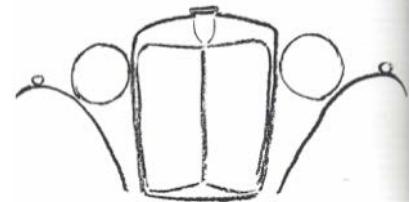




*"Then there is the radiator. I must confess that I am old fashion in my ideas and deplore the growing disappearance of the radiator proper and with it the individuality of the marque. No doubt the streamline expert, when designing the enclosed coachwork, will sweep aside my desire to see my distinctive 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.*



## GOF Central 2017 and Our NAMMMR Annual Meeting

Article by Lew Palmer, Photos by David Lawley

I have frequently been asked, "How was the GOF?" My answer, in a word, was "WET!"

After my granddaughter's and my first day drive to Akron, all appeared fine. The weather was warm and sunny. But no sooner than we had left our first night stay in Elkhart, Indiana, the skies opened and we drove the entire remaining 250 miles in pouring rain. That set the stage for the next four days. Despite the inclement weather, there were periods of sunshine, which allowed many of the activities to go on as scheduled.

One activity which escaped being drowned out was a tour of Stan Hywet, the home of the Seiberling family, the founder of Goodyear Tire and Rubber. This is a huge magnificent home on an area originally encompassing some 2500 acres in Akron. There are extensive gardens in the surrounding grounds, which made for an interesting hour or so wandering through numerous native plants and flowers.



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# The North American MMM Register

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Please submit all contributions to Randy Copleman via:  
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Preferred format is:  
Microsoft Word or text format  
JPEG format for photos (Please do not embed with the text)

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Visit our Updated web site  
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<http://www.nammmr.org>

The Pre-war MG Register  
Of Australia web site at:  
[Http://prewar.mgcc.info](http://prewar.mgcc.info)

The UK Triple-M  
Register web site at:  
[www.triple-mregister.org](http://www.triple-mregister.org)

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## Chairman's Corner - Jack Kahler

I am on vacation with my family and writing from an Italian village high up in the Alps. What a beautiful place this time of year.

Our Akron National Meet was well done and The GoF Central group did an outstanding job in spite of all the rain. We will be joining them again next on June 27 - 30 in Wisconsin. All preliminary details are currently on our web site. Make sure these dates are on your 2018 calendar. We had a decent MMM presence at the meet but of course I will not be totally pleased until we have 50 cars in attendance. I keep dreaming and hope next year we have a huge attendance in Wisconsin!!



All seats on our board are filled with outstanding capable individuals. The most recent additions are Phil Anderson as Register Historian and Dave Lawley as Director of Register Communications. A BIG welcome to you two and THANK YOU for stepping up getting involved with our Register!

CHEERS. Jack

*Editor's Note - As noted in "Jack's Corner" above, David Lawley will take over the reins as the new Director of Communications. It has been a pleasure bringing you the newsletter over the past four years. Along the way, we have made many new friends, both associated with the NAMMMR family and car folks in general. Our new editor brings many years of MG association as Editor of, "The Sacred Octagon" and a master of photography. Look forward to seeing you down the road and thank you to all who have helped Sandi and me along the way. We learned a lot about NAMMMR cars and their caretakers... they are indeed special!*

*Best Wishes, Randy and Sandi*

---

### UPDATE:

#### Register Address:

North American MMM Register

P. O. Box 271825

Littleton, Colorado 80127

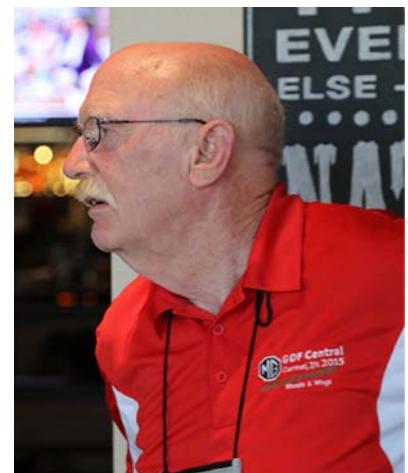
NAMMM REGISTER NEWSLETTER Volume 30, Number 4

*Please find NAMMMR Guidelines  
at the end of this Newsletter*

*Continued - GOF Central 2017 and Our NAMMMR Annual Meeting*

The car show and funkhana had been scheduled to take place at Hale Farm. However, the fields surrounding the farm did not take kindly to the immense amount of rain. Quick thinking by the organizers resulted in moving the activities to a huge indoor warehouse. The entrance to the warehouse was up a very narrow ramp, so due caution was needed to avoid scraping a fender. The triple-M cars generally had no problem, but one T-type wasn't quite so lucky. Car show judging was, as usual, done by popular vote. Hagerty Insurance, once again, sponsored the Youth Judging, with caps and T-shirts being given to all of the youth judges. Kudos to the organizers, as enough activities were aimed at the younger attendees to keep the interest of the next generation of Triple-M and T-type owners.

