



# North American MMM Register Newsletter

MG Midget, Magna and Magnette 1929-1936



SUMMER 2016

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



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By Randy Copleman



What a great get together this year at the fourth all-MG event, coordinated by the North American Council of MG Registers and the local British Sportscar Club of Louisville. Fine southern hospitality greeted us all.

This MG Council was formed on July 10, 1992, spearheaded by Ron Embling of the New England MG "T" Register. Working with 15 different clubs and Registers in North America, the focus of this Council was to improve communication. One of the many outcomes is an all MG Event every five years. There is much more history of this council which can be found following this article.

It was a week to meet up with friends, enjoy all the cars and conversations in the parking lot and making more new friends. The hotel parking lot was an event every day and lasted



Article Continued on page 4

# The North American MMM Register

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Please submit all contributions to Randy Copleman via:  
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Snail mail at 27685 N 74th St, Scottsdale, AZ 85266

Preferred format is:  
Microsoft Word or text format  
JPEG format for photos (Please do not embed with the text)

## MMM Websites

Visit our Updated web site

at:  
<http://www.nammmr.org>

The Pre-war MG Register

Of Australia web site at:  
[Http://prewar.mgcc.info](http://prewar.mgcc.info)

The UK Triple-M

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

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## Chairman's Corner

*Wow! We had a great National Meet in Louisville. It was outstanding to have almost eighty in attendance for the BG dinner, and a very nice group of 19 MMM cars on the show field. Despite the near 100 degree days all our members in attendance had a great experience. Many thanks to Rick Ingram, Tony Burgess and our own Tom Metcalf and Sarah Richey for the many hours of work and planning to make MG 2016 a very memorable event for all.*

*My long time good friend Bill Bollendonk and son Greg Bollendonk will well represent our MMM Register in the COLORADO GRAND September 12-17 driving their newly restored 1933 L1 Magna Special. This is Bob Riches old "John Deere" L1 and Bill has totally rebuilt the entire car and added a supercharger. Following not too far behind we hope will be Derek Prechtl from Hagerty and myself driving my 1955 MG TF 1500. The Colorado Grand is a five day driving event starting and ending in Vail, Colorado, and is a charity event for the Colorado State Patrol. The drive is escorted by the State Patrol through the Rocky Mountains with no speed limit once you are on the open road! I have forewarned Derek the TF will be the slowest car in the field of about 80 cars entered.*

*In the months to come your Register will be announcing several exciting benefits for you our loyal members. Stay tuned and keep your elite MMM MGs running and ready to participate in your Register events.*

Cheers,  
Jack

**Please join me in welcoming the following new members:**



**UPDATE:**  
**Register Address:**  
North American MMM Register  
P. O. Box 271825  
Littleton, Colorado 80127

## Upcoming COLORADO GRAND September 12-17



Jack Kahler's TF will have Derek Prechtl, Hagerty Regional Manager as Navigator



Bill Bollendonk MG L1, will have his son Greg as Navigator

**John Baker Welch, Chicago, IL**

**Antoine & Kimberly Crettol, Kings Park, NY**

**Douglas R. & Carol Pelton, Mesa, AZ**

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

**MG2016, Continued from Page 1**

well into the evenings when the beautiful weather cooled off. I have never seen so many MGs in one hotel parking lot, with only a few modern cars.

A statistical break down on the categories of the 821 MGs:

4% MMM  
12.5% T-Series  
24% MGA  
48% MGB/C  
11.5% other British



The week was well organized with activities to suit all interests. There were 12 Tech Sessions where there was much to learn from experts. There were also events if you wanted to know about the Derby Pie (Copyrighted), the secret chocolate nut pie, or making your own, "Fascinator" hat as seen at such events as the Kentucky Derby. For diversity of tours, a trip to the Corvette Museum was for two days along with multiple Tour Buses available for the "Bourbon Trail". I found the sampling bourbon and whiskey, starting late morning, can lead to an interesting afternoon!

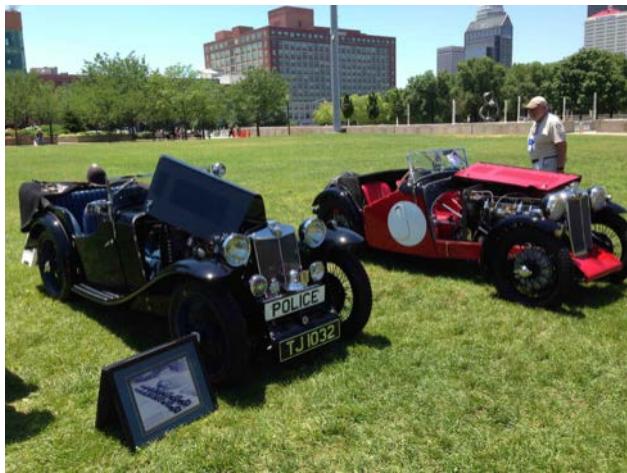


On Thursday was the trek down to the Waterfront Park, either by MG, MG in trailer or modern car. This was a beautiful setting on nice green grass. All the cars fit, with a well organized placement based on year. It was interesting looking at all the fine cars and the bridge

going over the Ohio River in the background. There were many barges with coal and other commerce navigating up and down the river all day.

Must admit, there was humidity, although with an occasional stop under the shade of the bridge, a good hat and water, one could survive. Folks were busy voting on their favorite cars, with awards presented that night at the banquet. Here are the top votes for the NAMMMR cars. Back to hotel and clean up for the banquet!

| CLASS                 | PLACE  | NAME            |
|-----------------------|--------|-----------------|
| 101 - Midgets C, D, M | First  | Reinout Vogt    |
| 101 - Midgets C, D, M | Second | Robert Ornater  |
| 101 - Midgets C, D, M | Third  | Dennis Klemm    |
| 102 - J's             | First  | Gary Krukoski   |
| 102 - J's             | Second | Bill Richey     |
| 102 - J's             | Third  | Jack Schneider  |
| 103 - P's             | First  | Lou Louchious   |
| 103 - P's             | Second | Jack Kahler     |
| 103 P's               | Third  | Reed Tarwater   |
| 104 - Magnettes K, N  | First  | Tom Metcalf     |
| 104 - Magnettes K, N  | Second | Bob Grunau      |
| 104 - Magnettes K, N  | Third  | Len Star        |
| 105 - Magnas F, L     | First  | Bill Richey     |
| 105 - Magnas F, L     | Second | Jeff Brock      |
| 105 - Magnas F, L     | Third  | Dr. James Edney |
| Chairman's Choice     | Won    | Bill Richey     |





Have you ever had dinner with over 1000 people? All MG die hards? All hungry? Rick Ingram had his hands full getting the noise level from all the MG conversations down, but was successful. It is hard to believe the Crowne Plaza could successfully undertake the daunting task of feeding all these folks... but they did and it was a great dinner. After enjoying our dinner, Rick introduced MG2016 Keynote speaker, Dennis Gage, well known for, among other things, "My Classic Car" TV Show. Please find Dennis' interesting history further back in this newsletter. He had the crowd rolling on floor!



Following Dennis' wonderful talk, we got onto the awards for Tech Session Presenters and from the MG awards from the car show earlier in the day and finally the Chairman's award. We were all pretty much pooped out after the long day.



**NAMMMR's annual Bibulous Gallimaufry** - A year doesn't go by without our BG. Here we have a nice relaxing dinner catching up on each others happenings, get an update from our officers, discuss club matters and Sarah does a great job organizing and executing the Raffle. Just about everyone gets something, including a nice Hagerty Gift certificate. Hagerty sponsors all our events and many other car events throughout the year. Hagerty also sponsors activities for the upcoming car owners, including judging, getting involved in Concours. Hagerty's employees even restore a car to help them better understand the hobby. The GA was a lot of fun and got the week off the good start.



