



MMM Magazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Spring 2021





MMMagazine™

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

Chairman

Jack Kahler
MGJack@aol.com
(303) 204-5517

Vice Chairman

Tom Metcalf
118 Park Ave East, Rear
Mansfield, OH 44902
SafetyFast@zoominternet.net
(419) 282-1547

Treasurer

Jack Schneider
8598 Brewster Ave.
Inver Grove Heights, MN 55076
britjack@comcast.net
(651) 248-5851

Secretary

Sarah Richey
914 Smith Court
Bowling Green, KY 42103
srichey52@gmail.com
(270) 842-5778

Register Historian

Phil Anderson
PO Box 100
Hovland, MN 55066
PAnderson@northpark.edu
(651) 433-0104

Registrar

Reinout Vogt
770 Crandall Ct.
Decatur, GA 30033
reinoutvogt@gmail.com
(847) 342-9804

Director of Register Events

Alan Magnuson
7754 S. Waco St.
Centennial, CO 80016
alanmg1978@gmail.com
(303) 437-0527

Technical Coordinator

Gary Krukoski
8297 Orchard Lane N.
Maple Grove, MN 55311
GaryKrukoski@yahoo.com
(763) 226-2789

Director of Advertising

Greg Peek
12731 Strawberry Circle
Longmont, CO 80503
gprintpa@gmail.com
(813) 494-5096

Manager of Register Regalia

Cathy Gunderson
6160 West Lakeside Ct.
Littleton CO 80125
J-CG@juno.com
(303) 791-4902

Webmaster

Casey Duncan
11921 S. Saunter Lane
Parker, CO 80138
Casey.Duncan@gmail.com
(925) 413-8097

Newsletter Editor

Tom Wilson
11541 Trail Ridge Place
Zionsville, IN 46077
MGTCTom@gmail.com
(317) 432-1984

Director of MMM Vehicle Records

Lew Palmer
16780 St. Mary's Dr.
St. Mary's Point, MN 55043
Lew@roundaboutmanor.com
(651) 270-3291

Register Address:

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



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

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

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

MMMagazine, the NAMMM Register Newsletter, is published quarterly on the 1st of March, June, September, and December.

Deadline for contribution submissions is the 15th of the prior month.

Please submit all contributions to the Newsletter Editor, Tom Wilson. His contact information is above.





The Editor's Desk

Tom Wilson MGTCTom@gmail.com

I should know better by now - creative writing is much easier at the beginning of the project than at the end. I saved this column for the very last - hope my words are interesting!

The front cover picture is a teaser for what we will see at MG International in Atlantic City. The beautiful and interesting fascia of Lou Louchios' PB Airline Coupe is quite a treat for the eyes. The PB has been with Lou for about fifty years - he told me 50 years was a hallmark goal of his. I think it looks as good - or better - than it did when I first saw it. I agree with many who are of the opinion that the Airline Coupe is one of, if not the prettiest, of the cars MG made.



With the cancellation of MG Live at Silverstone by the MG Car Club (Covid casualty), my June schedule has opened up. My room is booked, registration submitted, and vaccine shots done, so I'm ready to go to Atlantic City! Hoping to see many of you there. The real question is - do I drive the TC, the LE50, or trailer? Never trailered a car to a show before; perhaps a new type of comfort is in store for me.

Peter Cook, the Overseas Director of the MG Car Club sent me quite an interesting piece on one of Lord Nuffield's generous donations - the creation of the Nuffield College at Oxford University. I especially liked the reference to the Laurels Cycling Club in his youth. My good friend, Jimmy Cox, worked at the 'Gees (MG) from October 1945 when he was 14 until the plant closed in 1980. Jimmy's grandfather, Thomas Cox, rode and raced bicycles with Billy Morris (as Lord Nuffield was then known) when they were young. At one time they raced a tandem with an experimental wheel (shades of the modern carbon fiber Zipp wheels!). One of their regular private races was between Oxford and Abingdon, and they had a silver cup awarded to the winner. Jimmy still has that cup, as his grandfather beat Morris in their last race together.

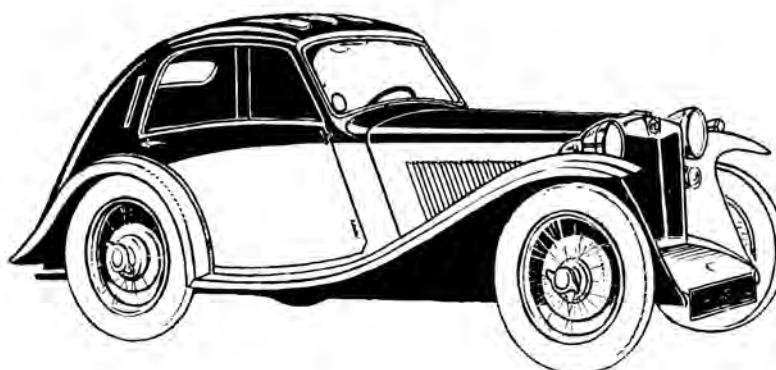
While on the topic of history, here's an article written by Peter Seymour for the Vintage Minor Register that delves into the financial workings of the creation the M. G. Car Company that is well worth reading for history buffs:
<http://www.vintageminor.co.uk/M174TheM.G.CarCompany.pdf>.

Want to know what life was like for some owners of MMM cars in the early days? An article in the December 2020 issue of MG Enthusiast, the magazine of the MG Owners Club, sheds some light on it. With tongue in cheek, I can certainly say none of us experience some of the challenges noted in this diary! We've reprinted it on page 16.

The "MG 2020 Adventure" of mine - acquisition of several MMM/T cars and garages of parts in Dereham, UK, has been fun and time consuming. The shipping container finally arrived here in Indy, things are unloaded, sent to new homes, and organized. There are quite a few parts still unsold, including an interesting supercharger and a couple gearboxes. If you are on the hunt for parts, send me an email and I'll put you on the list to receive the "for sale list" once it's compiled, and before the things I won't be using go on Ebay. There are also two J2s and an F1 unsold (in storage in England), and a TA that made the trip to the USA but the buyer backed out. Good projects!

Spring looks and feels to be right around the corner, so I can be like Billy Morris again and get out on the road on my bicycle. As soon as the salt is washed off the roads the MGs will be out as well.







Chairman's Corner

Jack Kahler MGJack@aol.com



Our Register is doing quite well considering we are all basically locked up in our garages with the only human contact being the Iphone. According to all the Facebook postings I see and emails I receive, everyone is repairing, restoring or buying an MMM car at auction. Keep it up folks, because someday not in the too distant future, we will all meet again in person.

Meeting in person appears to be a real question of where and when. I sincerely hope our National Meet with the MG Council Meet in Atlantic City, NJ in June will happen. At this time we must keep the faith, register for the meet and plan our journey to Atlantic City.

Cheers,

Jack



AUTO SPARKS
Classic British Quality

Classic British Quality *Wiring Harnesses*

Autosparks.co.uk
(44)115 949 7211



Treasurer's Report

Jack Schneider

britjack@comcast.net



February 13, 2021

Thank you to all of the members who have renewed membership for 2021, almost all are in! We are waiting on just a few folks to send in their renewals to Reinout.

I have been working on our Register's income & expense budget for this year. We had reduced the dues amount for early member renewal again for 2021, as we did last year. The response was overwhelming! The vast majority of our membership got in early, thank you. The resulting downside of that is the Register has to do a bit of belt tightening to deal with a little less cash. 2020 was a totally uneventful, disastrous year but our usual expenses didn't change. Not to worry though, our Register is financially stable and we have some cash reserves to offset shortages we are incurring.

I have just filed our annual tax return for 2020 in order to maintain the non-profit status the Register has. The US Government should be satisfied again... with us anyway.

Let's all hope 2021 brings better things for all of us and a chance to get our beautiful cars out more than the last year...

Thanks for your continued participation,

Jack Schneider



Web Report

Casey Duncan

Casey.Duncan@gmail.com



As you browse around the "For Sale" section on our [website](#), you'll notice several ads from sponsors kind enough to support our North America NA MMM Register. If you click on the ad, it will take you through to their website. Please support the Register (and the preservation of pre-war MGs) by visiting these sponsors. Their products and services meet the high standards MMM owners expect.





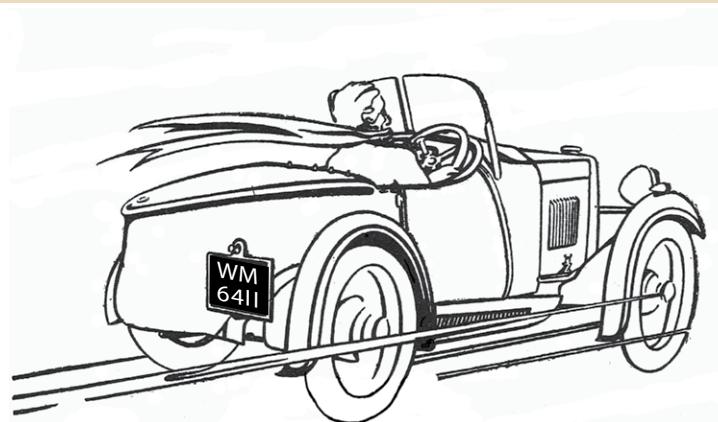
Registrar's Ramblings

Reinout Vogt

reinoutvogt@gmail.com



The 2021 renewals are coming to an end, and with the help from all of you, NAMMMR members, it was an easy process. Thanks to all of you for sending the renewal forms with updates and information corrections and submitting the dues with a check or via PayPal. Despite widely anticipated holiday and Covid delays at USPS, the first responses came in just days after I dropped the 143 envelopes in a mailbox on November 26. On December 3, I was able to process the first batch of about half a dozen forms and payments and as of January 15, the Register has 132 active members with just 9 renewals still outstanding. There were 4 cancellations; 3 members sold (or are planning to sell) their car and sadly, Richard King from Ashland Oregon passed away recently. Richard joined the Register in 2017 with an F2, which was under restoration at the time. He already sold the F2 to a new owner in Paris, France. Our thoughts go out to his wife Mary and Richard's family and friends.



Luckily, two previous members returned to the Register and two existing members registered a 'new' car.

Next on my list is creating and printing the 2021 Membership Directory. I will wait until we hear from our last outstanding renewals before printing. The directory lists all our members along with their cars, as well as two lists of all the MMM cars in our Register: one by chassis number, and one by the "MMM Number" assigned to each car when it was first registered with the UK MGCC Triple-M Register. If you have any suggestions for the 2021 directory (layout, additional listings, photos, or information), please feel free to contact me at (847) 342-9804 or my email listed above.

Further, I'm aware of a few non-member North American M-Type owners and I will contact them to invite them to join our Register. I encourage everyone to do the same for anybody you know with an MMM car. We would love to welcome all of them in our club. See you next in the Summer issue of MMMagazine!

Welcome back to the NAMMMR!

Ray Holtzapple from Houston, Texas with PB0590. This is the third PA converted to PB spec by MG before selling new. The car then became a Lancashire police car with UK registration ATF 256. It now sports license plate ATF 174.



PB0590
(undated photo from
UK MGCC MMM Register database)

Welcome back to the NAMMMR!

Dan Fest from New Hope, PA with PA2069 in restored condition.

Dan writes that the 12" of snow covering his garage/barn made it too difficult for him to take a proper picture right now.



PA2069 in 2007
photo from UK MGCC MMM database)

Welcome PB0592!

Harry Neilson of Vancouver, BC was a NAMMMR member already but had not yet registered the PB he purchased from his father in 2012, who owned it since 2002. It's currently in pieces awaiting restoration.

Harry only recently discovered some of the provenance of PB0592 and writes "it was one of 27 factory converted PA's to PB's to police spec for the Lancashire Constabulary with UK license plate ATF 254." . . . And now I can hear you thinking . . . but wait, did I not just read that story already? Nope, this is a second Lancashire police PB! Isn't it a coincidence that these two cars (re)-join the Register at the same time? (Unfortunately, no photo of PB0592).

Congratulations on the purchase of PB0437!

William Kremer just purchased PB0437 (this month) to be a garage companion to his PA2194 in Teaneck, NJ (just across the Hudson from NYC). It is a beautifully restored PB we last saw in 2012 at the NAMMMR/GOF Central in St. Charles, IL. PB0437 spent most of the past 8 years since in a museum.

PB0437 early 2021





JOIN US FOR THE SIXTH ALL MG GATHERING



sponsored by the
North American Council of MG Registers
with your friends from the MMM, MGT, MGA
and MGB Registers.

