



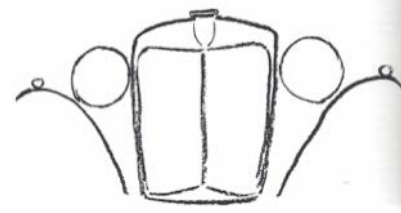
North American MMM Register Newsletter

MG Midget, Magna and Magnette 1929-1936



WINTER 2017

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



In This Issue:

Two Triple - M Cars Win AACA Awards

Two of beloved MMM cars made it all the way to the AACA "Play-Offs" and ultimately won the award. Here is the road the 1936 MG PA owned by Reed and Jan Tarwater and the 1935 K2, owned by Len Star took to these coveted awards.

Reed and Jan purchased the 1935 MG PB in January 2011 in Anderson, South Carolina. It had been poorly stored in a dirt-floor storage locker.

However, it did have wheels and could be rolled on to their trailer.



They took the car directly to Tom Metcalf of Safety Fast! Restoration. Tom and his craftsmen went to work on the car and the restoration was finished in March 2014.

They have obtained copies of the original factory build

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

Please submit all contributions to Randy Copleman via:
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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

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Chairman's Corner - Jack Kahler

I sincerely hope all our NAMMMR family of members and dear friends had a beautiful holiday season. The future of our Register for the new year is exciting and I wish for all our members many barn finds to add to your stable!

To kick off 2017, Jack Schneider and I are very excited to announce that the North American Council of MG Registers has negotiated with Hagerty Classic Car Insurance Company for a premium discount for our membership. The discount is 5% off of your yearly Hagerty policy premium! What a deal!!! If you are currently a Hagerty policy holder just call Hagerty at 877.922.9701 and tell them you are a member of the NAMMMR. If you need classic car insurance, go to our web site nammmr.org and click the Hagerty icon. This will take you directly to the Hagerty web site where you can get a quote on your cars and sign up for a great policy with Register discount like no other.

The next exciting Register event this year is our National Meet in conjunction with GoF Central in Akron, Ohio! Sarah Richey, Tom Metcalf and myself are in the early planning stages of this event which promises to continue the tradition of our Register's exciting yearly National Meet. Mark your calendars to be in Akron July 11 - 15. Registration will be on our web site shortly.

The sole function of your North American MMM Register is accurate vehicle identification, recording of condition and current ownership of all MGs manufactured from 1928 through 1936 that exist on the North American continent. Lew Palmer, your Registers Registrar, has the overwhelming task to collect and record this vehicle information. Along with Lew, I beg you to accurately complete the form that Lew has sent each member with your dues request form. Our Register is currently working with the MMM Register UK to assemble an accurate world wide data base of all MMM MGs ever manufactured and still in existence. Please HELP.

Our Register is most fortunate to have several members throughout the world. In February, I will be honored to visit with our New Zealand members in this beautiful country. Every other year they have a Pre 1956 MG event which I will attend and look forward to reporting my visit with many photos in our next issue.

Until then, spend these winter months polishing up those beautiful machines and bring them to Akron in July.

Cheers, Jack

UPDATE:

Register Address:

North American MMM Register

P. O. Box 271825

Littleton, Colorado 80127

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



Treasurer Report, Effective 1/2/2017 - Jack Schneider

As 2017 begins, I again report our Register ended 2016 financially sound. There were a few expected year-end expenses and a couple of known 2017 expenses needing to be paid ahead. All were in line with the Register's annual budget.

There is a new item of financial news for Register members. During the Board's November meeting it was decided that we would file application with the IRS for formal recognition for the NAMMMR as a 501(c)(7) non-profit organization. We decided to do this for two reasons. First, this aligns us with the three other member Registers of The Council of North American MG Registers, the NEMGTR, NAMGAR, and NAMGBR. They have previously acquired formal non-profit status. Second, the NAMMMR was required to have formal recognition in order to receive our share of net proceeds of MG2016 event in Louisville, this past year.

The NAMMMR had received a tax-exempt E.I.N. from the IRS in 2013. The proper tax return documents have been filed each year since. We have been treated as tax exempt for tax filing purposes but were not formally recognized.

MG2016 shares are determined by the total of event participants and split into their associated Registers. The individual Register totals were divided by the event total, providing the share percentage for each Register.

The application has been filed and the appropriate fee has been paid. Although we are waiting for IRS approval, which could take another 90 days, it was proof enough for The Council of North American MG Registers to disperse our share of MG2016 proceeds. The bottom line, we ended 2016 with a net \$725.00.

