 5 year all register event in Louisville is rapidly approaching. We now have over 500 registrants, with 19 of those NAMMMR folks bringing 13 MMM cars. If you haven't yet registered, do so quickly as rooms and events are filling to capacity.

Dennis Gage of "My Classic Car" will be our special guest at the Thursday car show, and keynote speaker that evening.

Monday evening starts official activities with a trip to nearby Churchill Downs. Tours and light snacks are available, and the museum will be open for us. We will have the entire place to ourselves to mingle.

Tuesday evening will be our Fabulous Bibulous Gallimaufry. You simply have to be there - our official Triple-M dinner meeting of the year! Afterwards, a great band is lined up for all to enjoy, Captain Rat and the Blind Rivets.

Wednesday brings great tech sessions and walking tours of MGs through the ages, while Thursday brings the big bash car show and will be right downtown on the banks of the Ohio River.

Check out the website www.mg2016.com and watch the promotional video here: https://www.youtube.com/watch?v=jIX4bd_wP24

Trailer parking is right across the street from the host Crown Plaza hotel and all MG hotels are in a walking distance group.

Come and join the MG fun in Louisville! We want a LARGE gathering of Triple-M cars to show the MG world we're alive and well! See you there!

Tom Metcalf, Vice Chairman

UPDATE:

Register Address:

North American MMM Register

P. O. Box 271825

Littleton, Colorado 80127

**New Information: Please find
NAMMMR Guidelines at the end
of this Newsletter**



From the Treasurer and Webmaster, by Jack Schneider

Treasurer's Report, effective January 13, 2016

Our Register is financially strong beginning into 2016. The 2015 budget worked well. Here is the nickel tour of the numbers:

Bank balance on 01.01.2015	\$ 5,193.66
Member dues collected + misc. deposits	<u>+5,962.91</u>
Total	\$11,156.57
 Total expenses for 2015	 <u>-5,088.25</u>
Bank balance on 12.31.2015	\$ 6,068.32
Subtract 01.01.15 balance	<u>-5,193.66</u>
 Net	 \$ 874.66

Jack Kahler & I are finalizing the proposed budget for 2016. Minor adjustments are being made to all areas of our Register operations. The member dues amount starting this year is at one rate, across the board. We anticipate a successful operation again for this year, for all of the Register financial needs. Looking forward to a great year and huge Register participation at MG2016, Louisville, KY this June!

Jack Schneider
NAMMMR Treasurer

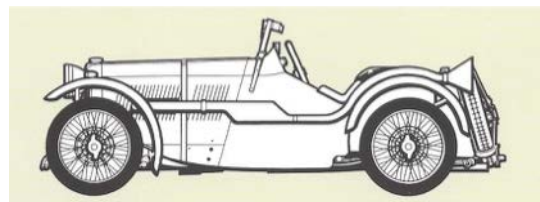
Website Report, January 13, 2016

I continue to try to keep things up to date on our site , www.nammmr.org. If you haven't visited for a while the NAMMMR has a Hall Of Fame, honoring our past Register Leaders.

There is now a page dedicated to MG2016, with up to date information from the North American Council of MG Registers and a link to the registration site. Hotels and events are filling quickly. The council is working hard to accommodate the huge expected turnout, with additional hotel space and more access to the great activities planned. This is a once in every five year opportunity to see upwards of 1000 MGs in one place. Sign up now!

As always, send me your car photos (with your smiling faces) with year, model & chassis number, so I may post them to the site. Also, send information on your cars and bits you'd like listed for sale or are looking for.

Jack Schneider
NAMMMR Webmaster
britjack67@gmail.com





Registrar's Ramblings form Lew Palmer

I hope everyone had a fantastic 2015 driving season and a super holiday season. Of course, this time of year brings membership renewals for the coming year. I will shortly be sending out renewal forms. I encourage you to return these with your 2016 dues, as late returns (after January 31) make more work for me, your humble registrar. I need to process each one, make any changes to your data, and publish the annual directory. Late renewals mean I have to continually revise the directory until such time I feel all renewals that are coming in, have come in. As usual, to make the renewal process as easy as possible, you may again submit dues via PayPal. All you need to do is send US \$40.00 to renewal@nammmr.org. If there is no change to your contact information or your cars, there is no need to return the paper form. But BE SURE we have your correct email address, as this is how you will receive our quarterly newsletter

I have several exciting changes to announce this year. Some of these came at the suggestion of Jack Kahler, our chairman, and one major change is at the initiative of the MG Car Club Triple-M Register -- "the mother club".

First, you will notice that in your renewal packet you will find a membership card for the year 2016. This shows your membership number, your date of membership expiration, and (if known) the date of your original joining the NAMMMR. This membership card is only valid upon renewing for 2016. I am often asked your membership number, such as for the MG2016 event registration. This should answer that question.

Second, I have drafted a document on what constitutes the standards for listing your Triple-M car on our and the worldwide Triple-M Register. It describes the criteria for various original, replica, reconstruction, and restored cars. It also describes how to get a worldwide Triple-M register number assigned to your car should it not currently have one. If you are not aware whether your car has such a number, the first column of the cars section of your renewal form is marked 0 (zero) if no number has been assigned. Any other number means that is the assigned number for your car. If you have any questions I encourage you to read the document near the end of the Fall 2015 newsletter. It may also be found on our web site at <http://www.nammmr.org/membership>

www.nammmr.org/membership

Finally, the most exciting news. Starting in the Spring of this year, all known Triple-M cars will be listed on a web site database. Each valid member will be able to update any pertinent details of you and the cars you own. This includes your personal information, photos of your car, details of awards, changes in condition (such as restoration), etc. You will only be able to make changes specific to you and the cars you own, and will be moderated by the registrars and assigned model specific experts. This to ensure the information is accurate and to prevent misrepresentation. No personal information will be visible to others except the local registrars. The ability to access and update information will only be available to members of the MG Car Club Triple-M Register and its subordinate registers such as the NAMMMR. So it is vitally important to that you renew for 2016.

Finally, a big welcome to our new members:

Richard & Carol Roberts
Put-In-Bay, OH

Ryan Kahler
Littleton, CO

Mike & Brenda Jansen
Kendallville, IN

Best wishes to you and your family for 2016.

Octagonally, Lew



**Article Continued from Page 1**

I met Jerry Cihak and his granddaughter at Jerry's house about 11:00 a.m. on Wednesday, July 15th. He was trailering his beautiful, red 1946 TC. We drove onto I-294, the tri-state toll road that circles Chicago, and after a few miles, exited onto a local road near the Indiana border. We were on roads that seemed to be bisecting endless shopping malls. I experienced occasional misfiring which was "cured" when I downshifted and drove in third gear for a while. As we neared our destination, I was about to turn south on I-65 when Jerry said that the GPS indicated north. Rush hour on I-65 near Indianapolis was not pleasant; traffic was heavy and in the mirror I could see 18-wheelers changing lanes to pass me. The misfiring and down-shifting continued, and after 10 miles, Jerry turned off, crossed over I-65 and proceeded back south. I followed, but by the time I got back to the point where we had entered I-65, I couldn't see Jerry and I was hot and fed up with the route. I pulled into the parking lot of a fast-food and poured about two gallons of water into the radiator. None of it appeared to leak out and the two water hoses were sound. I found an auto parts store and poured a can of Bars Leak into the radiator and filled it again; no sign of a leak. I wasted about an hour inquiring about spark plugs with a cooler heat range than the Champion L 10's in the car. In the past spark plugs with a hotter heat range had caused pre-ignition with back-firing through the carbs.

During the drive the ammeter had often showed discharge but I attributed this to the fact that the battery was almost new. At times when the engine speed exceeded 2000 rpm the ammeter indicated charge. Indianapolis is a land of "closed for road repairs". Many people provided directions but invariably the road was closed. I finally got to my motel, not the GOF site, around 9:00 p.m. central time. Unknown to me, Indianapolis is on Eastern Time which seems strange for a city out on the prairie. If I had looked on my I-phone I would have known better.

The following morning (Thursday) the car wouldn't start – dead battery. The car is easy to push

so with the help of a motel resident we started it. I turned the throttle up high enough to keep the engine from dying. I then tried to find the GOF venue. This was made difficult by the fact that most of the east-west roads did not intersect with the north-south road of the event. The address was listed as being on Meridian Street but it was actually on Pennsylvania Avenue. While I was searching and parked on the side of the road, a local ex-Marine offered to charge my battery in his garage. After a half-hour charge I again set out in search of the event and found it. In the parking lot, a knowledgeable TD owner tested my battery and found that it showed 12 volts but that the cut-out on the voltage regulator (modern type) wasn't closing – preventing a charge from the generator. I found a tire store that was able to charge the battery to about two-thirds capacity before the store had to close. The car then ran well and the misfiring ceased. I hadn't run it long enough for it to warm up to over 90°.