TECH SESSIONS | COACH TOURS TO THE SIMEONE AUTOMOBILE MUSEUM | HISTORIC PHILADELPHIA |
AND THE SEASIDE RESORT OF CAPE MAY | SELF-GUIDED DRIVING TOURS | COOKING CLASSES |
WINE AND BEER TASTING SESSIONS | THESE ARE ONLY A FEW OF THE MANY EVENTS PLANNED

14-17 JUNE 2021 **ATLANTIC CITY, NJ**

REGISTRATION WEBSITE AVAILABLE
DECEMBER 2020

Come join the fun



MG International 2021 News

Atlantic City, NJ June 14-17



Tom Metcalf,
NAMMM Register representative
for the North American Council of MG Registers

Plans for MG International 2021 at Atlantic City are progressing, and we are looking forward to putting the pandemic behind us and having a big MG blast in June. We have spent many hours planning this event, along with several site visits, to ensure a fun week of MG activities for attendees. Our NAMMMR is active in many of these activities, including the IKEA funkhana by Reed Tarwater and Alan Magnuson. Reed has built the small J2 style MGs, and the race is not downhill, but rather a timed assembly. Additionally, yours truly is hosting another indoor car tour chapter, so I'm currently on the prowl for unique MG's to include. What have you???

Of course, our Famous Bibulous Gallimaufry will take place, overlooking the famous Atlantic City Boardwalk. Seminars are always a popular feature, and this time around, since Airline Coupes are the featured MG (note to Airline owners: BRING YOURS!!), Lew Palmer and I are doing one of the seminars on - you guessed it - Airline Coupes!! My unfinished NA Airline, which has

been in process for years now, will be a focal point.

Other notable activities will be the familiar car show and banquet, and great bus tours to the world famous Simeone Museum, one of the world's best auto museums. Read all about it: <https://simeonemuseum.org/>.

Another bus trip is to the fabulous seaside Cape May; one of America's finest historical landmark cities. It's a great MG drive, too, especially if coastal MG drives suit your fancy, like they do mine. Sign up for the bus ride or enjoy the drive through quaint Atlantic Ocean towns along your 50-mile drive. Check out our registration website here: <https://ac2021.regfox.com/mg-international-2021>

Follow the downward COVID trend and follow the upward MG trend!!

See you in Atlantic City, June 14-17!

Tom at Safety Fast!

<http://www.safetyfastrestoration.com/>

Online Regalia Sales

Rick Ingram

We made it easy for you to order your regalia for MG International 2021; you can order while registering for the event, or directly from our online "regalia store," run in partnership with Wagner Sign and Apparel, our regalia provider.

Select from a wide selection of t-shirts, polo shirts, dress shirts, sweatshirts, and hats while registering at: <https://ac2021.regfox.com/mg-international-2021>.

All of these items and more, including quarter zip fleeces, hats in all colours, windscreens, and face masks, are available at the MG International 2021 online store: mgint.itemorder.com/sale.

Items ordered on our registration website will be paid for at the time of your registration and will be available when you arrive at Atlantic City to pickup from our vendor.

If you order through the online web store, you'll pay there and can choose to have your order shipped directly to you before the event (or pick up at Atlantic City).



Purchasing regalia is a great way for you to support MG International Atlantic City 2021 even if you are unable to attend!

We urge you to take a look at the website!



When I Was Your Age

Phil Anderson PAnderson@northpark.edu



LOOKING BACK TWENTY YEARS

So many of us are relieved to see 2020 in the rear-view mirror for reasons that need no highlighting, except to recognize all the events (local, regional, national, and international) that were cancelled in the world of our Triple-M cars. As I write in mid-February, it is -22F this morning in Minnesota and thoughts are turning to spring with the hope that 2021, which in many ways still seems like a continuation of 2020, will allow us to gather again and enjoy motoring together. Despite lunar calendars that mark the years precisely, I know as an historian that periodizing time, which is experienced as an ongoing reality, is an artificial construct, a moving target of transitions following no necessarily predictable timeline.

Twenty-years ago was also a year that stands out in the collective memory of Americans. 2001 began, as well, with the aftermath of a contested election, an electoral college count decided by a SCOTUS interpretation of hanging chads in Florida. By late summer into the fall, the nation was torn and grieving by the tragic events of 9/11. Sandwiched in between in early July was the North American gathering of five major MG registers at the Minnesota State Fair Grounds in St. Paul: MG2001—AN MG ODYSSEY. Held every five years, we await with anticipation another such gathering in Atlantic City this summer. Time will tell.

Two pieces from the *North American MMM Newsletter* in the spring of 2001 are worth revisiting; I have reprinted them on the following pages. The first was the third of a series of four by Sam Bennett, entitled “Abingdon in the Thirties.” He was employed at the MG works in the early 1930s when so much was happening with the new marque in the development of numerous models and a full-throated racing program. His first-hand recollections are engaging of both the cars and the people who made them special then and to this day.

The second article is from a column through the years written by Bob Zwart, the NAMMMR librarian. The owner of a 1929 M Type, Bob reviewed a wide variety of books and periodicals of interest to members, with a keen eye and insightful commentary. Here he recounted a visit with Jerry Keuper, founder of the register, and his wife

Natalie at their oceanside home in Melbourne Beach, Florida. We all know that owners of Triple-M cars are people who have led, and lead, interesting lives outside of their passion for the motor car. Jerome P. Keuper was extraordinary, a rocket scientist and nuclear physicist who moved to what became the Kennedy Space Center in 1958 as chief of RCA’s Systems Analysis Group. That same year, he founded Brevard Engineering College, which soon became the renowned Florida Institute of Technology, where he remained president until his retirement in 1986. His professional associations and services to culture were wide ranging. An Army intelligence officer during WWII in China and Myanmar (then known as Burma), for the next half-century he pursued his love of the Chinese language, publishing in 1997 *Chinese 1000*, a dictionary of colloquial and idiomatic Mandarin Chinese expressions.

MGs were always a big part of Jerry’s life, and we can be thankful that shortly following his retirement he and others gave birth to the NAMMMR. Because of ill health in 1995, Jerry asked Bill Tantau to become chairman of the newly formed steering committee. Bill would later ask Jerry—prior to his death in 2002 at age 81—to record some memories, which he did in the following undated letter:

Dear Bill,

Here is an off-the-cuff stab to try and answer your query this afternoon. Unfortunately, I thought I bought my PA basket case much earlier than I did. However, perhaps you might find a nugget worthy of mention in the following.

In 1953 I bought my TD, which I am still driving today. However, I couldn’t have fun working on it because it didn’t need any. So, I cast about to find a TC I could take apart and restore. I found what I thought was a TC basket case, but the owner said it was a PA. I told him I never heard of a PA, but he said it looks like a TC and I wouldn’t know the difference anyway. So, in 1977 I bought the PA basket case. Then I found out there was no such thing as parts for a PA to be found in this country and I would have to go to England, which I did. Silverstone weekend proved to be a Mecca for me. I soon got to know many friends

and MMM dealers over there and fell in love with the MMM cars. I finally finished restoring the PA in 1981 and it won every trophy in sight, including being selected for the cover of *The Sacred Octagon*. Winning trophies at the Antique Auto Club of America shows was easy because at that time MMM MG cars were rarely exhibited and my PA attracted a lot of attention.

Well, I guess I was back where I started. Nothing to do on the PA, so I started restoring a J2 basket case in 1981. When finished, it rivaled the PA in every way and won the hearts of everyone. Again, nothing to do on the J2 either, so I decided to try a six-cylinder and in 1988 found a 1933 L1 basket case, which turned out to be a Lancashire police car. Finished restoring that in about 1995, but again nothing more I could do on the cars. Nothing more to do? How about hanging it up and just enjoy the beautiful MMM cars, which I did.

When my wife is asked what she thinks about these cars, she always says, "Well, they got me to England, to say nothing about a half-dozen foreign countries from South Africa to Australia looking for MMM cars."

Bill, if you want me to try again, let me know.

Jerry

P.S. I don't think this is what you are looking for but it's the best I can do at the moment. It has little to do with the MMM Register, I guess.

It, in fact, has everything to do with the history of the NAMMMR and thankfully shows that it need not be rocket science for the rest of us!

Be Safe, Be Seen!

Reduce the electrical load and have much BRIGHTER, SAFER tail lights.

NEW LED Lamp Inserts for MGs and other British Vehicles



L471 for 50 - 52 TD or Morris Minor \$99 per pair



TF201 for MG M-type and J
\$49 each

Don't see what you need? Ask,
or visit
www.brittrix.com

Upgrade your classic British vehicle tail lights with modern LED light power!

Most are three function (Brake, Turn & Tail light + License plate) units that are simple to install in your existing lights.

Most are polarity neutral units (work in either positive or negative ground) and Red or Amber Turn Signal (where applicable).



ST51 for MG TB, TC, Y
\$129 per pair



ST38 for pre-war MG
\$129 per pair

Inquires to Lew Palmer:
sales@brittrix.com

Orders via PayPal or credit card to www.brittrix.com



NORTH AMERICAN MMM NEWSLETTER

North American MMM
Register
Midget, Magna, Magnette

Spring, 2001

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

Ken W. Purdy, The Kings of the Road

ABINGDON IN THE THIRTIES....

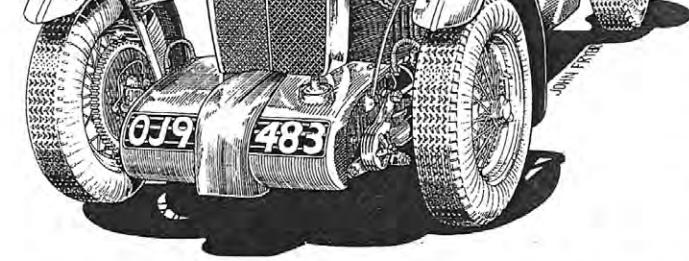
Wherein Sam Bennett continues to tell the story of those early days in Abingdon and his life in the MG factory during the emergence of the MG sports car, as told to Marham Rhoade. (Third of four parts)

Pressed Steel used to make the chassis for the MGs and the bodies came from Carbodies of Coventry. As everyone knows, nothing was ever made at Abingdon -- it was an assembly plant, pure and simple. However, from time to time, we did have to improvise or design bits and pieces to make them fit, and there were some very skillful people employed at the MG Car Company.

For example, there was a small paint shop separated by a partition from where the sheet metal workers were based, and the last job these chaps had to do when a car came off the line, was to trim the bonnet (hood)! From the bulkhead to the radiator, the bonnets were always oversize, so when the sheet metal workers got them they had to be tailored to individual cars, mainly because they couldn't guarantee the parallel lines

of the body being accurate. So they would trim them with tin snips and files, to suit each individual car as it came off the line.

At the bottom of the ramp was the 'tyre' man, a chap by the name of Willis. He was only a little fellow and he used to put the tires on the wheels. He was always surrounded by inflated inner tubes, seeing whether they lost any pressure, and he would also respoke any wheels that needed attention from the Service Department. Willis had none of the modern tire fitters equipment with which we are so familiar today; just a set of tire levers polished like silver due to constant use. He had a board about 3 ft square with a dummy hub on it, and he'd get a tire and a tube and in a couple of minutes it was on the wheel!



At this time the assembly line at Abingdon was a brick effort about 10" high, with a guide channel for the offside wheel, as the workers pushed the cars along by hand, as in fact they were right up to the end of MG production in 1980. A shortage of wheels in my day was remedied by having "dummy" wheels made of wood, which could be fitted

(Continued on page 2)

Inside this issue:

Abingdon in the 30's Part 3	1
Editor's Comments	3
Chairman's Chatter	4
Treasurer's Report	4
Registrar Ramblings	5
Technical Tidbits	6
J2 and the Royal Scot	8
New Zealand pre-1956 MG Rally by Pip Bucknell	9
A Rare PA with Special Bodywork by Malcolm Green	12
Books for the MG Enthusiast	14
Things Aren't Always What They Seem by Reed Yates	16
Dan Shockey's New PA	18

Special points of interest:

- Be sure to visit our web site at <http://www.mg2001.com/nammmr>
- Note register folks E-mail addresses on page 3.
- This issue of **Helpful Hints** gives you hints on lubricating leaf springs and information on the J2 cutout.
- This issue's **Technical Topics** cover engine colors and the ignition warning light.
- **INFOLETTER No. 145** from the MMM Register is included as an attachment.
- Check out the **Classified Ads** for great deals—page 22
- Be sure to return your **Car Update Form** and send your dues to our Treasurer.
- Check out the **MG2001—An MG Odyssey** announcement on page 21.
- Details of the **40th Anniversary of the MMM Register** are on page 19.



(Continued from page 1)

so that production was not halted.

After a while I was put to work in the 'units', the racing engine shop where I came in contact with Reg (Jacko) Jackson, Syd Enever, Billy Newnes and a chap called Carter who had the dirtiest job of all, grinding out the cylinder heads until they shone like silver! I must have done a fairly good job here for I was then sent on to the "balcony" to work on racing car assembly. This area was approached by a ramp leading up from the main floor of the shop and we worked in a place called the "cage" because it was surrounded by chain link fencing to keep out unauthorised visitors.

As I have mentioned before there were no such things as pits to get beneath the cars. We used to jack up the rear wheels and put them on wooden 'shoes' and then we would lift up the front with block and chains. The 'shoes' ensured that the tail pipes etc. didn't catch the floor. For driving the base chassis around the works each man had his own personal, wooden seat which he would then clip on to the chassis. These seats had no backrest, so one couldn't use the footbrake and so we always used the handbrake which was compensated with the foot brake. In addition you had your own two gallon petrol tank with flexible pipe, to provide fuel, and your own oil catching pan. This was to drain the oil which in those days seemed to be very often!