Thank you for your participation,

Jack Schneider



Registrar's Ramblings - Lew Palmer

By now, all of us in the northern climes have their cars tucked away for a long winter's nap, as the poem goes. So it is time to think about renewing your membership for the next year. You wouldn't want to miss out on the activities planned for the Register, so be sure to get your renewal form and dues in to me as soon as possible. The forms will be in the mail to you before January 1st. And remember, you may again use PayPal to pay your dues. However, I still request that you mail the form back to me. As usual, I include a return envelope for your convenience.

This year, I have spent a considerable amount of time and effort to gather as much information as is available to ensure the Register records are as accurate as possible. BUT I NEED YOUR HELP.

You will notice that there is additional information added to the renewal form, and a place for you to add information for which we have not previously asked. On the form I have added the original engine number as recorded in the factory files. Also, where we know the original road registration (license plate) number.

But there are two extra fields for which we have not previously collected. These are your local (state or province) license plate number and state or province. We ask for these to be able to identify cars by photographs and to synchronize the NAMMMR records with the new worldwide database of Triple-M cars.

Also, I need to ask that you VERY CAREFULLY verify the information presented. This includes ALL fields on the form. Don't just take for granted that the information is presented, but also PLEASE verify the information and correct as necessary. Only by doing this can we be sure we establish and maintain accurate historical records going forward. Don't just assume the data is correct, but where possible, actually verify the data by inspecting your car.

Finally, I have asked before for photos of your car and only a few responses. Since I cannot travel to your home and inspect each and every car, I need to be able to prove the identity of each of the nearly 500 cars we hold records for. Thus a series of photos is requested for each car you own. These are 1) A clear photo showing the chassis number from the right front dumb iron, 2) The engine number from the raised and stamped raised boss on the engine (usually just above the starter motor), 3) the guarantee plate on the firewall which shows the chassis and engine numbers, 4) an overall photo of the car regardless of condition, and optionally 5) the numbers and letters stamped on the bonnet hinge, and 6) a photo of the gearbox number from just forward of the gear shift lever.

Please do not send the photos in paper form, but instead send them electronically (email) along with the chassis number of the car in the subject line. Send to lew@roundaboutmanor.com

I know this is a lot to ask, but consider that I expect to receive all of this from about 150 members and need to integrate this data into our database as well as that of the UK Triple-M Register.

Finally, please join me in welcoming our newest members:

Peter Hentschel and Elizabeth R Prete

Stony Creek, CT

PB0615



AACA Awards, Continued from Page 1

records which confirm that this MG was painted in Oxford and Cambridge blue with blue leather upholstery and silver wheels. The restoration is identical to the way it was built. This PB was built on February 11, 1936. The last PB was built two days later, so this is one of the last PBs built.

This is a matching-numbers car. The engine, transmission, rear axle, radiator shell, front fenders, and brake drums are original to this car.

The British number plate (MG 4646) indicates that this MG was sold by University Motors in London. University Motors had exclusive rights to the MG prefix.

In addition to winning the AACA First Junior in 2015 and AACA Senior in 2016, the car won Best in Class at the Amelia Island Concours in 2014, First Place and Best British Sports Car at the Ault Park Concours in 2014, the Palmetto Award at the Hilton Head Concours in 2014, and the Pinehurst Award at the Pinehurst Concours in 2016.

Of further note, the Tarwater's 1933 J2 has won all 4 AACA prizes and won it's Senior Grand National in 2016.



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AACA Awards, Continued

... and Reed and Jan's 1935 PB get's restored and goes on to win awards!



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Len Star's AACA Award Winning MG K2

The K2 was the road going touring car built on the racing K3 chassis in 1933. It used the racing high revving 1087cc 6 cylinder OHC engine with a nose mounted Marshall supercharger producing approximately 120 BHP, coupled to an ENV preselector gearbox.

This car was found in North Yorkshire in the 60's by Peter Gregory of Oxford, England. He was a K3 owner and vintage racer, and purchased this car to restore in his retirement for continental touring. Unfortunately, Peter contracted ALS, and subsequently sold the car to Len Star in Hudson, Ohio in 2005. The car is restored to its original color scheme and retains all original components, including the engine. It's truly exhilarating to drive and feels well sorted.





Insight into the AACA Awards, from the “Antique Automobile Club of America” website

The AACA has established a comprehensive awards program to recognize outstanding achievement, superior contribution to the AACA and the hobby, participation in special events and restoration excellence. The program includes three categories of awards: National Awards, National Meet Competition Awards, and Region/Chapter Newsletter Contest Awards.

National Awards are presented to selected recipients based on criteria established by the Board of Directors. The awards are divided into two general groups. Some are presented for outstanding vehicles entered in AACA National Activities and others are presented for specific achievements of individuals or organizations. The trophies for these awards have been donated to the AACA and many of them memorialize specific individuals for their contribution to the automotive industry or to the Antique Automobile hobby. The original trophies are displayed at the AACA National Headquarters and recipients receive an engraved silver tray commemorating the award during the Awards Banquet at the AACA Annual Meeting.

