



NEWSLETTER

Winter 2017/18





In Memoriam

Dr. Jerry Keuper & Jerry Goguen

Chairman

Jack Kahler

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

Vice Chairman

Tom Metcalf

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

Treasurer & Web Master

Jack Schneider

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

Newsletter Editor

David Lawley

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

Register Address:

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

Director of Register Events

Sarah Richey

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

Manager of Register Regalia

Cathy Gunderson -

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

Registrar

Lew Palmer

15670 St. Mary's Point, MN, 55043

lew@roundaboutmanor.com

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

Past Chairman

Bill Tantau

bill707@earthlink.net

Members, Steering Committee:

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

MMM Websites



The North American MMM Register
web site at:

<http://www.nammmr.org>



The Pre-war MG Register of Australia
web site at:

<Http://prewar.mgcc.info>



The UK Triple-M Register
web site at:

www.triple-mregister.org

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

Please submit all contributions to David Lawley via:

mmmeditor@rogers.com

Snail mail at 192 Mowat Street, Stratford, ON, N5A2C1 Canada

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

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



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The NAMMMR National Event for 2018

will be held in conjunction with GoF Central,
Wednesday June 27 - Saturday June 30 2018
at Lake Lawn Resort, Lake Delavan, Wisconsin



The Vintage  Car Club of Chicago
welcomes all lovers of vintage  cars
to the rolling hills of southern Wisconsin,
for the Gathering of the Faithful Central.

All the information, registration forms
and schedule are available
on the Register web site nammmr.org.

Looking forward to seeing everyone
in Wisconsin!

Cheers
Jack Kahler
Chairman

**Celebrating
30 Years
of Preserving
and
Maintaining...**



**MMM
Motor
Cars**

Chairman's Corner



Spring is here in the Colorado Rockies! Eighty degrees yesterday and today so it is time to open those garage doors and roll out your beautiful MMM machine. Get it serviced and shined ready for the summer season including your trip to our MMM National meet in Wisconsin.

Last evening your NAMMMR Board of Directors held their spring telephone meeting. We have a tremendous group of individuals leading our Register. They are smart, dedicated leaders volunteering their time and knowledge to keep your Register operating to serve you our membership. When you have a chance to visit with our Directors thank them for their service.

This past weekend here in Denver, for three days, member and good friend Bill Bollendonk and I had the opportunity and pleasure to visit and entertain our NAMMMR members John and Brenda Hancock from Auckland, New Zealand. They are dyed in the wool MMMers so lots of tire kicking at several garages with consumption of more great food than anyone should eat! Shown in the photo Bill sported his L1 and gave John a very cramped spin around Littleton. If you ever have the good fortune to visit New Zealand, John and Brenda will graciously welcome you to their beautiful country.



Bill Bollendonk and John Hancock

Continued...

This is your Register's 30th anniversary so come to Lake Lawn Resort in Wisconsin June 27 to celebrate with your MMM friends. Car shows and ice cream social drive are a few highlights for our four day event. The P Type is the featured car so bring out your P Type or any other MMM car you have. In your membership package you received last week you will find all the details needed to join the fun. Our event is also detailed on our web site nammmr.org. See ya in Wisconsin!

Cheers,

Jack

5-8-2018



J2 3140

I have to show off just a bit! Photo of the J2 I am building from bits. Great exciting project and quite challenging.


**Celebrating
30 Years
of Preserving
and
Maintaining...**



**MMM
Motor
Cars**



Hello MMers,

For the first time ever in the history of our Register we will be SPORTING a FEATURE MODEL of  at our National Meet.

This year at Lake Lawn Resort,
Delavan, Wisconsin-June 27-30

The P Type will be the FEATURED MODEL

This is not a judged activity, but when you attend the meet with a P Type this car will receive a very special NAMMMR participation award for its attendance.

There are 78 P Type s registered with our Register so drive, trailer, push or pull your fantastic P Type to the Lake Lawn Resort and join in the fun and tire kicking with your fellow MMers.

All the information, registration forms and schedule are available on the Register web site nammmr.org.

Looking forward to seeing everyone in Wisconsin!





THIRTY YEARS OF NAMMMR HISTORY

Philip Anderson - *Register Historian*

The North American MMM Register was formally launched by its visionary founder, Jerry Keuper, in January 1988. The groundwork had been laid for some time in the interests of finding fellow owners and enthusiasts of pre-war MGs throughout the United States and Canada, with the goal of documenting every car and creating a network of shared interests and support in maintaining, restoring, and driving these cars. The first issue of a register newsletter, typed and mailed by Jerry as editor (with Jerry Goguen as associate editor), was the first printed directory of owners and cars. The second issue, later in 1988, was the first to contain news, technical articles, and member communications regarding needed help in the search for parts and advice.

By the end of 1988 there were 124 members and 171 cars. Of that number, 24 remain members listed today in the 2017 directory: Dean Butler, Joe Curto, Windom Estes, Richard Germano, Dick Hall, James Hester, Ray Holtzapple, Mike Hughes, Bryan Jones, Dave Lawley, John Libbert, Tom Metcalf, Rey Navarro, James Perman, Gerald Risner, Peter & Rachel Ross, Bob & Sonja Sterling, Barry Swackhamer, Pete Thelander, Peter Thornley, William Traill, and Peter Welch.

According to the 2017 directory there are 145 members and 217 cars, while through the years 471 cars have been known to the register. With the 2018 gathering this June at Lake Delavan, Wisconsin, featuring the P-types, it may be of interest to note that in 1988 there were 25 PA's and 23 PB's (28 percent of the total), while today there are 55 PA's and the same number of 23 PB's (36 percent of the total)—more than doubling the number of PA's.

In assuming the role of historian, my initial efforts have been directed toward acquiring a complete run of the more than a hundred newsletters going back to the beginning. In addition to my own copies (going back hit-and-miss to 1994), thanks to the help of Jack Kahler, Lew Palmer,

Bill Tantau, and former editor Randy Copleman, I need to locate only 11 issues. For the first seven years the newsletter was not quarterly but appeared twice yearly. I welcome help finding the ones yet missing; both numbers of 1989; Spring 1991; Fall 1996; Summer & Fall 1997; Fall & Winter 1998; and Spring, Fall, & Winter 1999. Please e-mail me at panderson@northpark.edu Thanks!

The plan is to develop a project that scans and digitizes for uploading to the register's website all issues of the newsletter, possibly in a word-searchable format. I will also be gathering records and documents, processing and preserving them in a way that ensures a single repository that can be passed on to whomever serves the role of historian, and to which new material will be added. During the 30th anniversary year I also hope to write for the next three issues of the newsletter ten-year segments of our history in a general, descriptive way—nothing too exhaustive!

Jerry Keuper included an editorial in the 1988 newsletter entitled "Roast Duck." He urged members to send in material for the newsletter (only Reed Yates had initially provided an article on the N-type, along with articles from clubs in England and Australia) regarding "restoring, racing, or just plain driving our MMM cars," as well as sharing, selling, and trading the bits and parts sitting on everyone's shelves. He said he would print (almost!) everything sent to him. "Your editor," Jerry wrote, "feels somewhat like the Chinese peasant who, according to proverb, 'must stand on the hillside for a long, long time before a roast duck flies in his mouth.' I am now going to rent a larger P.O. Box to accommodate all those 'roast ducks' that I know will be coming my way soon." And soon they did, as the newsletter grew in informative and fascinating ways, including great photos and illustrations, a visual record of register gatherings.

Phil Anderson Register Historian



NEW MEMBERS

Richard and MaryKay King
Ashland, Oregon
F1450

Casey and Lynelle Duncan
Parker, Colorado
J2332

Richard and Sandra Loe
LaCanada, California
PA1738

At long last, the new directory for 2018 has been mailed to all active paid-up members. If on the odd chance you didn't receive yours, please let me know. It was a fully packed mailing this year which not only included the directory, but your 2018 membership card, a card about the National Triple-M Meet, and (courtesy of Hagerty) a commemorative coin for this our 30th anniversary of the NAMMMR.

As is often the case, membership renewals were extremely slow in coming in this year. So for the 2019 renewals, the board is considering some incentives to help get those renewals in a little early. Watch for some changes later in the year which we hope will ease the burden of getting everything done to get your directory and membership cards to you before the late spring.

The National Triple-M Meet is only a little more than a month away. This year we are featuring the P-types, so if you own one, regardless of condition, we hope you bring it. The site is a beautiful resort on a lake on southeast Wisconsin, so it promises to be one of the best.

It amazes me that we still are attracting new members with cars that were previously unknown to the Register. So please join me in welcoming our three newest members listed to the left.





Treasurer's Report



Effective MAY 11, 2018

It's that time of year to get our MMM's out on to the road again! We all know it takes some \$'s to enable them to do so. As with our Register, we too need money to operate!

Thanks to all our members for supporting the NAMMMR! We are financially set to operate for 2018. Again this year, we are budgeting with an end-of-year zero balance outcome. We do have a few less members than last year, but fortunately we have gained some new faces during 2017. Welcome!

Many of our annual expenses are realized the beginning of each calendar year. At present, our finances are in fine shape.