Around the fence of the cage in the gallery were affixed all the garlands, numbers and laurel leaves which had been won by the competition MGs prepared in the racing bay. They came from many exotic places, including Montlhery, Monte Carlo, the Mille Miglia and many others, and they provided a splendid display for distinguished visitors admitted to the racing shop. At this time I was working in the MG "Q"-type of which only eight were made. They had dual petrol pumps and I was asked to put the petrol lines in, but I was instructed that on no account was I to drill the body of the car to fix them. At first I thought about fixing the lines to the floorboards, but eventually I designed and made some brackets which allowed me to lead the two pipes around on the inside of the body without drilling.

Speaking of the Q-Type, I recall that one day a racing driver came along to collect his new "Q" and he brought along with him his riding mechanic. This particular driver was very disabled (due to a race accident -- these chaps had some terrific prangs!) and he could not get into the car without a great deal of difficulty. We talked the situation over and without further ado he cut part of the body away leaving a big hole on the driver's side. We then fixed him up with a broad leather strap, some 9" wide, to keep him from falling out of his seat when cornering -- one of the first ever safety belts! If I remember correctly his name was Urquhannes.

We got to know all the racing drivers of the time through working on their cars and they used to spend many long hours with us in the workshops. George Eyston was, of course, a regular, very, very reserved and he had a kind word for everyone he came in contact with. All the competition drivers who came to Abingdon were real gentlemen, and they frequently visited the works to collect their new MG car or to try their various seating positions. I recall E.R.Hall who was famous for his deeds at the Shelsley Walsh hill climb. A balding kind of man, he came in one day and asked if we could fit twin wheels onto the rear axle of his MG specifically for his climbing events-and of course we did! Another time we fitted a device rather like a sun blind on the front of his radiator for quicker warm-up of the engine, and this was operated by a wire leading into the cockpit. Hall eventually accumulated so much equipment for his cars, in one corner of the factory, that he was sent a strong letter asking him to remove it or it would be dumped!

Nuvolari! Well, what can one say about him? I once asked Alec Hounslow what it was like to drive with Nuvolari and he replied, "It is unbelievable. He is so very quick and a master at the art of cornering. In fact, if you put a matchbox on the racing line of a corner he would hit it every time he took the corner!" Hamilton, who came second to Nuvolari in the Ulster T.T. was another man who always took time out to talk to you, however, he was unfortunately killed in the Swiss Grand Prix of 1934. So, at one time or another, nearly every famous driver of the era came into the works, and it was my privilege to meet them all.

I remember preparing a J-Type which either Hamilton or Black was to drive at the Ards Circuit in 1934, and I was told by the foreman that I couldn't go on holiday until the car was finished. I telephoned my girlfriend and told her that when I came up to Lancashire we would go to Ireland for our holidays. Little did she know that we would finish up sitting at Quarry Corner on the circuit to watch the race! You see, MGs get in your blood and even on holiday you couldn't leave them alone.

However, it was not all successes. There was one sad occasion when one of our mechanics was killed. We had three cars which went over to the Isle of Man for the "Mannin Beg" event. Held on public roads, this race drew thousands of spectators from the mainland. The roads were closed for the race and also for testing at the completion of which the cars came back to the pits for any rectification needed, ready to go out the following morning for retest. The chief mechanic was informed the car was ready and they started to prepare it around lunchtime. The driver was informed that he could retest the car the following morning but he said "We'll test it right now". They went

(Continued on page 7)



Page 2

(Continued from page 2)

out onto the open roads and unfortunately hit a taxi, the wheels of which were taken clean off. The MG overturned in a nearby field and the mechanic was fatally injured. It was a very sad moment for me to attend his funeral in Oxford.

"Where was Cecil Kimber in all this?", I hear you say. Well, we didn't get to speak to him very much but he was a real gentleman. He always wore a dark suit and a trilby hat, walking with the aid of a stick due to his disability. I can still recall the way he used to walk into the shop-even then he was Mr. MG! It was a great pity that he lost his life in the train crash as he did, because I think he would have gone on to even greater things. You know, in many ways Frank Williams, (of Formula One fame) reminds me a lot of Cecil Kimber.

There were only two men detailed for tuning the race cars, and there was no sophisticated equipment -- not even a stethoscope! Tuning was carried out using a long screwdriver, which you

placed on the engine with the wooden handle against your ear. All the cars were hand tuned from years of experience and tuning was a real art. The only problems we encountered were with cars that went abroad where the tuning set-up at Abingdon was knocked out by different temperatures, altitudes, etc. and sometimes the cars had to come back to the factory for rectification.

We didn't have a great deal to do with the Wilson Preselector gearboxes, the experts from Wilsons being more adept at this. Any faults with the Wilsons which we did find, such as metal fatigue or cracks were identified with a red label and returned to the factory for rectification. I recall, on one occasion, a K3 coming in, on which the preselector had accidentally been passed through into reverse, and the clutch then let in! It twisted the propshaft just like a woodscrew, pulled the rear axle, snapped the spring link and damaged the driver's legs. This will give you an idea of the enormous power the K3 possessed! Following this unfortunate mishap, a means of "checking" was devised so there was no fear of another driver accidentally engaging reverse in the future.



Feb 2021 Contact info for Steve Gilbert:
Tel: 011 44 7368 685384
2 Devils Lane, EGHAM TW20 8HD U.K.
sgilbert@hotmail.co.uk

S. J. Gilbert VINTAGE CAR RESTORATION

11 Pyrocroft Lane, Weybridge, Surrey, KT13 9XP
Fax/Tel No's: 01784 466488—WORK ~ 01932 843712—HOME
E-MAIL ~ sgilbert@emumail.net



SAMPLE FROM MY PRICE LIST:

FOR ALL MMM / T-TYPE BODYWORK REQUIREMENTS,
MMM FIREWALLS £72, APRONS £90, BONNET TOPS (PAIR) £200,
BONNET SIDES (PAIR) £190, BUCKET SEATS (PAIR) £150,
SIDE VALENCES £155, CYCLE WINGS (4) £270, FUEL TANKS £290,
P-FRONT WINGS (PAIR) £900, P-REAR WINGS (PAIR) £495,
P, J, L, F, J4 BODIES COMPLETE £1840, K3 SLAB TANK BODY £2700,
N-TYPES FROM £2650 - £5000, M-TYPE £1600, SPECIALS POA.
TA/B/C/D/F BODIES COMPLETE 2375, ALL BODIES COME WITH DOORS AND SCUTTLE TOPS FITTED
IN STEEL OR ALUMINUM.
PARTS MADE FOR OTHER VEHICLES.
PRICE LISTS AVAILABLE, SUPPLIER TO THE TRADE.
MG TRADE MEMBER, EXPORT FACILITIES.

Books for the MMM Enthusiast

Bob Zwart is the Librarian for the MMM register, as well as being Librarian for the Vintage Motor Group. He has a large selection of books in the VMG library, but very few (in fact, three) in the MMM library. Bob will bring us reviews of books and magazines, or other interesting reading material, periodically in the NAMMMR Newsletter.

A Visit With Our Founder

This is a special report based on my trip to Florida during the recent balloting fiasco. First, I must state I did



not count any dimpled or pregnant ballots. My wife Margie and I decided to see at least the northern half of Florida since she had never been there. We arrived in Orlando and traveled from there. One of our must visits was to be to Jerry Keuper, Founder

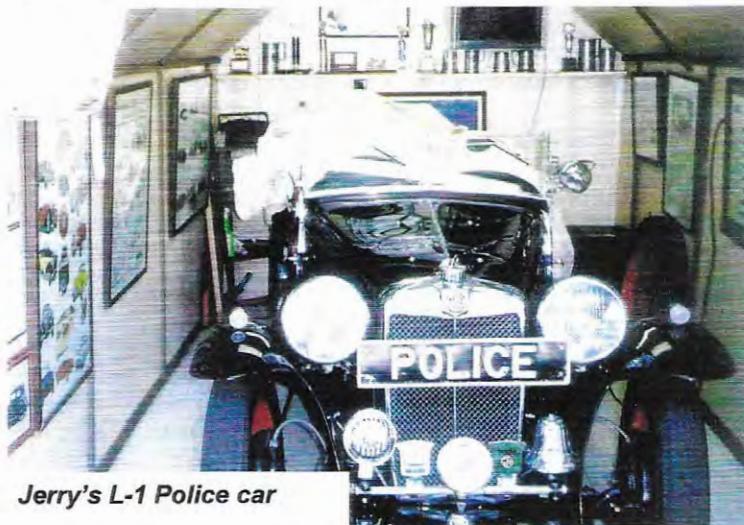
and Chairman Emeritus of the North American MMM Register. He graciously opened his home for us. Of course, on our arrival he was entertaining other visitors, also.

Jerry and Natalie spent a couple of hours showing us around their beautiful home, located on the Atlantic shore. Naturally, they ordered a bright, sunny typical Florida day for us. The basement museum was the centerpiece. There are approximately 400 eight by ten photos on the walls. There are prestigious awards from every country, as well as trophies and medals. DOCTOR Jerry Keuper is very modest about all these but it is hard not to recognize his capability when he gets an award from China for writing a book in Chinese for them. This room is guarded by an English Bobbie and is lighted by a crystal chandelier. He tops this showcase off by showing his four spotless garages (the



walls are covered with rare posters, patches, pictures and a 'few' more trophies. Each garage has a dehumidifier (and a floor you could eat off) and they house his 1934 PA, the 1933 L1 Police Car, the 1932 J2 in a beautiful two tone green, shown here being loaded onto a trailer to haul to a show in Cocoa Beach. Then there is the rare 1935 NB (he readily admits, "he may not get it restored") which at this time serves as a table base in the paint booth.

Jerry is the founder of Florida Institute of Technology, which is in direct competition with California Institute of Technology, and was the President for 23 years. He is still active on the Board of Directors.

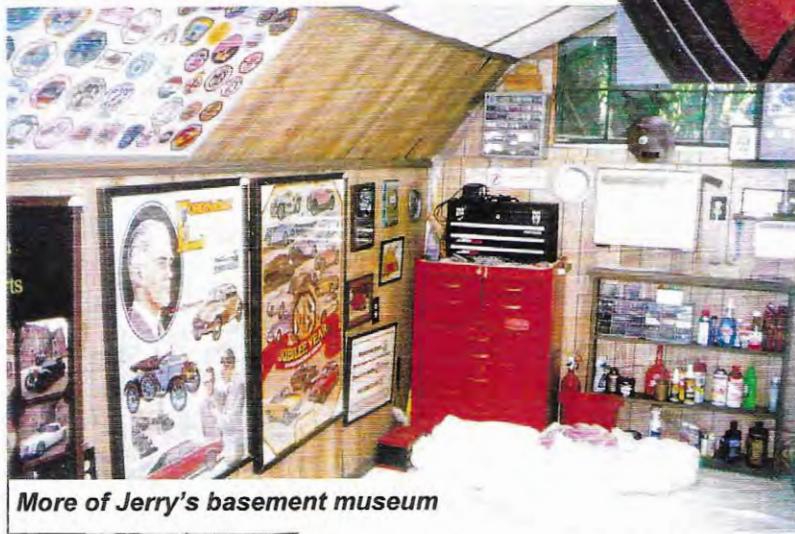


Jerry's L-1 Police car

Thanks to Jerry for the neat opportunity to visit and share this visit with other MMM members.

Automobile Quarterly Review

One place where we find an excellent report on the history of MG's is the American publication, AUTOMOBILE QUARTERLY. The Volume 20 Number 4 issue (1980) has a very complete article by John Dugdale on *HALF A CENTURY OF M.G.s, a Personal Reminiscence*. To start it off, there is a great cutaway drawing by James A. Allington of the MG TC. This is scary for its completeness. It is complete! There follows the history, starting with the Bull nosed Morris models and the many changes that followed. Then came the 847cc Minor using the Hispano derived engine from WW I. Cecil Kimber then went to Cowley to get "an engine with a built in capacity for more power". From this evolved the MG



More of Jerry's basement museum

Midget. From John's personal knowledge at the age of fifteen, he recounts seeing the first advertisements for this pioneer. It follows, that he encapsulates the next ten years of development, larger displacements, superchargers, etc., that there were at least thirty-eight different models, an average of four per year; with a total production of a little more than 20,000 cars. MG made the racing series, sports, and the luxury cars, all in competition with the majors.

The article recounts the racing cars, post war saloons and the record cars. Following the thumbnail history, there are 42 MG photos, at that time (1980), the largest full color collection of MG photos in one place. The quality of the photos is excellent. How about a "pillarless Saloon", in red, no less. Goldie Gardner's EX 135 and a two tone MG PB of 1935. There were special bodied Swiss Keller bodied SAs, Tickford bodied TBs, and of course, post war YA cars. How about a YT? Then there are ZAs and ZBs. Yes, there are a variety of 'late model racers included.