Abbey Caldwell and Ryan Kahler  
catch up since 2015 GOF Central



Sarah and her Grand daughter,  
Princess Grace, hand out the Awards



NAMMMR Officers at the Register Dinner from left to right: Tom Metcalf, Cathy Gunderson, Lew Palmer, Jack Kahler, Sandy Copleman, Sarah Richey, Randy Copleman and Jack Schneider









## Four M-Types at MG2016 in Louisville, KY , Contributed by Reinout Vogt

While most of the MMM models were produced in relatively small numbers (less than a couple of hundred), three models made it into the thousands; 3235 M-Types, 2083 J2's, and 1973 PA's. However, the 2016 NAMMMR directory, shows only 16 M's but there are many more J2's and PA's listed. And in many meetings and car shows, Emma, our 1931 M-Type (2M2735) is (almost) alone. So, when we registered Emma for MG 2016 in Louisville, KY it seemed a good idea to try to get as many M-Types as possible. Our registrar Lew Palmer provided me with the email addresses of all known M-Types in the US (members and former members).

Along with the well known photo of the line of M-Types leaving the factory in Abingdon, I send everyone this email:



"You probably all have seen this photo before, but have you ever wondered how many MG M Types are there actually in it? It is kind of difficult to count, it could be 15, maybe 17, or even 20. And you know, it doesn't really matter because, if we all bring our M-Types to MG 2016 in Louisville, KY, we'll beat them anyway. Wouldn't that be something; the largest gathering of M-Types in North America!"

The response wasn't what I had hoped for so I sent out the following reminder:

"Maybe my idea to beat the number of M-Types in the photo in the first email was a little bit to optimistic. This photo might be more achievable. Of course, I don't hope for that kind of weather, but six M-Types doesn't have to be too far off.



Luckily I have this photo as a back-up. Three M-Types at the start of a race (note that there are shadows, so it must have been sunny). The NAMMMR should be able to beat that easily, right? After all we have 17 or so in Lew's latest directory and several more in the club records.

But if everything fails, and

Emma is the only M-Type at MG 2016, we'll have a good time anyway. But of course, I hope to see as many of you as possible. If one M-Type is good, more M-Types must be better!"

This time I had more luck and I heard from a few more M-Type owners. And this is how we ended up with four M-Types, plus one in spirit, at MG 2016. The four M's couldn't be more different and





provided a fantastic display of MG's first Midget. The show was in a large park, downtown Louisville by the river front. The park was split in two by an overpass that was the only place providing protection from the +90°F sunshine. On the Northside of the overpass where all the A's, B's Midgets etc., and the T-Series and MMM's were located on the other side. The NAMMMR had about 20 cars along the overpass and the four M's, positioned right by two food trucks, caught the eye of many people seeking shade or refreshments. I have never seen the M-Types getting so much attention, so much comments, so much questions, and so much interest. We heard "this how it all started and when we saw these four, we had to come over a take a closer look at the very first Midgets" all day long from the people who came over to see our cars. It wasn't until the show was almost over that I had a chance to make a photo (5) of our cars without any people.

From left to right, you see the 1931 of Dennis Klemm (2M2699). It was modified as a 12/12 replica in the mid seventies and features a down draught SU and fish tail side exhaust. Next is James Hester's (2M1996), built in 1930 as a fabric body with the early style, rounded, wings. But at some point in the past, it was re-bodied with a metal covered tub. Maybe, a previous owner wrecked the original car, went to a junkyard and found this newer metal body of one of the very last 1932 M's to fix his car. A very unusual combination with the late, and rare, metal body and early wings. Then comes Emma, restored 2002 by Barry Dean in England. And all the way on the right was the Oxford built 1930 of Rob Orander (2M0475). It features a heavily modified race car style body, which was well documented with copies of newspaper and car magazine articles. Rob had albums with photos of the engine and chassis restoration preserving the 'period correct originality'. Completed with an old racing helmet and goggles it was easy to Imagine an English driver in the fifties or so who finds an old MG and decides to hotrod it to race on the local fair grounds or hill climb. Based on the enthusiastic spectators everybody seems to agree that this was a great example of the times when MGs were still able to inspire young people to get in to motor sports and become gear heads. Not on the show field but present in thousand of detailed photos on Mike Jansen's laptop was his 1932 under restoration. The tub has been finished and is waiting to be paneled before being shipped back to Indiana to finish the project.

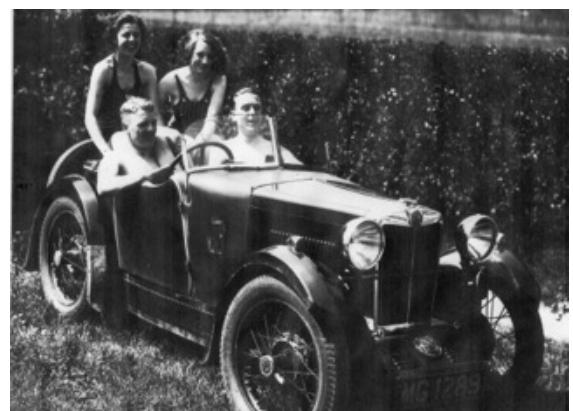


Rob had special T-shirts made for the occasion and we all wore them proudly when we made a few more beauty shots (6) of the four Ms down by the river front when the show came to an end. The shirts had a small MG Octagon on the front and the back side showed a large MG Octagon surrounded by the words; M-Type, Oxford, Abingdon, and 1929-1932. The two Ms of Dennis and Rob easily drove up the incline to the trailer park, but James' car experienced fuel pump problems and was towed back up behind the MG TD of my friend Gene Cooper and had to be pushed into it's trailer. We drove Emma back to the MG 2016 convention hotel under it's own power.



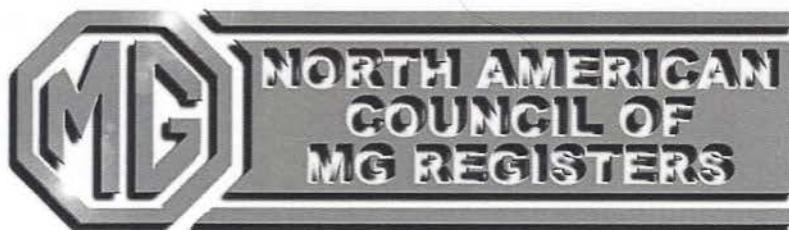
Thanks to Dennis, Rob, James, and Mike, Emma wasn't alone this time, and she is already looking forward to the 2017 NAMMMR convention in Akron, OH (together with the GOF Central). If you have an M-Type I hope that this story inspires you to set time aside to join us. If your M needs some work, then now is the time to start planning it. But let that not hold you back. The five Ms this year varied from original to heavily modified to 3.000 photos on a laptop and from driving to trailering to towing and pushing. It didn't matter, we all had a great time and hope to see many more Ms in Akron. Look out for my email reminders when the time comes closer.

*Editors Note: Thanks to Reinout for pulling together the 3 other M-Types for 2016 and providing the entertaining article. We see Reinout and Henneke at many of the events with their special 1931 M Type. Reinout provided this old photograph to show just how much fun one can have with one of these little Midgets.*





## From MG 2016 Program Guide



# History of the North American Council of MG Registers

The MG Council was formed on July 10, 1992. Ron Embling of the New England MG 'T' Register had contacted five North American MG registers, the American MGB Association, and about 65 local MG clubs about meeting in Peterborough, Ontario, to discuss forming some kind of organization for this group. And so it happened, as was announced in *MG Magazine* #44, September 1992:

"At the recent MG Canada 92 meeting in Peterborough, Ontario, the presidents and chairs of 15 clubs and registers in North America came together to form the MG Council of North America. The group is to be advisory only and will set no policy. The main purpose of the group is to improve communications among the clubs and registers as well as to clear meeting dates with each other..."

Later in 1992, the newly formed group met at University Motors Summer Picnic in August and at the AACA Hershey Flea Market in October. The first meeting in 1993 was held in May at the Import-Kit Car Nationals in Carlisle, Pa., and at that meeting it was suggested that an all-MG show should be considered.