2018 income (from membership of 142 to date) is:	\$5,700.00
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2018 total budgeted expenses are:	\$5,650.00
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2018 ending balance is estimated at:	\$ 50.00
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I look forward to seeing many of you, our MMM friends at our 2018 National Event, in conjunction with GOF Central in Wisconsin. It's just a few weeks away!

Thank you for your participation,
Jack Schneider NAMMMR Treasurer





Web Report



Webmaster's Report,

May 11, 2018

My other Register duty is to serve as your Webmaster.

If you haven't, please look us up at www.nammmr.org.

I try to keep the website as up to date as possible. Our Register newsletter is published quarterly. The website is a bit faster method of communication to all members. The site homepage lists notices about upcoming events and general direction as to where to find other important information.

Please check out the Member's Cars page, too. A link to it is provided via the homepage menu bar. If your car is not listed, we would like to include it. Please send me a photo of your MMM car. My email address is below. Proud owners can be part of the photo! Basic car info is part of the listing as you will see.

Brand new, is a notice of our redesigned Regalia Program. A link to that page can be found along the top menu bar, on the site. We have a new selection of clothing and accessory items. Take a look, connect with Cathy Gunderson, our Regalia Manager and place your orders! The Register has recently invested in a small inventory of these new items for immediate purchase. If available quantities would run short, we have the understanding the vendor Cathy that has sourced is able to turn around smaller volume reorders rather quickly! *See Market Page in this issue..*

Finally, "Like us", "Follow us" on Facebook. I have started a page dedicated to the North American MMM Register. Look us up using the full register name. As I find interesting things posted by others, MMM related, etc, I will share them via the page.

Thank you,
Jack Schneider
NAMMMR Webmaster
britjack67@gmail.com





AMELIA ISLAND 2018 CONCOURS D'ELEGANCE



Shine at the Twenty Third Concours at "The Amelia"

Rare automobile and their admirers are drawn to the Amelia in March like swallows to Capistrano and pilgrims to holy lands. Not everyone can go, but the pull is inexorable. In recent years it has been much too easy to walk past the outstanding MGs, scattered in different classes while suffering from sensory overload: gobs of bright work, dizzying race livery, unheard of opulence and concept cars all seem to jump out at you. This year it was; Emerson Fittipaldi surrounded by his race cars, Big Daddy Roth's collection of wacky vehicles like the T-bucket Tweedy Pie and a Locomobile the size of a city block owned by J.P.Morgan's partner. However, the MG's had their day in the sun too. There were three pre-war class winners, with two other prizes also being awarded.

There were three winners in the pre-war MG class. A 1953 MG TD Sport Speciale belonging to

Howard and Diane Banaszak took the Denise McCluggage trophy for the most significant post-war race car. Randy and Suzanne Morgan with their Esso suits and a 1934 MG PA captured the Sandra Alford Fashion Trophy for the best presentation of fashion and the automobile.

Tom Metcalf of Safety Fast! completed a total restoration for all four of the Pre-War winners. It's no wonder that after the show he was "Over the top with excitement" with the results. In the midst of pre-war class was his own special eight-year project, an NB Magnette. He talked about the ability to use the internet for sourcing original parts for pre-war cars, and quickly added that there was no substitute for leg work. Later when asked about the hardest part to source, he pointed to a round ivory colored piece. "It's the 30 mph warning light, and is fragile as an eggshell." He is in white coveralls/cap and has car/Safety Fast





on back. See image of dashboard with small round indicator light—that hard to find piece!

Nestled by the pond were other outstanding examples. One of the earliest and certainly smallest MGs in the class was Roger and Beverley Melton's 1930 M Type. Of all the cars it seemed to draw the

most “Oh! Look at that one” from passers-by. It might have been the silhouette that brought them to take a closer look at the leather seats, solid walnut dash, and fabric skinned body. This was a one-owner car for 22 years and fully restored in the 1980s maintaining all original components. A few spots over “Constable” Bill Richey kept



watch over his 1933 L1 Magna. A meticulous two-year restoration of the car was echoed by the details like the Lancashire crest on his hat and period authentic hand-cuffs. When asked how those arrested were transported to the station in a small convertible he explained that after the passenger was seated "The hands were cuffed under one leg, making it impossible for them to jump out". No one volunteered to have him demonstrate, even after placing second in the Pre-War MG class.

A bit further down the aisle was the J2 cycle fender Tarwater car. Reed and Jan attended with two generations and a huge album full of photos. These photos documented the humble beginning of the 1933 J2 as it was brought down in pieces from a barn - to a finished prize that would net them an elegant trophy and bragging rights. (his son picked up the trophy with him), Randy Morgan never gave up; first driving, then trailering his 1934 PA though job relocations spanning New Jersey to Texas. The time behind a trailer was worth the wait. A full restoration included trips to the UK auto jumbles and events at Goodwood. Suzanne Morgan is a stickler for details, and was fascinated by owners who dress to match the era of their car. She spent hours combing through vintage clothes. There were several stipulations in addition to authenticity: they had to be made to fit, in wearable condition and suitable for March weather in northern Florida. With several outfits ready they wore ESSO embroidered coveralls, making for a stunning combination with their impeccable 1934 PA. It was a winning combination that landed them The Sandra Alford Fashion Trophy for the best presentation of fashion and the automobile 1934 MG PA Randy and Suzanne Morgan - Hershey, PA

Each car had a unique history, but in the 1920 and 30's Captain George Eyston, owner of the PA/PB was news. He was an inventor, engineer, track racer and three-time land speed record holder. He was also famous for forming a successful all-women's racing team dubbed Eyston's Dancing Daughters demonstrating that MGs could survive a grueling 24 Hours of Le Mans with just a bulb



Amelia Award
Pre-War Second place
1933 MG L1 Magna
Bill and Sarah Richey
Bowling Green, KY

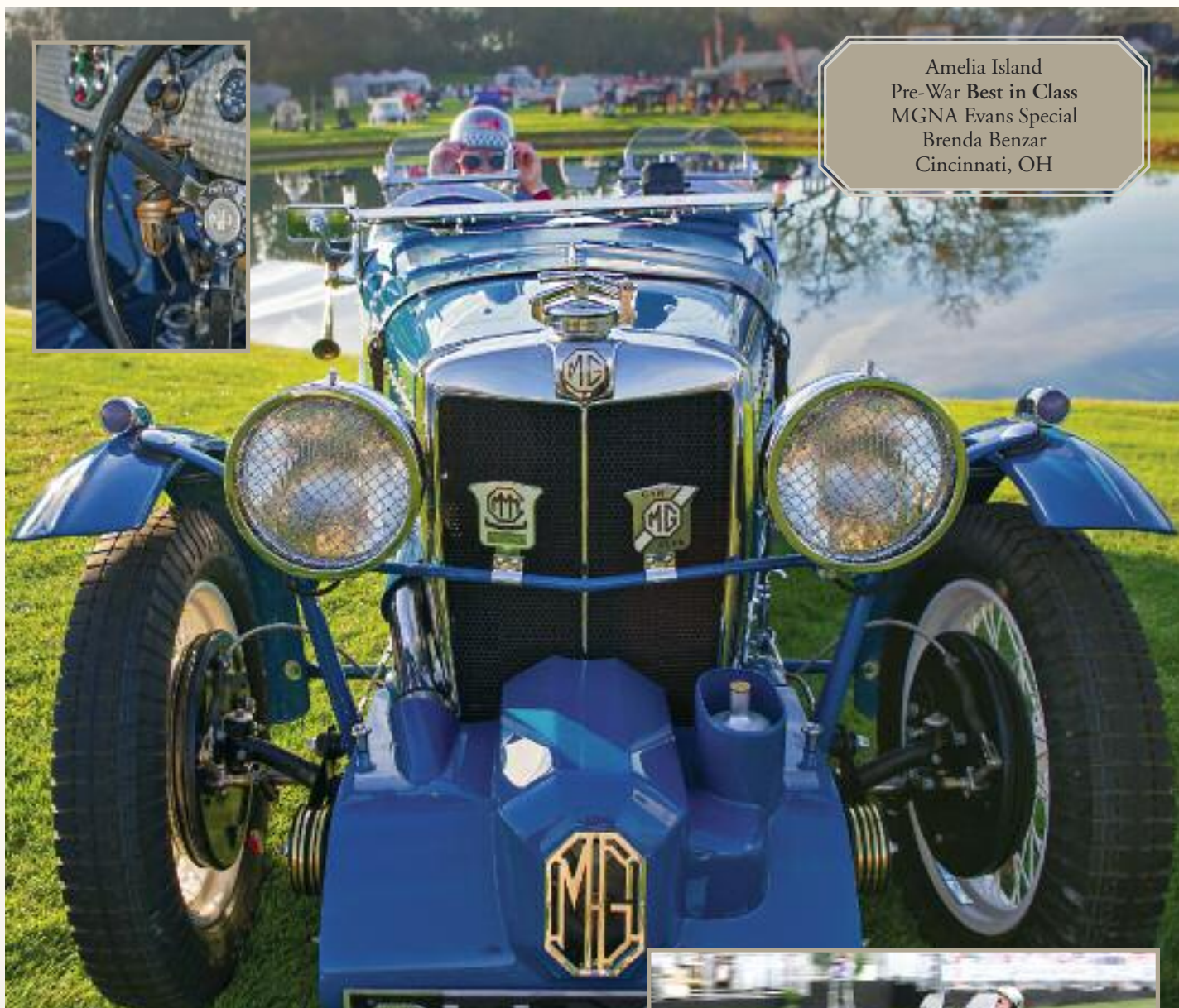


change. In 1935 he sold one of the racing PA/PB MGs to Miles Collier. Collier dubbed this car Leonidis and raced in the US, while using it as a daily driver. Much like the Spartan namesake, this car was brought down by insurmountable odds; in this case a New York cab, in city traffic. Unshaken, Collier had the body redesigned and went back to racing, first at Le Mans and finally at Bridgehampton where he was victorious. Currently Leonidis resides in the REVS museum in Collier



Amelia Award
Pre-War
1933 MG J2
Reed and Jan Tarwater
Greenfield, IN





Amelia Island
Pre-War Best in Class
MGNA Evans Special
Brenda Benzar
Cincinnati, OH

county a few hours south of Amelia Island.