National Meet Awards are presented at each National Meet and Annual Grand National Meet. AACA vehicle classifications and Junior and Senior Award categories were adopted starting with the Spring Meet at Pottstown, Pennsylvania, on June 14, 1952. The Preservation Award category was adopted starting with the Spring Meet at Chattanooga, Tennessee, on June 16, 1979. Annual Grand National Meet awards were adopted starting with the first AGNM in Clarks Summit, PA, on July 26, 1980. These awards recognize restoration excellence and specially designed trophies and plaques are presented to the winners at the meet awards banquet.

Plaques that identify National First Place winners (Junior), Senior Award winners, Grand National First Prize winners, Senior Grand National Award winners and National Award winners are given to the recipients. These plaques are permanently mounted on the vehicle to clearly identify it as an award winner.

Awards for Region or Chapter newsletters are based on participation in the Region/Chapter Newsletter Contest. The AACA Publications Committee selects recipients and the awards are presented at the Annual Meeting.

Trophies and awards for National Tours are provided at the discretion of the Tour Director and Chairman. Touring people are generally more interested in touring than in receiving awards; therefore the criteria and selection of recipients is less formal than for the annual and National Meet awards.

Editor’s note: Please visit the AACA website at <http://www.aaca.org/> to learn more about this Club and the interaction they have with the various aspects of antique and special interest vehicles.



SUMMARY OF AACA PRIZES AND NATIONAL AWARDS

There are four levels of awards that an AACA member can attain:

- National First Prize
- Senior National First Prize
- Grand National First Prize
- Senior Grand National First Prize

A full year must elapse between winning the Senior National First Prize before one can compete for the Grand National First Prize.

The National First Prize and the Senior National First Prize can be won at any AACA event. The Grand National First Prize and the Senior Grand National First Prize can only be won at special Grand National AACA Meetings. Only one Grand National meeting is held a year. The judging at every event is done by a team of at least four AACA qualified judges.

An AACA member cannot nominate their car for a national award. Senior judges review the cars on display at AACA Meetings and select cars that could be national award winners. The AACA sends a letter to the prospective national award winner inviting the member to provide two photos and a brief write-up. The national awards committee meets each December and selects the winners of national awards which are presented at the AACA Annual Meeting held in Philadelphia in February.

Examples of AACA Awards and Car Badges





Santa Maria, California

July 10 - 14, 2017

Monday through Friday

Registration Fee

\$45.00 USD before March 1, 2017

\$55.00 USD after February 28, 2017

In Spirit \$25.00

Cancellations before March 1st will revert to In-Spirit Registration, with the balance refunded. Due to advanced planning requirements, no refunds will be given after February 28th.

HOTEL INFORMATION

Radisson Santa Maria

3455 Skyway Drive

Santa Maria, CA 93455

(805) 928-8000 <http://www.radisson.com/santa-maria-hotel-ca-93455/camaria>

"GoF West Group" Rates are \$125.00 per night for a standard room, plus applicable taxes and fees.

To get the group rate, reserve by June 24, 2017. Reservations must be guaranteed with credit or debit card.

Details at <http://www.gofwest.org/>

Several Significant Triple-M MGs, by Alistair Ward, Input provided by Lew Palmer

In 1932 Mr. John Ludovic Ford, of Dove Mews, London, advertised for a trainee motor mechanic. My father, who was then aged 14 years, applied for the job and was successful. Mr. Ford's family also had country estates in Scotland and the West Indies. My father, Lewis Henry Ward, was born in 1918 in South Kensington, London and lived in Ifield Road about half a mile from Dove Mews, which was off the Old Brompton Road.



In 1951 Mr. Ford gave my father a book entitled 'Circuit Dust', which covers the 1933 European racing season. As a teenager I read this book often. In March 2000, after a lapse of many years I stated to read the book again. This rekindled my interest in both Mr. Ford's and my father's racing exploits. I now knew that Mr. Ford raced an MG Midget in 1933. My mother had some old photographs. These showed my father seated in the MG with the UK registration number JK 2340. I wondered if JK 2340 was still around. Therefore,

feeling excited at the prospect of finding it, I began my research.....



I started searching on the World Wide Web and eventually found an MG owner's WEB site where I posted a request for information on JK 2340. I did not know that this was an American web site. Within a matter of hours I had my first reply from Brian Kelly in Kansas, who informed me that a Gavin Standford-Morgan owned the car. Further searching of the WWW gave me two records of Gavin and from these I gleaned that he lived in Adelaide, Australia. Next contact was with Russell Garth of the MG Car Club in Adelaide and he very kindly contacted Gavin and asked Gavin if he could pass on his address.