If you haven't had enough cars, there follows an article on the 54 years that AAA was involved in early racing. It tells of Barney Oldfield, Ralph De Palma, and Tommy Milton (whom I never heard of) touted as America's greatest race driver. There are some awesome pictures of wrecks, board tracks, and



early cars, midgets and stock cars. There is a report on everything you would ever want to know about a 1931 Cadillac V-16 Roadster by Pinin Farina, along with DETAILED photos. You might even want to give up MGs for this monster. What do you know about Muscle cars? There are some interesting cars described in this article. Try and get a copy of this issue of AUTOMOBILE QUARTERLY for your library (from the Internet, E-Bay or Hemmings) if you like good photography.

Bob Zwart





Advertise With Us!



Fall, 2019

MMMagazine™
Official Newsletter of the North American MMM Register
Celebrating Pre-War Cars of the MG Car Company
Spring 2020

Overhauling the M.G. Midget

**North American
MMM
Register**
Colorado Springs, CO
June 1-5, 2020

Early Summer in the Rockies!

MMMagazine now offers display ads within its quarterly issues as well as the opportunity to advertise in the Resource Directory on the NAMMR Website, NAMMR.org.

Size	Per issue	Per Year (4 issues)
Half Page:	\$50	\$200
Full page:	\$110	\$440
Business Card:	\$20	\$80

Your ad on the NAMMR website : \$50 /year

Contact:

Greg Peek at the Register
gprintpa@gmail.com
813-494-5096

Join us as we take a peek into the well-documented diary of work carried out by the late John T Rundell on his 1934 L2 Magna - transcribed by his son, Chris Rundell

Reprinted with permission from the December 2020 issue of *Enjoying MG*, MG Owners Club magazine.

www.mgownersclub.co.uk

MY FATHER'S MG DIARY



Thursday 26th Oct 1950

Saw a red MG in Burton and Deakins show window, priced at £220. Looked worth it.

Monday 30th Oct

Phoned the garage, having thought about it over the weekend. It is an L2 Magna, 1934. 12 hp. 6 cyl. O.H. Camshaft. Being sold on commission for an R.A.F. Officer who is going to Singapore on Thursday. Mr. Flemming at the garage says that the general condition is above average, but that the engine requires a reboore.

Tuesday 31st Oct

Andy Field and I looked at the car in the evening, and heard the engine running. The garage chap was right, the general condition is good with five new tyres, but the engine is oily and needs attention. Made an offer of £170, and left the works phone number.

Wednesday 1st Nov

Mr Flemming phoned to say that the owner would sell for £175. Agreed on that price. Seems that he wants to settle the deal before he goes abroad tomorrow.

Friday 10th Nov

Paid for the car, arranged to have it delivered on Saturday morning. Was taxed up 'til end of Sept. so they'll run it up with trade plates.

Saturday 11th Nov

Delivered in the morning. Mileage on clock - 55,293. Will begin to list items needing attention tomorrow. Bought new windscreen wiper blade - 2-9d.

Sunday 12th Nov

Jean saw and approved car. Removed petrol gauge cleaned it, redrew the scale, fixed on a pointer, and cut a piece of glass for it. Refitted.

Tuesday 14th Nov

Removed both headlamp reflectors for re-plating. Also traced cause of erratic side-lamp operation to faulty earthing. Will run a separate earth wire to all the lamps.

Thursday 16th Nov

Put back the resilvered headlamp reflectors, and adjusted the lamps for focus, and approx. position. Final positioning will have to be done on the road.

Saturday 25th Nov

Drained water through cock underneath offside of radiator. (About 2½ gallons). Topped up battery - it won't come out very easily. Removed petrol tank drain plug, and drained tank. Plug wants a new washer as the old one had been leaking.

Saturday 2nd Dec

Refitted petrol tank drain plug with new washer.

Sunday 7th Jan 1951

Tried to remove the dynamo and the camshaft drive without taking the cylinder head off, but found it impossible. Therefore dismantled the head, removed it to the shed, and took off the drive. It had been leaking oil because the nut which holds all the washers tight on the shaft was missing. The roller bearing on the shaft is a bit slack, and the valve rockers are worn on top, but the camshaft bearings, and all the gears, are A.1. Removed the dynamo, this was very oily, but otherwise O.K., the bearings are good. Took out the oil filter, and put it to soak in petrol, it is filthy, and doesn't look as if it has been cleaned for years.

Monday 22nd Jan

Took the vertical drive bearing into the works to get it fitted properly. Promised for Wednesday.

Tuesday 23rd Jan

Mended puncture (a small pinch) in the spare tyre.

Thursday 25th Jan

Removed the dynamo, and assembled the vertical drive shaft properly. Replaced dynamo quite easily. Replaced and bolted down the camshaft.

Saturday 27th Jan

Bolted on the universal coupling between dynamo and vertical drive shaft. Fixed the oil pipes and water manifold. O.K. to go. Wouldn't start (but didn't try very hard).

Sunday 28th Jan

Fixed on the spare wheel, with small additional plate, to take the increased size of the inflated tyre. Cleaned the contact-breaker, and engine started easily. Went out in the afternoon, but the car runs sluggishly. Can't be made to 'pink', and spits flame from the carburettors. Think the valve timing is early, must check it over later on in the week. Mileage 55,328 (39 today).

Sunday 11th March

Checked the valve timing very carefully on No.1 cylinder, and it seems to be exactly right, or at the worst 2° late (limit of accuracy of measurement). Also pumped up the offside front tyre, which was flat - it must have a puncture, and greased some of the off-side nipples.

Sunday 18th March

Checked ignition timing and found distributor rotation to be opposite to way I thought it went - explains some of the peculiar troubles I ascribed to valve mistiming. Set to approx. correct, but the distributor housing is loose, and can easily vibrate around. Refixed contact-breaker lead, and filled rad. with water. Went out for a short run in the afternoon. Dynamo wasn't charging, and the windscreens wiper doesn't work. Also, am not very satisfied with the present driving mirror - should like to fix one on the windscreens. Mileage 55,349, (21 today).

Friday 23rd March

Battery has been charging since yesterday. Removed windscreens wiper, cleaned motor and replaced a missing driving pin.

Sunday 25th March

Refitted windscreens wiper - O.K. now. Checked dynamo - is all in order. ½ charge field resistance is O.K. and battery charges only in full charge switch position. Had a run to Sevenoaks. Engine pulls fairly well, but gets hot. Petrol pump sticks occasionally. Mileage 55,382 (33 today).

Monday 26th March

Another run towards town, through Bromley. Carburettors are now set too weak, have to use choke a lot. Petrol pump and screen wiper working fine. Engine again got hot, but found that the top of radiator at c.80°C while bottom is only 40 or so. Looks as though impeller isn't working, or water system is clogged. Will look into it. Mileage 55,411 (29 today).

Saturday 31st March

Took top off water pump, and found that the impeller wasn't rotating. Lot of aluminium oxide in the pump and pipes. Cleaned this out, put new pinch bolt into the impeller. Had to remove one exhaust manifold in order to get the top of the pump off.

Sunday 1st April

Put the pump together, bolted on exhaust manifold with new exhaust gasket. Went around Shoreham - engine now runs very much cooler - at c.60°C.

Tuesday 17th April

Centred jet in R.H. carburettor, checked that the auto advance was working; Fitted new driving dog to the distributor - reduced backlash considerably.

Wednesday 18th April

Tuned both carbs. roughly. Repaired exhaust manifold joint leak. Timed ign. accurately. Adjusted front brakes.

Saturday 21st April

Changed the engine oil. Out in the afternoon, engine makes 'thumping' noises - prob. due to mainshaft end-play.

Saturday 29th April

Jacked car up, took sump off - bearings and big-ends excellent. Look quite O.K. about 0.001" play in the little-ends. No.5 piston was quite clean, and didn't appear to have been firing. One of the 3 'mousetrap' springs on the clutch is broken.

Sunday 29th April

Measured mainshaft end-play, it is 0.015", and should be about 0.005"

Tuesday 22nd May

Cleaned the sump, which was very dirty, and cleaned the oil filter housing, fitted a new Tecalemit filter element. Bolted on the sump.

Wednesday 23rd May

Repaired two pin-point punctures in the off-side front wheel.

Saturday 26th May

Cleaned manifolds and decoked cylinder head. Removed, cleaned, and refitted crankshaft.

Monday 28th May

Painted exhaust manifolds with silver silicone paint. Put new washer in distributor bearing, and fitted clamp on exterior of it.

Wednesday 30th May

Bolted on manifolds and carburettors. Cleaned and refitted sparking-plugs. Put in ¾ gall. oil.

Thursday 31st May

Water manifold, repaired by Burton and Deakin, leaks thro' a faulty weld. Started engine - sounds much quieter. Checked all tyre pressures.

Friday 1st June

Bolted on pipe, repaired with shellac, and went into Ravensbourne in the car. Oil leak round valve cover gasket cured by repositioning gasket.

Saturday 2nd June

Travelled from Orpington to Tedburn St. Mary, about 170 miles.

Sunday 3rd June

Tedburn St. Mary - Penzance, 140 miles.

Saturday 16th June

Aveton Gifford from Penzance by the coast road - engine got very hot at times. Is a little more noisy than when we left home, but not greatly so. Mileage about 105.

Sunday 17th June

Aveton Gifford to Exeter by coast road, then home via Basingstoke. Mileage about 225. Speedo broke on way home.

Saturday 23rd June

Cleaned down car, pumped tyres and went to Gidea Park, via Chislehurst and Mottingham. About 35 miles.

Sunday 24th June

To Chislehurst in the afternoon, then home, about 45 miles altogether.

Tuesday 26th June

Turned up bush for speedo. drive and fitted it all up again.

Saturday 4th August

Cleaned the car and took it out round Limpsfield, Godstone and back via Croydon.

Thursday 30th August

Replaced the nearside rear trunnion bushes, the old ones being much worn. Borrowed large spanner (1 7/8" A.F.) from Eric to do the job with, having bent my shifting spanner on the job. Soaked the nuts.

Sunday 9th Sept

Took off rear brake drums, and cleaned the brake shoes. Adjusted the brakes. Oiled the springs.

Wednesday 10th Oct

Fitted 30Ω rheostat to the panel lights, which improves their usefulness no end.

Sunday 18th Nov

Put clear glass in headlamps in place of the original obscured type.

Saturday 24th Nov

Went up to town, thro' Sth. Kensington, to do some shopping. 1952 (Car not run at all this year) Mileage on clock, 57,871.

Sunday 6th April

Sewed a new rear window, of cellulose nitrate, into the hood.

Saturday 4th Oct

Decoked engine, made two new studs for O.H.V. gear.

Saturday 28th Feb 1953

Jacked up car on bricks, took out sump drain plug and left engine oil draining out.

Sunday 1st March

Removed sump, oil feed to main bearings, took out three pistons.

Saturday 7th March

Put in the expanders (with wire cutters). Replaced all the big-end bolts. Ringed two pistons with Cords' rings, and refitted them.

Sunday 8th March

Fitted two more pistons (1 and 2). Took off radiator, and water-pump cover. Pump has lot of aluminium corrosion products inside.

Wednesday 11th March

Assembled all the rockers and spacers of the O.H.V. gear.

Saturday 14th March

Fitted the last two pistons, put the new studs in the valve gear, and bolted it down onto the head. Cleaned water pump and put the top of it on.

Sunday 15th March

Cleaned the sump, and bolted it on. Cleaned and refitted oil filter. Adjusted oil-pump, by taking out $3\frac{1}{2}$ thou. washer from the cover.

Monday 16th March

Repaired leak in inspection plate with Araldite and shellac, and bolted it back with a new rubber gasket, having cleaned out about 2lb of rust and scale from the inside of the jacket.

Thursday 19th March

Brought cylinder head up into kitchen to work on. Ground the cams smooth. Ground in and assembled 4 valves. Can't get a replacement water-manifold so worked at a method of repairing the existing one.

Saturday 21st March

Removed the front engine bearer, taking the weight of the engine on a jack beneath the sump. Removed the nut securing the supercharger-pulley, which hasn't enough room to come off with the engine in the chassis. Can probably fit a split thrust washer, however. End play of mainshaft redetermined - 15 thou. approx.

Sunday 22nd March

Checked the dimensions of the required thrust washer. Filed and cut the broken part of the water manifold to rectangular shape, to receive the brass patch. Removed the radiator film from the case with some difficulty, as the headlamp support pieces were bolted onto the wrong sides of the main transverse stay, the bolts being almost inaccessible. Can't see any reason for this method of assembly, and assume it is a mistake.

Monday 23rd March

Riveted piece of $1'' \times \frac{1}{4}''$ mild steel across the cut in the radiator transverse stay, making this member once more rigid. Enlarged to $\frac{3}{8}''$ two holes in it to ease assembly. Put the film block back into the rad. case, and bolted it all in place.

Tuesday 24th March

Put battery charge down to 1A. at 8pm. Determined that $0.025''$ piece of steel takes up the shaft endplay without binding, so prepared this with holes and brass studs $3/16''$ dia. Fitted the other piece of brass to 'manifold patch', with a rivet, ready for brazing.

Wednesday 25th March

Fitted the new thrust-washer - it had to have a little ground off its thickness. Then put back the pieces of the front engine bearing bracket, and bolted the whole assembly up, removing the jack from beneath the sump.