This year the threat of rain on Sunday caused the concours to be moved up to Saturday. There was fierce competition for attendee's time as Cars and Coffee, auctions, seminars and the stars of the show, the concours entrants, beckoned on each fairway. This year the MG race cars, work cars and former daily drivers stood shoulder to shoulder and made a statement for all to see.

It was fitting that near Leonidis, stood Brenda Benzar's NA Special (BLL 492) an MG that she kept true to its roots. Originally it was driven by a winning twenty-year-old Doreen Evans, one of Eyton's Dancing Daughters. In over 80 years this car has been through twists, turns, straights and altitude changes.

In addition to its British racing pedigree, it has seen its share of the US, where Benzar raced the Colorado Grand three times and, the Mille Miglia in Italy where Benzar raced with her daughter in 2003. This year the car did not see a checkered flag for winning, but a much prized trophy "Best in Class".

*(She is shown wearing her daughter's helmet
with Mille Miglia badging)*

*Report and all photos - Thanks to:
(Kat) Katherine Kurkov
autoabstracts@aol.com*



Sales Literature for 1933 Racing MGs



Early sales literature like this item relied partially on artists concepts prior to a MG model being produced.

Safety Fast MG – Preliminary List
The 1933 MG K Series
(April 1933 ?)

8.25" x 8" – folded sheet – 16.5" x 14.5"

Most of us should be familiar with this item as they sometimes come up for sale and they have been reproduced by the MG Triple-M Registers library.

Safety fast MG – J4/K3
Oct 1933
8 page booklet – 9.25" x 7"

Again, most of us should be familiar with this item as they sometimes come up for sale and they have been reproduced by the MG Triple-M Registers library.



Sales Literature for
1933 Racing MGs

All in a Day's Work
K3
Autocar 27 April
1934
booklet
8.25" x 11/25"
folded sheet



Sales Literature for 1933 Racing MGs

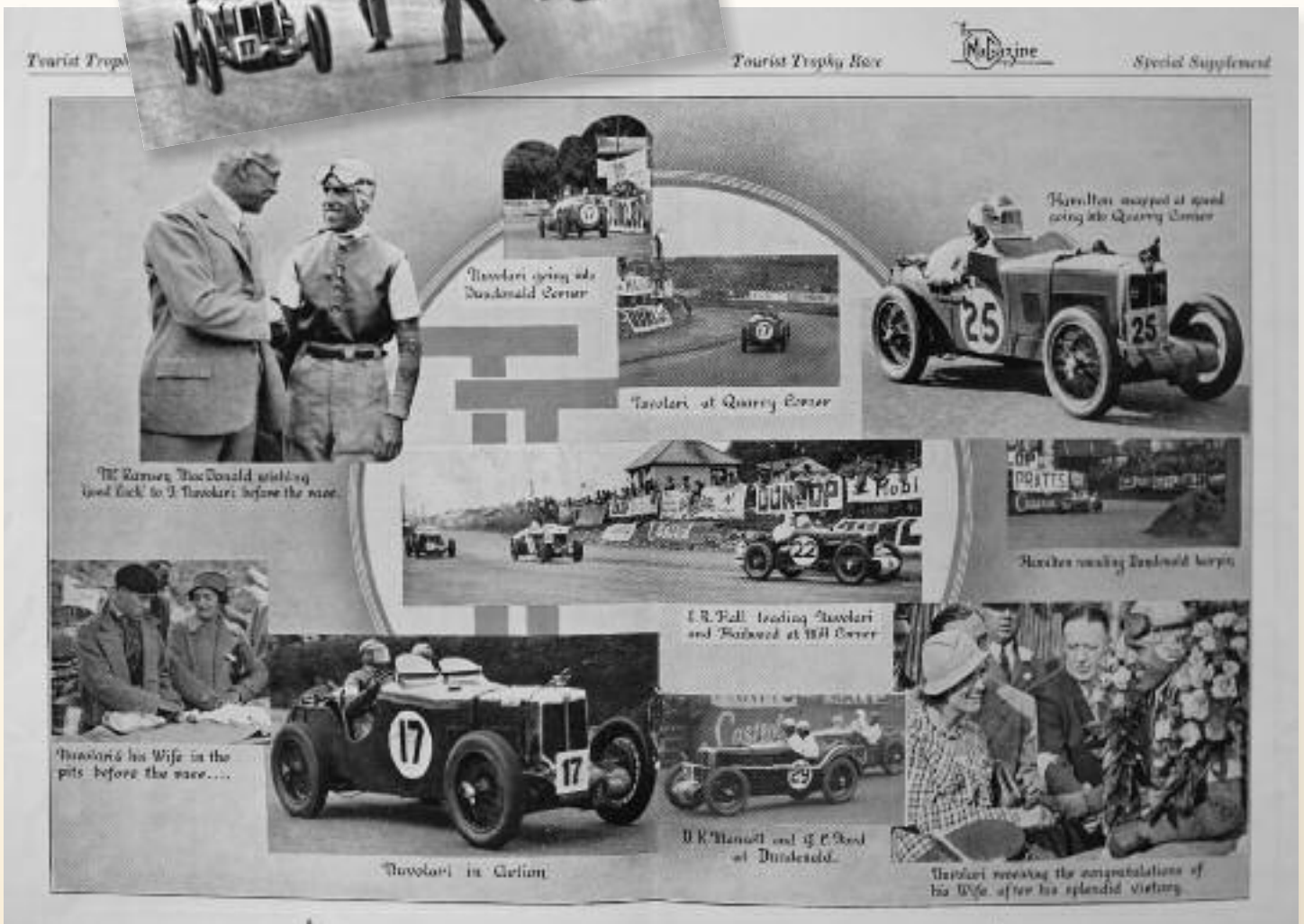
TT Stop Press
Supplement to MG Magazine
September 1933
16 page booklet

A fairly rare item that appeared as an insert to
The MaGazine (factory publication)
Covers the 1933 Tourist Trophy Race.

This item qualifies as a MG Car Co.
promotional item.

The mid 1930s MG racing was well
publicised with promotinal items,
to name a few

*Combat, Circuit Dust, Grand Prix,
Milie Miglia, Luck of the Game, More Luck, etc*



Sales Literature for 1933 Racing MGs

Two more fairly rare item that appeared
(possibly a 3rd version Issued in April 1933)
reprinted in July and
reprinted (with revisions) in September 1933

For the Racing Motorist
J4, (J5,) K3 – booklet
8 pages – BW – 8.75" x 11.25"

K3, J4, J5 Issued April 1933
reprinted July 1933 (Shows J5 option)



K3, J4 Issued April 1933
reprinted October 1933
(consolidates J5 with J4 option)



I had never heard of a J5 version
of the J Ttype Midget.
Some say it was never produced.
If you read the specifications on
the following pages it seems the
J5 was offered as
an unsupercharged J4.

Sales Literature for 1933 Racing MGs

LIST OF EXTRAS. Chronograph clock £7 7s. fitted. Speedometer (mounted on bracket) £5 6s. fitted. Wire gauze racing screen £9. Conversion of existing unsupercharged car, including supply of supercharger, special induction pipe, blow-off valve, all drive parts, water pump and fitting, £100.

The special M.G. colours are:—

Ulster Green/Dublin Green	Abingdon Grey/Brooklands Grey
Light Fawn/Old Ivory	Saratoga Red/Carmine Red
Cambridge Blue/Oxford Blue	Ebony Black/White

No Charge.

Any special colours other than the above, £4 10s.

Any deviation from any one of the five following standard leathers:—Apple Green, Tudor Brown, Deep Red, Cerulean Blue, Suede Grey leather, £5 5s.

Extra for No. 8 Powerplus supercharger in place of No. 7, £12.

PRICES.

Chassis J4 with straightforward type gearbox	Chassis prices on application
Ditto with close ratio pre-selective type gearbox	
Chassis J5 with straightforward type gearbox	
Ditto with pre-selective type gearbox ...	
Two-seater. J4 T.T. coachwork, with straightforward gearbox...	£445
Ditto with pre-selective close ratio racing type gearbox	£480
Two-seater. J5 T.T. coachwork, with straightforward gearbox...	£395
Ditto with pre-selective close ratio racing type gearbox	£430
Detachable streamlined tail...	£35

The right is reserved to vary this specification without notice.