After dinner with Jerry and his granddaughter the serious problems began. It was dark with the headlights and electronic radiator fan draining the battery. I headed for my motel. The only east-west road that I knew could take me there was closed due to a serious accident. I continued south looking for a parallel road; got hopelessly lost; received some good directions but then the engine died and wouldn't start. I pushed the "L" into a parking lot next to an Acura dealer and called AAA for a tow. After a couple of hours, a tow truck arrived but we agreed a flat-bed was needed. After another hour's wait, a flat-bed arrived. I was able to drive onto it after a push-start and was surprised how far it was to my motel. I arrived there at 3:00 a.m.

Friday morning, again the battery wouldn't start the car, but a friendly neighbor once more gave it a push. I drove back to the tire store and they charged the battery for two hours (almost to full capacity) while I ate lunch. A substantial rainstorm hit and they helped me put the top up. The owner

Article Continued on next page.



said he could install a new regulator and that there was a NAPA close by. Apparently voltage regulators are mostly a thing of the past. NAPA was able to provide one but it wasn't compatible with the wiring on the "L". They accepted its return.

Now I was driving in the rain and having trouble getting in and out of the car with the top up and my sore left knee. With the newly charged-up battery the car again ran well. Jerry lent me a battery charger and a very long extension cord.

Saturday featured the car show at a small airport to the north. The car ran well and I didn't get lost. I had missed the rally and an opportunity to drive on the Indy track, but I had done that twice before in my TF 1500. I left the banquet early to avoid driving with the headlights on. I charged the battery for an hour as I got ready for the return home the following day.

Sunday morning I met Jerry at 9:00 a.m. and we decided to leave immediately because of an impending storm and to return via I-65 and the Illinois toll road. We got to I-65 without incident but after a short time Jerry noticed steam coming from under my car. We poured a couple of gallons of water into the radiator and again no sign of a leak. Apparently the misfiring had been caused by the overheating. The car now has an electric fan (fans were not standard) and the water temperature gauge stayed at about 95° centigrade even after it had lost coolant. In the late 1970s, before I had an electric fan, I was stuck in traffic on the Brooklyn Bridge (having driven from Chicago) and the gauge started to go around for the second time. There had been no loss of coolant at that time.

We decided that the quickest way to get home was to put the "L" into the trailer and for me to drive the TC. I had never driven a TC before (only TDs and TFs) and I was surprised at how solid it felt and how easy the steering was (Datsun conversion). This TC has a quick-release radiator cap but no water temperature gauge. I noticed the cap started to open with steam escaping. I pulled onto the shoulder (I-65) and Jerry flipped the quick-release lever with the result that coolant literally exploded out of the radiator and inflicted a second-degree burn on the underside of his forearm.

We refilled the radiator, started again, and had the same result. It was a hot day and we were stranded on I-65 about 8-10 miles south of Crown Point. I called AAA for a flat-bed tow and was told that they were very busy. Fortunately Jerry's tow vehicle was air-conditioned. After a couple of hours of waiting a state trooper arrived. He said he could have a flat-bed there in about 45 minutes from a local location. It arrived in about an hour (before the AAA tow) and took us to Jerry's house – a distance of about 75 miles. AAA later paid for the tow. Jerry then drove to my house; we unloaded the "L" and I drove it into my garage.

My odyssey was at an end. I had spent at least 6 or 7 hours waiting for flat-beds. I had spent most of one day getting the battery charged and attempting a voltage regulator replacement (I had two new ones at home). I had spent time waiting in construction-zone traffic. Usually I don't get upset about car trouble; it's part of the hobby and my only thought is "well, at least no one got hurt". This time, someone did get hurt, although not critically, and his car now has a problem. Other than my problems, the GOF was a success: over 160 MGs, even a K-2 which I had never seen before, and over a hundred cars on the Indy track. I will still attend GOFs but probably in my TF 1500.

It seemed a strange coincidence that both cars had overheated on the same trip. Another coincidence was that both cars had blocked-up radiators that could only be repaired by replacing the radiator cores. For the TC a new radiator is less expensive than replacing the old core. New radiators are not as readily available for the "L". Fortunately, I had purchased a new "honeycomb" radiator (original to the "L") about thirty years ago and can now install it without any problem. At the 2012 GOF Central, which was also the "MMM" Register national meet, I had driven the "L" Magna on the rally route which was about 100 miles round trip and the outside temperature was around 97°. There had been no overheating problems then or any time prior to this trip. The radiator shop estimated that my radiator was 90% blocked and recommended a periodic "power reverse back flush".

The End



We Are Going to Louisville

North
American
MMB



Register

MG2016 is the fifth gathering of MG enthusiasts hosted by the North American Council of MG Registers. There are a lot of good genes in its pool... that of MG96, MG2001, MG2006, and MG2011. Each of these events developed their own personality and you can expect nothing less from MG2016!

You will want to arrive on Monday in order to attend our cocktail reception at Churchill Downs' Derby Museum and Racing Facility. Running from 6pm-10pm, the reception will have a cash bar (we advise eating dinner before or after your visit as there will be no food available during the event). You will have time to peruse the exhibits in the museum as well as take a guided tour of the grounds. This is a not-to-miss event. Spaces are limited, so register early!

Our daily activities begin on Tuesday with driving tours, motorcoach tours, tech sessions, and Register Night. We'll cap off the evening with a performance by the band Captain Rat and the Blind Rivets at the Crowne Plaza.

Wednesday will offer more opportunities for you to learn about your MG during our tech sessions; you can travel the fantastic roads of Indiana and Kentucky by taking one of the self-guided tours; hit downtown Louisville and visit the Louisville Slugger Museum and Factory; visit the Muhammed Ali Center; take in an early afternoon baseball game at the home of the Louisville Bats, a farm league team for the Cincinnati Reds. Plan on attending our auction at the Crowne Plaza on Wednesday evening!

Thursday is show day! We will have our MGs on display at Waterfront Park on the banks of the Ohio River in downtown Louisville. Each Register will have their respective models displayed by class for popular voting by attendees. (NAMGBR will also hold Concours.) Our awards ceremonies and banquet will be held at the Crowne Plaza on Thursday evening. Awards other than First Place (and other special awards) will be given out by Register prior to the banquet as we did at MG2011. We are pleased to announce that DENNIS GAGE of "My Classic Car" will be our guest on Thursday at Waterfront Park. He will be wandering the showfield and will be available for "photo ops" and autographs. Dennis will also be our keynote speaker at the Awards Banquet that evening at the Crowne Plaza. After the awards banquet, head out to the parking lot(s) to kick a few more tires and swap a few more lies before you head for home on Friday!

MG2016 – Be there to help us "Maintain the Breed"!



Maintaining the Breed – Louisville Style

Rick Ingram – Executive Director – North American Council of M.G. Registers



Dennis Gage of "My Classic Car" and Rick Ingram

Dennis Gage of "My Classic Car" and Rick Ingram

I've traveled to Louisville at least five times since 2013 in preparation for "the big one" – MG2016. Each visit has increased my enthusiasm for this event. It is going to be, in a word, **AWESOME!**

We opened registration at <http://www.mg2016.com> the first week of December and in less than a month, we had almost 500 registrations. This number continues to grow as I write this article. At this rate, we should easily reach our goal of 1300 MGs on the showfield at Waterfront Park.

Our opening ceremony at the Kentucky Derby Museum on June 13th will be seeing almost 800 of our registrants enjoying Churchill Downs experience.

Almost all of the seats on two 55-passenger motorcoaches for the Bardstown Bourbon Trail Tour and on two 55-passenger motorcoaches for the Corvette Factory/Museum Tour for both Tuesday and Wednesday have been sold. A smaller tour to Bernheim Forest filled up rapidly, as did the Kerns' Kitchen seminar and the "fascinator" seminar. Keep watching the registration website, as new tours and/or openings can become available. You can **MODIFY** your registration to add activities that you missed the first time around!

The Tuesday night Register Night banquets are filling up and the band scheduled to play that evening in the Crowne Ballroom, *Captain Rat and the Blind Rivets*, are excited to be performing for us.

John Twist will be conducting his "rolling tech sessions" on both Tuesday and Wednesday at the Crowne Plaza. There will be a "talking tour" of the various models of MG made throughout production inside the Crowne Ballroom on Wednesday.

Numerous tech sessions are scheduled inside the Crowne Plaza on both Tuesday and Wednesday. Topics ranging from originality and powder coating to five-speed conversions and V8 conversions will be discussed. Additionally, guided tours of Southern Indiana are available both days as well. We also recommend that you visit the attractions found in Downtown Louisville such as the Louisville Slugger Factory/Museum and the Mohammed Ali Center. And be sure to attend our live and silent auction Wednesday evening at the Crowne Plaza.

Thursday, the day that MGs invade Waterfront Park. The park is a great expanse of grass on the Ohio River in Downtown Louisville. The cars will be grouped by class for popular vote (as well as Concours should you be so inclined). Dennis Gage of *My Classic Car* accepted our invitation to be our guest and will be at the park on to kick tires and swap lies with participants. (I have it on good authority that he really likes the MGB/GT and that Jaguar fixed head coupes have resided in his garage!) We will have food trucks on site; there is a 'Joe's Crab Shack' on the waterfront; and restaurants and pubs await you just a couple of blocks away should you wish to partake of some nourishment during the day. The car show will run from 9am to 2pm. This will give you plenty of time to enjoy the area before heading back to the hotel complex to get ready for.....