So, in late March 2000 I wrote to Gavin telling him about my search for JK 2340, adding that I would be interested in hearing from him. In late April I had my reply from Gavin and over the next eighteen months we communicated regularly, exchanging information regarding the car and my father. I began to know the car as C0291; its chassis number. I sent Gavin photographs of the car in the 1930s. He kindly sent me photographs and a video of the car as it is now, in its restored condition.

Gavin was able to give me a detailed history of the car. He first owned the car in 1947, sold in 1948 and then bought it again in 1965.

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I managed to buy two books on Le Mans, 1923 to 1939, and found a photograph taken after the finish of the 1933 Le Mans with Ford and Baumer sitting on the car, looking suitably grubby. I traced the owner of a photograph, showing the opening lap of the 1933 Mannin Beg race, which shows them in second last place. I have since obtained a print of this photograph, which now proudly joins my photographic collection.

Mr. Ford had a racing partner, Mr. Maurice Baumer. They entered various races in the UK and in Europe. As far as I can tell their first joint car was an ALTA, Chassis 14, which they entered in the 1932 International Tourist Trophy where they retired on lap 5 and in the 1932 Le Mans 24 Hours, retiring after six laps with clutch failure.

In 1933 they purchased MG Midget C Type chassis C0291, previously owned by H. Leeson, who had been killed racing. They entered the car in various races throughout 1933 including the following:

Le Mans 24 Hour car Race, 17th and 18th June 1933, Le Mans, France.

Car No. 41.

Classified 6th.

International Mannin Beg Car Race, 12th July 1933, Isle of Mann

Car No. 12.

Classified 3rd.

International Tourist Trophy, 2nd September 1933, Newtownards, Northern Ireland.

Car No. 28.

Retired with broken steering tie-rod and crankshaft.

In 1934 Mr. Ford's mother died. He moved to Haddington, in Scotland, to manage the family estate. My father went with him. He helped Mr. Ford to run the estate and continued to work on his cars.

In 1934 Baumer purchased MG MAGNETTE Type K3, K3028. It was a friend in England who alerted me to this car. He had purchased a magazine in which there was a supplement on MG pre war racing cars. One of the photographs showed Mr. Ford in K3028 at the 1934 Le Mans 24 Hours, when they crashed out on the 84th lap whilst lying second.

Now to find K3028! I contacted Bob Clare of the MMM Register in the UK. He pointed me to Gerry Goguen in the USA. So began a series of correspondence with Gerry, which still carries on today. Gerry has kindly sent me photographs of K3028 and he also advised me of the book, 'K3 Dossier' by Mike Hawke. I now have a copy of this book, which details the known history of K3028 and K3027, the K3 purchased by Mr. Ford in 1935. K3027 was entered in the 1935 Le Mans 24 Hours, but they retired in the early hours on the Sunday morning with piston damage.

During the rest of 1934 and 1935 Ford and Baumer mainly raced K3028 in various events, including the Brighton speed Trials, Klausenrenen Hill Climb, BRDC 500 Mile Race, British Empire Trophy and again the Mannin Beg in 1935.

My search for K3027 has got nowhere. The 'K3 Dossier' states that it was with Bill Hill in Chicago in 1980 and no one seems to have heard of it since. I've tried various leads to discover its whereabouts, but all to no avail. Perhaps one day some one will come across it.

In 1939 my father was conscripted into the armed forces and was sent to France as a truck driver/mechanic. He was captured at St. Valery on the 13th June 1940 and was finally freed from POW camp on the 1st May 1945. Mr. Ford also joined the army and survived the conflict. After demobilisation both of them went back to Scotland to get the estate back up and running, but the days of car racing

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were finished.

The spirit and attitude of adventure during competitions during the 1930s is highlighted in the book 'Circuit Dust'. Ford and Baumer are mentioned a number of times but the following paragraph says much about the way they raced in the 1930s.

'They discussed these plans during the day before the final practice, while they were perfecting their pit arrangements, and nine o'clock that night found them at the Café de l'Hippodrome for dinner, accompanied by the big Mercedes, which they intended to use for a last survey of the circuit. While Baumer was eating hors d'oeuvres, Ford drove the Mercedes for two laps, then came in to commence his dinner, when Baumer took the car around. He returned and handed over in time to start on the soup, and when Ford returned Baumer went out again. Between courses they achieved the distinction of each covering eight laps, a total of nearly seventy miles of fast motoring between hors d'oeuvres and coffee.'

This description becomes almost legendary. It is very hard to imagine this happening in today's environment of safety and conformity. I can imagine that several glasses of wine were consumed with the meal!!! Amidst the competitive spirit, the social scene was just as important.

The MG Car Company, whilst not entering an official works team, did give encouragement to the privateer drivers by offering discounts if the car was entered in various events. One of the invoices to Mr. Ford offers a 15% discount if C0291 is entered in the German Grand Prix and the Isle of Mann. I have not been able to verify its participation in that Grand Prix.