As the headquarters hotel was the Hilton Akron/Fairlawn, many of the activities were held there, including the auction, valve cover racing, vendor, hospitality, and, of course, the awards banquet. It's a lovely hotel, but the next time we hope for the hotel to arrange for a little less wet weather.





*Continued - GOF Central 2017 and Our NAMMMR Annual Meeting*





*Continued - GOF Central 2017 and Our NAMMMR Annual Meeting*





*Continued - GOF Central 2017 and Our NAMMMR Annual Meeting*





## A Rather Interesting Story, getting from.....





# BNR 547 - 1938 MGTA Special (aka my “Vintage English Hot Rod”), Authored by Robert Ford

## Only a K3 is a K3

At the recent GOF West, in Santa Maria, I was asked to deliver a tech talk, described in the program as “Want a K3 as your daily driver?”

I would like to start by pointing out, if you want an MG K3 as a daily driver, you need to buy a K3. There’s no alternative, be it TA-based, KN-based, J-based or based on any other model. Only a K3 is a K3.

## Background

Since reading John Thornley's *Maintaining the Breed* in my teens, it has been my desire to own a pre-war MG. In particular, the now legendary K3 Magnette has always called to me, with its rich racing history beginning with the prestigious Team Prize at the 1933 Italian Mille Miglia, and Tazio Nuvolari's victory at Ulster T.T.

In 2009, I decided to restore a pre-war MG. For me, it was not so much a question of affordability but rather of whether I'd be willing to drive my K3 (or another beautiful MMM car) every single day. Including on mundane trips to the supermarket, dry cleaners or Starbucks. How can you go to the grocery store in a \$500k vintage car. Other than "very carefully"?

With factors such as these in mind, I set out instead to build a car which would emulate the pre-war period look, and also enable me to experience the period feel and performance of those beautiful cars.

I should add that the complexity of design, the challenges of solving the myriad of issues, fabricating parts and the doing the majority of work myself, are all part of the project's draw. BNR 547 is a 1938 MG TA (TA2692,

manufactured 9/26/38), rebodied in the style of a 1934 MG K3.

While purists might correctly argue she's not original, I feel that the finished BNR 547 captures some of the early MG Car Co. spirit of racing & adventure, as well the factory's willingness to experiment, building racing cars with parts on hand.

With this restoration, I breathed new life into BNR 547, pulled out of a shed having stood on blocks for almost 40 years after a restoration was sadly abandoned by her previous owner.

The tub and bodywork were rotted and rusted, with essentially only the chassis, front and rear axles, handbrake, and a few other parts salvageable. Were it not for my project, she'd be very likely to still be rotting in that shed. For the record though, I appreciate originality as much as the next enthusiast, and believe that my 1949 TC/EXU restoration reflects exactly that.

## Planning the Project

I designed my Special along the lines of the boat-tailed 1934 K3, trying to stay as close as possible to the period-correct design and choice of parts, studying hundreds of pictures to get the details correct. Clearly, there's a great deal of variability in the 200+ K3's that remain from the 33 built by the factory.

Once I'd made the major decisions, I began discussing the project with various suppliers on trips to the UK. Apart from the project's own challenges, I soon saw that being successful, while thousands of miles away with an 8 hour time difference, was not going to be easy, particularly given the complexity of my own rigid requirements. As a rule of thumb, the

*Continued on Next Page*



complexity (not to mention cost) increases exponentially as you try to be as period correct as possible.

Further complications arose as I discovered that interfacing with many different parts suppliers would be necessary. My experience obtaining parts while restoring my TC/EXU was so very different - I simply called or emailed Doug Pelton at FromTheFrameUp, and correct parts arrived within days.

### Using a general Contractor

I decided on the notion of using a "general contractor" in the UK. Over the next six months, I had many phone calls and visited several potential candidates during trips to the UK, but was generally very underwhelmed by what I found.

More research & phone calls followed, which led me to Steve Baker (at Steve Baker MG XPAG Ltd.) in Grantham, UK. I visited Steve & his lovely wife, Sandi to discuss my vision. I initially spent two days in Grantham, and was really impressed by Steve's attitude and enthusiasm. Steve became my general contractor for much of the project and, over the next months, I sent him dozens of pictures to illustrate the details, exchanged many emails, and had many long phone calls.

Steve shared his considerable knowledge on period bits and pieces, interfaced with many of the small part suppliers and machine shops on my behalf, and also did a trial fit of the body pieces for me as they arrived. His assistance was invaluable because, when so many different suppliers are involved, there are bound to be mistakes and miscommunication.

### The Project

Work began in earnest when BNR 547 was found in 2010. Acquiring the new body and other major parts took three years alone - about three times what I had initially estimated. The

bigest challenge is that the makers of parts for pre-war MGs (I call them "men in their sheds") typically will not use internet or email; some barely answer the phone, preferring you visit them in some remote English village to discuss work you need done.

And few shared my desired pace to complete the work. For example, the brakes took 18 months to complete because the octogenarian craftsman who made them only made one set a month to earn his living and had 15 orders lined up before mine. And the body pieces eventually required three different craftsman and 26 months for completion.