Saturday 28th March

Put the radiator back, had a bit of difficulty putting on the lower hose connection, due to the misalignment of the two pipes; corrugated hose would have been useful. However, managed the job O.K. Assembled the vertical drive shaft into the cylinder head, put on the cam-shaft, and adjusted all the tappets to the right clearances, had expected difficulties here, but all were well within range of adjustment.

Sunday 29th March

Put on cylinder head, oil pipes, inlet and exhaust manifolds, and jacked down the car from the bricks onto an even keel.

Monday 30th March

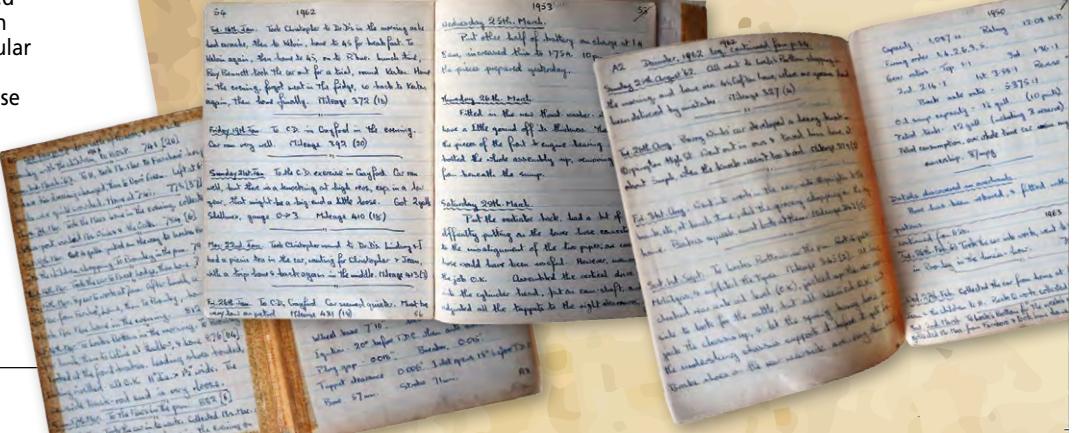
Topped up battery, filled to level with oil, and bolted the brass angle onto the water manifold ready to Araldite tomorrow.

Tuesday 31st March

Got sparking plugs cleaned - put them in, Araldited and fitted water-manifold, put on carburettors.

Monday 1st April

Completed the detail assembly of engine, and put on the bonnet. Started easily, sounds O.K.



Tuesday 2nd April

Used the car for work. Rocker-cover gasket leaked badly so cut and fitted a new one.

Friday 3rd April

Greased and adjusted the car, fitted in glove - or tool-box under the bonnet, cleaned and polished it.

Saturday 4th April

Orpington - Farnham

Sunday 5th April

Farnham - Penzance (250 miles). No trouble at all.

Saturday 16th May

Cleaned and polished the bodywork, put new washer on oil feed union to cyl. head, which has been leaking. Another cylinder-block cover-plate has rusted through, and is showing a slight weep of water. Advert for selling the MG appeared yesterday. The only reply was from a garage at Erith offering to sell on commission.

Friday 12th June

Heard of a possible buyer, went to 124 and pumped up tyres and put battery on charge. Mr Mike Goodrich arrived at 9pm, and after a short run, agreed to buy at £150. He'll have to get the money out of the Post Office.

Sunday 14th June

Took the car out to Tonbridge with dinner. Engine got very hot, and boiled on one occasion. Tried putting the ignition forward (worse) and backward (also worse). Hill climbing not wonderful either. Probably a certain amount of the trouble is not keeping the engine revs. high enough. Car got a bit wet in the rain in the evening.

Monday 15th June

Spent the evening polishing and checking over things for collection.

Saturday 20th June

Mike Goodrich called at 9am and drove away in the car. Posted notification of change of registration, and surrendered insurance certificate. 

Greetings from the MG Car Club

Brian G Woodhams

MG Car Club Overseas Manager, North America

brian.woodhams1@btinternet.com



Hello fellow MG enthusiasts in North America! Winter is nearing its end in the U.K., and I've had my first outing in my modern MG TF 160 since the 90th Anniversary celebration at Gaydon last October. It's tempting to get the BGT out, but probably too early as Jack Frost may not yet be done with us!!

The U.K. is still deep in Covid lockdown, but there is a map and schedule set to return to normal; we hope that by the end of June the country will be "open for business." Hopefully most will behave and obey the rules. I missed coming to the USA for MG events the past two years, so fingers crossed that all will be well and I can see everyone in Atlantic City.

The MG Car Club continues to have good working relationships with both the Chinese and Indian factories making new MGs, and MG SUVs are selling well in the UK.

During the pandemic our Club magazines are even more important in our lives as the point of contact with members, so take a moment to think about your Editor (Andy Knott

AndyKnott@mgcc.co.uk) and perhaps send him a note or article. He's working twice as hard to keep our Safety Fast magazine strong. Please also log in to your UK Register to see what your friends across the pond – and the world - are doing www.triple-mregister.org.

It only remains for me in true English style to say:

Keep Calm, Carry On, and have a beer!

... But most of all, keep safe and well over there.

Safety Fast,

Brian



CLASSIC DYNAMO & REGULATOR CONVERSIONS

MANUFACTURERS OF ST51 D LAMPS AND ST38 PORK PIE LAMPS IN CHROME AND BLACK ENAMEL MASSIVE STOCKS INC. SPARE PARTS

DYNAMO REBUILDING, MODIFICATION AND REPAIR. TWO BRUSH CONVERSIONS.

ELECTRONIC DYNAMO REGULATOR CONVERSIONS INTO YOUR EXISTING CASE

SEE OUR RANGE OF LED BULBS, LIGHT BOARDS AND ACCESSORIES

SELF-FLASHING TRAFFICATOR BULBS AND MORE

The new ADR106 and ADR95 are our electronic versions of the old Lucas RB106 and the RF95

Direct Replacement brand new units - Fit and forget
They are both available in 6v or 12v, negative or positive earth

The ADR106 with screw or Lucas terminals

The ADR95 with screw terminals

Various outputs available - Fully fuse protected

Made in England, right here in our own workshops

See our website for more details.....

Tel: UK (011) 44 1522 703422

www.dynamoregulatorconversions.com

info@dynamoregulatorconversions.com



Technical Topics

Gary Krukoski GaryKrukoski@yahoo.com



Overhauling the Adamant Steering Box

There are several ways to do a restoration.

I chose to replace the two gears. Bob Walker took up the task to have new sets of gears manufactured. This is a very long task. First collecting the names/deposits from the list of MG guys requesting a set. Then it took 18 months of prodding the manufacture to finish all the steps. The final product was perfect.

In the process of collecting information on rebuilding an Adamant steering box I came across a pertinent article from the MMM 1974 Yearbook; the Triple-M Register kindly granted permission to reproduce it here. The article is on the opposite page (#21). The process in the article also includes the removal from the car.

In the past, the most common repair to reduce gear wear when new gear sets were unavailable required installation of a new undersized bushing. A few thousandths closer to the worm gear was needed when reaming out the bushing. This will help take up some of the gear wear. This process is not illustrated here.



Bob had an extra bearing surface added to the worm gear. To use the extra surface the case needs to be modified to accept a second bushing.

I decided to go with the original setup and cut off the extra material.



The worm end repair and reassembly.



The 12/70 Steering Box

Reprinted from the
MG Car Club Triple-M Register 1974 Yearbook.

The following notes are intended as a guide, definitely not the last word. To remove the steering box, leaving the steering column in place, proceed as follows.

Firstly, whilst hands are still clean, loosen bolt on dashboard bracket which clamps the column. Next remove the distributor top and tie up the two clips and disconnect the advance and retard lever. Now jack up the front of the car and remove the off side wheel. Under the car remove the stop plate and remove the drop arm clamping bolt COMPLETELY. Pull drop arm off splines then remove drop arm from drag link by removing split pin undoing nut and tapping off.

Still under car remove the oiling line bolt on side of box and the small set bolt next to it, a long tab washer with two holes in it should now fall on the floor. Above, next remove the oiling line at the bottom of the steering column. Now with a C spanner which is the correct tool, but a hammer and a large flat ended punch are more likely to hand, remove the large serrated nut at the bottom of the steering column. Lastly remove the long bolt at the front of the steering box which secures it to the chassis.

It should now be possible to push the column and box downwards and pull the box forward and off the end of the column, exposing the worm. N.B. It is impossible to remove wormwheel with worm in place. Next slacken lock nut and bolt in centre of aluminium cover and remove cover. Dig out grease and oil, remove wormwheel and clean everything with paraffin to remove ALL oil and DRY.

Test wormwheel shaft for fit in phosphor bronze bearings, there should be no play. If there is play the two phosphor bronze bushes need replacing -ah! - the object of the exercise! For repair, take the wormwheel and box to a reliable engineers, they might like to know that the two bushes knock out from the centre. If the wormwheel shaft is worn at all it is just possible to take a light skim with a grinder before coming down to the spline diameter - CHECK FIRST.

Also important is the height of the wormwheel in the steering box, this is determined by the thickness of the collar of the bush nearest the wormwheel, it should be arranged so that the wormwheel is half way up when looking thro' the hole thro' which the worm is threaded, this is to ensure correct meshing of worm and wheel.

The worm bearing at the end of the steering column can now be examined for side play. However there is the difficulty of removing the oil. It perhaps can be said that if absolutely no movement can be felt then it is OK as it is a pretty large bearing and as there is no bush the whole collar would need to be replaced. Any end float of the worm in the steering column is taken up by adjusting the ball race immediately below the steering wheel, correct when there is a small amount of side movement of the wheel, there should then be no detectable end float.

The steering box may now be assembled. The re-bushed or OK steering box is first cleaned and the two stops removed if still in position. The wormwheel is put in position and first a steel and then a brass washer passed over the splines. THE thickness of the washers to be arranged so that it is possible to bolt the drop arm to the shaft so that there is no end float. The box is then threaded on to the worm and bolted to the chassis. The drop arm can be removed before this. The large serrated nut is now done up tight so that one of it's slots is in line with the two holes in the side of the box, to enable the long tab washer to lock it in place.

The clearance between the worm and wheel should now be checked and the position of minimum clearance found by wiggling the wormwheel shaft, the drop arm should now be fitted so as to give straight ahead steering in this position. All the assembly work under the car may now be done.

The steering box is now filled with EP 140 oil, and molyslip if believed in, the wormwheel shaft should have been liberally oiled before final fitting. The cover of the box is now put on with a paper gasket and it's four nuts done up tight. The centre cover bolt is tightened until it just nips the wheel and locked. The distributor etc. is replaced, the column is clamped to the dash, the rake of the column is adjustable here, but it is first necessary to slacken off the bolt which holds the column to the chassis or else the column might be bent.

The steering should now have the minimum of free play but might be a little stiff, the stiffness should go after about 100 miles, if not check the centre cover bolt and possibly move the drop arm down slightly on it's splines, though the latter is not likely.

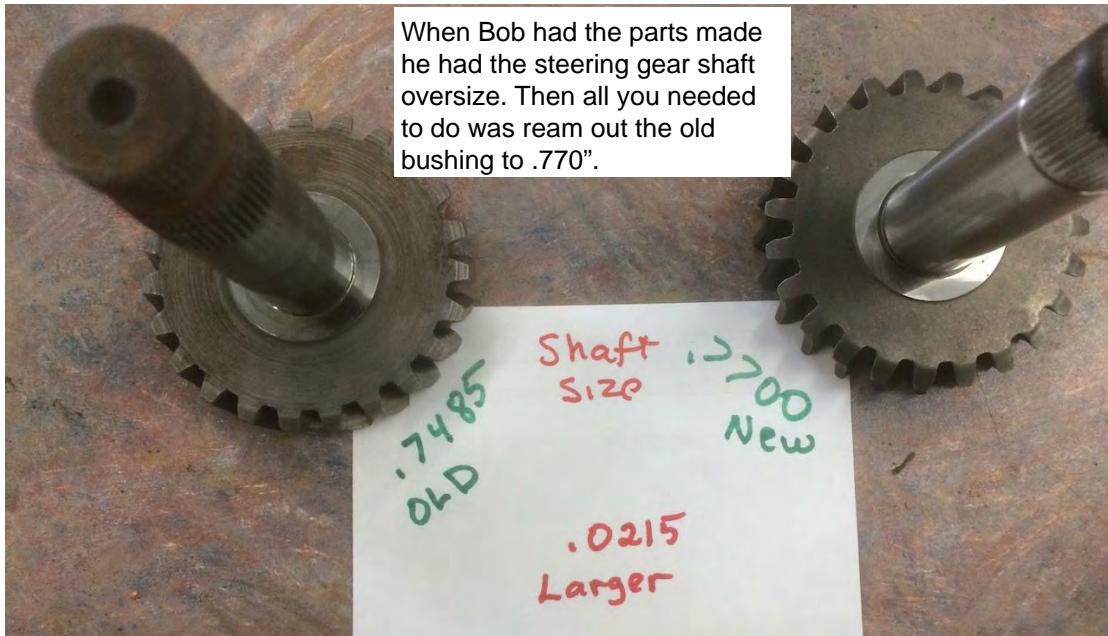
If king pins etc. are OK the final result should be the next best thing to rack and pinion!