K3, J4, J5 Issued April 1933
reprinted July 1933 (Shows J5 option)

The M.G. Magnette K3 Racing Model (Supercharged)



By this engine to supercharging unit.

Specifications

ENGINE. 1350 cc. four-cylinder engine, four valves, 1600 revs. per min. The engine is fitted with a supercharger, which is driven by a belt from the crankshaft. The supercharger is of the Roots type, and is fitted with a blow-off valve. The engine is fitted with a water pump, and a fan for cooling. The engine is fitted with a magneto, and a battery for starting. The engine is fitted with a carburettor, and a fuel pump. The engine is fitted with a radiator, and a fan for cooling. The engine is fitted with a steering gear, and a suspension system. The engine is fitted with a brake system, and a clutch. The engine is fitted with a gear box, and a shaft drive. The engine is fitted with a flywheel, and a crankshaft. The engine is fitted with a piston and rings, and a cylinder block. The engine is fitted with a valve gear, and a camshaft. The engine is fitted with a timing belt, and a timing pulley. The engine is fitted with a water pump, and a fan for cooling. The engine is fitted with a magneto, and a battery for starting. The engine is fitted with a carburettor, and a fuel pump. The engine is fitted with a radiator, and a fan for cooling. The engine is fitted with a steering gear, and a suspension system. The engine is fitted with a brake system, and a clutch. The engine is fitted with a gear box, and a shaft drive. The engine is fitted with a flywheel, and a crankshaft. The engine is fitted with a piston and rings, and a cylinder block. The engine is fitted with a valve gear, and a camshaft. The engine is fitted with a timing belt, and a timing pulley.

CHASSIS. The chassis is of the Magnette type, and is fitted with a steering gear, and a suspension system. The chassis is fitted with a brake system, and a clutch. The chassis is fitted with a gear box, and a shaft drive. The chassis is fitted with a flywheel, and a crankshaft. The chassis is fitted with a piston and rings, and a cylinder block. The chassis is fitted with a valve gear, and a camshaft. The chassis is fitted with a timing belt, and a timing pulley.

COACHWORK. The coachwork is of the Magnette type, and is fitted with a steering gear, and a suspension system. The coachwork is fitted with a brake system, and a clutch. The coachwork is fitted with a gear box, and a shaft drive. The coachwork is fitted with a flywheel, and a crankshaft. The coachwork is fitted with a piston and rings, and a cylinder block. The coachwork is fitted with a valve gear, and a camshaft. The coachwork is fitted with a timing belt, and a timing pulley.

GEARBOX. The gearbox is of the Magnette type, and is fitted with a steering gear, and a suspension system. The gearbox is fitted with a brake system, and a clutch. The gearbox is fitted with a gear box, and a shaft drive. The gearbox is fitted with a flywheel, and a crankshaft. The gearbox is fitted with a piston and rings, and a cylinder block. The gearbox is fitted with a valve gear, and a camshaft. The gearbox is fitted with a timing belt, and a timing pulley.

CLUTCH. The clutch is of the Magnette type, and is fitted with a steering gear, and a suspension system. The clutch is fitted with a brake system, and a clutch. The clutch is fitted with a gear box, and a shaft drive. The clutch is fitted with a flywheel, and a crankshaft. The clutch is fitted with a piston and rings, and a cylinder block. The clutch is fitted with a valve gear, and a camshaft. The clutch is fitted with a timing belt, and a timing pulley.

STEERING. The steering is of the Magnette type, and is fitted with a steering gear, and a suspension system. The steering is fitted with a brake system, and a clutch. The steering is fitted with a gear box, and a shaft drive. The steering is fitted with a flywheel, and a crankshaft. The steering is fitted with a piston and rings, and a cylinder block. The steering is fitted with a valve gear, and a camshaft. The steering is fitted with a timing belt, and a timing pulley.

SUSPENSION. The suspension is of the Magnette type, and is fitted with a steering gear, and a suspension system. The suspension is fitted with a brake system, and a clutch. The suspension is fitted with a gear box, and a shaft drive. The suspension is fitted with a flywheel, and a crankshaft. The suspension is fitted with a piston and rings, and a cylinder block. The suspension is fitted with a valve gear, and a camshaft. The suspension is fitted with a timing belt, and a timing pulley.

BRAKE. The brake is of the Magnette type, and is fitted with a steering gear, and a suspension system. The brake is fitted with a brake system, and a clutch. The brake is fitted with a gear box, and a shaft drive. The brake is fitted with a flywheel, and a crankshaft. The brake is fitted with a piston and rings, and a cylinder block. The brake is fitted with a valve gear, and a camshaft. The brake is fitted with a timing belt, and a timing pulley.

CLUTCH. The clutch is of the Magnette type, and is fitted with a steering gear, and a suspension system. The clutch is fitted with a brake system, and a clutch. The clutch is fitted with a gear box, and a shaft drive. The clutch is fitted with a flywheel, and a crankshaft. The clutch is fitted with a piston and rings, and a cylinder block. The clutch is fitted with a valve gear, and a camshaft. The clutch is fitted with a timing belt, and a timing pulley.

COACHWORK. The coachwork is of the Magnette type, and is fitted with a steering gear, and a suspension system. The coachwork is fitted with a brake system, and a clutch. The coachwork is fitted with a gear box, and a shaft drive. The coachwork is fitted with a flywheel, and a crankshaft. The coachwork is fitted with a piston and rings, and a cylinder block. The coachwork is fitted with a valve gear, and a camshaft. The coachwork is fitted with a timing belt, and a timing pulley.



The 1933 M.G. Magnette K3 Racing Model.

CHASSIS. The chassis is of the Magnette type, and is fitted with a steering gear, and a suspension system. The chassis is fitted with a brake system, and a clutch. The chassis is fitted with a gear box, and a shaft drive. The chassis is fitted with a flywheel, and a crankshaft. The chassis is fitted with a piston and rings, and a cylinder block. The chassis is fitted with a valve gear, and a camshaft. The chassis is fitted with a timing belt, and a timing pulley.

CLUTCH. The clutch is of the Magnette type, and is fitted with a steering gear, and a suspension system. The clutch is fitted with a brake system, and a clutch. The clutch is fitted with a gear box, and a shaft drive. The clutch is fitted with a flywheel, and a crankshaft. The clutch is fitted with a piston and rings, and a cylinder block. The clutch is fitted with a valve gear, and a camshaft. The clutch is fitted with a timing belt, and a timing pulley.

STEERING. The steering is of the Magnette type, and is fitted with a steering gear, and a suspension system. The steering is fitted with a brake system, and a clutch. The steering is fitted with a gear box, and a shaft drive. The steering is fitted with a flywheel, and a crankshaft. The steering is fitted with a piston and rings, and a cylinder block. The steering is fitted with a valve gear, and a camshaft. The steering is fitted with a timing belt, and a timing pulley.

SUSPENSION. The suspension is of the Magnette type, and is fitted with a steering gear, and a suspension system. The suspension is fitted with a brake system, and a clutch. The suspension is fitted with a gear box, and a shaft drive. The suspension is fitted with a flywheel, and a crankshaft. The suspension is fitted with a piston and rings, and a cylinder block. The suspension is fitted with a valve gear, and a camshaft. The suspension is fitted with a timing belt, and a timing pulley.

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The 1933 M.G. Magnette K3 Racing Model.

CLUTCH. The clutch is of the Magnette type, and is fitted with a steering gear, and a suspension system. The clutch is fitted with a brake system, and a clutch. The clutch is fitted with a gear box, and a shaft drive. The clutch is fitted with a flywheel, and a crankshaft. The clutch is fitted with a piston and rings, and a cylinder block. The clutch is fitted with a valve gear, and a camshaft. The clutch is fitted with a timing belt, and a timing pulley.

STEERING. The steering is of the Magnette type, and is fitted with a steering gear, and a suspension system. The steering is fitted with a brake system, and a clutch. The steering is fitted with a gear box, and a shaft drive. The steering is fitted with a flywheel, and a crankshaft. The steering is fitted with a piston and rings, and a cylinder block. The steering is fitted with a valve gear, and a camshaft. The steering is fitted with a timing belt, and a timing pulley.

SUSPENSION. The suspension is of the Magnette type, and is fitted with a steering gear, and a suspension system. The suspension is fitted with a brake system, and a clutch. The suspension is fitted with a gear box, and a shaft drive. The suspension is fitted with a flywheel, and a crankshaft. The suspension is fitted with a piston and rings, and a cylinder block. The suspension is fitted with a valve gear, and a camshaft. The suspension is fitted with a timing belt, and a timing pulley.

BRAKE. The brake is of the Magnette type, and is fitted with a steering gear, and a suspension system. The brake is fitted with a brake system, and a clutch. The brake is fitted with a gear box, and a shaft drive. The brake is fitted with a flywheel, and a crankshaft. The brake is fitted with a piston and rings, and a cylinder block. The brake is fitted with a valve gear, and a camshaft. The brake is fitted with a timing belt, and a timing pulley.