At the August meeting at the University Motors Summer Picnic, Jerome Rosenberger proposed that a subgroup made up of the leadership of the North American registers and AMGBA be formed to explore having an all-MG show. The registers got together in Niagara Falls in December 1993 to consider the philosophy, administration, benefits, and problems connected with such an undertaking. In the spring of 1994 the leadership group met in Cleveland and under the direction of NAMGAR Vice President Dave Smith, laid out plans, elected John Twist chairman of the event and narrowed down Indianapolis as the location of choice.

Planning meetings were held, other officers elected, committees appointed. By the end of 1994 Indianapolis was nailed down as the location for the first all-MG meet, and the event planning was in high gear.

The Council continued to meet at the University Motors Summer Party events and Carlisle, as well as in Indianapolis during the planning (and successful completion) of "MG International — Indy '96," which attracted an estimated 1,300 MG owners.

It was then decided to hold an all-MG event every five years, and site visits to Atlanta, Ga., and St. Paul, Minn., were conducted in early 1998. After much discussion, St. Paul was chosen and plans begun in earnest for the second meet of this kind in North America, "MG 2001 — An MG Odyssey."

MG2001 saw about 800 MGs and their owners. Again, the Council held meetings both in St. Paul, Grand Rapids, Mich., and Carlisle, Pa., during this time. Tony Burgess was named executive director of the Council in 1998, with the late Rick Brown serving as web master.

In April 2002, the group met in Cleveland, Ohio, where the Council was formally organized as a not-for-profit corporation in the state of Ohio and officially named "The North American Council of MG Registers." The Council's mission statement was also penned at this meeting, and it was decided to conduct a third all-MG gathering in 2006 at a geographic location "to be announced."



In 2003, Rick Ingram was named the Council's executive director and Tony Burgess appointed as the Council's Treasurer (Exchequer). The location for the next event was selected, and Gatlinburg, Tenn., became the location of "MG2006 – A Driving Experience in the Smokies." Over 1,100 MG owners and their families invaded the resort town.

After taking some time off after closing the books on MG2006, the Council members discussed the next event. A location west of the Rockies was in the works, and after visiting both Albuquerque, N.M., and Reno, Nev., in 2008, the "Biggest Little City in the World" (Reno) was chosen to host MG2011. About 700 MGs were registered for this event which was given the moniker "MG2011 – A Western Experience."

Plans for the 2016 event began in late 2012. Again, several host cities were considered with two making the final cut – Louisville, Ky., and Sandusky, Ohio. Council members visited both locations in the spring of 2013 and, after much debate, made the decision to come to Louisville for MG2016. We are fortunate to have the assistance of the British Sports Car Club of Louisville with the planning and running of "MG2016 – Maintaining the Breed"!

The Council shares a portion of the proceeds from the all-MG meets with charity. MG2016 will support WHAS "Crusade for Children," an organization founded by WHAS-TV in Louisville to raise money for children with special needs. The group has raised \$165 million since 1954, returning 100 percent of that money to the community with grants to about 200 schools, agencies and hospitals in Kentucky and Indiana every year. The Crusade has a large, loyal following. Learn more at [www.WHASCrusade.org](http://www.WHASCrusade.org)

Proceeds are also shared with each of the affiliated national MG registers and the local host club, with a portion retained as seed money for future events to be coordinated by the Council. (Representatives of the Council are reimbursed for their travel expenses, lodging, and meals only for the planning meetings. Their expenses during an MG meet such as MG2016 are NOT reimbursed by Council funds.)

So now, you know "the rest of the story"!

Rick Ingram, Executive Director

North American Council of MG Registers



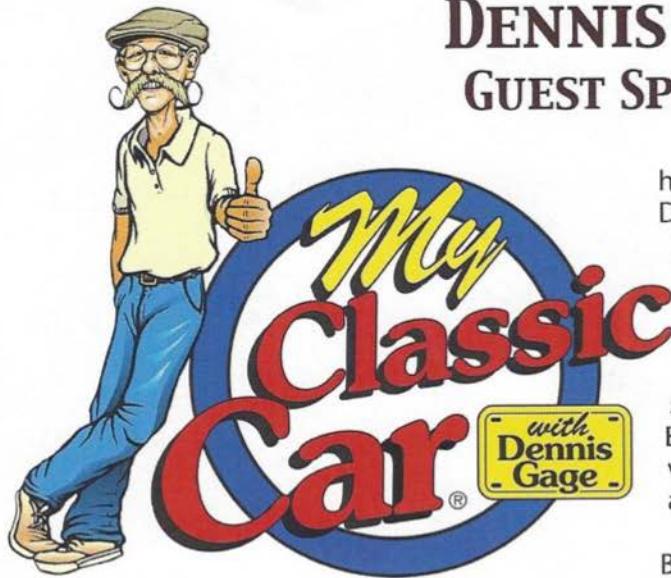
North American MGB Register





## From MG 2016 Program Guide

## DENNIS GAGE GUEST SPEAKER



Dennis grew up on a small family farm in northwestern Illinois. He started tinkering with machines early on and purchased his first motorcycle, a Honda 50 at age 12, his first car, a 1959 T-bird, at age 15. He also played guitar and trumpet in a variety of rock, folk and school bands.

He went to North Central College in Naperville, Ill., where he majored in chemistry and physics. His undergraduate research in quantum physics received an American Chemical Society award. He continued his automotive interest and, through the course of his college years, owned a number of muscle and sports cars. He also kept up his music, playing in local coffee houses.

After receiving his bachelor's degree, Dennis took up the pedal steel guitar and started playing in country-rock bands in the Chicago area. He has opened for acts such Charlie Daniels, Waylon Jennings and Dr. Hook. However, after two years, Dennis decided to retire from the music scene and go to graduate school.

He attended the University of Idaho, where he received a Ph.D. in chemistry. While there, Dennis became an avid climber and winter mountaineer. He also finally married his high school sweetheart, Ellen.

After receiving his doctorate, Dennis accepted a position as a product development scientist at The Procter & Gamble Company in Cincinnati, Ohio. There he either worked on, or created, most of P&G's food products in the 1980s, including Pringles — he bears a striking resemblance to the

handlebar mustachioed character on the can. Dennis received a number of patents while at P&G. Once again having some disposable income, Dennis got back to playing with classic cars. This is also where he and Ellen had their three children, Emily, Jillian, and Sam.

After 10 years at P&G, Dennis took a position as director of product development at a Bristol-Myers Squibb company in Evansville, Ind., where he led the development of Boost nutritional energy drink, among other products.

In 1995 he met the founder of the fledgling Bradley David Productions, Inc., and he became co-owner of the company shortly thereafter. The pilot for the "My Classic Car" series, hosted by Dennis, was developed for TNN and received strong ratings when it aired in early 1996.

The show premiered as a weekly series on TNN in January 1997, and has been on the air ever since.

In 2000 the show moved to the SPEED channel where it ultimately reached over 85 million households and was one of the highest rated programs on the network. Now in production for its 21th season, "My Classic Car" is carried on Velocity, NBC Sports Network, MAVTV and Rev'n networks reaching over 100 million households.

Dennis also is the executive producer of the motorcycle television programs "Trippin' on Two Wheels" and "Corbin's Ride On," and the reality series "Texas Hardtails," as well as the independent film "Novem."

Dennis and his business partner received the Ernst & Young Entrepreneur of the Year award for Indiana in 2000. He received the Lee Iacocca Award in 2014 and was inducted into the Specialty Equipment Market Association (SEMA) Hall of Fame in 2015. Dennis has also served on the SEMA board of directors, as well as a number of academic and industry advisory boards.