Evan Harris



The Steering Wheel end of the column on reassembly. Shaft, bearing, grease, bearing race, and locknut.





One of the items I had to repair was a crack around the bottom of the outer tube.

I fabricated a brass filler to keep the correct size and shape. The tube was then tig welded and the filler removed.



The steering wheel was restored by Ben Cordsen of Cordsen Design Studio in Colorado

Creation of The Nuffield College

The graduate college at the University of Oxford is another significant contribution to British society by William Morris. Peter Cook brings us the story of its beginnings.

Some of our overseas members and affiliates who have made the 'pilgrimage' to Abingdon have gone on to my Morris/MG tour of Oxford which usually starts at Alfred Lane Mews where the first MGs were made. How many of the sites we visit depend upon the willingness of folks' legs to walk the distances involved. After refreshments at Marks & Spencer opposite the original Queen Street Morris Garages showroom, I always finish at Nuffield College and give some explanation of its construction and purpose. The college was built, essentially, on Morris and MG profits from the 1920s to 1940s and is not only unique in that its founder was an Oxonian (like me), but unique in its introduction of subject matter to the university. Its journey to completion was also a tortuous one.

Most of the photos of Morris/Nuffield are familiar to the MG community, but the one below is unusual as it was taken while he was still making and selling cycles from his parents' home in James Street, Oxford. While still a man of modest means, he in this photo of the Laurels Cycling Club he looks fairly self-confident.



Background

Morris/Nuffield started making cars in 1913 but was kept busy on war work from 1914 – 1918. Although there was a brief economic upturn immediately after the war, by the early 1920s lagging demand and deflation forced many car makers out of business. Morris not only survived but increased his market share and forced Ford to abandon manufacturing in the UK until it re-established at Dagenham in 1931. Three factors enabled Morris to survive and prosper in this difficult period: no car left his factories unless paid for, he had

no shareholders to pay and most profits were reinvested in the business, and his cash pile enabled him to slash prices which sent competitors to the wall. So successful was Morris that in 1925 Alfred Sloan of General Motors called in at Morris's small scruffy Cowley office and offered a cheque for £11 million for the whole company which at the time was worth about £5 million. Morris refused and General Motors bought Vauxhall instead. Even so, with no heir and death taxes Morris's business would not have survived his death, so in 1926 he both went 'public' and started serious philanthropy. The company's capital was fixed at £5 million with £2 million shares at £1 each, and £3 million 7½% cumulative preference shares. Morris held all the voting ordinary shares and had complete control of the dividends so that in the following two years he took no profit and £2 million went into reserves. In 1934 when Morris became Lord Nuffield, companies which he privately owned, MG and Wolseley, were sold to Morris Motors which both enhanced Morris's private wealth and the value of the company he controlled. By 1936 with the Leonard Lord-inspired Morris 8 in full production sales and profits soared. Always frugal with an occasional tendency to meanness, Morris now Nuffield had more wealth than he would ever need and, probably, that he wanted. What he did want was to stay in control.

Benefactions

Morris's major charitable giving had started in 1926 with the establishment of a Professorship in Spanish at Oxford University. Various and often considerable donations were made to primarily medical areas, including the establishment of the Oxford Medical School at the Radcliffe Infirmary where, in the early 1940's Howard Florey and his team successfully developed therapeutic penicillin. By 1943 Nuffield was 65, and in the midst of the war, concerned that were he to die not only would death duties have to be paid by selling ordinary shares, but that control of the Nuffield Organisation of companies would pass into the hands of others. He had always been sceptical as to the usefulness of 'high finance' and imagined – not unreasonably – that the shares would be sold to those who would strip out as many assets from the company as they could in the shortest time and cripple it. A process much repeated and current in Britain's version of financial capitalism. In 1943 therefore all of Nuffield's ordinary shares totalling over £10 million were vested in the Nuffield Foundation, the income from which (£400,000 p.a.) provided funds for 'good causes.' The model for the Nuffield Foundation

was the Rockefeller Foundation. The Ford family in the U.S.A. did something similar. The Nuffield Foundation continues successfully to this day.

The College

From the early 1930s with his wealth established Nuffield had started to think beyond professorships in medicine and donations to specific worthy causes. Aware that he had transformed Oxford with his factories and high pay he seems to have wanted a lasting physical memorial, especially as he had no heir. With this in mind, in 1936 he bought a run-down disused canal basin for £100,000 located between the city centre and the railway station and opposite Oxford prison and hangman's hill. This was the only central site available large enough for a college as he envisioned it.

On 8th July 1937 Lord Nuffield called in on the Chancellor of Oxford University in his London offices. He told Lord Halifax that he had it in mind to put up £250,000 to build a college on the canal basin and to find another £750,000 to fund the endowment. His preference was for a college of engineering and accountancy. Unsurprisingly, the news spread fast among the senior university officers; nowadays we would say that many of them were 'gob smacked'. Delicate negotiations then followed. The university's own plan was for the development of what was then called 'social' or 'modern' studies, now social sciences. Besides, the university saw no need for engineering as virtually every other university in the country offered engineering including Cambridge with which Oxford had a tacit understanding against duplication of subjects.

Some have claimed that Nuffield was thwarted or even hoodwinked into supporting social sciences, but this is overstatement. He accepted the duplication argument and was interested in some topics of a social nature including depressed areas, the problems of the elderly, and unemployment. His first philanthropic donation had been £10,000 in 1926 to fund parents' fares so that they could visit their sons in young offender institutions, Nuffield having learned that they were less likely to re-offend if visited. Nuffield's problems were not so much the subject matter as some of the senior university figures who were very public Labour Party members and pamphleteers. Nuffield was solidly Conservative. However, ultimately Nuffield wanted a college in his name and the subjects to be developed became less important than other, more practical obstacles.

The remit agreed with the University was that the college should be devoted to post-graduate research in the social sciences with an emphasis on practical outcomes in terms of policy. It was also to be residential and mixed sex – the only college to be so for many years. While Nuffield disliked some of the left-wing academics involved in the project, what he wanted most of all was a

traditional yet forward-thinking college which bore his name and which according to the then Registrar "Gave beauty and dignity to the western approach to the City".

The remit having been settled the next task was the design and the architect Austen Harrison was commissioned with Nuffield's approval. Harrison though had spent his professional life outside the UK and had not until this point designed any buildings for the UK. Harrison set to work and produced a design and model in January 1939 but as Nuffield was in the southern hemisphere, he did not get to see the model until June 1939. Nuffield's response to the design is best explained in an interview with the architect Austen Harrison recorded in 1970 by the then warden of the College, Norman Chester.

Chester: If you could say something about your early ideas of the college and its architecture and the schedule of requirements which the university gave you.

Harrison: The plans that I worked out were based on schedules of definite requirements – residency and so on – and two, the deed of Lord Nuffield's gift and generally what he said was he wanted a college in the traditions of Oxford, that was the Nuffield side. The specifications had all been worked out by the committee, the university committee but I needed a partner. I had known Piers Hubbard in Palestine and he asked me whether I would take him on as chief draughtsman, and in the end, I made a partnership of three – Thomas Barnes and I and Hubbard. (The same name as the late MGA devotee is pure coincidence).

Chester: I see from the minutes of the committee that the decision to appoint you was made in June 1938 and in October 1938 they were shown preliminary plans which they approved and that by January 1939 they approved the finished plans. Could you say something about the work you put in on those early plans?

Harrison: We got to work at once and of course it was a larger site than the present one as it included the land on the other side of the road and there was (to be) a tunnel under the road connecting the two portions of the college. One day the Vice-Chancellor thought it would be a good idea to show the donor the plans which had been approved. In due course I went to the office of Lord Nuffield. I remember a very small office, a large table in the middle covered in paper – I went there with the Vice-Chancellor and someone brought in a large plaster model of the building. There was nowhere to put it. Eventually it was placed under the table, then the Vice-Chancellor, Lord Nuffield and I got down on our knees and crawled round the room looking between the legs of the table. It wasn't a good position because a model should be seen in the position of the eye in the street.

Chester: You went round and round looking at it?

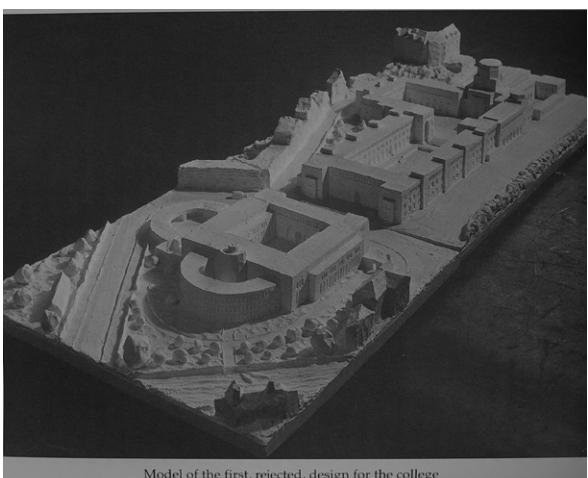
Harrison: There was absolute silence, and then finally Lord Nuffield got up, we got up, dusted our knees and there was silence for about three or four minutes. Then Lord Nuffield turned to me and said, "I'm sure you're a very good architect, Mr Harrison and I'm sure this is a very beautiful building, but I don't like it." I was rather taken aback and asked him what it was he didn't like in it, and he said, "It's not Oxford". And I said I had been carefully trying to carry out the deed of gift. It was then put to me that "The building had to be in the traditions of Oxford, and this isn't in the traditions of Oxford. There are no pinnacles, no spires, and it has flat roofs". And I said quite a lot of the colleges in Oxford have flat roofs. I came to the conclusion that what was wanted was quadrangles, rooms off staircases, a hall, and certainly a chapel as a chaplain had already been appointed. He said, "I don't care a damn about the staircases, but where are the domes, towers and the pinnacles?" It was obvious that what he wanted was what he knew of certain colleges and he wanted our backing in his design.

Chester: He always had a picture of Magdalen College over his desk.



FLASHBACK: Lord Nuffield pictured at his famous desk in 1954

Harrison: Yes, well that may very well have been what he had in mind. Well, there was nothing else to be said and we said goodbye.



Model of the first, rejected, design for the college

First Design - note the flat roofs.

Chester: There is in the archive a letter from Lord Nuffield dated 15th August (1939) stating:

"My dear Vice-Chancellor, in confirmation of what passed at our interview yesterday I write to say that after careful consideration I feel obliged to adhere to my adverse judgement of the plans submitted for Nuffield College. I consider the plans to be un-English and not in keeping with the best traditions of Oxford architecture, as well as contrary to my express wish that it should be in conformity with that tradition. Indeed, I can go as far as to say that if a building of this type were to be erected, I would not allow my name to be associated therewith".

(Nuffield, who could easily be riled, was apparently unimpressed by the fact that Harrison had turned up sporting a beard and wearing sandals!)

There is a note from the Vice-Chancellor which says:

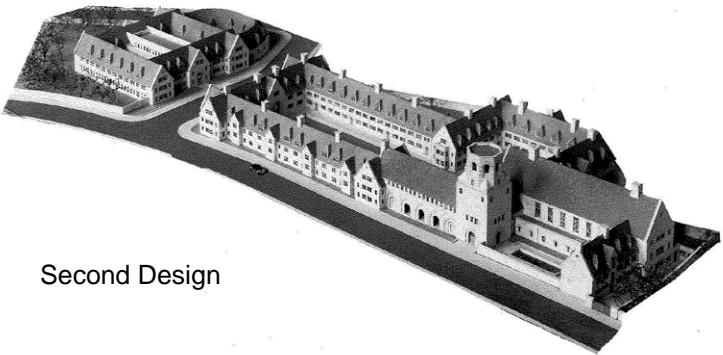
"The unfortunate position has been reached because it was not understood that Lord Nuffield desired a particular form of architecture, namely Tudor-Gothic and wished for a building in harmony with that. Due to his absence abroad from December to April he could not be consulted about the elevations at an early stage. Mr Harrison saw Lord Nuffield in July 1939 and is aware that the plans did not meet with his approval. Since then, all work on them has been stopped but Mr Harrison has not yet been informed of Lord Nuffield's final word and the Committee has asked to keep the matter confidential at the moment."

Then at a meeting of the committee in October (1939) *"it was agreed that Mr Harrison be informed about the terms of Lord Nuffield's disapproval and asked whether he was prepared to make fresh plans, and in that case, he was asked with the Vice Chancellor to call upon Lord Nuffield and to discuss ideas about the new design which should be illustrated by a sketch plan."*

Harrison: My memory is very clear. Sometime after the meeting the donor expressed his disapproval the Vice Chancellor came up to London to see me and pointed out to me that he was in a very difficult position in that Lord Nuffield was an extraordinarily rich man and we want more money from him, so we need to compromise with his views. I offered to design another building, and this was accepted.