The bulk of the parts arrived from the UK in three crates in early 2014, and I immediately dived into the challenge of building her.

The build part of project took two & a half years, with nearly every step introducing one or more unforeseen challenges. I designed and fabricated numerous parts using pictures and diagrams sourced from various online references.

I also took extraordinary care with all the small details, which provided both challenge and reward, as well as many brain-numbing hours spent polishing rough aluminum casings of the gearbox, supercharger, and numerous stainless steel parts. In the words of a friend, "I had far too much spare time on my hands".

### Chassis & Body

The Special is built on a 1938 MG TA chassis. The bespoke aluminum body was handmade in England in the style of a 1934 MG K3. Leaf springs are bound, and period Andre Hartford friction dampers are used, enabling adjustable suspension for race or road. 12" Wolseley-based brakes provide decent stopping power. Wheels are 19".



## Engine

The engine is an MG XPEG 1500cc, fully balanced with racing pistons and conn rods. A gas-flowed aluminum Laystall-Lucas cylinder head, together with larger valves and higher rate springs, increases performance significantly.

The camshaft, supplied by Len Fanelli of Abingdon performance, is optimized for a supercharger, with an Intake of 200, and Exhaust of 210 degrees duration, and no overlap. Boosted engines performs best with longer duration exhaust and minimal overlap. The lobe profile has aggressive open & close curves, and necessitated the use of roller cam followers and custom push rods.

A 1 3/4" SU carburetor feeds a crank-driven Wade supercharger providing 4 lbs. of boost, which further increases performance, and the inlet manifold design and size provides a decent plenum volume for the blower. Effective Compression Ratio is 11.4:1

The ignition is via a Vertex Scintilla magneto. The flywheel is aluminum since there is no driver-controlled clutch.

Standard, an XPEG engine delivered 68 HP at 5,500 RPM. Although I haven't had BNR 547 on a dyno yet, it's estimated that this super-tuned engine delivers ~110 HP at 5,500 RPM, with max revs in excess of 7000 RPM. I'm somewhat reluctant to find the maximum revs because I can see the engine going up in hundreds of shards of green paper.

## Drive Train

A four-speed Wilson preselector gearbox from a Daimler, with a Lagonda Rapier remote was adapted to fit the TA chassis. A reversible modification was required to the chassis to mount the gearbox.

This manually controlled epicyclic gearbox, very common in the 1930's, enables fast

shifting without double declutch. Each ratio has its own shaft and clutch, so no driver-controlled clutch is required. A manual selection lever is used to "pre-select" the next gear to be used – in any sequence – and then the actuator pedal is pressed to engage the gear in one fast operation, without needing to work a manual **clutch**. It's an absolute joy to drive, and well worth the effort to adapt the gearbox.

Since there is no clutch/pressure plate, engine to gearbox link is via a bespoke splined coupling, attached to an adapter plate on the flywheel via a Land Rover flexible coupling.

The differential has a 4.3:1 ratio ring & pinion to better fit the sub-optimal ratios of the preselector gearbox (3.8, 2.2, 1.4 and 1:1), and provides a comfortable top gear highway cruising speed of 70 mph at ~3,500 RPM.

BNR 547's top speed is well in excess of 100 mph (don't ask me how I know). It's a sobering experience, with it's chassis, suspension & brakes, and transformed my admiration for the likes of Howe, Lurani and Nuvolari to outright awe.

## Instrumentation

Vintage Jaeger 6" chronometric speedometer & tachometer dominate the dashboard, together with Smith oil pressure and temperature, water temperature, and ammeter gauges.

As just one example of the many challenges, I searched unsuccessfully for more than a year for a speedo drive gear for the box. I was hesitant to replace the beautifully restored speedometer's mechanism with an electronic unit and so, to solve the issue, I mounted a GPS on the rear of the license plate, fed the wires up through the taillight, and to a computerized stepper-motor on a false firewall. The stepper-motor then drives the speedometer via a shortened cable.



Some other modern electronics are hidden in the car to make life easier, most notably, an Air Fuel Mixture sensor & gauge. Running too lean with this effective compression ratio is a sure way to have to buy new pistons.

Other interesting features include the supercharger boost gauge, starter and Ki-Gass priming pump, all from a WWII-era RAF Spitfire aircraft, the same model my father built during WWII, adding another layer of personalization in the form of an homage to my father's service.