.....our awards evening at the Crowne Plaza. Each register will hold their own presentations of second through fifth places beginning at 5:00pm. The awards banquet buffet will be held in the Crowne Ballroom at 7pm, followed by a message from our keynote speaker, Dennis Gage. Special awards, the awarding of trophies to the first-in-class winners of each register, and the Chairman's Choice awards will be presented at the end of the evening. We promise to wrap things up in time for you to get back out to the parking lots to swap more lies and kick more tires!

There is still time for you to register for this event at <http://www.mg2016.com> ! Trust us, you will NOT want to miss this gathering of MG enthusiasts in Louisville from June 13th to the 17th! Join us in the fun of "Maintaining the Breed" at MG2016!



Triple-M Water Pumps

Author - Chris Leydon

Triple-M Water Pumps:

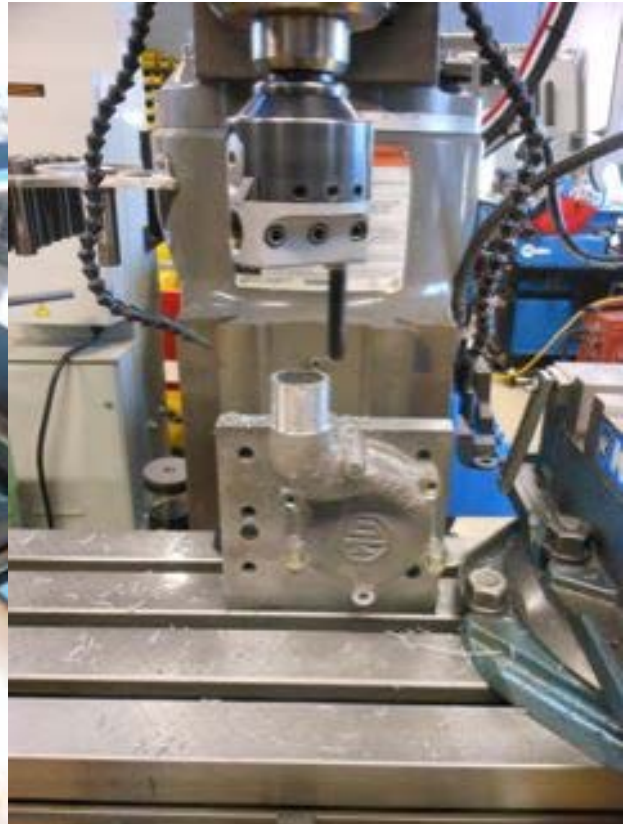
The MMM water pump was not one of MG's stellar designs, and improvements, much less standard rebuilds, require stalwart resolve, creative machining and seductive music piped into one's shop to buttress one's patience for the tasks at hand. One can nearly assemble an entire engine in the time it takes to address all of the water pump's manifold issues. The following is a presentation of "things to consider" when addressing pump challenges and it is not meant as a "how to" guide. If your eyes glaze over, grant yourself permission to skip to the next topic. I will not be offended.



The three pumps with which I have familiarity are J4, P/N/Q/R, and L/K. For ease of description, I will focus on the last two variants. If you have a pile of parts and desire to create a whole out of many, be forewarned that over the years, a number of pumps have been manufactured that deviate subtly from the original design: a lid from one body may not fit the body another, etc. Additionally, the P/N pumps vary from the K/L pumps in that they were designed to fit different front housings: the spigot adaptor for the K/L is larger and requires a larger gear than the N/P/Q/R pumps, whose spigot has a smaller diameter, requiring a smaller gear.

The original pumps, as supplied by MG, were cast of an aluminum alloy prone to corrosion. In my shop inventory I used to have a bin filled with pump castings with holes straight through the bodies and lids. Additionally, in order to save on machine costs, the factory cast the inlets and outlets at approximately the correct size to fit a 1.375 flexible water hose. I say "approximately" because the shanks were tapered to ease removal from the core box when cast and out of round from shrinkage across the part lines of the mold. When hoses are assembled to these shanks, the hose clamp compresses where placed creating a vacant space behind it. Coolant migrates into this space and corrodes the outside of the spigot. A solution is to do what MG was too cheap to do: simply finish the task and machine the pump shanks round to 1.375" so that the hose fits properly. This requires two setups, one for the lid and one for the body. The result is a hose that easily assembles to the pump, fits snugly on the spigot and won't corrode.

Triple-M Water Pumps, Cont'd



Over the years, both the four and six cylinder cars have lent themselves toward the production of more power through increased displacement and supercharging. This trend motivated interest in designing new and improved impellers to increase coolant flow: the three blade paddle type was becoming inadequate for the task. The racing department in 1934 first experimented with a modified Rolls Royce impeller, a six blade bronze variant which I have cast and used with success for many years. This type is incorporated into newly manufactured pumps available from Vintage MG Parts. Another six blade impeller was designed and made available by Baynton Jones Ltd.



Triple-M Water Pumps, Cont'd



Left to right: Jones, RR, Stock

As designed, the pump shaft must be in perfect axial registration in four separate bores: the cast iron adaptor-spigot, oil seal carrier, packing gland nut and impeller bushing. It is a tall task to insure all these bores are aligned when pressed and bolted together. Water in the pump is isolated from the pump drive by a packing under the impeller. Different series pumps have different designs for the bushing that aids in compressing the packing, however, all compress the gland packing material against the shaft to ensure against leakage. If water is found migrating down the pump shaft, coolant can enter the engine through the pump base. To prevent this from happening, the gland nut may be tightened. There is a point, however, when either the shaft becomes so worn (as seen below) or the nut bottoms out and provides no additional compression for the packing against the shaft. At this point, either new packing, a new shaft, or both are required.

Triple-M Water Pumps, Cont'd



If one disassembles their pump and elects to convert to a high volume impeller as described, be forewarned that the job is not easily accomplished and requires some machine setups to modify the castings. The impeller bores in the pump lids will need to be machined deeper as well as a similar treatment to the pump bodies. In addition, a modification to the center casting to accept the impeller vanes will need to be accomplished.





Triple-M Water Pumps, Cont'd

Helpful Tips:

Experience often provides wisdoms which are much less expensive to learn vicariously than by trial and error. Here are some I've learned, divided into two categories: All Pumps and New Pumps.

All Pumps:

1. The front engine castings onto which the water pumps are bolted have an internal ledge which is intended to capture the oil and feed it to the spigot-adaptor of the water pump. This oil lubricates the water pump shaft that is turned by the crank skew gear. Trapping this oil can be enhanced by using a carbide ball cutter to create a "valley" in front of the hole.



2. As water enters the pump, it must negotiate an abrupt transition to the vane cavity. This can be enhanced by tapering the entrance. The coolant is subjected to less turbulence and flow is enhanced.



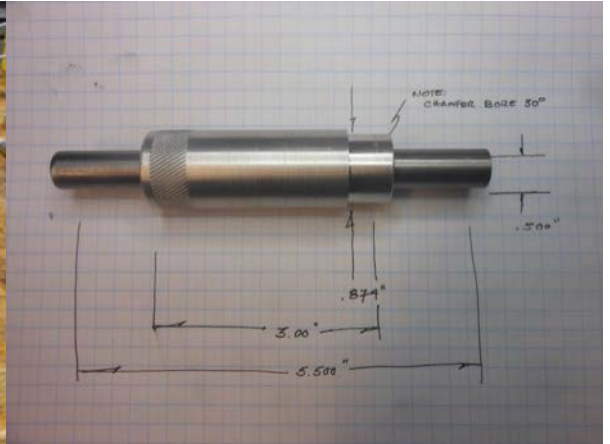
Triple-M Water Pumps, Cont'd

3. For many years, I used 1/8" water pump packing and wound it around the shaft (opposite to rotation) and enhanced its lubrication with Penrite water pump grease laced with graphite powder. Today, an acceptable variation is to cut two 2.375" strips of Palmetto graphite and PTFE loaded



woven 3/16" aramid packing. Lace it with either a lithium grease or the Penrite water pump grease to wrap around the shaft making certain the butt ends of the packing are 180 degrees opposite from each other.

4. To facilitate the assembly of the pump shaft through the packing installed in the pump, a shaft of the same diameter as the pump shaft (.500") can be installed while installing the packing and a machined tube slid over the shaft to compress the packing into the housing bore. The end of the aluminum is machined to a 30 degree taper to mimic the gland packing nut. The pump shaft and spigot casting can then be assembled to the pump body, pushing the "dummy" shaft out while pushing the pump shaft in. This prevents the pump shaft from catching the packing material on installation. Note: for installing a pump shaft with a threaded end such as is used to mount a modern six bladed impeller, bore and thread the end to accept the new shaft. Simply thread the two together to provide a continuous shaft surface.