A sketch plan was made, and this was approved by Lord Nuffield, so the second design was worked upon in detail by Harrison. In the meantime, during the war when no building work could take place, a few academics had been appointed and set to work on various reports anticipating both eventual victory and a massive task of reconstruction. The reports were for various reasons inadequately drawn up, including the government's unwillingness to share fairly basic data on employment and housing now deemed secret. For Nuffield this was just

another aspect of frustrating delay. Positively though, the second design which met the wishes of Nuffield and the university's remit was a considerable change from the first as can be seen in the photo of the model. It is worth pointing out that in the official biography written with Nuffield's full participation and published in 1955 there is no mention of the misunderstandings about the college's design.



Second Design

Harrison decided that Nuffield wanted a more 'picturesque' building, so with Hubbard they hired bicycles and made a tour of Cotswold villages and on return had a clearer idea of what Nuffield might approve of. Pitched instead of flat roofs were now used, Cotswold style windows were in the plans, and the stone was changed from the whiter, colder-looking Portland to the more sandy-coloured Clipsham in keeping with other colleges. There was a small tower above the chapel and the library was still over the road to be connected by a tunnel. Although Harrison worked upon the design in 1943/4, he was at various times sent abroad by the government to places like Malta where he worked on war-damaged facilities and buildings.

Permission to build due to materials shortages was finally given in 1949 and the foundation stone was laid in April 1949. It was now 12 years since Nuffield had made his offer to the university, he was 73 and there was still no building, or even part of one. Circumstances though led to what in retrospect was a turn for the better. So much time had elapsed that the endowment was insufficient as building costs had risen considerably. Another factor was that although the foundations and the basement storage spaces were of concrete, much of the building used what were then out-of-date methods. The college

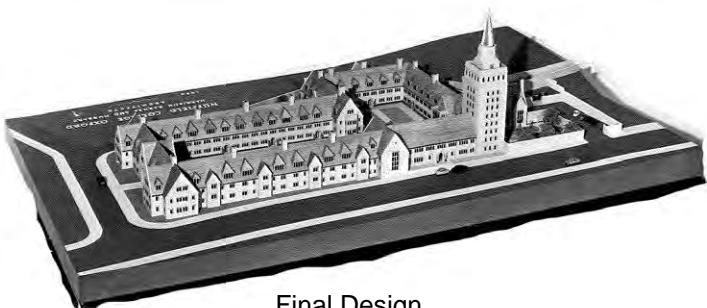
is not clad in stone, it is stone. Although building started by 1950, by 1952 it was realised that the college could not be completed within the current budget. There was money within the total endowment, but the dilemma was to have a college and not afford to staff it or have staff and no college. Significant adjustments were made to the second design, the main one being to abandon the library building across the road and to enhance the size of the tower to house the library. This also meant that the chapel was abandoned to make library space. The Nuffield Foundation stretched its remit and provided another £200,000 towards building costs in 1956. Fortunately, the much higher tower was nearer to Nuffield's own wish to have a building which had prominence.

The college was presented with its charter at a ceremony in June 1958 with Prince Philip (Duke of Edinburgh), the Warden Norman Chester and the Vice Chancellor in attendance. This photo shows the procession entering the college grounds, with Nuffield to the left of centre in his robes.



Nuffield at the opening of the college he founded and which bears his name

It was now twenty-two years since Nuffield had offered to fund a new college for Oxford university, and yet, as the 1958 photo below shows with the procession just a few yards further into the college grounds there was still much work to be done. It would take another three years before full completion.



Final Design.

The considerable changes made between designs one and three are apparent, but one consistent feature is that of the upper and lower quadrangles. The lower quadrangle contains a rectangular pond with lilies and other flora, the architect's intention was to retain a feature reminiscent of the canal previously there. It was known that Nuffield was keen on plants and shrubbery, so the design reflected this. Lord Nuffield maintained an interest in some of the details as the building was slowly coming to completion. He said to Harrison that there was no ornament and the architect replied that there were plans for some stone carvings in the quadrangle: "What's the point of that", responded Nuffield, "you can't see it from the outside". So, some ornamentation was added. It had been planned that the enlarged tower would be finished at the top as per the second design. However, the main architect Harrison was preoccupied with other projects, so Piers Hubbard was effectively in charge and he decided to add the spire or flèche. Harrison in the interview stated that he thought Hubbard was quite religious and wanted a spire to match the nearest visible church tower. The slender spire 'lifts' the whole building thereby giving it the prominence Lord Nuffield wanted, although he questioned why copper rather than slates was being used. Harrison explained to that it would turn green in time and would contrast well with the stone and look distinctive.



Overview

The college has aged well and through financial diligence has moved from being one of Oxford's poorest to one of its wealthiest. Its reputation and ability to attract research grants is remarkably high. It recently won a £10 million research grant from the Leverhulme Trust for demographic studies. It continues with the founder's intention that its research in the social sciences should have practical outcomes in terms of informing and persuading decision-makers and thus improving human social life. The building – the third version – has stood the test of time and is within the traditions of Oxford, yet lacking pronounced ornamentation and, by design, is by no means a replica of older colleges which would have been scorned for pretentiousness. It not only lacks the ostentatious Gothic ornamentation of much older colleges, but it also bears no scars from centuries of corrosive coal burning as the others do. Lord Nuffield's instincts were correct on both the design and his wish for a lasting, living monument. For just three miles away in Cowley his original military college factory is now expensive apartments, and his two later factories are business parks with assorted ever changing small enterprises, a budget hotel and cramped urban housing. There is a distinctly underwhelming statue to Nuffield which is surrounded by car parking. His brief investment in Pressed Steel in 1926 the other side of the ring-road is still making cars – BMW Minis. With Britain's withdrawal from the European Union, it's fate, always uncertain, now looks precarious.

Nuffield College now owns most of the land and buildings below the college up until the railway station. Most of it is tired and houses a couple of nightclubs, small restaurants, a tyre depot, and similar businesses. The college's plan in conjunction with the City Council (a college collaborating with the council to improve the lot of all Oxonians is rare) is to develop its land and combine much-needed cheaper housing for ordinary Oxonians along with more facilities for students and staff. The separation of 'town' and 'gown' is for other colleges. With the college this will improve the approach to the city centre from the west as originally intended. As for the scruffy car park where the library was planned to be, it is still there. Its capacity is 200; to park for an hour is £4; to park for a working day is £28. I would be breaking a confidence if I revealed how much revenue this run-down piece of tarmac contributes annually to college funds. Let's just say that in wishing to enhance the visual aspect of the area the college is faced with a serious dilemma.

Sources:

- Adeney, Martin (1993) *Nuffield: A Biography*, Robert Hale
- Andrews, P.W.S & Brunner, E., (1955) *The Life of Lord Nuffield*, Blackwell.
- Chester, Norman (1986), *Economics, Politics and Social Studies in Oxford, 1900-1985*, Macmillan.
- Chester, Norman (1970) An interview with Austen Harrison, architect of Nuffield College, soundcloud.com/nuff-lib/track2
- Clark, Ronald W. (1972) *A Biography of the Nuffield Foundation*, Longman.
- Jackson, Robert (1964) *The Nuffield Story*, Muller.
- Overy, R.J. (1976) *William Morris, Viscount Nuffield*, Europa.
- Taylor, Robert, (2008) *Nuffield College Memories: A Personal History*, Nuffield College.

SOMETHING FOR EVERYBODY THIS MONTH



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



1934 MG PA. A true barnfind. Discovered after 58 years' hibernation. Requires complete restoration, but totally complete as driven into the garage in 1962. Nothing missing, all matching Nos. orig. reg. from new, old buff log book, V5, and the best thing to come out of 2020. Don't miss it. Delivery UK.....£18,750

- Off-the-shelf FULLY restored & rebuilt MMM & TA/B/C DYNAMOS & STARTER MOTORS, OUTRIGHT OR EXCH. (2-BRUSH MMM also available)
- NEW LUCAS TYPE 160 REAR VIEW MIRRORS FOR ALL MGs FROM 1930 – 1950, with 'King-Of-The-Road' Medallion.....AVAILABLE WITH RH & LH arms.

MOST RECENT SECONDHAND SPARES include:

Excellent J2 engine, fully restored, not assembled	£5,500	J/P/L/N engine radiator mountings	£135
SU 12v PetroLIFT – D/F/J models	£120	Fully restored differentials (many ratios) for all MMM & T type, all guaranteed	from £850
Very rare J4/L type double plate clutch assy.	£350	PA/PB radiator shell with nose, excellent	£650
Set totally restored bronze TA carbs	£850 set	Bronze clutch bearing carriers	£55
Last remaining h/brake c/shft assy.	£550	Almost every type of steering wheel.	
J2 radiator shell with nose cone	£350	Many cord strung	from £150-£550
NA/NB 2-seat hood frame assembly..RARE	£395	D/J/F fully rebuilt rad. with new core	£985
TA – 2 ground & tested crankshafts	£350ea.	PA orig. rev. counter. Excellent cond.	£395
TC – Fully rebuilt ORIG. Rev. counter with clock	£550	Fully rebuilt PA/NA g box	£2,250



1933 L Type 6 cyl MAGNA. How nice to find an original 6cyl. open tourer with enough 'oomph' to do its job. Whether you have dogs, golf clubs, grandchildren or just a partner with a lot of luggage, these Magnas give you the comfort & room to do proper touring, which hopefully we'll all be doing very soon. In one ownership for over 50 years, the car has a fully rebuilt eng. L'engine, restored original bodywork & superb upholstery in Cereleun Blue leather, full weather gear & new Blockley tyres. Comes with orig. Reg. No & history file. What a super thing for.....£49,500

COMING SHORTLY: Quality K3 rep. on K chassis

OUR MOST RECENT NEW PARTS...

8:43, 8:41, 8:39. Brand new crown wheel & pinion sets to suit 2 or 4 star diff. units	from £350 set
J/F/L/P 2-SEATER HOOD FRAMES	£185
P/K/N PILLAR BOX engine breathers	£35.00
NEW Superb die-cast MG crested bonnet catch handles	£22.50 ea.
NEW Superb die-cast MG crested door handles	sp. Offer £65 pr.
Mushroom headed chrome wing fixing bolts/nuts	£29.50
P/K/N reverse lock catches (new quality castings)	£18.50
Adaption bkt. For fitting friction shocks to rear of PA/PB	£69.50
NEW BATCH OF MMM/T TYPE F27 LUCAS FOGLAMPS	£385
MMM/T TYPE hardened & ground track-rod ball pins	£26.50 ea.
MMM flywheel ring gears... NEW OLD FACTORY STOCK!	£165
MMM wiper systems – everything except motor	£94.50
NEW LUCAS 6V & 12V wiper motors	£285

• Remember – factory specification TOOL KITS...NO REPROS.

All original, all correct, all MMM & TA/BC.

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

NO VAT EXCEPT UK ORDERS

SHIPPING ARRANGED FOR ALL CARS WE OFFER, WITHOUT HASSLE

WWW.BARRYWALKER.COM

FOR EVERYTHING YOU CAN GET ELSEWHERE AND FOR EVERYTHING ELSE YOU CAN'T

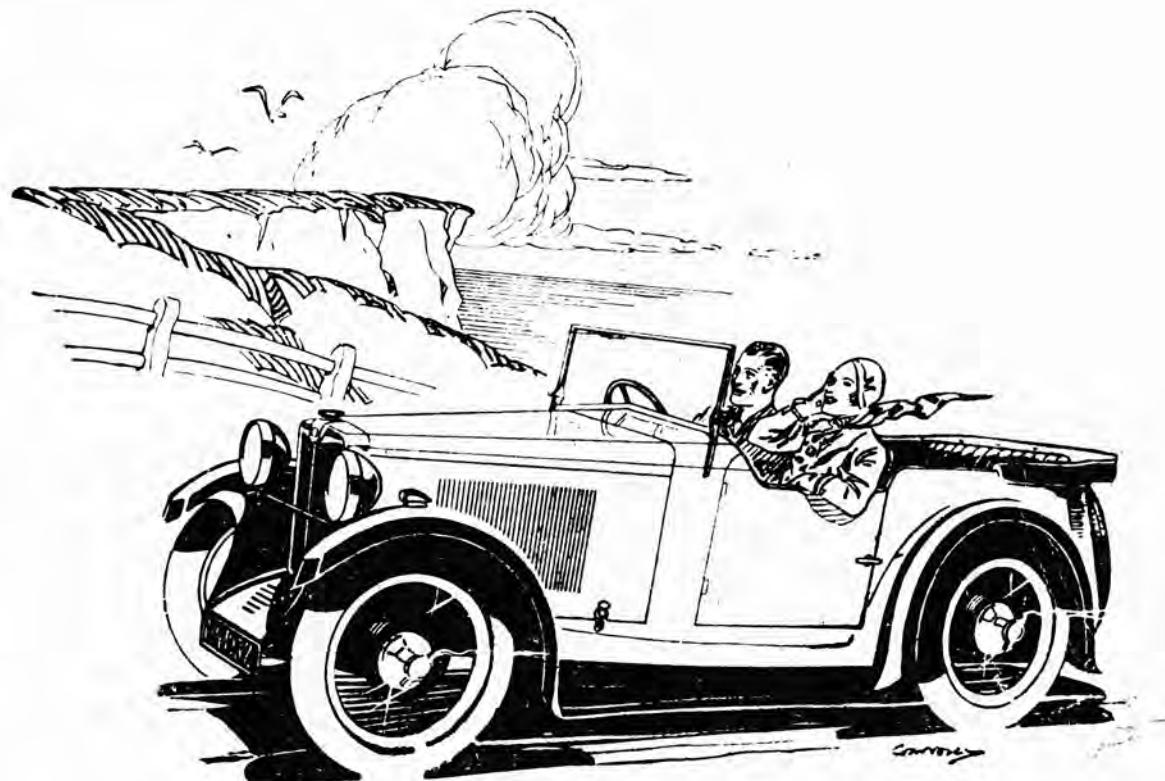
Tel: (011) 44 1789 400181 Mob: (011) 44 7836 244103

please 'phone before calling in

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



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



Cars of our Register

Enjoying photos and stories of our cars



Thanks to everyone who sent me stories and photos of their MGs. The file closet is pretty full, and we will let several out each issue over the next year. If you haven't sent the story and photos of your car(s), please do!