In 2010 Dennis became sole owner of the production company and renamed it MadStache, Inc. With his lifelong love of cars, motorcycles, and the creative process, he states,

**"This has got to be  
the ultimate job!"**



# Now this looks like a lot of fun!



## Ephraim Hill Climb and Concours d'Elegance September 8, 9, 10 & 11, 2016

The Ephraim Vintage Festival LLC in association with the Vintage Sportscar Club and the Legends & Legacies Foundation announces the second annual Ephraim Hill Climb and Concours d'Elegance featuring rare Pre-War European and American Classics, and significant post-war Sports Cars.

The Ephraim Hill Climb and Concours is unique among North American classic automobile concours, as this event also includes the Kort Bakkelop (Norwegian for Short Hill Climb). This beautiful and challenging course will wind its way through the picturesque village streets and traverse the steep Niagara Escarpment left by the glaciers.

Friday savors the flavors of Door County with a driving tour leaving the Village Hall, which will serve as the event headquarters throughout the weekend at 9:00 AM. The Tour will take the participants to multiple art galleries, stops at bay-side cafes, and unique Door County boutiques.

The Tour ends back at the Old Village Hall in Ephraim for Technical Inspection of the cars for Saturday's Hill Climb. A welcoming party is planned for all participants at the Top Shelf Restaurant at 6:00 pm.

The Kort Bakkelop, (Hill Climb) runs will begin about 11:00 AM on Saturday and continue until 3:00 PM. This event is free to the public and we expect 5,000 spectators. At 4:00 PM a technical presentation called The Secrets of Mechanical Restoration will convene at the Village Hall. The presentation is sponsored by Cooper Technica of Chicago.

The Dinner Dance will commence at 6:30 for all event marshals, judges, and participants at the iconic Hillside Inn of Ephraim, overlooking the magnificent Eagle Harbor. Cocktail Attire is required, and 1946 apparel is wonderfully accepted to attend this event. Dinner winds down with desserts and dancing with music delivered on stage by a traditional swing band.

The Arbor Crowne Properties Sunday Concours d'Elegance, will find the classic automobiles positioned along the stunning Eagle Harbor, starting at 11:00 AM. Scenic boat rides and horse drawn carriage rides will be available all weekend within walking distance from the Village Hall.

The historic and beautiful Village of Ephraim, is located in picturesque Door County Wisconsin, one hour north of the City of Green Bay on Highway 42. Ephraim is situated perfectly along Eagle Harbor. The events will be held in the heart of Ephraim's Historic District, home to charming shops, boutiques, restaurants, and a wide variety of elegant and charismatic hotels and B &B's, most within walking distance to all weekend events.

For more information, call 920-854-4455 or [www.ephraimhillclimb.com](http://www.ephraimhillclimb.com)



Notebook  
Section: 2.1.2

# A Restorer's Notebook

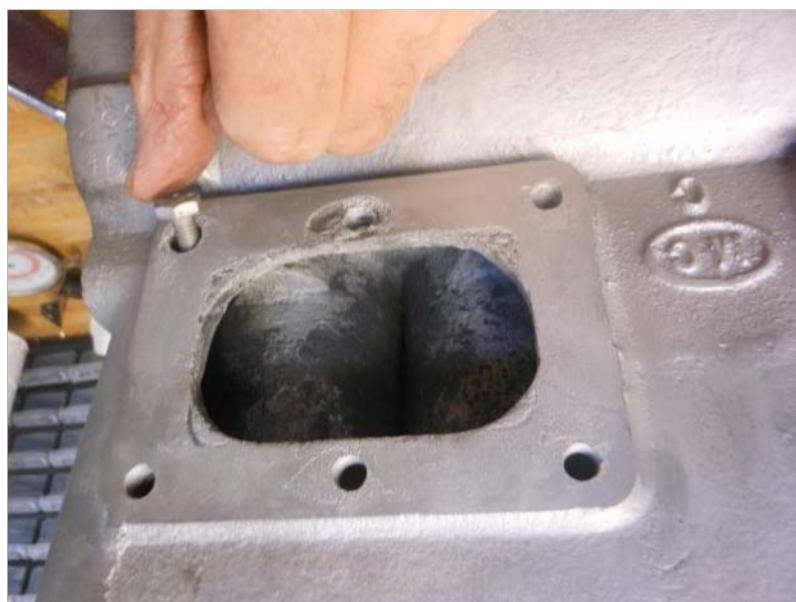
## Author - Chris Leydon

Years ago, I was asked to do a full day seminar on vintage engine rebuilding to members of the Vintage Sports Car Club of America. It took days of preparation and by the morning of the event, I had every machine in my shop set up with a job to illustrate the daily challenges I faced in my chosen profession. At the end of eight hours, all attendees were still standing and still engaged. A question and answer period followed which included one revealing query: "How did you get to know so much?" My answer was simple: I had made more mistakes than any in attendance.

This, of course, may not have been entirely true judging by the stack of books that always graced my bedside table. For thirty years, I had devoured paragraph after paragraph looking for enlightened approaches to machining, assembly, metallurgy, stress failure, fuel systems, blueprinting, etc. But certainly the marriage of failure with inquiry gave me a leg up on problem solving, much of which I delight in sharing with you.

### ***Thread Repair***

The MMM engines are now forty years older than when I began my business and these subsequent decades have wreaked havoc on the integrity of their castings. Significant degradation to thread bores, especially where in contact with coolant, provides challenges in virtually all engine rebuilds. One often encounters 1/4" BSF holes in the water plates that have been enlarged to 5/16" SAE or 8mm and then enlarged again to 3/8" and 10mm. What once was a straightforward repair has now become a nightmare.



Leydon Tech Article Continued on next page



## *Thread Repair, Cont'd*

There are at least three approaches in one's toolbox with which to address this issue: boring and threading for Helicoil style inserts, ditto for a Time-Serts, or machining and installing one's own cast iron insert. On the MMM engine the side plates, the material thickness precludes the use of the first two of these options. Often the bolt hole bores are already so big they exceed the bore of the insert. Additionally, the center water plate bores are so marginal in depth that with a helicoil or Time-Sert, only three threads will hold the insert in position. Because the center holes are straight through holes, the helicoil is easily "jacked" through into the water jacket on assembly of the plate to the block. This is an inconvenient liability.

A reasonable option to accommodate both the challenges of a grossly oversized hole and the marginal number of threads in the thin sections of the water plate bosses is to use a hardware variety, cast iron pipe plug. The following illustrates this repair.

1. Depending on the requirements of the repair, a tapered pipe plug of appropriate diameter is chosen: usually 1/8 NPT or 1/4 NPT.



2. The procedure requires the appropriate size plug to be bored and threaded prior to installation. Because the thread on the plug is tapered, the plug is mated to a compression nut (1/4" or 5/16" SAE) where it can be easily chucked in a lathe and then bored and threaded.

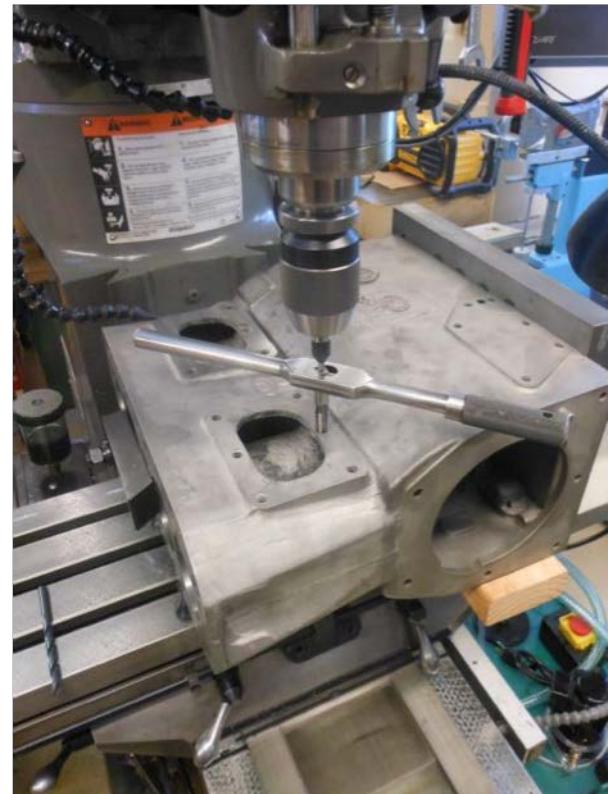


## Thread Repair, Cont'd



3. Although the next series of operations is probably beyond the scope of most readers, with careful fixturing and a steady eye, the repair can also be executed with hand tools. It may not be as accurate, but the job can be accomplished. The damaged threaded bore is bored to the tap bore size for the tapered plug selected. Here is seen centering directly over the existing hole so as not to alter from the original centerline.