### Building Specials today

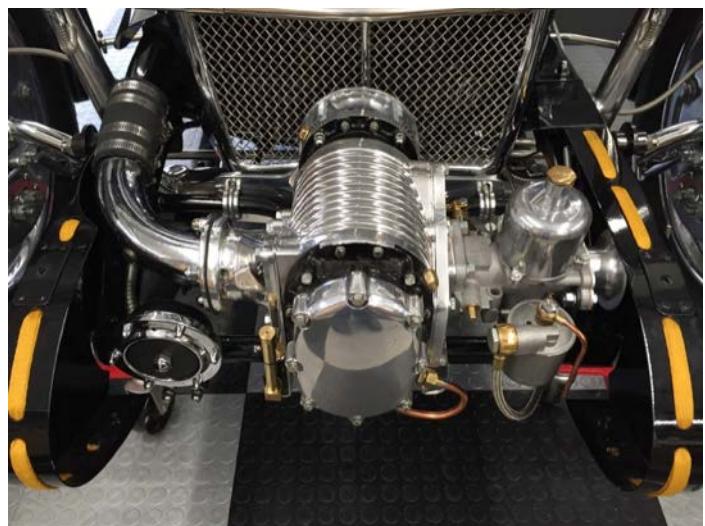
A great deal has changed in the last several years, as more suppliers address this market.

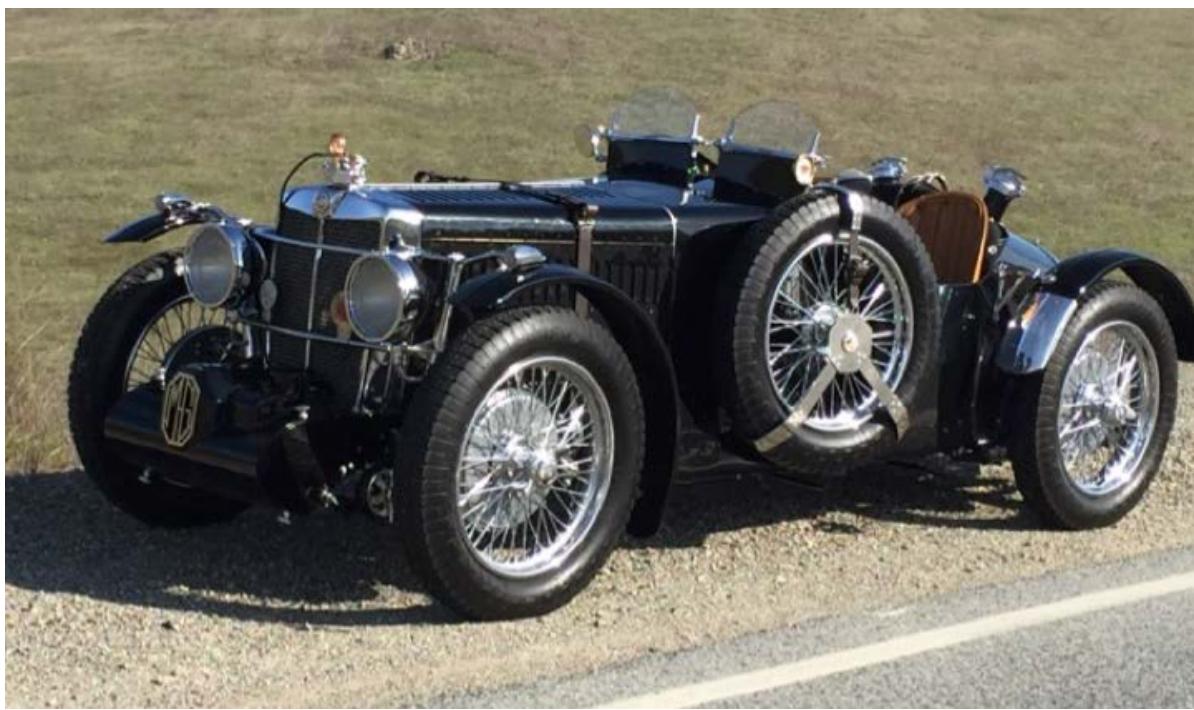
Steve Baker in particular has really done a great job in developing sets of high quality parts enabling any enthusiast to build beautiful T-based Specials

I'm happy to say that my collaboration with Steve continues to this day. Steve and his son, Luke are once again my general contractors on my latest project which is a ..... well, perhaps that's a story for another day.