Sales Literature for 1933 Racing MGs

Introduction to the M.G. Midget and the M.G. Magnette Racing Models

TODAY, the demand for specially fast vehicles of the M.G. Midget and the M.G. Magnette for competitive work and racing, the M.G. Midget Model J4 and the M.G. Magnette K3 have been introduced. The J4 is a supercharged M.G. Midget, and the K3 is a supercharged M.G. Magnette.



Driver beginning to pit at the 1932 Grand Prix.

The World's fastest 740 cc. M.G. Midget, which during 1932-33 carried all before it, really made no introduction at all; everyone knew it made motor racing history by taking during 1931 the first five places and team prize in the Junior Car Club Double-Twelve Hours Race, winning the Irish Grand Prix and Ulster T.T., coming second in the B.R.D.C. 100 Miles Race, and in the same event winning the team award, and in 1932 finishing third in the E.C.C. 1000 Miles event, the Ulster T.T., and winning outright in 34-17 m.p.h. the B.R.D.C. 500 Miles, the fastest long-distance event in the world.

In record-breaking career it is equally amazing, so numerous have been the successes. It was the first car in the 750 cc. category to exceed 100 m.p.h., able to achieve the covered 100 in the hour (from standing start). The highest speed achieved by a car of this size was recorded when a fraction over two miles a minute was attained in October 1932 by the M.G. Midget, which now holds every existing record in its class, an unparalleled achievement.



Ready for the start T. 100.

With this wealth of experience available it follows that very few experienced racers will be found in the M.G. Midget Racing Model, this applies also to the M.G. Magnette Racing Model, which follows very closely the general layout and design.

Introduction to the M.G. Midget and the M.G. Magnette Racing Models—continued

With the greater weight and larger speed of the M.G. Magnette it was considered essential that the layout should receive very special attention.

The layout includes the very latest work, the transmission, back plate and drive being of aluminum, the latter with special cast links with ground wear surface—operation is by the well-known M.G. road clutch system.

The frame, with tubular cross members, is extremely and very rigid, the side members being actually below the axles.

The supercharger M.G. Magnette engine of 1098 cc. is equipped with B.T.H. poppet induction diagram, and has a fuel by a large bore carburetor, developing a special M.G. induction system.

The gearbox is of the progressive type, a very great merit when racing, since by virtue of the quick change which can be made, acceleration is increased considerably.

Following M.G. policy, there is the slightest difference between these new M.G. racing models supplied for that purpose and those sold in the ordinary way for fast touring. The layout of both models is the same of course, but the highest speeds, superlative brakes, powers of acceleration, staying power, and speed that make them worthy opponents in any racing company.



Finishing third and also winner of the J.C.C. 500 Miles Race.

K3, J4 Issued April 1933
reprinted October 1933
(consolidates J5 with J4 option)

The M.G. Midget J4 Supercharged Model



The M.G. Midget J4.

Description

GENERAL. This model is designed to be the best of its kind, a car which is capable of being used for competitive work and racing, the M.G. Midget Model J4 is a supercharged M.G. Midget, and the M.G. Magnette K3 is a supercharged M.G. Magnette. The layout of both models is the same of course, but the highest speeds, superlative brakes, powers of acceleration, staying power, and speed that make them worthy opponents in any racing company.

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The M.G. Magnette K3.

The M.G. Magnette K3 Racing Model
(Supercharged)



Abstract. The purpose of this study was to determine the effect of a 12-week training program on the cardiovascular and muscular endurance of sedentary, middle-aged men. The subjects were 15 men, aged 40 to 50 years, who were sedentary and had no history of cardiovascular disease. They were divided into two groups: a control group and an experimental group. The control group continued their sedentary lifestyle, while the experimental group participated in a 12-week training program consisting of three sessions per week. The training program included aerobic and resistance exercises. The results of the study showed that the experimental group had significant improvements in cardiovascular and muscular endurance compared to the control group. The experimental group's heart rate decreased significantly, and their muscular endurance, measured by the number of repetitions performed, increased significantly. The control group showed no significant changes in these measures. The study concluded that a 12-week training program can improve cardiovascular and muscular endurance in sedentary, middle-aged men.

ADMINISTRATIVE: A unit in the laboratory with responsibility for the management of the laboratory and its personnel. A "top-down" approach to management is used. The laboratory director is responsible for the overall management of the laboratory.

HYPING HAZARD. The 1993-94 season would be the second season in which a hypoxia event occurred. The hypoxia was a 100% reduction in oxygen levels in the water column, which was observed in the lower portion of the water column. The hypoxia was caused by a combination of factors, including a high level of organic matter in the water column and a high level of oxygen consumption by the bacteria. The hypoxia was observed in the lower portion of the water column, which was the area of the water column that was most affected by the hypoxia. The hypoxia was observed in the lower portion of the water column, which was the area of the water column that was most affected by the hypoxia.

정답 4번 정답: other selections. 이 문제에서 우리는 '다른 선택'이라는 단어를 찾아야 합니다. 여기에는 '다른'이라는 단어가 포함되어 있습니다. '다른'이라는 단어를 찾아보면, 'other'이라는 단어가 있습니다. 'other'이라는 단어를 찾아보면, 'other'이라는 단어가 있습니다.

[illegible][illegible]

CAUTION: It is fairly obvious that most of the birds seen at the airport. The "birds" and "birds" are seen at the 1000 ft. altitude. (1) "birds" and "birds" are seen at the 1000 ft. altitude.

[illegible]

1990-92. There are collections and the main book house containing both first and second editions are located at the main and the secondary in a part of the main hall. There being a number of subjects in the library, the main hall is divided into sections. It is intended that these provide the subject matter and the main hall.

DISCUSSION—Establishing the importance of appropriate information for the decision-making process is a first step toward understanding the role of the patient in the decision-making process. The next step is to determine the information that the patient needs to make a decision. This is the focus of the second article in this special issue. The third step is to determine the information that the patient needs to make a decision. This is the focus of the third article in this special issue. The fourth step is to determine the information that the patient needs to make a decision. This is the focus of the fourth article in this special issue.

The first study found that the primary cause of a person's poor memory was actually the lack of a strong interest in the subject being studied. The study found that the more interested a person was in the subject, the better their memory was. The study also found that the more a person studied, the better their memory was. The study concluded that the best way to improve memory is to study subjects that are of interest and to study them thoroughly.

STRENGTH. Support may be the least visible but most important element of the total risk management approach. Companies must ensure sufficient financial and human resources are available to manage risk. The impact of a future event that could result in a sharp decline in liquidity, the credit rating and/or the company's reputation in the marketplace, loss of its license, and so on, will

[illegible]

PREVIEW: The last 10 years in Chicago are only the beginning. Another 10 years will see the city built, not broken. The business plan and the public works plan for the coming decade in Chicago's 10-year economic strategy is shown on the production of Figure 4. The city's future will be a success for the entire nation.

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the duration of the infection and active treatment with interferon. As for the impact on the temporal pattern of the activity period, we did not detect any significant effect of the infection on the duration of the activity period and the time interval between the onset of the peak.

DISCUSSION: The results of this study indicate that the major determinants of the prevalence of and risk for infectious gastroenteritis are the type of food consumed, the use of antibiotics, and the use of oral contraceptives. The use of antibiotics and oral contraceptives was associated with an increased risk of infectious gastroenteritis. The use of oral contraceptives was also associated with an increased risk of infectious gastroenteritis. The use of oral contraceptives was also associated with an increased risk of infectious gastroenteritis.

[illegible]

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LIST OF EXTERNAL. (Geographical and names of the
Institutions to which the work is sent.)
The following are the names of the institutions:

[illegible]

Two-story, T.E. Lipp, Clarksville, 1916, stone walls, 1000 sq. ft. (1916)
 Remains of previous building, T.E. Lipp, Clarksville, 1916, stone walls, 1000 sq. ft. (1916)

COACHWORK. The M.G. Midget J4 is offered as a complete two-seater with panelled bodywork, conforming to the usual road racing regulations. A special detachable tail is available for streamlining the Ulster bodies. The upholstery is in real leather and the bucket seats have ample adjustment. A Triplex glass windscreen, which folds flat forward on the scuttle, is fitted as standard, but under certain racing conditions where it is inadvisable to carry a glass screen, a gauze screen can be fitted as an extra. The standard finish is British Racing Green with upholstery to match, but any of the range of M.G. special colours can be had at no additional charge.

LIST OF EXTRAS. Chronograph clock £77s. fitted. Speedometer (mounted on bracket) £56s. fitted. Wire gauze racing screen £9. Conversion of existing unsupercharged car, including supply of supercharger, special induction pipe, blow-off valve, all drive parts, water pump and fitting, £100.

The special M.G. colours are :—

Ulster Green/Dublin Green Saratoga Red/Carmine Red
Cambridge Blue/Oxford Blue
No Charge

Any special colours other than the above, £6 6s.
Any deviation from any one of the five following standard leathers—Apple Green, Tudor Brown, Deep Red, Cerulean Blue, Suede Grey leather, £6 6s.
Extra for No. 8 Powerplus supercharger in place of No. 7, £12.

PRICES.

Two-seater, J4 T.T. coachwork, with straightforward gearbox...	£495
Detachable streamlined tail...	£35

The right is reserved to vary this specification without notice.