Threading for the tapered pipe plug.





## Thread Repair, Cont'd

4. Using a locking nut and bolt of the chosen size for plate retention, the assembly can be threaded into the casting. Make sure that the plug penetrates through the bore and into the water passage. This enables the use of more threads to secure the plate. Loctite is used both to seal the threaded plug as well as to insure the plug will never move on any future engine disassembly.



5. The portion of the pipe plug that remains proud of the surface can be either hand filed or machined coplanar with the casting. In the case illustrated here, degradation and rust pitting of the casting flange offered no other choice but to re-machine the flanges flat.

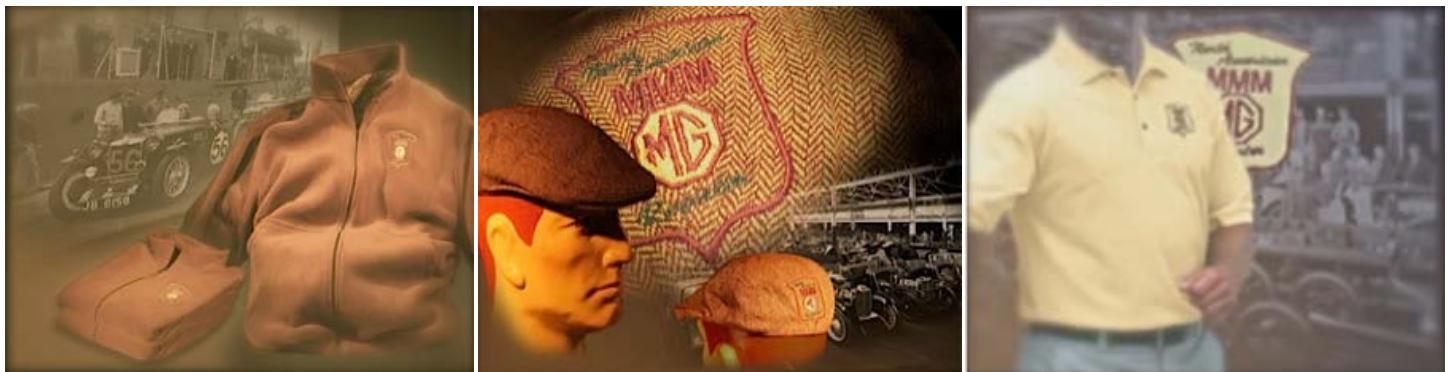


With this procedure, the water plate can be assembled with assurance that threads will not be stripped, that all the fasteners will be of the same size both for originality and ease of assembly, the threaded repair will not exit the prepared hole (as with the use of a helicoil) and the number of threads retaining the fastening bolts will exceed the original number of threads provided by the factory. What more could one ask for? (Perhaps a new block.....)



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## **Tidbits:** ***Input from David Harrison***

I got an email from Brian Kelley telling me that an old photo of my 1933 Alpine Trial L2, JB 2265 had popped up on e-Bay. It was a shot of the team MG L2s, taken at Merano at the start of the International Alpine Trial. It showed MG 2603, now owned by George Eagle in the UK, my car, and JO 7243, believed scrapped in the sixties. Needless to say I got onto e-Bay right away and acquired the photo (thanks Brian). The photo was taken by a enthusiast/photographer and this could be its first time published.

The three Magnas were the same team of three cars which won their class in the Light Car Club Relay Race at Brooklands a week or so before. They then won their class team prize in the Alpine, with W.E.C.Watkinson as lead driver for my car. The same team of three cars later competed in the 500 mile BRDC race at Brooklands. JB 2265 was driven by Eddie March, grandfather of the present Earl of March who runs the Goodwood Festival and Revival. The BRDC 500 was won by a K3, not too suprising as the L2s were basically road cars. JB 2265 had a technical DNF in the 500, it actually finished intact and at a respectable lap speed of 90+ mph but slightly exceeded the time limit.



The team number 112 painted on my radiator honeycomb has worn away over the years and the extra spot lights on the front plinth are long gone, but the 1933 photo shows a car looking much as mine does now, with the exception of the full road equipment required by Trial regulations (most of which I still have in storage). In fact old JB 2265 is about as number matching as it can be with its entire original drive

train with just a few engine consumables replaced. The body on my car is original, except for the doors which were paneled over by the factory in 1934. I expect Watkinson was fed up with them flying open when the chassis flexed over a bump. That certainly was my experience with the L1 tourer I drove as a student at Bristol in the sixties. W.E.C. Watkinson was a noted rally enthusiast and journalist, a good choice as principal driver of JB 2265 in the Alpine Trial. He bought the car from John Thornley at the end of the 1933 season and rallied it extensively in 1934.



**Tidbits:** What others are thinking about a pending centennial.  
 From the Pre-War MG Register of Australia newsletter - March 2016  
 from Bill Bolend

**Pointed Tails - Oliver's Beetle - the Last Word...**

Malcolm Robertson has been delving into the Centenary issue again and has found a beetle...

**Morris Cars**

Without the slightest exaggeration the Morris Car for 1923 is the most astounding value ever offered to a car-buying public.

**The Morris Garages,**  
Queen Street Showrooms,  
Oxford.

From Oxford to Abingdon page 6

With the Centenary of MG looming in just a few short years, it seems to me that we, the MG community world-wide, need to come to a consensus soon on when that will be. And as always with the New Year, Australia and New Zealand will be first off the mark, so we downunder have a special responsibility to get it right. But how we measure that critical year seems to be a moot point. Correspondence to this Newsletter demonstrates this, with Alfred Lane saying one thing, Harry Hickling another and Ted Loversidge chipping in from the side lines.

Is there some key date after the end of World War I involving William Morris and The Morris Garages in Oxford that could be used - a name registration, a building opening or a move? Or perhaps it was when Cecil Kimber was appointed the man in charge in 1922? Or maybe when he started dabbling in coachwork creating the popular Morris Chummy, showing his eye for design and line as well as his interest in *safety fast!* Or perhaps it was when the MG octagon was developed and first used in advertising in early 1923. 1924 is another possible year as that was when the first batch of MG Super Sports Morris were offered for sale, fabulous, stylish cars built on the Morris Oxford chassis of the day. Old Number One emerges somewhere in here too, just to muddy the waters, and was registered on 27th March 1923.

And so the possibilities roll on. 1928 when the little MG M-type was conceived and performed so successfully in competition, perhaps the first model to define the essence of the MG sports car - cheap, fun and fast. 1928 was the year the M.G. Car Company was formed - the name was registered in 1930. So many options, and good arguments for all.

Personally, I'm taken with the idea of who was the first person to buy an MG as defining this critical moment in the marque's history. After all, the primary aim of a motor manufacturer is to try to make some money by selling cars. So, who was that person to first buy a special bodied car from the Morris Garages, why did they buy the car and when? Fortunately, Phil Jennings, author in conjunction with Robin Barraclough, of that definitive work *Oxford to Abingdon*, can answer some of these questions, the late Wilson McComb answers others in his book and his earlier writings, and the archives of the Early MG Society can answer some more.