### Picture Gallery....

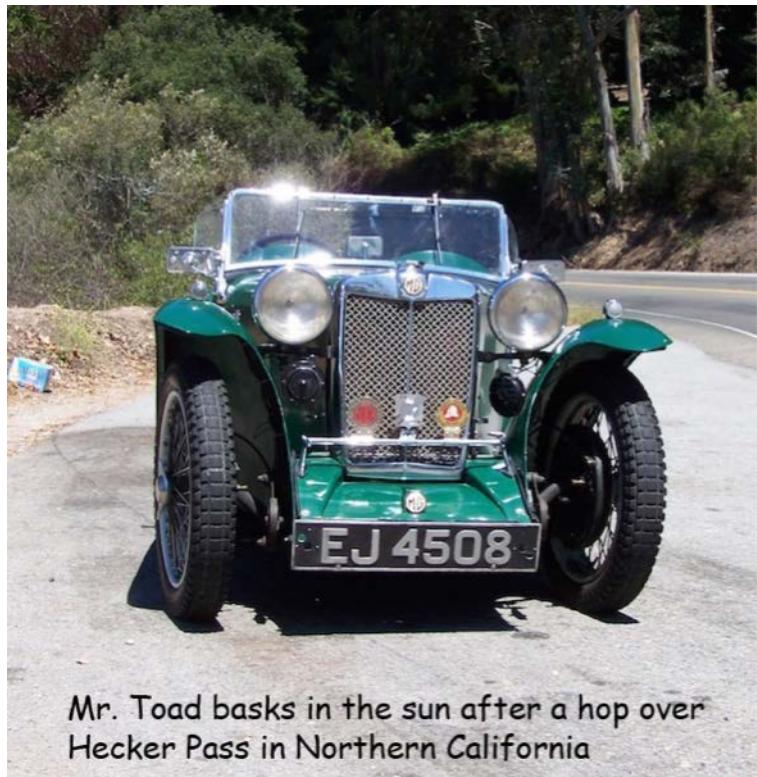








## Out and About in our Pre-War MGs



Mr. Toad basks in the sun after a hop over Hecker Pass in Northern California

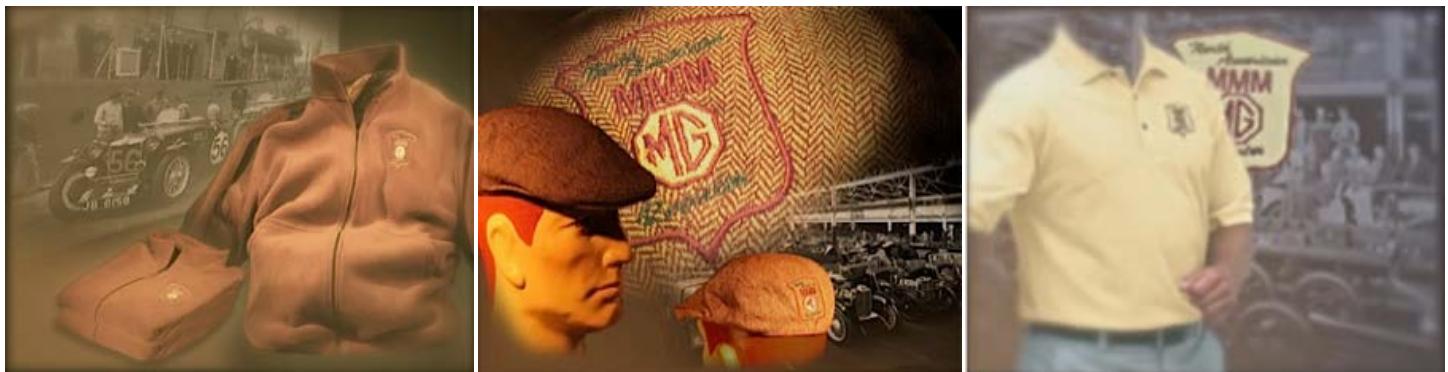


Photo: Dan Shockey (PA), George Steneberg (J2), Eric Baker (PB) , Dan Roberts (J3). Taken at MGs by the Bay, June 4, 2017, Danville, California, by Thuy Nguyen



# NAMMMR Regalia

Order your NAMMMR Regalia now!



We have expanded our selection by allowing you to select more colors.

Each item will be embroidered with the NAMMMR Shield in a complimentary color scheme. If you have a special garment that you want embroidered with the NAMMMR Shield, you can send that to me and I will have it embroidered to your specifications.



Also available is the NAMMMR Grill Badge. [Order Now!](#)



## NAMMMR Regalia Order Form

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

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Cathy Gunderson

6160 W Lakeside Ct

Littleton, CO 80125

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



## ***The Four of Us'***

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

Or: Automotive Art of Alan Fearnley hardcover book, 2007, \$20

[www.motorsportcollector.com/](http://www.motorsportcollector.com/)





# MG T and MMM Parts and Services from Bob Grunau:

-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.

-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

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

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

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

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

-TA/TC tapered rear axles with key and nut ( you taper bore your hubs ) \$200.00 each.

Also available for MMM cars, J,L, P, N, \$200.00 .

-TA/TC new rear hubs taper bored and keyed for the above axles -\$225.00 each.

Also available for MMM Cars, J,L,P, N \$225.00 Each

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

-TA/TC new rear wheel bearing securing 2" hex nuts with lip seals and keeper washers- \$90.00 the set. Also for MMM cars, J2, L, PA, N etc. .

-TA/TC Alfin brake drums- \$1400.00 set of four.

-TD/TF Alfin brake drums=\$1200.00 set of four.

-TA/TC new high ratio crown wheel and pinion gear set, 4.625 ratio \$750.00.

-MMM-J/L/N/P/ 4.875 ( 8/39 ) and 5.125 ( 8/41 ) new CWP gear sets @ \$750.00

-TB/TC rear gearbox steel reinforcing plates, pre-drilled ready for installation. Includes bolts, some spacers required. Repairs a broken rear TC gearbox aluminum plate. \$80.00

-TA/TC/MMM Dual Spare wheel adapter, Also fit PA/PB etc ( uses original lock-nut )- \$175.00

-TB/TC/TD/TF light flywheel, under 10 pounds weight, \$450.00

-2 eared MG knock-off hub nuts, 12tpi, \$40.00.