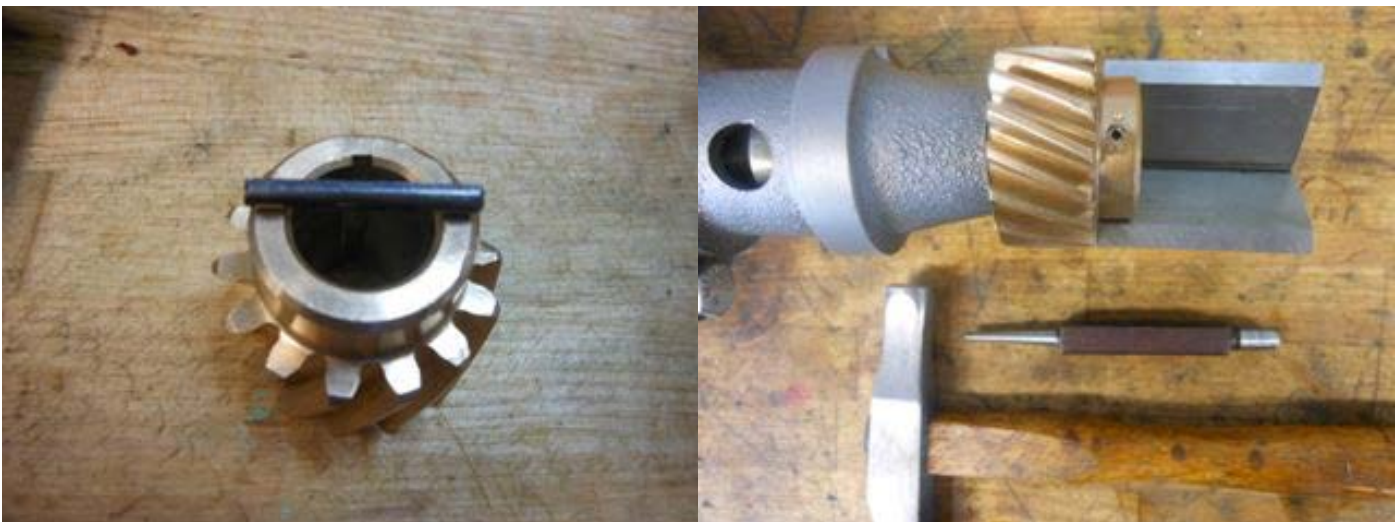
Triple-M Water Pumps, Cont'd

5. On the base of the aluminum pump casting there is a receiver for a packing seal to prevent water draining down the shaft and into the engine. This packing can be upgraded with the use of a modern lip seal. Two options are available: the first uses a Timken seal 471526 which can press into the aluminum bore and is used if there is an election to either not use the coil spring to keep the gland nut from rotating or if a spring seat is provided above the seal so as not to have the spring compress on the seal; the second is to use Timken seal 410119 which, depending on the pump



series, you must either machine the bronze seal carrier to suit the seal's OD or machine a seal carrier from scratch to fit the seal. Because the seal is a press fit into the seal carrier and the seal carrier is a press fit into the housing, it is helpful to have a small press.

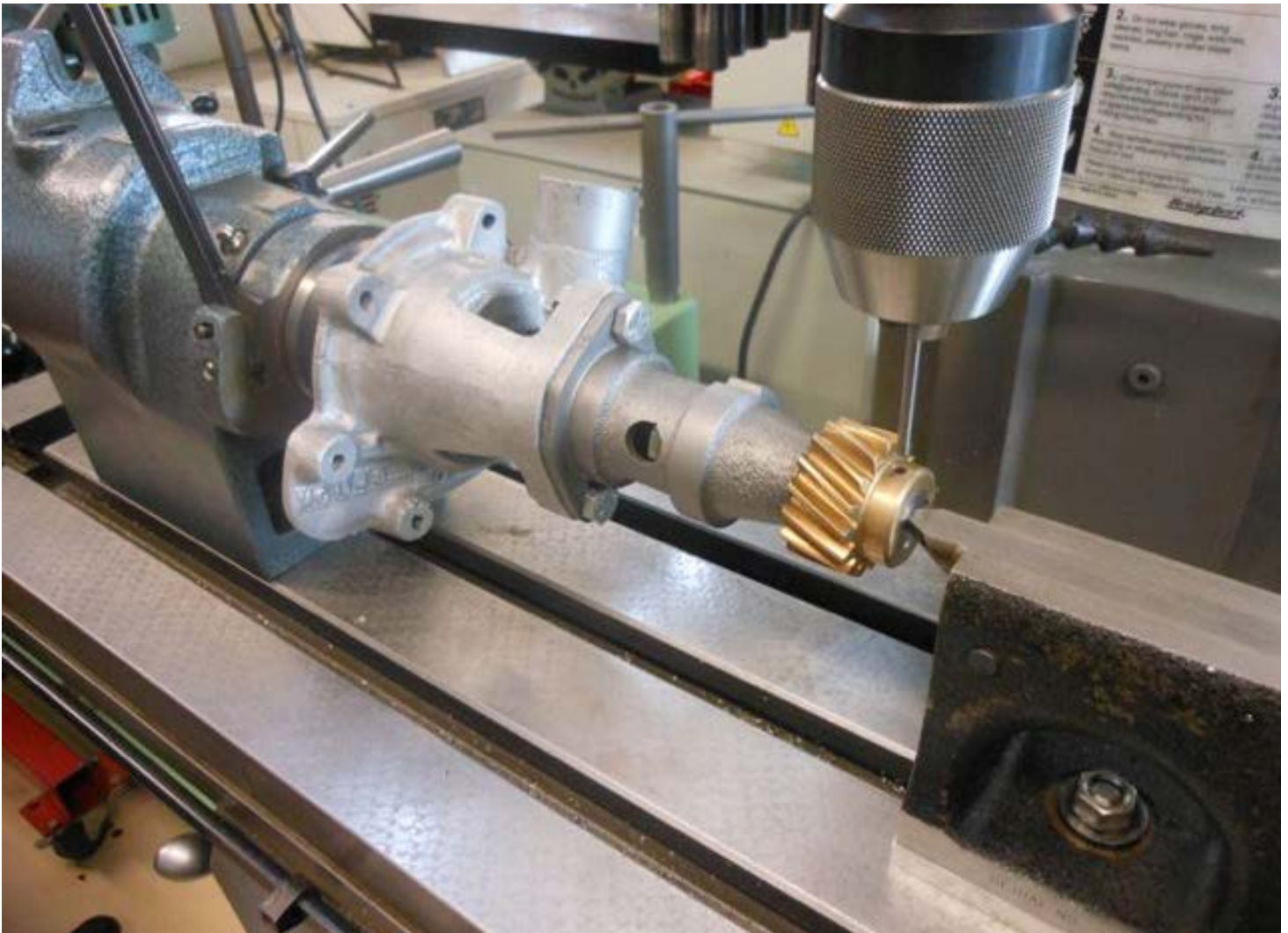
6. The bronze drive gear on the original pumps were retained by a solid pin peened on both ends to keep the pin from backing out. A gear can be re-installed after rebuilding the pump and retained with a roll pin of the same original diameter, 1/8". It is good practice, however, to shorten the length



Triple-M Water Pumps, Cont'd

of the pin by .070" (or so) less than the diameter of the boss through which the pin is driven. This permits the placement of two punch dimples per side to slightly close off the bore to prevent pin extraction.

Note: it is somewhat maddening that new drive gears have the pin bores predrilled. This is unnecessary and requires additional effort to accurately locate the pin bore and bore the assembly exactly in position. When locating the gear and boring the pin bore, make sure there is at least .004" end play in the pump shaft. Place a feeler gauge between the gear and cast iron pump extension prior to drilling the pin bore.

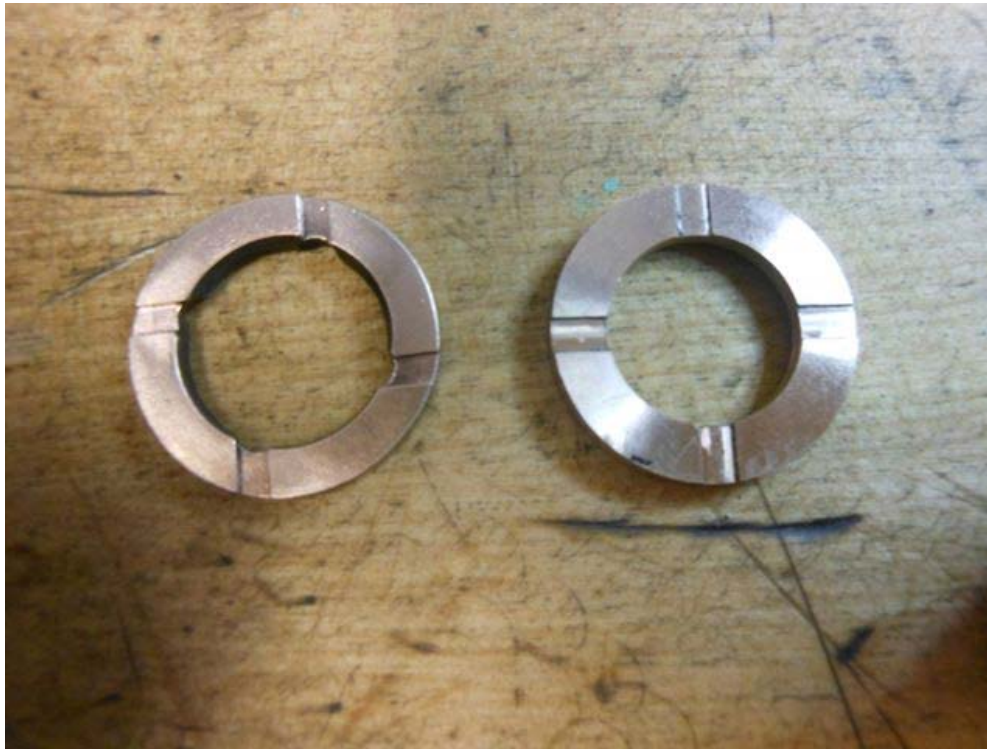


New Pumps;