John Oliver Arkell, known as Oliver, was the grandson of John Arkell, the founder of Arkell's Brewery which is still in operation today in nearby Swindon, producing a range of fine beers and operating or supplying a string of pubs, including in Abingdon. In 1923, Oliver was a youthful 23 and looking for a stylish set of wheels appropriate to a young man of his standing. He continued the family tradition and became a director of the brewery when he was 27, but at 23 he was still having fun and learning the ropes. Like Kimber, young Oliver had an eye for style and soon found what he was looking for - a two-seater special-bodied Morris Cowley in yellow over black. This was the first of six cars constructed by Kimber with bodies from Charles Raworth of Oxford to broaden the range of styles available at The Morris Garages. As we all do, Oliver remembered his first car fondly when interviewed by Wilson McComb in the 1960s. He paid £300 for it and still had the receipt he received from Kimber in August 1923 on which he had written: "My first car. I believe it was the first MG as the price had not been fixed and was later said to be £350".

Oliver told McComb that he had gone to the showrooms to buy one of the Morris Garages two-seater Chummys. Kimber's first foray into designing coachwork. Instead, he "saw this yellow sportscar in the window - an unusual yellow, the colour of good butter and it had black wings. Mr Kimber was there. He said it was £300. It wasn't much more than the Chummy, so I said, very well, I'll have that." Arkell paid a deposit three days later and his new Raworth was registered FC5855 on 16 August 1923. It was delivered to Swange in Dorset where his father, James Arkell, immediately christened it "Oliver's Beetle".

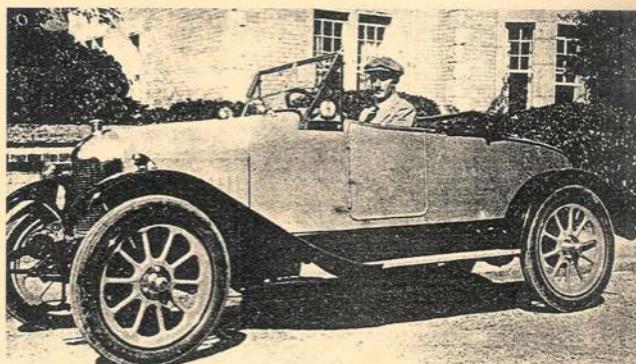


Photo from P L Jennings - Early MG Society

As far as is known, none of the Raworth cars built for Kimber have survived, but Oliver's Beetle lives on in our collective memories, well documented by authoritative authors, and must surely rank as a prime candidate for the first MG. More than that, as we all were when we were 23, car or not, Oliver epitomises the essence of the MG sportscar buyer - daring, dashing, and devil-may-care! In 2023, he deserves to be remembered and celebrated as the first MG owner! Maybe, in the spirit of our own Australian Pre-War MG port, *Cecil's Sauce*, Arkells could do an MG centenary brew - *Oliver's Oil!*





## **Tidbits:**

### **The Saga of 4 MG PA's, by Bill Bollendonk**

A year ago there was one MG PA along the front range of Colorado, now there are five ( September 2000 ). The story of the additional four is the stuff that car stories are made of. It all started from an advertisement on the internet that got four members of the Rocky Mt MG T Register all thinking along the same lines. Hard to tell how the action to purchase PA's first got started, as it is pretty convoluted, but it probably had it's birth when Jack Kahler sent me an email saying that a 1935 PA was for sale in New Zealand. The car was fresh from a total restoration and Jack indicated that a picture was available on the internet. My wife, Jeanne and I were leaving the next morning for several weeks out of the country and I put the email aside, as I didn't have time to look into the matter.

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

Flashback now to several days before Jack had sent me the information that a PA was for sale. Another member of our club, Don Sass, had gotten into the interchange of emails with Frank Carter, as he was also very interested in purchasing a PA. Don asked Frank to fast-track some pictures to him to aid in his decision process and was anxiously awaiting the mail. All this was going on, not knowing that others in the club were also in contact with Frank Carter.

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

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

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

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



## The Saga of 4 MG PA's, cont'd

he was still undecided and he would let me know what he planned to do the next day.

I was away from home the next evening, but found a telephone message from Mike that he had decided to pass on the car. I immediately called Frank Carter to ask where he wanted the money sent. I got Frank's answering machine and I explained who I was, that I had spoken with John Hancock, that I wanted to purchase the PA and where would he like the money sent. Before I could finish the message, the machine cut me off. We were off to dinner and when we returned, I found a message from Frank saying he had spoken to John and to please call ASAP. So I did and I found that the plot really thickened. Frank explained that after receiving my strange message about buying the PA with no more details than that, he had called John to find out who this crazy Yank was. John put him straight that if I said I wanted the car, not to worry, I wanted the car. There had been about three hours between my first call to Frank and his call back to me. During that time, after Frank had spoken to John about me, Frank had gotten a call from Japan also stating, "where do you want the money sent", but having talked to John about me before that call, he had decided to honor my call first. So in the span of three hours, the die had been cast.

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

Ah, but the story continues. I wired Frank monies the next morning and he called to confirm they had arrived at his bank and the sale was complete. In my conversation with John Hancock, John said that there was another PA available in Auckland and did I know of anyone else that might be interested. I called Jack Kahler and he called the other owner and made a deal for the car. So, now there were two PA's in NZ, owned by two "mates" in Littleton, Colorado. Jack and I were already planning our trip to the MG Rally. 2001 in Masterson, NZ when I got a return call from Don Sass that he had purchased a PA in Conn. and that the car was in transit by shipper. I really wanted to see the pictures he had of the car and I drove to his home in Parker, Southeast of Denver to see them.

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

So, in the span of only a few weeks, all four of us became PA owners. Don's very handsome duo-blue car sits in his garage; Mike's very complete project PA sits in his garage and Jack and my PA's sit in John Hancock's garage in Auckland, awaiting our arrival in January. John has been a real mate, as he has gotten both cars registered and will be supplying help to get both cars into a shipping container after the Meet in Masterson 8-12 January 2001.

I can't supply any information on the buyer from Japan, but I hope he found a PA also.

The Saga of the Four PA's will continue during the coming years, as Mike and Jack complete restorations and Don and I have our PA's at many of the gatherings here in the States during the next few years. The restoration process has already started for Mike and Jack, as each have brought many "pounds" of bits home from the September Beaulieu Autojumble. I am sure that there will be many more tales to tell on these four PA's.

Fast forward to Spring of 2016. My PA, PA2015, was sold to a buyer in New York a few years back, Mike's PA was passed on the Randy Copleman, after Mike's sudden death, Don's PA is driven on occasion and Jack Kahler's PA has been to any location that there is a road that will get it there.



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1939 MG VA Tickford #2328 S  
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1939 MG VA Tickford

Sept. 9. 96  
Hey Lee,

Here are a few shots of the car as promised. As I told you the metal is not in the greatest shape and will need extensive work where it comes in contact with the wood around the rear wheel wells. Also, the wheels will need rebuilding; window glass replaced in the passenger's door; glass for the instruments (clock glass works here). Machine work done includes: Head; magnafluxed, planed, new seats and guides (installed); painted red; New valves; Block; dipped, planed, painted red, sleeved to std; Good set of used std pistons with new rings. New Babbit in rods and main bearings; Crank; magnafluxed and polished; New? (or Good used can't remember) cam bearings. Two cams; usable one needs reprofiling; Lifters will need to be resurfaced; New rocker shaft and bushings; New engine gasket set, complete. New tranny gasket set (The transmission I disassembled, cleaned, painted and replaced all bearings; roller and needle.); The Master and all four wheel brake cylinders were sent to White Post and sleeved, fitted with new rubber and shrink wrapped a couple or three years ago. New flex brake lines; The carbs were disassembled, cleaned and rebuilt; New wiring harness; The Jackall pump was disassembled cleaned and reassembled and I think I disassembled and cleaned one or two, if not all, the jacks; The body frame, to which the wood is attached, is completely new, including wheel wells; All new wood (ash) with one or two exceptions where the old piece was usable; New hinge pins and balls (I've hung the doors back on to the tub); Passenger's door needs either the window roll-up handle or the opener (I don't remember which) and it is also missing the rubber tool tray which fits in the trunk (boot for you stodgy English chaps!) lid. The top will need replacing as well as the leather. However, the leather isn't all that bad for it's age. It's just that damn green paint!