-2 eared MG Rudge Whitworth 12 tpi knock off nuts,. \$75.00

-TA/TC new wire wheels, painted or chrome, Enquire

-New Tyres, Blockley, Ensign, Dunlop, Michelin. Enquire

-SAE660 bearing bronze gearbox cluster thrust washers, -\$20.00 each or \$40.00 the pair.

End float on the cluster gear is 0.004". This end float is sometimes difficult to achieve because proper thickness bronze washers are not available. Standard thrust washers are 0.075" thickness or less. Replacement new parts from various suppliers vary in thickness. These new thrust washers in 0.076" thickness and 0.078" thickness for use in TC and TD/TF gearboxes allow you to adjust the end float to correct 0.004".

-MG T Series Art Prints, Set 4 prints, TA Tickford, TC, TD, TF, size 14" x 18" mat, \$25.00

All prices are in US\$ with shipping extra.

**Bob Grunau**

**150 Pinewood Trail,**

**Mississauga, Ontario, Canada, L5G-2L1,**

**905-274-4136 or email [grunau.garage@sympatico.ca](mailto:grunau.garage@sympatico.ca)**



# Having trouble operating the Petrol Reserve Valve? Look no farther. Repair Kit offering from: “From The Frame Up”

Editor's note: Many of you have met Doug Pelton, the proprietor of FTFU, through his parts and restoration company which is focused on the MG TC. Now Doug is stepping outside his TC focus and offering a well needed rebuild kit for the pesky petrol reserve valve. Over these years, this poor valve has seen many work arounds to feed the thirsty SU's. Mainly, going around the valve and keep a yard stick to keep track of the liters of petrol in the tank. Let's hope Doug keeps thinking of us when he develops and sources parts for the vintage MGs. - Randy

## ***NEW ITEM: Pre-war, Reserve Fuel Valve Repair Kit***

***The original reserve fuel selector valve, found on most pre-wars, had a cork wedge as the valve control. Now after 70+ years it has seen its service life and routinely fails.***

***FTFU now offers a valve replacement kit to solve the problem. If needed, order online and reference item # AF184, \$99.50***

***This is just one of the many items that FTFU manufactures to help keep your car on the road.***

***To order: <https://www.fromtheframeup.com/Submission.html>***





# For Sale - MG PA



1935 #PA1850



PA1850 was restored the early part of 2000 and driven very little since restoration. Total miles on the odometer is 802 miles, most driven by me. Starts easy and runs well. Have driven multiple times to car shows, around 25 miles each way. The restoration was extensive and complete, still looks fresh. The engine was updated to the larger displacement PB engine with greater HP, a common and sought after upgrade in the day. Not unique to this car, but to Pre-War MGs in general, is the attention they get when they are out and about. It's hard to drive this car and not end up with a couple of inquiries

about it. At car shows, PA1850 has done well; taking 2nd Place to a very well restored Jaguar SS100, at the 2016 Arizona Concours de Elegance in the Pre-War Sports and Race-cars. At local car show, the PA took Best of Show and 1st Place in Early MGs at the 2014 Scottish Gathering and Highland Games, Best of Show at a local charity event and a First Place in Early Sports cars at another local car show, in the last couple of years. This PA sports a short and long tonneau (has interference which needs to be adjusted after I installed the Brooklands Windscreens), top and side curtains. Dash and interior are beautiful, along with a very nice paint job. Includes the original sweep wings, front and rear in excellent shape, no rust. Have photos of original documents from the MGCC Archives archives at the Kimber House, including sales document from Knott Bros. Ltd to buyer, Mr E.N. Powers, warranty correspondence from Mr. Thornley, dated 27-2-36 (whining differential and "tatty" tonneau.) Car manufactured 3/9/1935 and purchased on 8/29/1935 in Bournemouth, England hence the license plate number, BEL 897. BE representing township and L897 the registration number. Contact: Randy Copleman, mowog1@cox.net, 520-241-2768 Price: \$68K