Tom Wilson MGTCTom@gmail.com

PA1633 Alan Warner Bloomfield, CT

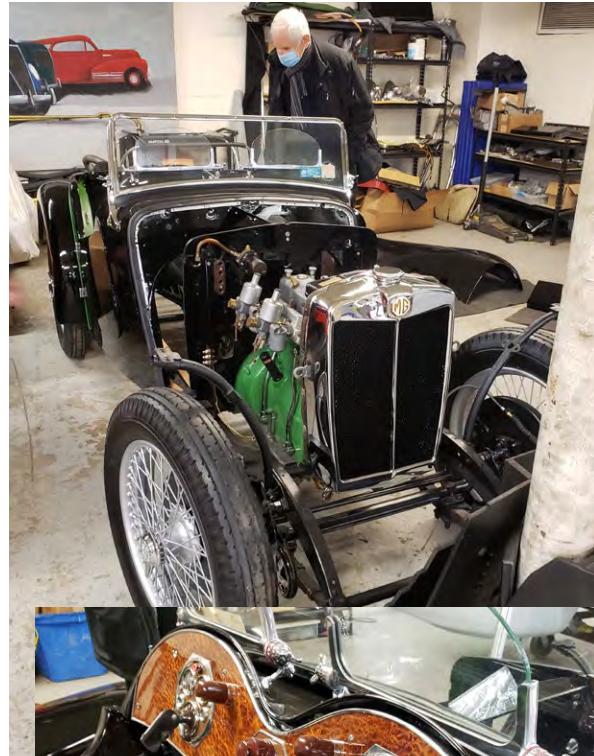
I purchased the car in November 2018 after the MMM club sent me the original build sheet from the factory and I was able to confirm the little MG PA was all matching numbers and was originally sold new in my birth county of Devon, England. That sealed the deal, as I am based in Connecticut and the PA found me at the Simsbury Fly-in & Car Show when I was showing my 1932 MG J2.

It has been a long road to return the PA back to original build sheet specification, as the car was upgraded in the 1950's after its import to the USA and became a show winning car in New York State.

The nut and bolt restoration included a body off rebuild by Griffin Motorsport of Stratford, CT, the engine being completely disassembled with the original head repaired (which was the reason it was parked in 1974).

Craig Seabrook and Barry Walker helped restore the dash and gauges to original specification. Tom Wilson and Quid Blankley (recently seen on Chasing Classic Cars) helped supply and install the Apple Green leather interior, black Wigan top and tonneau cover. The car had a race history, hence the chrome plated engine plumbing, and the original metal body was repaired and returned to its original black color by Jim Kinsella. Every other month I was in contact with Tom, Barry and Jamie at Sports & Vintage to search for parts. There is now light at the end of the two-year tunnel.

The only sad note is that my close friend and co-driver at all MG events Russ Cobbs passed away on January 6, 2021 after a short battle with Covid-19 and will not be able to drive and enjoy this newly restored 1934 MG PA this year.



J2 J2351 Jamie Neilson New Westminster, BC

Jamie has owned J2351 since the mid 1980s.



J2351 at the 1933 Abingdon - Abingdon Trial, driven by Marquis of Townshend of Aylesbury.

L2 L2002 Chris Nowlan Amherst, NH



Photo taken in the mid 1960s at Terry & Barry Bones shed next to the ex Prince Bira's F2 "Fidget". This photo appeared in the original Bone Brothers MMM MG catalog. Terry sold

his "keeper" L2 in 1973 to Bill McQuaid of Jacksonville, FL. when he was strapped for cash. I bought the car from the McQuaid estate in '97; today it's quite a motoring machine!

NA0762 Chris Bouldin Overland Park, KS

Chris writes:

My father Phil purchased NA0762 on Dec. 1, 1962 (his 22nd birthday!) while in the US Air Force and stationed in Bitburg, Germany), and it has been in our family since then. His letter to the right tells much of its known history. Phil passed away in 1983.

Being 22, full of boundless enthusiasm and energy, Phil continued the restoration of the tired NA begun before he acquired it (sound familiar anyone?).

I pulled the car out of the garage in 2010 and have since disassembled quite a good portion; the renovation remains a work in process. Tom Metcalf has been very helpful with information, and locally, Don Bonar and Brian Kelly helped. I am very grateful to all of them.

If my Father had not passed away, I have no doubt he would've been an active member and a valuable resource to the NAMMMR.

I hope to be able to show the car locally in mid to late 2021; the upcoming Atlantic City event will be too far of a trek for me this year.

21 December 68

H. P. Bouldin
Box 631
St. Charles, Mo. 63301

Thank you for your letter dated 17 December 68 inquiring about my 1935 MG-NA Magnette.

"Maggie" and I have been associated with one another for quite some time now. I found her under an old tattered tarpolin, her body rusting away and her wood rotting, behind a garage in Bitburg, Germany. I was on duty with the US Air Force and didn't have much money, so I went into debt up to my ears to scrape together the purchase price.

She spent the next three years in an old cellar where she underwent a complete rebuild. I first stripped her to a bare chassis. That was when I first came to realize what a task I had undertaken - 90% of her wooden body members had fallen to the floor as dust.

But since I was in Germany, I was able to enlist the aid of a wagon-wheel maker of the "old school". We spent the next 6 to 8 months cutting, shaping, fitting and replacing the 90% of the wood which had fallen out on the floor. We did not disturb the original wood in her doors as it was still fairly sound. Besides, I was afraid that the aluminum lips around the door would break.

Anyway, while the car was completely dismantled, I straightened out all the dents, etc., and had the body parts painted. I believe that a car like this should always be disassembled for painting. When I rolled her out of that old cellar, she gleamed like a new penny. 15 coats of British Racing Green paint shows well in the sunshine. I was very proud of her - still am, for that matter.

All of the body-hardware had to be re-chromed, too.

The engine was removed and sent to a racing-engine firm in Cologne, where all of her babbitt bearings were replaced with brass inserts, machined by hand for this particular car. She has new pistons, rods, camshaft followers (overhead-cam, six cylinder engine), and rings, just to name a few of the items which were replaced. the engine has about 4,000 Kilometers on it (2500 - 3000 miles).

She rolled out of the Works in Abingdon-on-thames the 8th day of May, 1935 as a bare chassis. She rolled ~~out~~ of my cellar the 8th day of May, 1964 complete except for her Bonnet (hood) side-panels and her Hood (Convertible top). I thought that was a nice touch.

When she was originally built, she was exported to France as a bare chassis - the body was built by some coachworks there, although I have to depend ~~if~~ on the records of the MG Car Club and the Triple-M Register to validate that statement. I have letters from them to back it up, though. The major areas of difference are in the tail-section, which is completely different than any other N-type, and in the interior appointments. I won't go into detail because I haven't the time or the space. The list would become quite lengthy.



1963 Restoration in the cellar





1964 with Phil Bouldin after restoration.
Still stationed in Bitburg Germany.



NA0762 at the 1972 GOF in Hudson Ohio



Coming out of the garage in 2010 to start the
next chapter in its life.

J2 J2245 Shirley Splaine Centre Harbor, NJ



J2 J2497 MARK EVENCHICK
Ottawa ON

Same car, same kid!
1994 when J2497 first came to
our home, 2015 when it was first
on the road.



PAGE 5
SEPTEMBER 18, 2019

Letter to the Editor

To the editor:

From 1964-1967, I was stationed in England with the United States Air Force, and one day my sergeant, who lived off base, told me his English neighbor had an antique car for sale.

I found out it was a 1930 MG "M" type that had been stored in a barn with hay all around it and chickens roosting over it.

I was able to purchase the car, and we put some petrol in the tank, installed a battery and drove it up and down the road. The car started and ran but smoked very badly.

It had an 847-cc four-cylinder engine with an overhead cam. I had the engine rebuilt before having the car shipped to the United States. In 1967, it arrived in Mobile, Alabama, and my father took it to Russellville in the back of a pickup.

The car has a build date of July 15, 1930. It was originally registered on July 30, 1930, to someone at Cambridge University. The next owner was a fellow at a Royal Air Force base. We have documentation showing that I am the seventh owner.

My wife Alice and I have taken the car to many auto shows, one of the most notable ones in 1996 in Indianapolis. There were 1,250 MGs there, with mine being the oldest.

We got to drive the car one lap around the Indianapolis 500 Motor Speedway Racetrack, but we could not exceed 40 miles per hour. The car felt great at that speed.

In 2017, we took the car to Nova Scotia for an MG car show. We had the oldest car there by 17 years.

The M series was the first mass-produced car from the MG factory. In all, 3,204 cars were built there from 1929-1932. Most of them had fabric bodies, with only 273 having metal bodies like mine, which has an aluminum body. It also has a boat tail like an antique racing car.

For years in MG circles in the eastern and midwest parts of this country, I was known as the guy who hauled his car in the back of a pickup. We now have an enclosed trailer we use to tow it to car shows.

In 1973, I drove the car to Muscle Shoals to work one day—a 46-mile round trip. I made it safely and without any problems.

Today the car still starts and runs well, despite its age. It has been a pleasure to own it, and I have been blessed to meet so many people and make new friends because of it.

James L. Hester

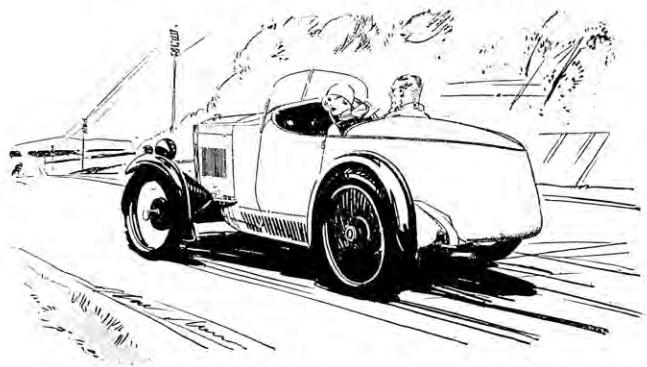
(Editor's Note: James L. Hester is a Jonesboro resident. He retired from the Tennessee Valley Authority in 2003 after 31-and-a-half years.)



James and Alice Hester in their 1930 MG M-series antique car.



Road-holding at Sixty!



PB PB0344 Airline Coupe Jack & Gwen Simpson Sante Fe, NM



PA PA1301 Orvid Zollinger Vancouver, WA

#54 at bottom left of photo 6/29/1035 at Brooklands Raceway; earned a Standard Award for 52 mph average. Today - still years from being on the road again, but at least some of the parts are looking better!



PA PA1811 Airline Coupe Lou Louchios Rolling Meadows, IL





Phil writes:

The earliest photo of PA1212 I know of is from 1966 and I only tracked it down recently from the owner's widow in England. I spent decades looking, and there is a gap of ownership of the car from 1936 to 1961, when Richard J. J. "Jan" Mostyn purchased it. He is in the photo, taken by his fiancé Annette, driving from London to Shropshire to meet her military father for the first time. Jan's family background (father a colonel in the Polish air force, who came to England during the war, mother from an old Welsh baron's family) is very interesting. He died in 2002. I lived in England in the late 70s, returned every couple years or so, and never had the chance to meet him, though just a few miles away.

Below is what the PA looks like today. I purchased it in October 1972; finished the restoration thirty years later. We've gone eighteen years and a few thousand miles of trouble-free motoring!



NA Magnette NA0613 John Clark Mason El Dorado Hills, CA An MG "Movie Star"!



This 4-seater sports Magnette was purchased new in January 1935 by Mr. Stewart Kay-Menzies, who was living at the time in Rochdale Lancashire, England. Later that year he emigrated to California, bringing the NA with him. The sepia photo shows it at its new home that year at 801 Bedford Ave in Beverly Hills.

This NA was used in several movies.



1941 in Alfred Hitchcock's *Suspicion*



1938 in *Bulldog Drummond in Africa*



NA0613 today in its original colors



No GPS. No problem.

INSURANCE DRIVERS CLUB CAR CULTURE MARKETPLACE

HAGERTY® Let's Drive Together

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

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