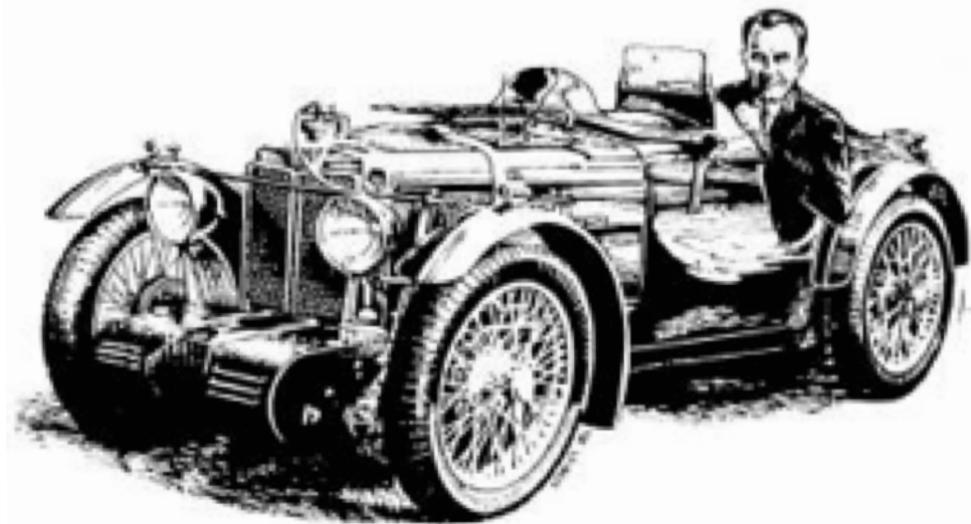
Originally it was a blue car with blue leather interior. Quite nice I think. As I told you, it is very near 100% complete. Just needs a little work. Also, till negotiations are further along, continue to consider the price of \$10,500 firm. I also have a great deal of literature (mostly copies) on the VA. Well I hope this will whet your appetite for a BIG OLD MG!

LARRY R.



IS





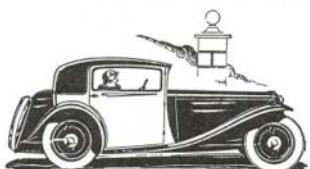
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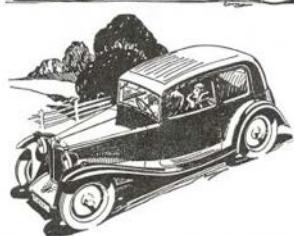
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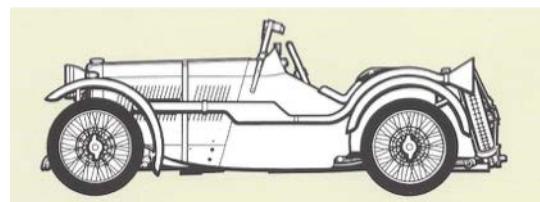


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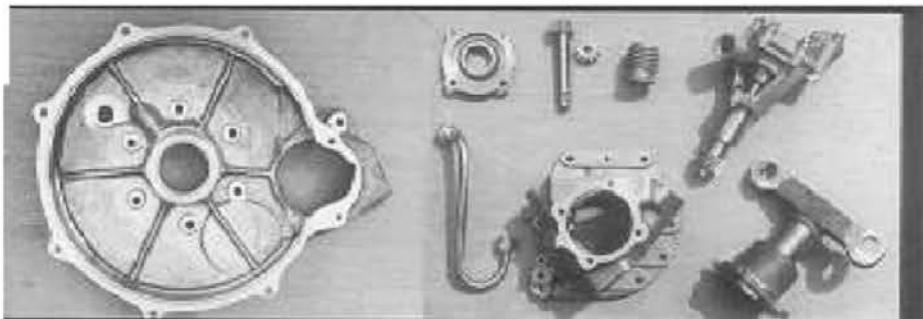
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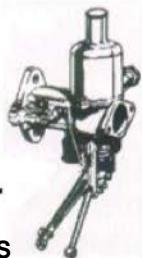


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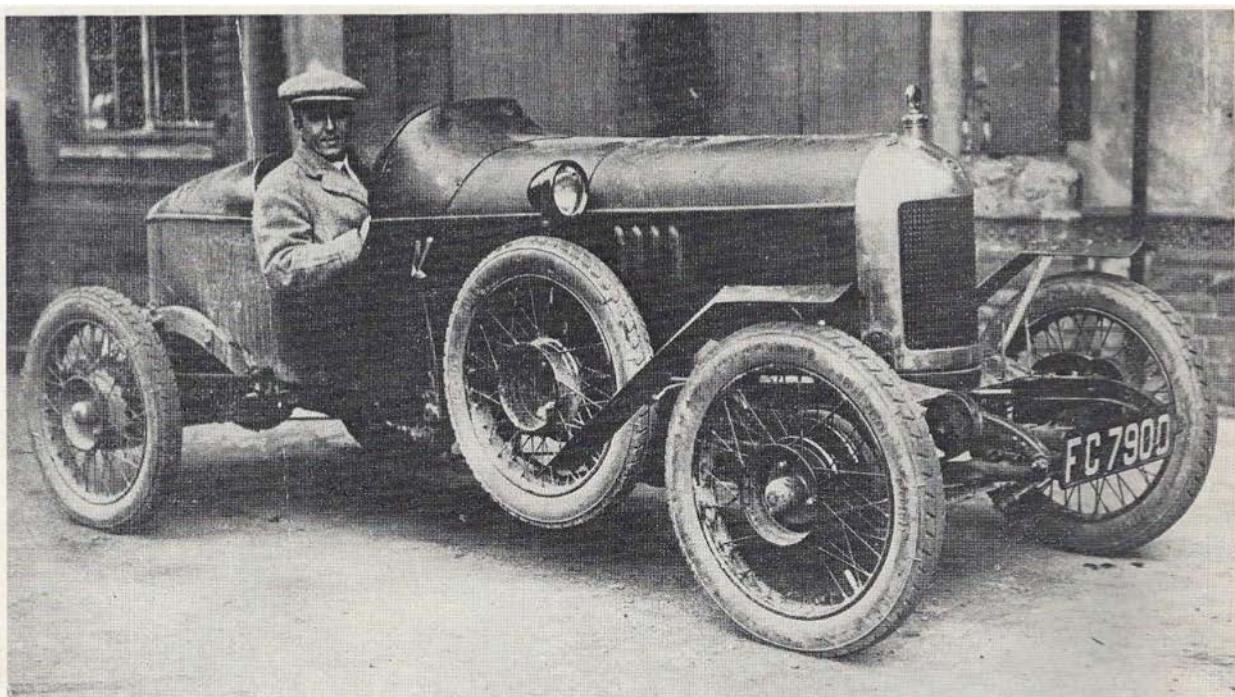
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Source: Veteran and Vintage Magazine, October 1975. This photo was included  
 in an article F. Wilson McComb authored, "The Cars that Kimber Built"



THE RIGHT COMPOSER, BUT WHICH SYMPHONY? Cecil Kimber with the legendary Kimber Special FC 7900, fortunately still with us, and still (incredibly) being described as "M.G. No. 1".