# For Sale NB1936

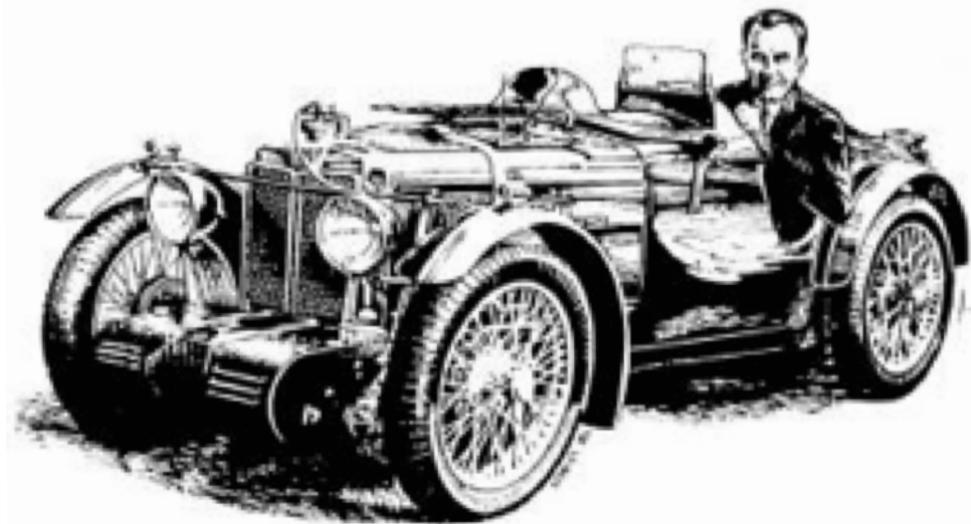


#N0895 was completed 3 year ago. Rebuilt engine includes original 1033AN engine rebuilt with original crankshaft and rods, new pistons and rings, rebored to .020. Cylinder head was rebuilt with new camshaft, valves, rocker arms. No leaks from engine. rebuilt gearbox. New brake cables and shoes mated to original drums. All original steel panels on body except front apron (have beat up original). Aluminum painstakingly replaced (rear tub, doors) or repaired (bonnet). Retains 95% of its original ash frame. 5 rims and tires on car plus one spare 18 inch rim and tire (one broken spoke). Needs top (hood) but has frame and complete side curtains (red). \$100,000 US

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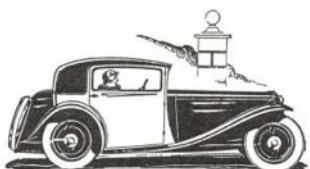
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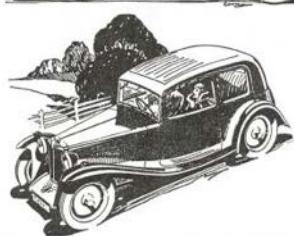
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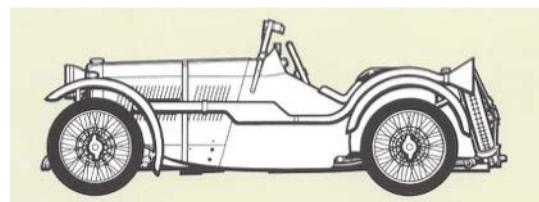


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[www.nemgt.org](http://www.nemgt.org)

1955-1962

MGA/Magnette  
The North American MGA Register  
[www.namgar.com](http://www.namgar.com)

1962-1980/Pearl Abingdon

MGB/MGC/Midget/1100/1300  
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1955-1962

MGA/Magnette  
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1962-1980/Post Abingdon