K3, J4 Issued April 1933

reprinted October 1933

(consolidates J5 with J4 option)

23

Strong, Inexpensive Side Screen Storage Bag

By Dan Shockey, PA2108



A Handy Tip

After I assembled side screens for my P-type, I needed a convenient way to move, protect and store them. I wanted something in canvas and thought about log carriers. There is a selection on Amazon. I liked the one described below.

Since I am using it for relatively flat objects, the end panels are folded in and provide protection between the two screens. I expected it to need further sewing but found it works well as is.

If desired, the bag can slip down between the spare tire and gas tank as shown in the photo.

Product:

Cougar Ultimate 2 Handle Log Carrier,
Extra Heavy Duty, Waterproof
Lined Firewood Tote Bag,
in Forest Green or Black
\$27.95
plus free shipping

Features:

- Heavyweight 1200d woven canvas with waterproof lining
- Capacity of 24"(L) x 17"(h) x 12"(d). Note that the height is increased with thinner objects. Includes two end pockets.
- Superior strength 1200 denier canvas with 2" reinforced nylon webbing, supports the handles and all stress points around the bag. Double stitched external trim around every seam.



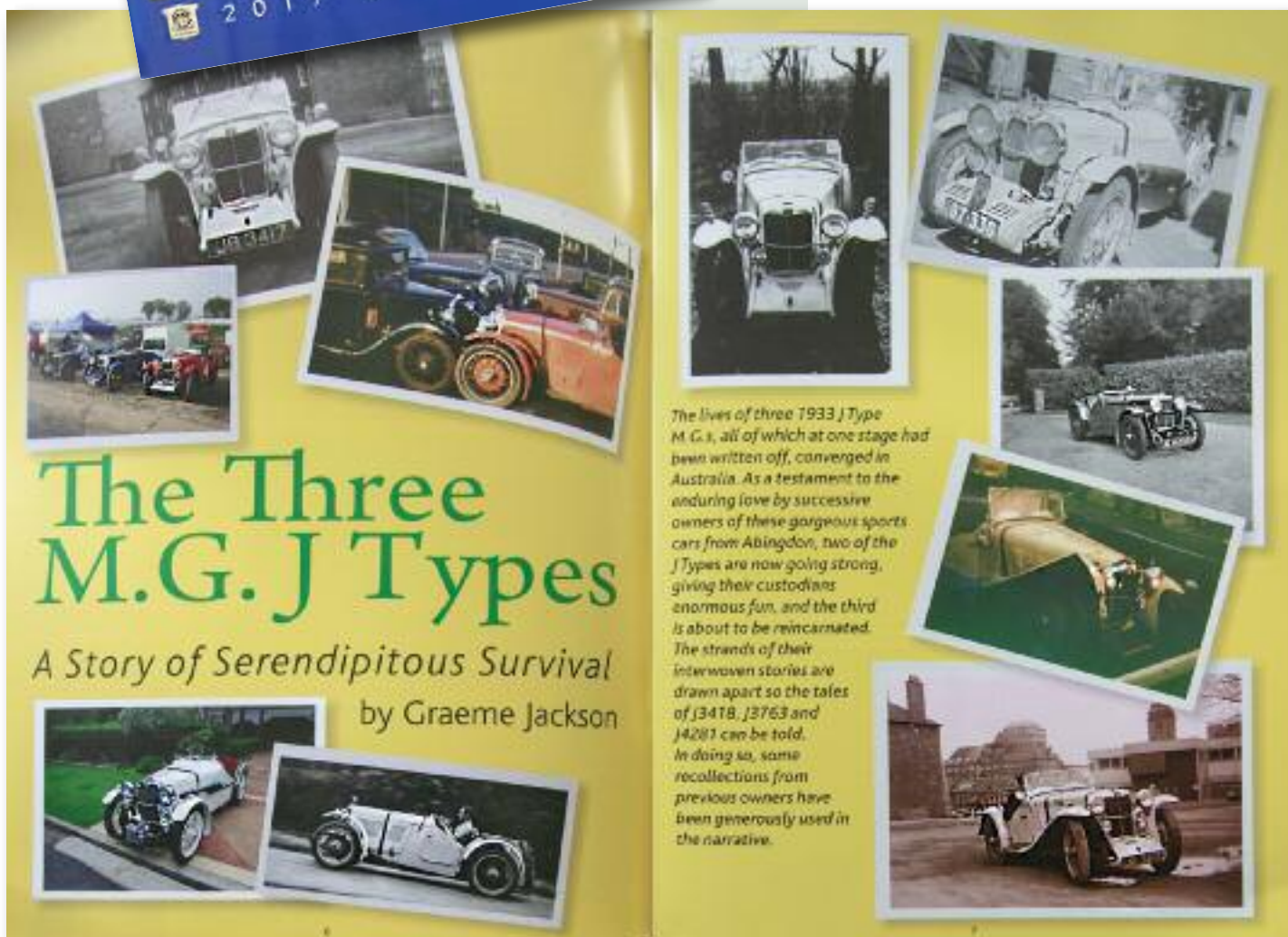
For Your Library

The MG Car Club Triple-M Register has just released their 2017 Yearbook in April. This much anticipated annual once again is jam packed with information regarding our favorite MGs. On these next few pages are featured a teaser of the all-original well written articles in this years offering.

This (enlarged to 88 pages) full colour glossy publication includes accounts of MMM MGs in Britain and abroad.

It is a limited print project modestly priced at £12 + P&P from the Triple-M Register's online Library shop at www.triple-mshop.org or contact

info@triple-mshop.org for details.



The Three M.G. J Types

A Story of Serendipitous Survival

by Graeme Jackson

The lives of three 1933 J Type M.G.s, all of which at one stage had been written off, converged in Australia. As a testament to the enduring love by successive owners of these gorgeous sports cars from Abingdon, two of the J Types are now going strong, giving their custodians enormous fun, and the third is about to be reincarnated. The strands of their interwoven stories are drawn apart so the tales of J341B, J3763 and J4281 can be told. In doing so, some recollections from previous owners have been generously used in the narrative.

Competition Report

by Mike Linward

The following report is a summary of some of the motor sport and social activities that Triple-M cars and their owners took part in during 2017, mostly from a UK perspective. Triple-M Register Trophy tables appear elsewhere in this publication.



J4 IN THE MILLE MIGLIA

It's always been a dream to take an M.G. to the Mille Miglia, and this year it finally happened. A small group of us, including Mike Linward, set off in a J4 to take part in the race. The car was in excellent condition, and the weather was perfect. We had a great time, and the car performed well. The race was a challenge, but we managed to finish. It was a great experience, and we were proud to represent the M.G. community.



The Mille Miglia is a famous endurance race in Italy. It was first held in 1926 and has since become one of the most prestigious motorsport events in the world. The race is held annually, and it attracts thousands of spectators. The M.G. community has a long history of participating in the race, and it's always a great event to take part in.

MCC Leinster Trial

Class 2 - 1911-1914 (1911-1914)
The event was held at the Leinster Motor Club. It was a great day, and the weather was perfect. We had a great time, and the car performed well. The trial was a challenge, but we managed to finish. It was a great experience, and we were proud to represent the M.G. community.

VSCC Newmarket Rally

Class 2 - 1911-1914 (1911-1914)
The event was held at the VSCC Newmarket Rally. It was a great day, and the weather was perfect. We had a great time, and the car performed well. The rally was a challenge, but we managed to finish. It was a great experience, and we were proud to represent the M.G. community.

VSCC New Year Driving Tests

Class 1 - Standard Sports Cars (1911-1914)
The event was held at the VSCC New Year Driving Tests. It was a great day, and the weather was perfect. We had a great time, and the car performed well. The tests were a challenge, but we managed to finish. It was a great experience, and we were proud to represent the M.G. community.

Class 1 - Standard Sports Cars

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Class 1 - Standard Sports Cars

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VSCC New Year Driving Tests

Class 1 - Standard Sports Cars (1911-1914)
The event was held at the VSCC New Year Driving Tests. It was a great day, and the weather was perfect. We had a great time, and the car performed well. The tests were a challenge, but we managed to finish. It was a great experience, and we were proud to represent the M.G. community.

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Class 1 - Standard Sports Cars

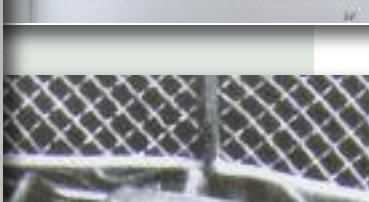
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The M.G. community has a long history of participating in motorsport events. The J4 is a popular model, and it's always a great car to take part in. The car is in excellent condition, and it's always a pleasure to drive. The community is always supportive, and it's always a great experience to take part in.



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Supercharging the early M.G. Competition Cars

By Allan Bentley



MG2021 – It's Official!

The North American Council of M.G. Registers is pleased to announce that a location has been selected for MG2021.

After receiving proposals from several cities and reviewing same, the Council narrowed down the selection to three locations.

Site visits were made to all three locations by Council members last fall and after everything was considered and negotiations were complete, contracts satisfactory to all involved were signed with "Meet AC" (the local Convention and Visitors Bureau) and with "Harrah's Atlantic City" (the host hotel) for MG2021. (As with previous All-Register events, this was not an easy choice to make!)