MMM suppliers have had new pumps on the market for many years. The quality of the aluminum is often far superior to the original material and the possibility to purchase a six blade RR type impeller, as from Vintage MG, has increased the options to the restorer. This is a huge service to all who desire an upgrade to their engines. It is prudent however to disassemble what you've purchased to ensure the pumps longevity in service.

Triple-M Water Pumps, Cont'd

1. The new pumps, depending on the supplier, have bronze thrust washers with oil grooves cut radially from the center. This design differs from original and misses the intent of the grooves. Instead of drawing oil into the shaft bore to lubricate the housing, the oil is flung outward to do the opposite of the designed intent. The original washer has grooves cut off center with slots filed into the ID of the bore. The grooves then act like a water wheel pulling oil into the shaft when rotated. The grooves in the internal bore of the washer provided space for the oil to enter the bore in the cast iron base. A subtle but important point.



2. On the disassembly of a new pump, one might find that the impeller wobbles. The probable cause is the internal threaded bore of the impeller is jamming on the root of the last thread of the shaft causing it to cock on assembly. The correct machine practice would have been to undercut the shaft at the base of the thread to permit the impeller seat against a surface cut orthogonal to the axis of the shaft. To remedy this, machine the shaft for this provision with a parting tool on a lathe. The impeller will then always locate in the same position and trimming



the machined planes of the impeller at this time will remove all wobble. Note: if this remedy is required, additional calculations and machining will be required to set the impeller clearance to the pump and the end-play to the shaft.



My discovery in writing this Tech Article is that it is nearly as exhausting to write about water pumps as it is to rebuild them. For those willing to address pump issues on their own cars, I hope the article proves useful. But whether you are a hands on or hands off owner, the article should awaken an appreciation of how lucky we are to have MMM suppliers willing to take on the challenge of manufacturing this pesky component for our cars. By suffering through to this article's end, you have indeed mustered stalwart resolve ... perhaps the seductive music still plays in the background.

Editor's Note: Thanks to Chris for another opportunity to understand the complexity of some of the "simpler" parts of our M-Type engines!

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THE SPORTS CAR

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My JOB As SERVICE MANAGER

By

JOHN W. THORNLEY
of the M.G. Car Company Ltd.

"I DON'T envy you your job." I wish I had a fivepound note for every

person who had said that to me! Yet my invariable reply is that I wouldn't change with anyone in the factory.

There is no earthly reason why a service "gaffer" should be perpetually worried. There are trying and tense moments, naturally, but—viewed philosophically—these all form part of the fun and games. The variety is infinite, whether of customer, complaint, or correspondence, and anyone who is either consciously or unconsciously interested in psychology and at the same time mechanically minded is certain of a most interesting time on the service side.

Owners making complaints about their cars are in themselves interesting things—their manners and mannerisms, the way they "put it over" and, not infrequently—if one's sense of humour runs to that sort of thing—their garb and general appearance.

The psychology comes in when one has to size a man up—to know whether, under a "hail fellow well met" exterior, he is genuinely dissatisfied with his car or merely bluffing. So many adopt methods akin to blackmail, particularly in correspondence. "If you don't replace my bits and pieces free, I won't buy your cars again," is a favourite, but has worn a bit thin by now. A singularly fiery individual was once tactless enough to write that if we didn't meet his claim he would "make it his business to see that it cost us far more than the paltry sum he was now claiming." Awkward.

Digressing for a moment, let us ponder over a small problem—"Does it or does it not pay to 'kick up a row'?" After some few years of it, I have come to the conclusion that quite definitely it does not. If you have something wrong with your car, or feel you have a grievance against the manufacturer, by all means leave no doubt that you feel you have grounds to be annoyed, but don't "straft."

Admirably illustrative of what I wish to make clear are the words of my own General Manager after an interview with an owner. He said:—"I really didn't feel he was justified, but he was so very decent about it that I promised him another engine." What a nice taste it leaves! With what goodwill do we change that

engine! And when the job is done and the owner takes his car away we are left with the feeling that, by our own efforts, we have accomplished something and have made a friend for life.

How different is the case of the man at whose car we have slaved for days on end and made as perfect as is mechanically possible—having all the time the firm conviction that, when he gets it back, he will find *something* to grouse about. These are two extreme cases, but it stands to reason that, human nature being as it is, the pleasanter the customer the better will be the work.

I feel I must bring in at this juncture our Mr. Charles, head of the Design Department. His philosophy is always good medicine when one tends to become too serious. From time to time I have shown him prize examples of the more voluble letters of complaint. His remarks, as he hands them back, are invariable: "Goodness gracious me, to think that on every car that goes out of these works there are about 4,800 potential causes of trouble, and, when one of them turns up, a man writes a letter like that!"

Service experience of course will teach anyone more per minute about a car than almost any other occupation—that is if the person concerned has the inclination to follow up and delve deeper into the things he sees and hears. In the course of time, every conceivable form of trouble comes his way, and by the time he has found out all about the bits concerned, what their normal job of work is and why they failed to do it, he has a fair idea of how a car works.

It may seem paradoxical, but it is worth passing consideration that the better the motor car the more interesting are its troubles likely to be. For example, such troubles as there are will almost certainly be varied and will be thrown up in better perspective. A service man submerged in a welter of complaints about, say, magnetos and silencers that are going wrong with great regularity on almost every car under his care, is not only wearied by the monotony, but is less likely to pay special attention to the odd case of back axle or bearing trouble which comes along, so to speak, out of the fog of bother.



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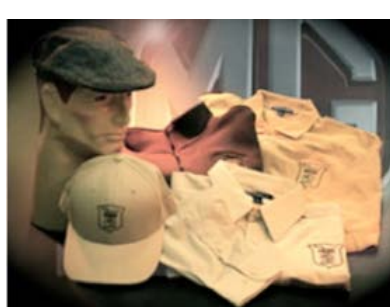
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Cabby Hat	Blk Grey Cream	NAMMMR Shield on back	S/M_L/XL	\$15		
Ball Cap Two Tone Mid-Profile	Brown/Black Cream/Black Navy/Cream Dark Green/ Cream	NAMMMR Shield on Front	One Size	\$17		
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Postage	For 1 Item	\$12.35				
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Tidbits: From the Editor - I will use this section to provide information I have received from various sources, which will hopefully be useful and fun for our readers.

BROOKLANDS EQUIPMENT for Midgets, Magnas & Magnettes



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August 1935 THE SPORTS CAR Page 207


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Tidbits: In the Fall 2015 Newsletter we had an article from Cecil Kimber regarding the future of Morris Garage and their association with racing. This month we have another article from "The Sports Car", August 1935 which is another discussion on the same topic.....

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THE SPORTS CAR

August 1935

RACING

and

THE M.G. POLICY

Special Official Statement

Exclusive to THE SPORTS CAR

By CECIL KIMBER, M.I.A.E.

LORD NUFFIELD has said there are to be no more M.G. racing cars. This announcement came as a shock to all and sundry connected with or interested in the sport, for since 1931 one or other of the highly successful M.G. racing types has either won outright, or most certainly been well in the picture, in almost every British and Continental event, for which the cars have been eligible.

Prestige

In fact, if the upholding of British prestige abroad can be laid at the door of any one marque that surely is M.G.

Why this decision? Some of those who assume the wisdom of experience have said, "What has happened to every other manufacturer who has raced to any extent?" "Why, of course, their financial resources are at an end!"

This reason can be discounted right away when it is explained that as a company we have never raced. Racing has always been left to the enterprise of the private enthusiast. Also our last balance sheet would satisfy the most critical shareholder.

The Facts

The real reasons for discontinuing the building of racing machines are as follows:—

First of all the directors have decided that at all events for the present time racing for the purpose of development has, in our case, served its useful purpose.

Another reason, rather more obscure, purely

concerns racing itself and has no bearing on the commercial aspect, namely, that we are handicapped out of British racing, through no real fault of the handicapper. It is simply a case of carrying a fundamentally unsatisfactory system to its logical conclusion.