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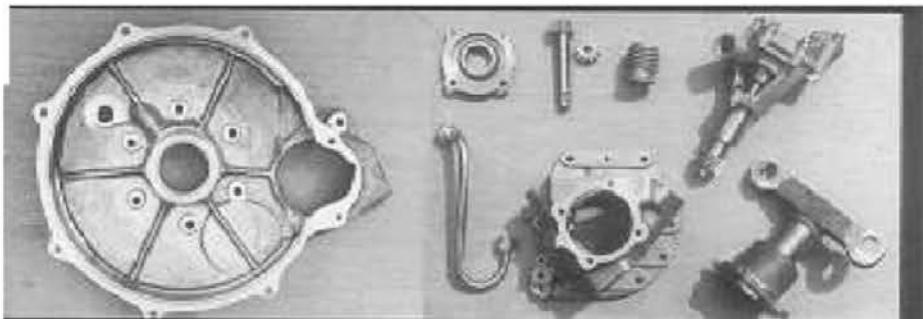
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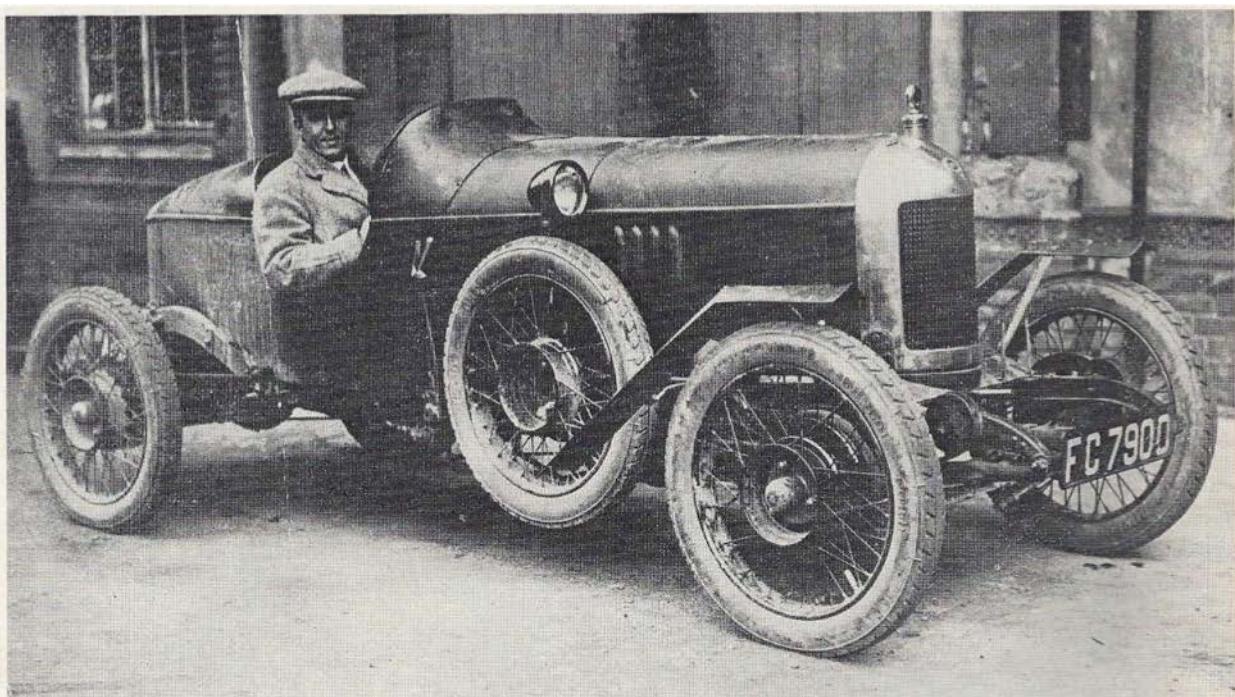
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Source: Veteran and Vintage Magazine, October 1975. This photo was included  
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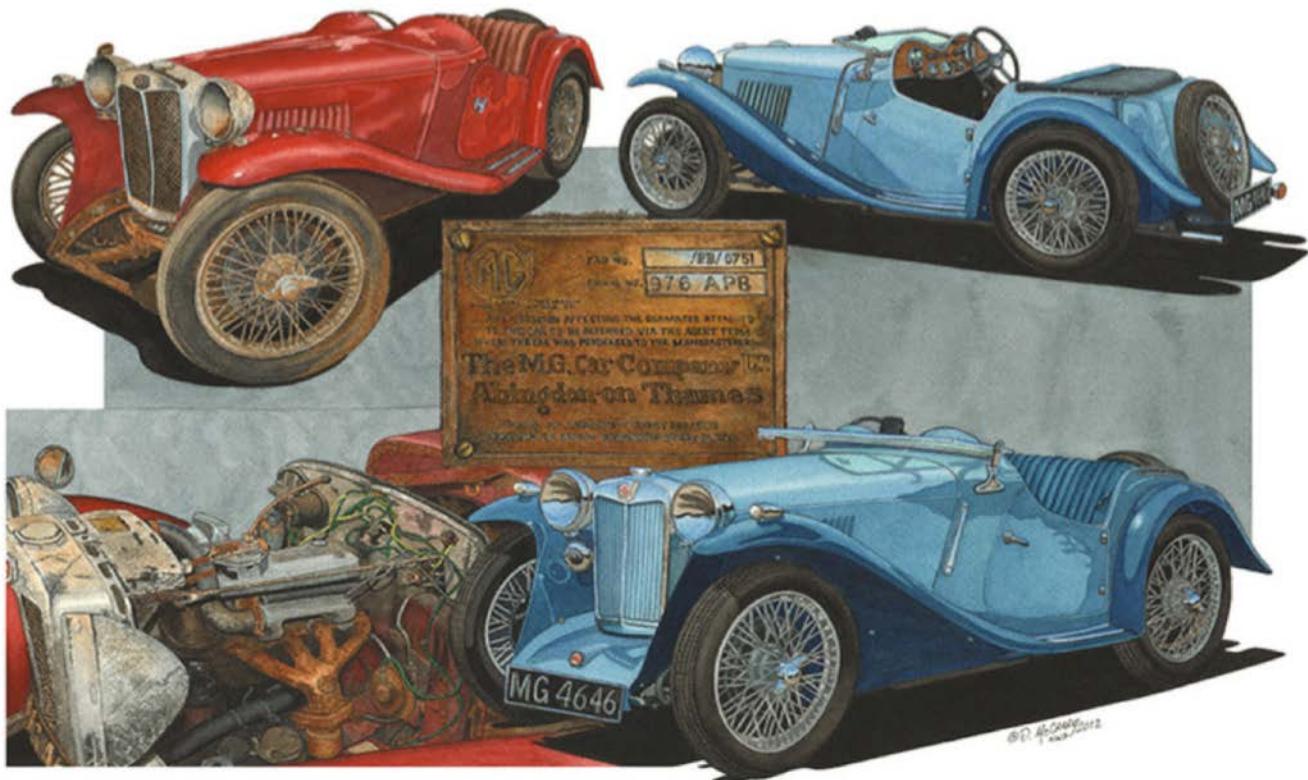
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## THE NORTH AMERICAN TRIPLE-M REGISTER

*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.