While we are still working on specifics of the event, we want you to "save the date" now... **Monday, June 14 through Thursday, June 17, 2021** so that you can be a part of this mega-MG happening!

As with our previous events, you will be able to reserve your room after you've registered for the event via our easy online registration process beginning in the fall of 2020. Atlantic City, NJ... home of MG2021!

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



For our 2019 National Meet we are committed to having it in Bowling Green, KY

I anticipate we will possibly again join GoF Central in 2020.
Tentatively June 19 - 22, 2019

Jack Kahler, Chairman NAMMMR

S H O W



Peter Boot brought his PA to our MGs By The Bay show yesterday. I think he has only shown it once before at a Concours. Peter got the PA from Scotland. We'll need to get other details from him. Peter lives in Palo Alto, CA. I believe he is a NAMMMR member.

Other members attending were Eric Baker, George Steneberg and me. I have done a lot of work on my PA this spring - but nothing worthy of an article at this point.

I plan to be at Lake Delavan. *Cheers, Dan Shockey*



N E W S

1933 MG L Type ROADSTER



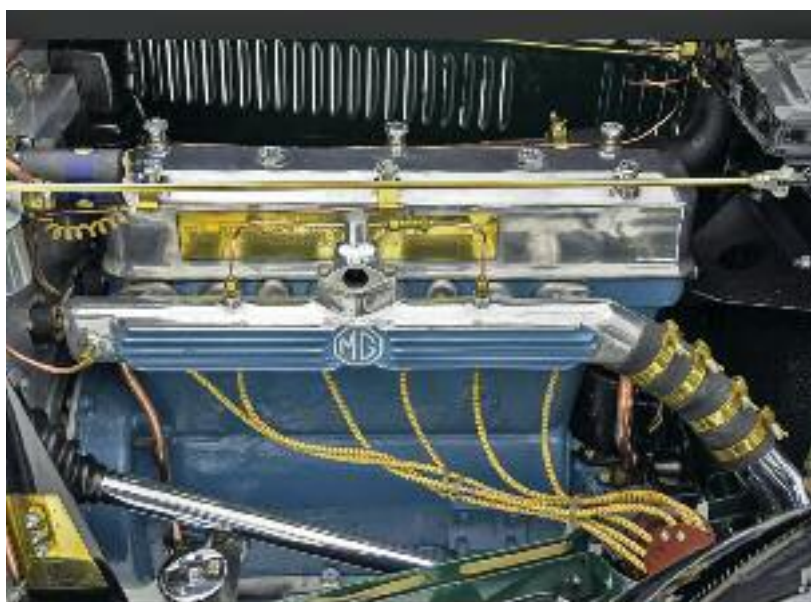
Our featured 1933 MG L-Type special is a fabulous example of the breed and a fine tribute to the famous Works racing cars from Longwall Street, Oxford. Recently out of a large private collection, this particular car was once part of the famous Gene Ponder collection of significant MG sports cars.

In period, the L-Type was a proven competitor on rallies such as the Monte Carlo and the Tulip, while the J and K-types did duty on high-speed circuits. Starting with L-Type chassis, axles, and steering this car was suitably upgraded with J-Type inspired coachwork that features cycle wings, cut down

cockpit sides and a specially made cowl for the front mounted supercharger. It is finished in a handsome two-tone black and green livery, and presents beautifully with very fine quality paintwork and detailing. A host of period-style accessories highlight the bodywork, including the high-mount exhaust with Brooklands silencer, Brooklands aeroscreens, black leather bonnet straps and proper painted wire wheels (with rear mounted spare) wrapped in fresh Blockley tires.

The two-place cockpit is trimmed in high-quality green leather, with seats piped in black to mimic the paint scheme. A black and green canvas boot covers the rear of the body, while a matching black tonneau cover (also piped in green) can be fitted for overnight stops or solo driving in cool weather. As with any proper MG





special, the E.N.V preselect gearbox is fully exposed, with the signature chrome gated gear selector falling easily to hand. Instrumentation includes a large combination Tachometer /Speedometer sitting directly in line of the driver's sight and behind the signature four-spoke Brooklands Bluemels steering wheel.

The purposeful road presence is backed up by a powerful 1,086 c.c. overhead cam six-cylinder engine. With its front-mounted Roots-type Magnacharger blower, the 'six can punch well above its weight, with an evocative soundtrack that melds the whine of the blower, the meshing of gears and a sharp bark from the semi-flow-through Brooklands exhaust. This MG Special is an absolute delight to drive; feeling light on its feet, with direct steering and tremendous power, particularly for a pre-war automobile displacing under 1,100 cc!

Upon its completion in the late 1980s, the L-Type special was raced in the MG Car Club event at the storied Silverstone circuit in the UK, and many years later while in the hands of Mr. Ponder, completed the California Mille. Thanks to recent attention, it remains a fabulous MG special that captures the essence of MG's storied competition history in a captivating well detailed and finely crafted package. \$199,500

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1933 MG K2 “MAGNETTE” ROADSTER

First announced at the 1932 London Motor Show, the MG K-Series Magnette was produced by Cecil Kimber in order to move his racing and record-breaking activities up into Class-G for 1,100cc cars. The new K-Type was based upon a strengthened ladder chassis with a 7'10" wheelbase, semi-elliptic springs and Hartford friction dampers. To meet racing requirements, the overhead cam inline six displaced 1,086 cc and was offered in naturally aspirated or in fire-breathing supercharged form. K2 two-seat roadster models featured handsome coachwork with sweeping wings and large K3-spec wheels and tires that filled the arches for a muscular effect. Despite its beauty, most buyers who were serious about competition opted for the K3, which proved its worth with a resounding 1st and 2nd in class at the 1933 Mille Miglia.

Ultimately, a mere 20 of the road-going K2s would be built, numbered from K2001 through K2020. While the K2 was built in fewer numbers than the K3 (33 built), most K2s have been converted to look like their competition counterparts, with cycle fenders and torpedo-style coachwork. This competition pedigree



This K2 has been purchased, but it is included here because of the great photos and the extensive description and history recorded.





means that very few have survived intact, and those scant few examples that do remain are counted among the most highly coveted and valuable of all pre-war MG sports cars.

It is with great pleasure that we offer this rare and highly desirable 1933 MG K2 Magnette, chassis number K2010. This stunning motorcar features numerous rare components which were fitted in period, enabling this car to achieve performance equal to that of its race-bred K3 sibling. According to the original build sheet and numerous records from the MG service department, the first owner of this car was Mr. C. Reyersbach, ESQ, of London who purchased it new in 1933 via University Motors. It seems Mr. Reyersbach was quite picky about the performance of his new MG, as we can see through a number of service and tuning requests, which included the fitment of the K3 type preselect gearbox. Through these letters, we can also sense growing impatience in the Works service department's responses to Reyersbach's requests as the Works department was at maximum capacity with all of their competition duties. One particular letter, dated September 4th 1933, addresses Mr. Reyersbach's complaint that his K2 lacked performance. The service manager was politely defensive of the car's capabilities, and directed the owner to contact Marshall Superchargers of London who would be most interested in fitting a blower to the 1,100 cc inline six – as they had to competition spec K3s. Mr. Reyersbach obliged, and we can only assume was quite happy with the results.

The K2 resurfaced in 1965 while in the hands of a student named Michael A. Ross. Ross had answered a want ad in *Motorsport Magazine* for someone seeking a Pre-war MG. Based on his description, the car was in good order, but non-running due to an electrical issue and suffering a bit from being kept outdoors. His entertaining letters expresses regret at having to sell this special car, but he knew it was time to find it a better home. That home was found with Mr. Warrington, who had initially placed the want ad and intended to restore the car, which Ross had suggested could be done for a quite reasonable £500. The MG's most recent owner acquired it from the late, well-known K Series specialist Peter Gregory, who had started a restoration but became unable to complete it. Thankfully, the K2 was intact and retained all of its priceless original components, forming the perfect basis for which to perform a concours-quality restoration.

Today, this magnificent K2 presents in truly stunning condition and is one of the finest examples of its kind. The comprehensive restoration was handled by the preeminent early MG specialist, Tom Metcalf of Safety Fast Restoration in Mansfield, Ohio. Importantly, K2010 retains all of the original performance parts it received in period. These parts include the big-case magnesium Marshall 85 blower (restored with Viton seals and upgraded bearings), the Wilson type E.N.V. Pre-select gearbox, B.H.T. Magneto, and the ultra-rare 13" Elektron (magnesium alloy) brake drums as fitted to the race-bred K3. The fabulous coachwork with its sweeping wings has been painstakingly restored to retain as much original sheet metal as possible and is now presented in its original livery of black with dark red wheels and interior, as specified by the accompanying build sheet.

Amazingly, K2010 retains its factory, numbers-matching overhead cam inline six-cylinder engine. Many of these cars suffered abuse in competition, and only a handful survive with their original drive-



train intact. The jewel-like inline six was rebuilt by Henry Koestler of Germany and has been expertly set up. It runs like an absolute beast, emitting an intoxicating bark from the exhaust. The big magnesium supercharger nearly tripled the horsepower over standard, transforming the little six-cylinder MG into a giant-killer, capable of nipping at the heels of an Alfa Romeo 6C. The E.N.V. pre-select gearbox is positive and crisp, and the car rides on correct painted wire wheels wrapped in Blockley rubber for the proper period-correct look.