It stands to reason that a car which very frequently wins must inevitably have its handicapped speeds increased to a greater amount than the "also rans" whose development and speed capabilities are to the handicapper far more nebulous.

Successes Abroad

This attitude can be better understood when it is appreciated that M.G. racing cars are securing first places in almost all the continental events in which they compete and which are run on a class basis without handicap systems.

This is briefly the true state of affairs with M.G. racing and we are going, so to speak, to rest on our laurels. We intend to let the production type catch up with the extremely advanced ideas incorporated in the present racing car, which is highly specialised and years ahead of its time when regarded from the point of view of applying its design to the standard machines.

There are many M.G. cars competing in races at present and they are likely to do so for several seasons, so the name will continue to appear in the racing programmes until such times as we may be ready again to use the field once more for development.

Tidbits cont'd: ...future of MG and their association with racing.

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(Above) Mr. Kimber leading in the winning M.G. Midget in the 1931 Double-Twelve when Midgets took the first five places, all class awards, and the team prize. (Right) C. J. P. Dodson winning the 1934 T.T., which M.G. won three times in four years—an unprecedented performance.

M.G. RACING Cavalcade



(Left) M.G. have twice won the B.R.D.C. 500-mile race. No. 11 here is R. T. Horton driving his victorious Midget in the 1932 race. (Right) Norman Black winning the 1931 T.T. In that year M.G. won the Irish Grand Prix and the Double-Twelve as well!



(Left) The late H. C. Hamilton driving the winning Magnette in the Coppa Acerbo, one of almost countless Continental races won by M.G. (Centre) Norman Black receiving congratulations after piloting a Magnette to victory in the 1934 Mannin Beg. (Right) Nuovolari, idol of Europe's racing fans, first home in the 1933 T.T., at the wheel of an M.G. Magnette. A Midget finished second.



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

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

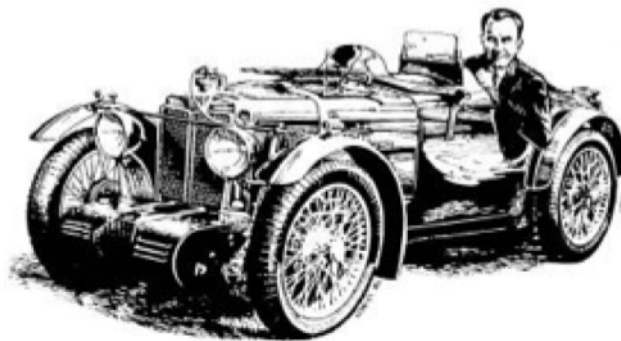
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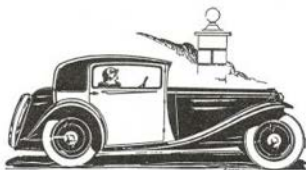


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Cars which "were" for Sale

August 1935

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SPORTING MOTORISTS' BARGAIN PAGE

Penny-a-word Small Ads. for Private Owners.

M.G. MIDGET

1933 J1 Type 4-seater. Grey and Blue. £125.

1933 J2 Type 2-seater. Blue. £110.

1932 D1 Type 4-seater. Green and Black. £90.

All the above cars are guaranteed for three months.—THE CENTRAL MOTOR INSTITUTE, LTD., Finchley Road, Hampstead, N.W.3. Primrose 1161.

RENNO'S.—1934 M.G. Midget. P. type open 4-seater, in duo red, very small mileage, many extras, in spotless condition; £175.—239, Upper Street, Islington, N.1. Canonbury 2021-2. 4-837

M. type Coupe Black. £70. Newcastle-on-Tyne.—Box No. 67, c/o SPORTS CAR.

M. type 2-seater, Blue. £65. Bristol.—Box No. 68, c/o SPORTS CAR.

M. type 2-seater, Red. £85. Worthing.—Box No. 70, c/o SPORTS CAR.

J. type 2-seater, Red. £105. Dorking.—Box No. 72, c/o SPORTS CAR.

J. type 2-seater. £95. Catford, S.E.—Box No. 73, c/o SPORTS CAR.

J. type 2-seater, Green. £105. Levenshulme, Manchester.—Box No. 74, c/o SPORTS CAR.

J. type 2-seater, Blue. £115. Horsham.—Box No. 75, c/o SPORTS CAR.

P. type 2-seater, Black. £155. Swindon, Wilts.—Box No. 76, c/o SPORTS CAR.

P. type 2-seater, Blue. £170. London, W.1.—Box No. 77, c/o SPORTS CAR.

P. type 4-seater, Blue. £165. South Woodford, E.18.—Box No. 78, c/o SPORTS CAR.

P. type 2-seater, Black/Blue. £175. London, W.1.—Box No. 79, c/o SPORTS CAR.

P. type 2-seater, Red. £180. Abingdon-on-Thames.—Box No. 83, c/o SPORTS CAR.

The above cars are offered by M.G. Dealers; many of them are guaranteed.

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Racing Gloves, Net Backpair, 8/6
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M.G. MAGNA

RENNO'S.—1932 M.G. Magna saloonette, safety glass all round, spring-spoked wheel, exceptionally fine condition throughout, engine specially tuned. £105.—239, Upper Street, Islington, N.1. Canonbury 2021-2.

1932 Magna Coupe Blue; £90.

The above car is guaranteed for 3 months.—THE CENTRAL MOTOR INSTITUTE LTD., Finchley Road, Hampstead, N.W.3. Primrose 1161.

L. type 2-seater. £105. Catford S.E.5.—Box No. 84, c/o SPORTS CAR.

— **Tourer**, Green. £95. Swindon, Wilts.—Box No. 85, c/o SPORTS CAR.

— **4-seater**, Grey. £90. Bournemouth.—Box No. 86, c/o SPORTS CAR.

— **Tourer**, Black. £95. Birmingham.—Box No. 87, c/o SPORTS CAR.

L. type Saloon, Red. £145. Kingston-on-Thames.—Box No. 88, c/o SPORTS CAR.

L. type 4-seater, 1934, Black/Red. £205. Waterlooville, Hants.—Box No. 89, c/o SPORTS CAR.

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M.G. MAGNETTE

1935 M.G. KN. Magnette. Saloon. Demonstration Model, only slightly used. Original price £399; offered at special reduced figure of £300.—THE BELLEVUE GARAGE & SERVICE STATION, LTD., 18 and 19, Bellevue Road, Wandsworth Common, S.W.17. Tel.: Batt. 0478-9.

1934 N. type, 2 seater, Duo-green: mileage 8,000; 3 months guarantee. Car and tyres in excellent condition. One owner. £255.—THE CENTRAL MOTOR INSTITUTE, LTD., Finchley Road, Hampstead, N.W.3. Primrose 1161.

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cont'd Cars which "were" for Sale

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THE SPORTS CAR

August 1935

SPORTING MOTORISTS' BARGAINS (contd.)

M.G. MAGNETTE

K. type 4-seater, Green. £307. London W.I.—Box No. 90, c/o SPORTS CAR.

K. type Saloon, Black/Red. £225. London, W.I.—Box No. 91, c/o SPORTS CAR.

N. type 2-seater, Black/Blue. £250. London, W.—Box No. 92, c/o SPORTS CAR.

N. type 2-seater, Blue. £245. Worthing, Sussex.—Box No. 93, c/o SPORTS CAR.

N. type 4-seater, Black. £225. Abingdon-on-Thames.—Box No. 94, c/o SPORTS CAR.

KN. type Saloon, Green. £285. London, W.—Box No. 96, c/o SPORTS CAR.

N. Type 4-seater, Green. £265. London, W.I.—Box No. 100, c/o SPORTS CAR.

N. Type 4-seater, Green. £285. London, W.I.—Box No. 101, c/o SPORTS CAR.

KN Type Saloon, Red. £350. Abingdon-on-Thames.—Box No. 102, c/o SPORTS CAR.