In September 2001 Gavin Sandford-Morgan told me that he had sold C0291. It was on its way back to the UK. I tracked the car down to Bill Ainscough of Wrightington, Lancashire, England. I arranged to see C0291 at his house in early January 2002. Upon seeing the car for the first time, what struck me initially was how small it looked. The car was in immaculate condition, in its British Racing Green. After looking at the outside of the car for quite sometime, I sat in the passenger and driver seats. Sitting there, brought a lump to my throat. I imagined what it must have been like to race these cars for twenty-four hours with the noise, dust and vibration. My admiration for these drivers and mechanics is truly immense. I now have a photograph of myself sitting in the car along side a photograph of my father also sitting in the car in 1933.

I was born in July 1951, with Mr. Ford becoming my Godfather. We lived in a flat above the stables. Mr Ford left Scotland in 1952 and moved to Jamaica, where he had an estate. My father was offered the opportunity to go, but having a wife and a new baby, he decided to stay. Mr. Ford died in 1956, in Kingston, Jamaica and my father died in 1997, in Haddington, Scotland.

I believe that Ford and Baumer also raced an Alfa Romeo 8C, but that is a chapter, which I have still to start.

I can't thank enough the people who have gone out of their way to help me and point me in the right direction during my research,. With hindsight I wish I had obtained more details from my father whilst he was alive. You never think of these things when people are around you.



Vintage Racing at Laguna Seca and the Hilton Head Island Concours By David Harrison

Laguna Seca, built in 1957, is a newcomer compared to vintage tracks such as Brooklands, opened in 1907 or the Indianapolis Speedway, opened in 1909. Whatever it may lack in history it certainly makes up in ambience, for this track is beautifully configured and situated close to the Pacific Coast. Monterey, Carmel and Pebble Beach are just round the corner.

Visiting it has long been on my bucket list, but I needed a significant reason to visit such a distant track. Watkins Glen, VIR and Summit Point are close enough to have taken my 1933 MG L2 Brooklands/Alpine Magna over the years, most recently to the iconic 2014 National NAMMMR Event. Sebring is a little further but I have both organized and participated in several Sebring MGA Reunions over the years, supporting my friend Hugh Burruss and his 1962 Sebring MGA, one of the three 1962 team cars.

In August of this year I was part of a historic Reunion at Laguna of all three 1962 Sebring MGAs, the first time since 1962 that all three had been together on a racetrack. Two of the Sebring MGAs, cars #51 and #53 owned by Jim Plowden and John Wright already resided in Ca. Car #52 owners, Liz and Hugh Burruss shipped car #52 from Virginia to Laguna Seca to vintage race in the Rolex Monterey Motorsports Reunion. I flew out and arrived at the Laguna Seca team paddock to find I had been elected as Crew Chief for Car #52, quite an unexpected honour. I can tell you that taking care of a race car, even one as simple as an MGA, for two practices and two actual races kept me pretty busy. Your number one priority is care of the car and the driver, and every nut and bolt can be a challenge.

The big MMM thrill for me was a visit to Don Martine's beachfront boutique hotel and British Car Museum in nearby Pacific Grove. Don took us round his spacious garage at the hotel to see his MG Magnette, his TD Pickup and his TD race-cars and specials. In his nearby shop I was amazed to see a set of Magna twelve inch brake drums and shoes lying in a corner and asked Don how he got them. I was more amazed when he showed me the rest of the car, surely it must be the world's last unrestored, barn find 1933 MG L2. And not just any L2, it was one of the ten Magnas raced at Brooklands by some of the old time drivers as a MG publicity stunt. Although needing a complete body off restoration, the Magna seemed pretty complete and restorable. In an even more amazing coincidence, the chassis number is L2065. My Magna is L2068, so they must have gone down the production line at Abingdon side by side. You can look them up in the NAMMMR register.

I did get a little time between laps to walk around Laguna. It is spectacular with lots of elevation changes, corkscrews and hairpins. My pit pass got me close to some impressive hardware. Jaguar had quite an impressive display tent, I got to roam around the F-pace and the XE, the XE seems very clean and competitively priced. Classic Jaguars were well represented in the paddock with several XK 120s being raced. One of the 120 owner-driver-mechanics had his left axle half shaft and hub out in a tarp, his half shaft had sheared inside the hub. He was one of two drivers who had driven their 120s to the track from Canada and he was fixing it and planning to drive it back. The other was a crazy Brit who drove his open XK120 1000 miles from BC with a beaten up suitcase strapped to the boot rack.