With the restoration completed in 2012, the K2 has since been used sparingly and shown on occasion, all whilst being maintained in top order. The black paintwork remains exquisite, and the brightwork and detailing finished to very high standards. The snug two-place cockpit is trimmed in gorgeous, supple dark red leather with black piping along with dark red carpeting as originally equipped, done by marque specialist Mike Collingburn of England. The exposed gearbox and bulkhead give away this car's roots as a thinly veiled racing car, with open gate of the preselect transmission adding to the occasion when you climb behind the wheel.



This stunning and very important MG has been shown and honored at the Hilton Head Concours, and it earned an AACA Junior National First Prize at the Hershey Fall Meet in 2016, where it was also won the S.F. Edge Trophy for Outstanding Restoration of a Foreign Made Automobile at a National Meet. It has also been invited to the prestigious Amelia Island Concours in March of 2018. The sale includes an original tool kit in a canvas roll, a very rare original service manual, as well as a meticulously compiled history file with photos, receipts and correspondence related to this remarkable machine's history and its subsequent restoration. It is exquisitely presented, dialed-in for exciting motoring, and sure to satisfy the most discriminating collector. One of the finest and most significant Triple-M MG's available today, this splendid machine is a shining example of the ultimate high-performance Pre-War MG; a true wolf in sheep's clothing.



MMMarket



1933 J2 chassis number (J4388)

I never thought I would be selling this beautiful and very properly restored MG J2, but another dream MG-vehicle necessitates me make some room in garage and budget. This car is a perfectly factory-original, high-quality and reliable restoration. I have owned this car since 2010, and it is thoroughly and properly/carefully "run in," and a 100% perfectly reliable car. Everything works, even the clock. The car starts every time, runs very smoothly and is quiet. The clutch and gear-box is a joy to use, and shifting this car's non-synchromesh gear box is very easy and smooth (no grinding). Barry Walker's original Ad description of this 100% correctly-restored car reads as follows:

"A near concours rebuild of the rare swept-wing J2. A proper rebuild by a long-time MG CC member (engineer) who has taken his time and knowledge and put them into building a that would be hard to fault, and truly one of the best I've seen in a long time. A painstaking, accurate rebuild of the much rarer swept-wing J2. Specifications, detailing, numbers, colors and old & new documentation are all correct, and the car is nicely run in with the usual teething bugs ironed out. The car is furnished in Raven Black with Collingburn dark red seats & upholstery, full roof & half tonneau. A beautiful restoration that should be viewed at the earliest opportunity." Note:

I flew over to England and saw the car at Barry Walker's show room, and immediately fell in love with it.

This car (J4388) is mentioned in Mike Hawke's book *How They Ran*, where this car had been used in 1934 racing and sporting trials, and it still carries its original registration (license) number OC 5633. Car comes with a large file of original documents (some shown in last photo), including the UK Vehicle Registration Book (Log Book R.F. 60), and all subsequent registration documents which will effect smooth re-entry to the UK if needed. Also, included in the car's document files are letters from previous owners with photographs, and copy of the original build sheet. Car has a clear Texas title, and a copy of the original Instruction Manual for the MG (J-series) 1933.

The car leather interior is absolutely gorgeous - both color and texture. Fitment is 100% perfect. Recently, I installed 5 new proper outer-laced wheels and 19" x 4.5" Blockley tires shipped straight from MWS International Ltd., UK in 2014. Note: vehicle comes with full weather gear - new black canvas top and half-tonneau, and a set of original side curtains. Car is in Georgetown, Texas 78628.

\$57K or best offer. Please advise anyone interested to contact Russ Hertzog - email russelhertzog@gmail.com

MMMarket

Cars For Sale

10.20.17

1936 PB Airline Coupe' PB0560
UK original reg. CCD 981

This is one of six known remaining PB Airline Coupes. Chassis number is PB0560. It was a very early registrant on the MG Car Club Triple-M Register bearing register number 11. It was the subject of an 11 year restoration after purchase from the Westminster Car Museum owned by the late Gerry Goguen. It has all new wooden body frame, is painted in burgundy and champagne colors, and has been the subject of a complete mechanical and cosmetic restoration. It runs extremely well. The car is in the US.



\$150,000.00 ono

Email: lew@roundaboutmanor.com

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\$150,000

lew@roundaboutmanor.com

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



1933 L1



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



Greetings from U.K.

It seems aeons ago that we met during the Triple-M Register Raid to New England, and we shared happy times there (in 1991) and then later in Toronto, Ontario a few years later. We (Anne and I) often reminisce about the happy times we spent globe trotting and meeting MG friends. Anne remembers best the Fuzzy Navels which Donna introduced her to... she can't have enough of them!

We are still MG-ing in a limited way, although mainly in the MG3 we use as transport, but we do have the NA, and the NO-racer, which our daughter Jane drives now, having taken over custodianship in 2004 when

I stopped racing. I have attached a couple of photos for your interest.

I have survived long enough to reach 10 octagons residence on the planet, and now working towards the century... being an ex-cricketer!

Thanks for keeping me in touch with things the other side of the pond.

Best wishes,

Mike mgmikeallison@gmail.com





MIMMarket



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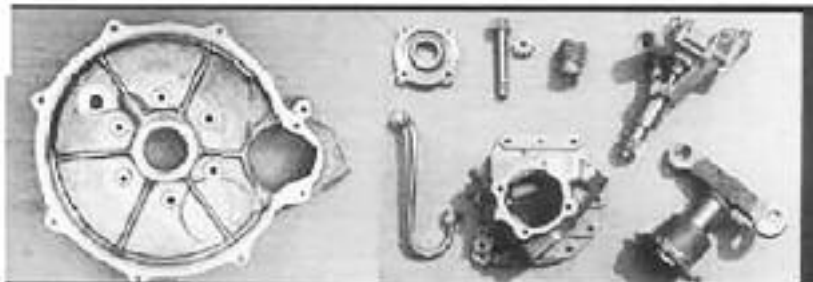
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- TA/TC new rear wheel bearing securing 2" hex nuts w/lip seals & keeper washers- \$90.00 the set. Also for MMM cars, J2, L, PA, N etc. .
- TA/TC Alfin brake drums- \$1400.00 set of four.
- TD/TF Alfin brake drums=\$1200.00 set of four.
- TA/TC new high ratio crown wheel and pinion gear set, 4.625 ratio \$750.00.
- MMM-J/L/N/P/ 4.875 (8/39) and 5.125 (8/41) new CWP gear sets @\$750.00
- TB/TC rear gearbox steel reinforcing plates, pre-drilled ready for installation. Includes bolts, some spacers required. Repairs a broken rear TC gearbox aluminum plate. \$80.00
- TA/TC/MMM Dual Spare wheel adapter and PA/PB etc.(original lock-nut)- \$200.00
- Lucas 8" PA/B, TA, early TC Flat " U " headlight lens = \$100.00
- Lucas 8" late TC small vertical Lucas lettering headlight lens= \$100.00
- Lucas 8" TC late issue Horizontal 'LUCAS' lettering = \$75.00
- TB/TC/TD/TF light flywheel, under 10 pounds weight, \$450.00
- 2 eared MG knock-off hub nuts, 12tpi, \$40.00.
- 2 eared MG Rudge Whitworth 12 tpi knock off nuts,, \$75.00
- TA/TC new wire wheels, painted or chrome, Enquire
- New Tyres, Blockley, Ensign, Dunlop, Michelin. Enquire
- MG T Series Art Prints, Set 4 prints, TA Tickford, TC, TD, TF, size 14" x 18" mat, \$25.00
- All prices are in US\$ with shipping extra.

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



MMMarket



MG PA parts for sale

I have a pair of MG PA carburetors on an original PA intake manifold. Purchased from a chap in New Zealand a few years ago when I was thinking of replacing the blower on my PA with carburetors. The PA now has a new home in England and the carbs, along with a number of other PA parts, are no longer needed. E-mail me for full details.

Lawrie Alexander lawrie@britcars.com

MG-M type parts for sale

I've got quite a few parts for the M type I'd like to sell. B Engine parts, pretty much all, distributors, transmissions, carbs (brass and aluminum) blocks, heads, etc. Etc. B Lots of small parts. Patterns for the body. Deck lids, bonnets, windshield frames, grill shell, etc. I'd like to sell in a lot so I can put it toward a PA. Ray 615-289-1229

04.03.15

Abingdon Spares - Christine Whiton - steveandchris@comcast.net

Set of 4 - 13" KN Brake Drums

We are looking for \$400.00 for the set



Laystall crankshaft that came out of my 1933 MG L and will clean up at 0.010" under on all journals.
(replaced with Phoenix stroked crank)
\$800.00



Contact Bill Bollendonk:
donker@aol.com
303-794-0888

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

MMMarket

10.21.16

Interior kit for a J or P type.

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

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

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

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



04.15.13

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



09.19.17

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

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

This is being listed for a friend of Lou Marchant.



More images available here:

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

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