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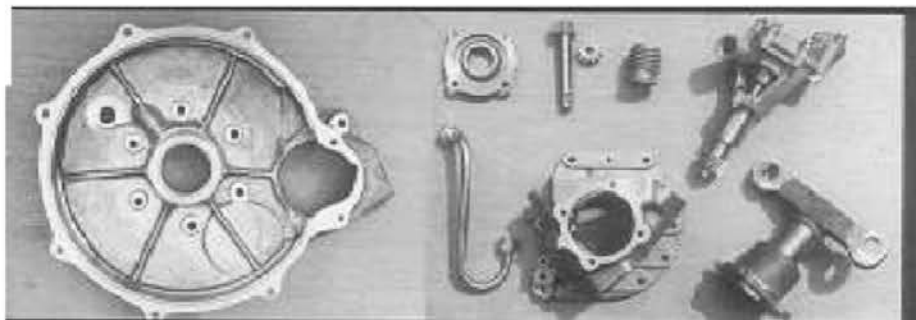
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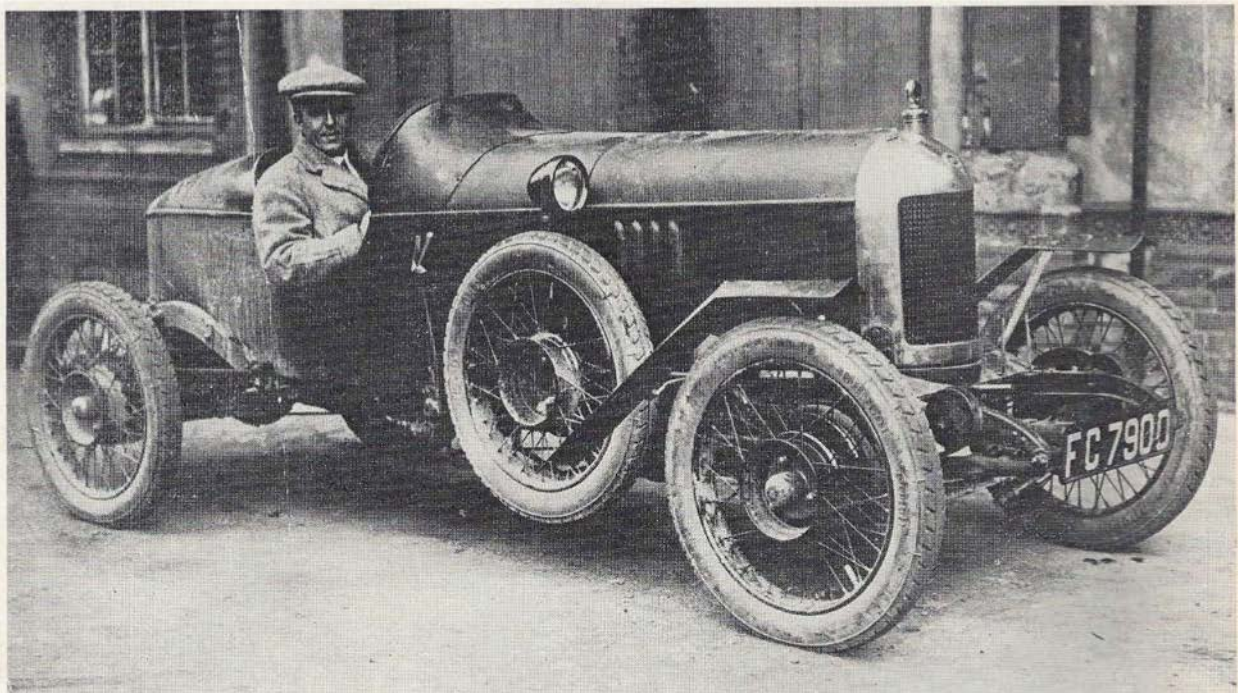
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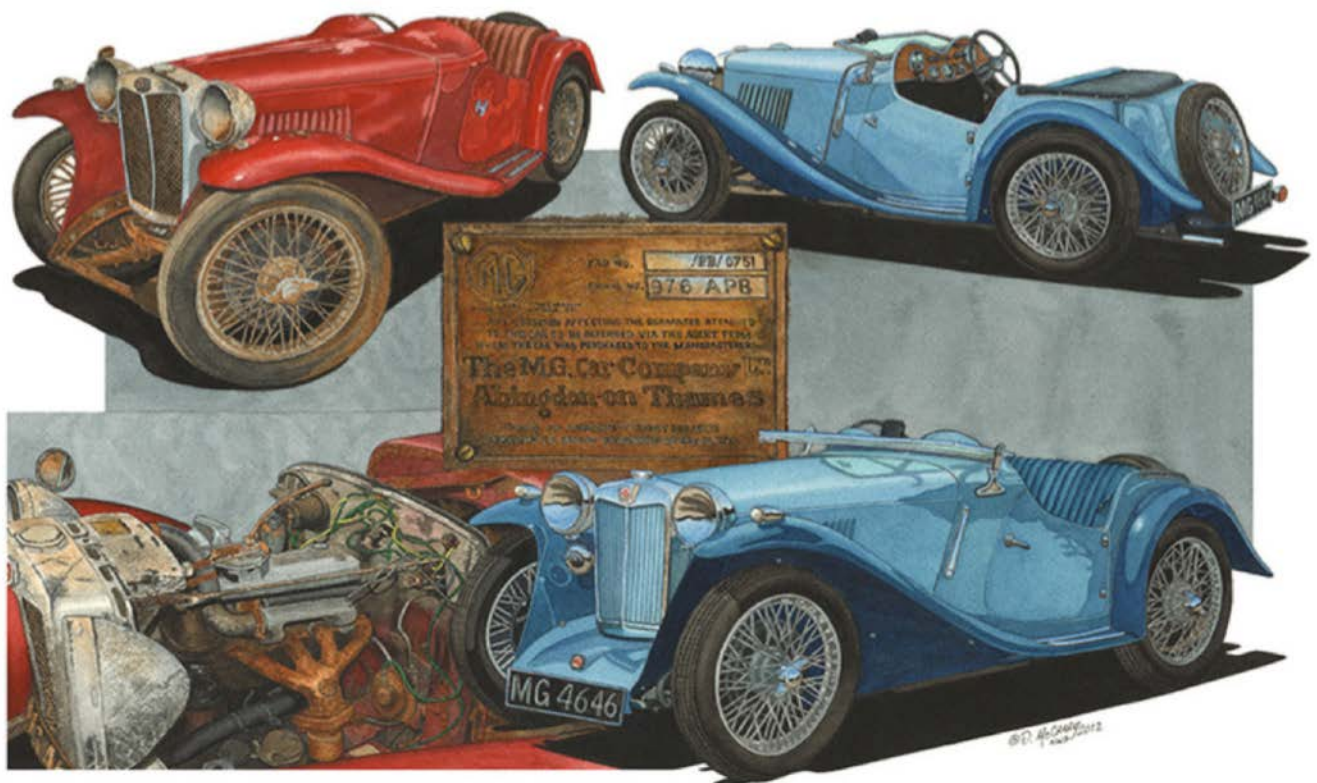
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THE NORTH AMERICAN TRIPLE-M REGISTER

Please find the following new member/prospect information and guidelines for what constitutes an acceptable car under the Register.

1. PURPOSE

The North American Triple-M Register (The Register) is affiliated with the MG Car Club Ltd. (MGCC) Triple-M Register which caters for the overhead-camshaft Midget, Magna and Magnette models built between 1929 and 1936, hence Triple-M.

The objectives of the Register are:

- 1.1 To maintain a register ('The Register Listing') of surviving Triple-M cars, recording their history and other relevant information;
- 1.2 To encourage the restoration, maintenance and continuing use of Triple-M cars both on the road and in competition;
- 1.3 To preserve the heritage of MG Triple-M cars and promote MG as "THE MARK OF FRIENDSHIP" throughout North America.
- 1.4 To organize and assist others in organizing competitive and social events;
- 1.5 To provide technical advice, and encourage the exchange of spare parts;
- 1.6 To publish a quarterly Newsletter;
- 1.7 To organize and conduct an annual meet, and to participate in the quintennial All-MG Meet conducted by the North American Council of MG Registers;
- 1.8 To maintain a web-site dedicated to Triple-M matters.
- 1.9 To co-operate with like minded Clubs, including the North American Council of MG Registers and enthusiasts with the aim of fulfilling the objectives of the Register.

2. OPERATION & MAINTENANCE OF THE REGISTER DIRECTORY

The Register Directory is a compilation of information kept for the Register's own purposes. It is maintained and published for general information only and does not confer authenticity. The list includes surviving complete cars and cars that contain only some components originally supplied by the MG Car Company. The inclusion or exclusion of any particular car or specification is at the sole discretion of The Register Committee (the Committee). Although care is taken in accepting cars for inclusion in the Directory it is not possible to scrutinize every entry, nor is it possible to verify the accuracy or authenticity of the information the Register receives to compile and update the Directory. Neither the Committee, nor the MGCC accept any responsibility or liability for the accuracy or authenticity of the information in the Directory.



Details of any Triple-M car to be added to the Register Directory, or the updating of information on a car already registered, should be submitted in writing to the Registrar using the 'Triple-M Registration and Update Form'. This form can be completed by downloading the form and posting or emailing it to the Registrar. The form is also supplied with the Register "Starter Pack" given to new members. It can also be obtained from the Registrar.

When a qualifying Triple-M car is first accepted for inclusion in the Register Listing it is assessed under the Guidelines detailed in Section 3 below. If the car qualifies under section 3.2 it will be allocated a formal Triple-M Register number as issued by the MG Car Club Triple-M Register. That number then remains with the car permanently, regardless of any future change of ownership. No charge is made for adding a car to the Register Directory.

Cars (or parts of cars) which do not qualify for the allocation of a Register Number will be entered into the Register Listing provided that in other respects they satisfy the criteria in section 3.1.

Copies of these guidelines can be obtained by downloading from the above web-site or from the Registrar.

All would-be purchasers of a Triple-M car and/or those wishing to deal in them are advised to familiarize themselves with the conditions under which cars may be included or excluded from the Register Listing as well as the purpose, operation and maintenance of the Register Directory as set forth in these guidelines.