I stopped by Don Martine's pit to chat with him and look over his TD racer. Racing in a TD with only 60 HP or so must be relatively safe and a lot of fun, makes me wish I had taken a driving class twenty years ago and given it a go. A friend races a Midget, the most basic entry level British car,

Continued on Next Page



he got the car and a trailer for about 8 grand. For that money you are not going to win but it's the journey not the destination. Well, Don had some fun too before the TDs ignition died. He was most helpful when our Sebring MGA generator front plate fractured across the bolt hole, as is invariably the custom in the racing fraternity. He let us rummage through his spare generators back at his shop. None of the racers in the pits with sixties British cars, TRs, As, Bs etc had the old Lucas clunkers, they were all running lightweight alternators, apparently that is a legal mod.

Our MGA with its little 1600 cc four banger was racing in a class with GT cars thru 1962. The field included early Corvettes, Ferraris and Porsches. There is no substitute for cubes as they say, and driver Larry Smith never got out of third gear due to the hills, so we did not win any gold, but had lots of fun and camaraderie, which is what we went for.

I ran across Kim McCullough and found that Jaguar would be at the Amelia Concours in March 2017, she said something special in the Jaguar line might be planned. After that I ran into Terry Larsen who said Norm Dewis might be there. I put two and two together and called Norm Dewis after getting back to Chester and he confirmed he was to be a VIP speaker at a Jaguar Drivers Forum. A few weeks later the Amelia folks announced it. Tickets are already selling out for this historic opportunity and Una and I will be there to support Norm and enjoy the wonderful Amelia event.

Nearer to home, Hilton Head Island is a mere 450 miles and 7 hours driving time, and the HHI Concours reportedly rivals Pebble Beach. I took the Swallow there two years ago, and enjoyed it despite some logistic challenges, and registered the Magna in the prewar British Sports class. I promised to take Una, but she has had some health problems recently and it was not possible to take the Magna too. I let the organizers know a couple of weeks ahead of the show, but when we visited the field, there was my vacant spot, next to Tom Metcalf's immaculate supercharged K2. My car is nice, but is starting to look a bit track-worn and definitely not in the same class. We had a nice chat with Tom, then Una and looked at a pretty red Triumph 2000 Roadster, displayed with its dickey seat open. Una learned to drive on my 1946 Triumph 1800 Roadster, it was our leap into post-war cars after a cold winter in my college 1933 MG L1. MG forgot the heater on the L1, but the heater in the TR 1800 would blow you out of the car. The snug top and wind up windows were a big improvement too, so the L1 went to a fellow student for 30 pounds.

Incidentally, the Hilton show was held only three weeks after Hurrican Matthew passed up the East Coast, and the whole island still had thousands of downed trees. I was told the show field was totally covered with debris the day after Matthew, but it was all cleared away by the Concours. The only unfortunate incident was a million dollar Packard which rolled back into the lagoon after it was judged. It was parked in its allocated spot on a bank, folk tried to stop the Packard but the 4000 + pound car was too heavy to stop. My Swallow is only 1200 pounds and I think the L2 is about 1600 pounds, sometimes our little cars are more handy. I was disappointed not to be able to show the Magna at Hilton, but I did got to show it at Classics on the Green at New Kent Winery in September, I drove it a couple of hours to and from the show, including a bone shaking on I-295, as a sort of shakedown cruise for Hilton Head. I have registered it in the big Moss Motors Extravaganza in Petersburg next year, so hope to see you there.

Continued on Next Page





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Cabby Hat	Blk Grey Cream	NAMMMR Shield on back	S/M_L/XL	\$15		
Ball Cap Two Tone Mid-Profile	Brown/Black Cream/Black Navy/Cream Dark Green/ Cream	NAMMMR Shield on Front	One Size	\$17		
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For Sale - NB

1935 #N0931

Project in process . Clear Texas title. Chassis disassembled and ready for paint. Includes axles, shocks, steering column, factory wheel, gas tank, brake lever, pedals, some wheels, and side rails. Engine rebuilt by Leydon Restorations with Phoenix crank, Carillo rods, new rocker cover, manifolds, Baynton Jones head, etc. Marshall 85 supercharger supplied by Peter Gregory. ENV 75 pre-selector gearbox with close ratio MG gears and remote supplied by Tom Dark. Stainless steel exhaust. Restored Lucas L150 headlamps, thin pre-war trafficators, windscreen, toolbox, grill shell with honeycomb radiator, new rear fenders, instruments rebuilt Vintage Restorations. Lacks body, hardware, interior, distributor, and small parts. \$60,000. Jack Simpson (972) 931-8213. simpsonapp@msn.com





For Sale - J1

1932/33 MG J1 chassis # J0498.

Pictures Online at – www.conceptcarz.com – Vehicles – MG – 1932 - J1.