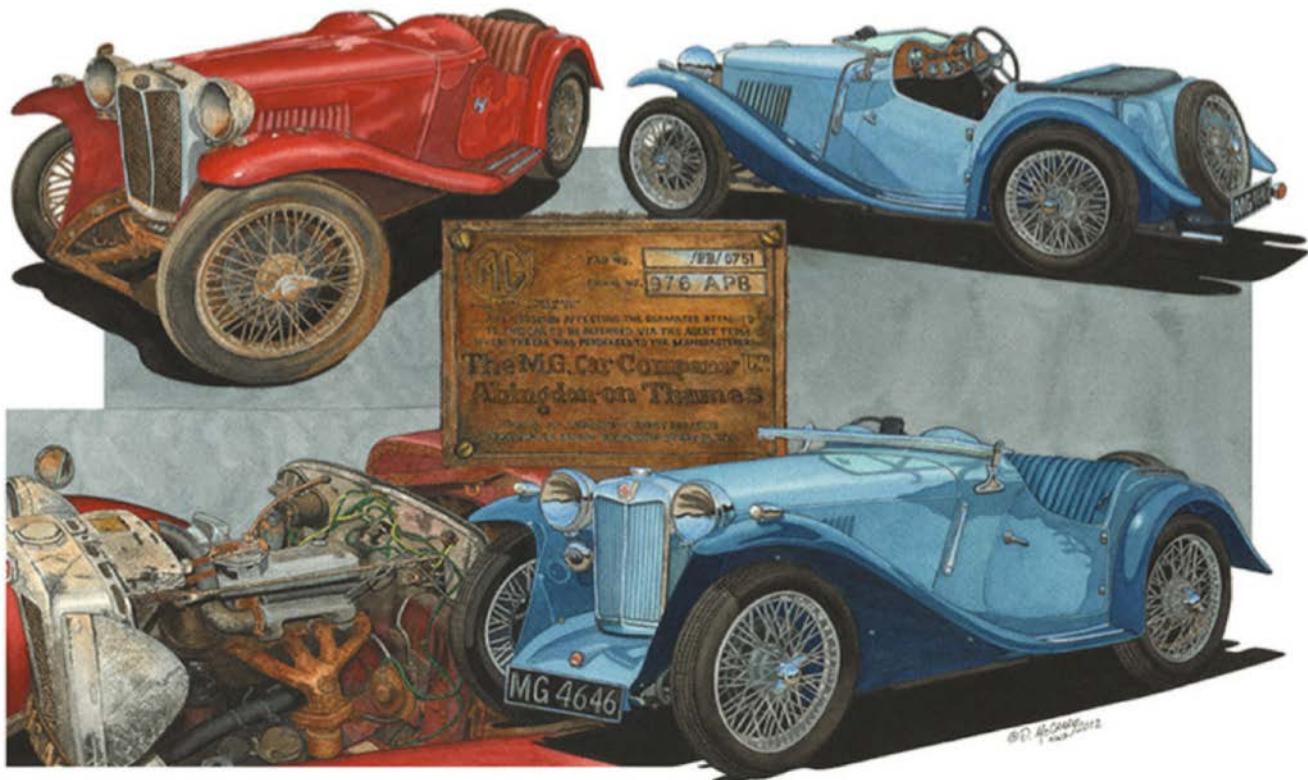
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I also have facebook pages, under my name - Dan McCrary - and also one as Dan McCrary Automotive Art...





Source: The "Sports Car", August 1935 Ad

# Advertisement from the past! Note graphics compared with today.

Page 174

THE SPORTS CAR

August 1935

Lubrication by Shell is approved by the makers of 95% of the cars on the road

A black and white photograph used in a magazine advertisement. In the foreground, a Morris sedan is parked on a grassy bank. A woman in a dark coat and hat is leaning out of the open driver's side door. To her right stands a large, articulated wooden figure of a man, his right arm raised as if waving. Next to him is a tall, rectangular sign with a graphic of a figure holding a torch and the words 'LUBRICATION BY SHELL'. To the right of the sign is a small, dark, dog-like mascot. In the background, there is a simple wooden fence and a large, stylized tree trunk or branch on the left. The scene is set outdoors with a clear sky.

yes madam!

**MORRIS** officially approve  
**TRIPLE SHELL** Lubricating Oil.



Source: Source: The "Sports Car", August 1935

## Article from the past!

August 1935

THE SPORTS CAR

Page 175

# The Sports Car

Editor: F. L. M. HARRIS.

*Official Journal of  
THE M.G. CAR COMPANY, LTD.  
and  
THE M.G. CAR CLUB.*

PUBLISHED MONTHLY - PRICE 6d.

### EDITORIAL

**L**ITERARY contributions, photographs and drawings are welcomed by the Editor, but he does not take responsibility for their use or return unless they have been specially commissioned. A stamped addressed envelope should accompany all MSS.

Articles are not acceptable unless they are of direct interest to sports car owners and M.G. car owners in particular. This also applies to photographs and drawings. The 10th of the month is the closing date for receipt of editorial contributions, unless special arrangements have been made in advance.

Matter intended for the Editor should be addressed: The Editor, "THE SPORTS CAR," 12, Holborn, London, E.C.1.

### ADVERTISEMENTS

**C**OMMUNICATIONS regarding display advertisements should be addressed: The Advertisement Manager, "THE SPORTS CAR," 12, Holborn, London, E.C.1. (Telephone: Holborn 6621-2), who will forward the tariff on application. Orders are accepted strictly on the understanding that the copy is approved by the publishers, who reserve the right to refuse insertion without assigning a reason.

The closing date for receipt of copy and blocks is the 5th of the month. Better positions are secured by advertisers who send their copy early.

Particulars concerning classified advertisements appear on the first page of the section devoted to them.

### PUBLISHING

**T**HIS journal is available from news-agents throughout the country, but copies should be ordered in advance. Correspondence relating to bookstall sales should be addressed to the sole agents for the newsagency trade: The Rolls House Publishing Co., Ltd., Rolls House, Breams Buildings, London, E.C.4.

M.G. distributors and dealers who are requiring copies should apply to the M.G. Car Company, Ltd., Abingdon-on-Thames. The postal subscription rate is 6s. per annum to any part of the world, or 10s. for 20 issues. Publishers:-

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Telephone: Holborn 6621-2.



*Keen sports car owners are always glad of the chance of a "blind" on Brooklands. These J.C.C. members are (53) M. W. Sheppard, (55) A. C. Goodman, (54) J. E. Nuthall, (52) S. L. H. Potter, (51) H. R. Chaplin.*

## Looking Ahead

**D**URING the past few months there has been a falling off in the use of sporting types of motor car. Last year they made remarkable headway; it seemed that their popularity would grow apace. This year, however, they have made leeway. Why? The question is answered in the trade—by pointing to recent outbursts of anti-motoring legislation and to the prolonged accident panic for which the Minister of Transport has been responsible. In addition, the trade is not by any means blind to the fact that of late the insurance companies have very substantially increased the insurance premiums which have to be paid by owners of sports cars of the present day.

To these difficulties must be added the admitted fact that in many districts we sporting motorists seem to be classed by the police on a par with uncaught criminals to be pounced upon for the slightest suspicion of law-breaking. There is no denying, for example, that in 30-mile limits a special watch is kept for sports car owners.

In spite of these rocks in the sports car fairway, however, the manufacturers are full of optimism. We have little doubt that they will speedily rise to the occasion with their usual resiliency and that the semi-racing machine with a noisy exhaust will fade out and its place be taken by a pleasing car the salient features of which are silence, comfort and performance. The latter being the real point of distinction between the normal touring car and the sports machine of the future.



## THE NORTH AMERICAN TRIPLE-M REGISTER

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

### 1. PURPOSE

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

The objectives of the Register are:

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

### 2. OPERATION & MAINTENANCE OF THE REGISTER DIRECTORY

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



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

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

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

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

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

### 3. TRIPLE-M REGISTER REGISTRATION AND REGISTER NUMBER ALLOCATION

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

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

#### 3.1 Guidelines for Register Listing

Definitions.

For the purposes of these Guidelines:

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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



listed under that number unless it is later proved otherwise.

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

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

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

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

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

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

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

### 3.2 Guidelines for the Allocation of Register Numbers

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

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

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

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



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

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

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

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

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

#### Notes

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

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

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

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

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

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

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

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



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

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

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

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

## 5. COMPETITION RULES

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

## 6. REPLACEMENT ENGINES AND CYLINDER BLOCKS

For various reasons it may become necessary:

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

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

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

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