3. TRIPLE-M REGISTER REGISTRATION AND REGISTER NUMBER ALLOCATION

As the North American Triple-M Register operates as an extension of the MG Car Club Triple-M Register and identifies North American member cars using the MGCC register numbers, the following guidelines are those of the MG Car Club Triple-M Register, but apply equally to the member cars of the North American Triple-M Register.

The term "Register Listing" refers to the MGCC Triple-M Register printed listing of Triple-M cars which is a super set of the North American Triple-M Register Directory. The guidelines are the same for both Registers.

3.1 Guidelines for Register Listing

Definitions.

For the purposes of these Guidelines:

'Original Triple-M chassis' means an original unaltered chassis in the form in which it left the M.G. Works at the time and place of its original manufacture and including its original front dumb iron (knuckle);

'Altered Chassis' means an Original Triple-M chassis that has been either shortened or lengthened;



'Reconstructed Chassis' means a chassis that is based on an Original Triple-M chassis that has had some of its elements replaced with reproduction or non-original parts. e.g. if the side rails or the cross tubes or the castings are replacement parts;

'**New Chassis**' means a reproduction chassis i.e. a chassis that did not emanate from the M.G. Works;

'**Front dumb iron**' means the forged steel component at the forward end of a Triple-M chassis which locates the forward eye of the front leaf spring and (where fitted) a chassis cross tube;

'**Knuckle**' has the same meaning as 'Front dumb-iron';

'**Original front knuckle**' means the front dumb-iron originally incorporated into the construction of an original Triple-M chassis;

'**Original chassis number**' means the identifying number of an original Triple-M chassis evidenced by the letter(s) and numerals stamped on an original front knuckle at the time of manufacture. Note: most such numbers will be found on the right hand side (driver's side) knuckle, although certain chassis, including some of those exported from the works are known to have been stamped on the left hand side (passenger's side) knuckle;

'**A Triple-M Car**', where the context permits means a car built on an original Triple-M chassis which is complete, roadworthy and with its major components or modern replacement components manufactured to original Triple-M specification;

'**The Register Listing**' has the meaning set out in paragraph 1.1 of this document;

'**The M.G. Works**' means the factory(ies) of the M.G. Car Company.

The original chassis number as defined in these Guidelines is used by the Register as the car's Primary Identity Indicator. Before a car is included in the Register Listing it must qualify under one of the following criteria:

3.1.1 A car built on an original Triple-M chassis containing an original front knuckle clearly stamped with its original chassis number as defined above will be included in the Register Listing under that number.

3.1.2 A car built on an original Triple-M chassis which has an original dumb-iron (knuckle) but does not clearly show its original chassis number will be listed under chassis number "A ????" where "A" is the model letter designation for the chassis used, unless the original chassis serial number can be established beyond reasonable doubt (see 3.1.4 below).

3.1.3 A car that has a history that shows there was more than one MG Works supplied chassis for the same chassis number, will be listed under that chassis number if it is based on the original/first chassis or, in the case of a car based on the factory replacement/second chassis, with that chassis number and the suffix "/2".

3.1.4 A car built on an original Triple-M chassis which does not clearly show its original chassis number but has sufficient physical or documentary evidence to link it to an original number, will be



listed under that number unless it is later proved otherwise.

3.1.5 A car built on an altered chassis but having its original front knuckle clearly showing its original number, will be listed under that number with the note “altered chassis”.

3.1.6 A car built on a reconstructed chassis but having its original front knuckle clearly showing its original number, will be listed under that number with the note “reconstructed chassis”.

3.1.7 A car built on a new chassis but having an original front knuckle clearly showing its original chassis number, will be listed under that number with the note “new chassis”.

3.1.8 A car built on an original Triple-M chassis, incorporating a collection of Triple-M components manufactured to their original specification, which is not covered by any of the above criteria may be included in the Register Listing at the discretion of the Committee.

3.1.9 A complete original chassis clearly showing its original chassis number will be listed in the Register under that chassis number with the note “chassis only”.

In operating these guidelines the Committee will have regard to factors that may, in varying degrees, affect its judgment about a particular chassis or car. These factors include the following:

- The completeness, originality or integrity of the main components of a chassis, including its castings, side or other rails and tubes;
- Factual evidence of past damage or destruction of a chassis or its major components;
- Factual evidence of the replacement of damaged or destroyed chassis components with period or modern replacements;
- Factual evidence of the defacing and re-stamping of a front dumb-iron (knuckle);
- The M.G. Works guarantee plate and its stampings;
- The M.G. Works stamping of the bonnet hinge.

3.2 Guidelines for the Allocation of Register Numbers

3.2.1 A Triple-M Register Number will be allocated to the following Register entries:

3.2.1.1 A Triple-M car which is complete, roadworthy and consists of all original Triple-M components;

3.2.1.2 A Triple-M car which is essentially complete with its original chassis and original Triple-M components whether roadworthy, under restoration or dismantled in storage;

3.2.1.3 A Triple-M car which is essentially complete with its original chassis but includes some reproduction Triple-M components, whether roadworthy, under restoration or dismantled in storage;



3.2.1.4 A Triple-M car which is essentially complete with its original chassis but includes some components not originally fitted to Triple-M cars (e.g. XPAG engine, Armstrong pre-selector gearbox), whether roadworthy, under restoration or dismantled in storage. If the Registrar considers that the proportion or type of non-original components is excessive, the application will be referred to the Committee. At the Committee's discretion such a car may be denied a Register Number;

3.2.2 A Triple-M Register Number will not be allocated to the following:

3.2.2.1 A Triple-M car built on a reproduction chassis without an original identity.

3.2.2.2 A Triple-M car that displays a chassis number that is not correct for its chassis type (original or reproduction).

3.2.2.3 A Triple-M "chassis only" entry or an entry where a number of major components are lacking e.g. a car without a body or one without a drive train. As soon as the details for such an entry indicate that the package represents an essentially complete car, the provisions of section 3.2.1 above will apply.

Notes

A Triple-M Register Number always stays with the chassis on which the car was built when the Number was first allocated. It is not transferable.

In cases where there is ambiguity about the true identity of a car, the Committee reserves the right to include that car in the Register listing on a provisional basis pending the receipt of definitive evidence concerning that car. The Committee may likewise withdraw or suspend a Register Number if a car is found to contravene these guidelines.

Any member of the M.G. Car Company Club Ltd. who is the owner of a listed Triple-M car may discuss the classification of their car with the Committee.

4. TRIPLE-M MGs - SPECIALS AND NON STANDARD CARS

How the Register describes cars that are not built to their original specification.

This guidance will be used by the officials of the Register in response to enquiries, or in commenting upon issues, regarding the proper description of specials and non-standard cars constructed on Triple-M chassis.

4.1 The Register does not recognize the description 'Replica' when applied to any Triple-M car other than the factory produced M 12/12 Replicas;

4.2 A car built in the style of one car but on the chassis of another will be described as the chassis type on which it is built. For example, a C type copy built on a D type chassis will be described as a D type. Likewise, a car built in the style of a J4 on a J2 chassis will be described as a J2. The same applies to a car built in the style of a Q type, K3 or NE;



4.3 A Triple-M car fitted with a non-standard Triple-M engine (for the model) will be described as such. For instance, a J2 chassis fitted with a PB engine will be described as a J2-PB. Furthermore if the engine is supercharged it will be described as J2-PB/s;

4.4 The Register is not opposed to the term 'special' if a car is fitted with a non-standard body (for chassis), but it will be described as the chassis type on which it is built. For example, a single seat body fitted on an N type chassis will be described as an N type special;

4.5 The Register does not recognize a car described as J2/J4 or K1/K3 or P/Q etc. as it implies that some main parts of the car are genuine J4, K3 or Q type etc. when they are not;

4.6 In former years it was common practice for constructors or designers to incorporate their name in the description of a special, e.g. Bellevue Special, Turner MG. Some specials were given names by their owners, e.g. 'Bongazoo'. The Register has no objection to these descriptions still being used.

5. COMPETITION RULES

The rules governing Register competition awards can be obtained from the Competition Secretary or found in the competition section of the Triple-M website. Inclusion of a car in the published Register Listing does not confer automatic eligibility for Register awards.

6. REPLACEMENT ENGINES AND CYLINDER BLOCKS

For various reasons it may become necessary:

- to replace a car's original engine with another unit derived from another Triple-M car. -

to substitute an original cylinder block with a newly-manufactured replacement block.

Whenever these changes occur, the Register asks owners to ensure that details of the change are notified to the Registrar.

It is the Register's policy that whenever a newly-manufactured cylinder block is utilized, it should be stamped with an identifying number followed by the suffix "/2". The identifying number should be one that is appropriate to that particular vehicle. If the new block is of the same type as that of the engine originally installed in that car at the time of manufacture, it will be in order to use the original engine's number. Alternatively if the new block replaces an engine that was not original to that car, it is permissible to use the number of the engine that is being replaced, in each case adding the suffix "/2" previously mentioned. The Registrar should be consulted in case of any uncertainty.