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Premier car NEMGTR. Information on the car has been well documented and can be reviewed in the following magazines :-

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

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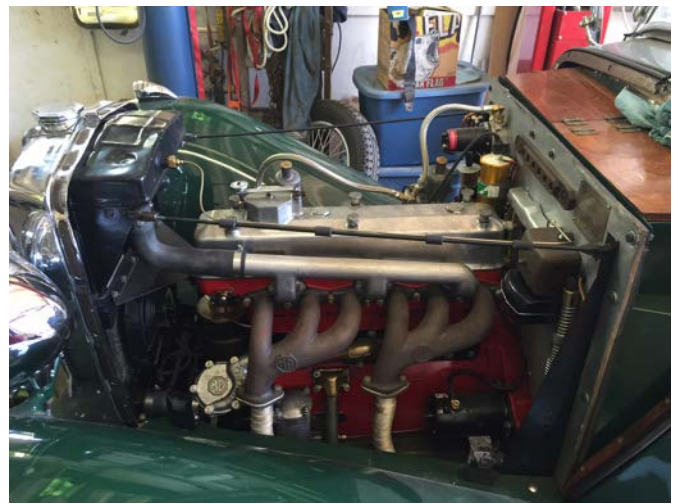
For Sale - NB

1935 #N0895

0895 was completed 3 year ago. Rebuilt engine includes original 1033AN engine rebuilt with original crankshaft and rods, new pistons and rings, rebored to .020. Cylinder head was rebuilt with new camshaft, valves, rocker arms. No leaks from engine. rebuilt gearbox. New brake cables and shoes mated to original drums. All original steel panels on body except front apron (have beat up original). Aluminum painstakingly replaced (rear tub, doors) or repaired (bonnet). Retains 95% of its original ash frame. 5 rims and tires on car plus one spare 18 inch rim and tire (one broken spoke). Needs top (hood) but has frame and complete side curtains(red). \$100,000 US

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Tidbit's

Electrical Theory- A Treatise on the Importance of Smoke by Joseph Lucas (Prince of darkness)

All electrical components and wiring harnesses depend on proper circuit functioning, which is the transmission of charged ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. Don't be fooled by scientists and engineers talking about excited electrons and the like. Smoke is the key to all things electrical

We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a large copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.

The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring harness springs a leak and lets all the smoke out of the system, nothing works right afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they regularly released large quantities of smoke from the electrical system.

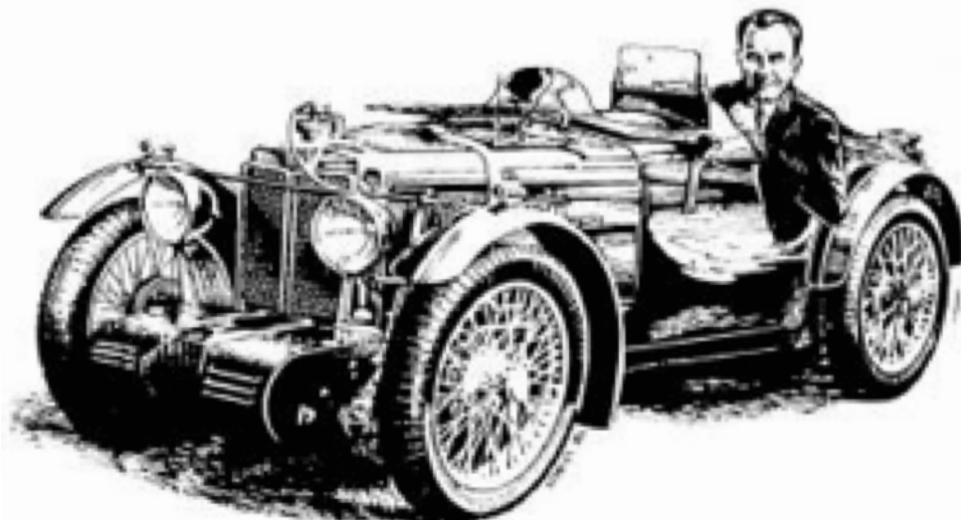
It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks, and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defence secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

Sometimes you may miss the component releasing the smoke that makes your electrical system function correctly, but if you sniff around you can often find the faulty component by the undeniable and telltale smoke smell. Sometimes this is a better indicator than standard electrical tests performed with a volt-ohm meter.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a clear and logical explanation of the mysteries of electrical components and why they fail.

"A gentleman does not motor about after dark." - Joseph Lucas, 1842-1903



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Four-Seater . . £299
Salonette . . . £345
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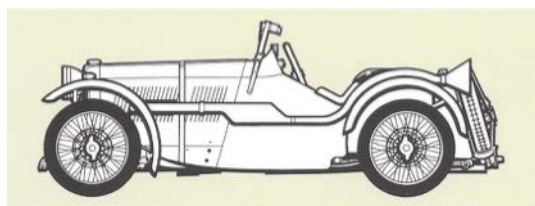
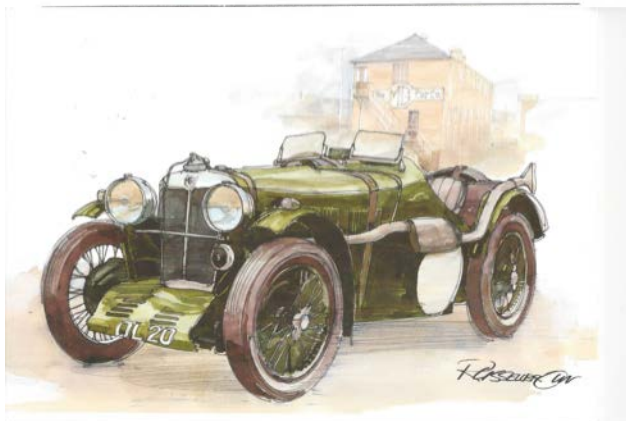


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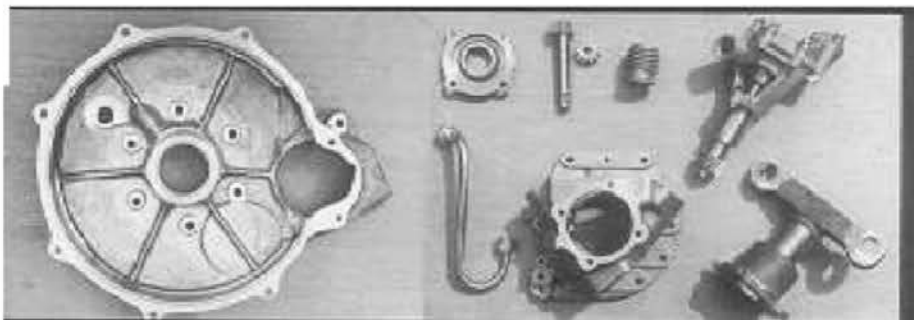
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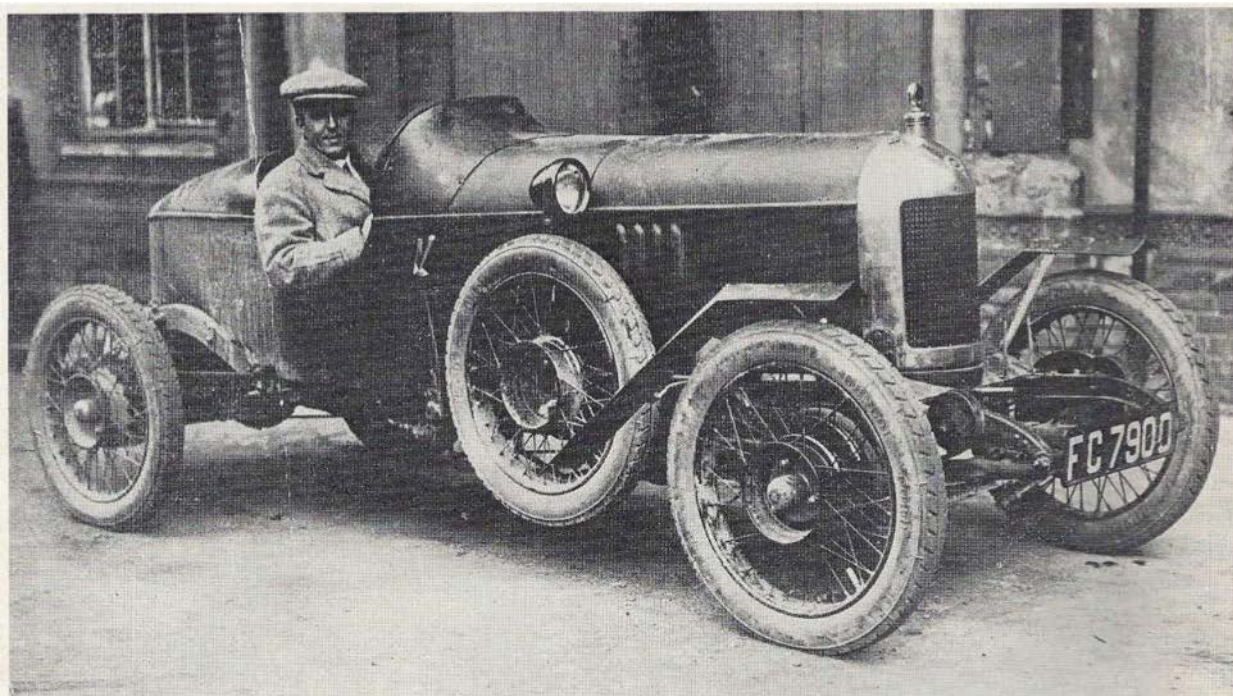
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Source: Veteran and Vintage Magazine, October 1975. This photo was included in an article F. Wilson McComb authored, "The Cars that Kimber Built"



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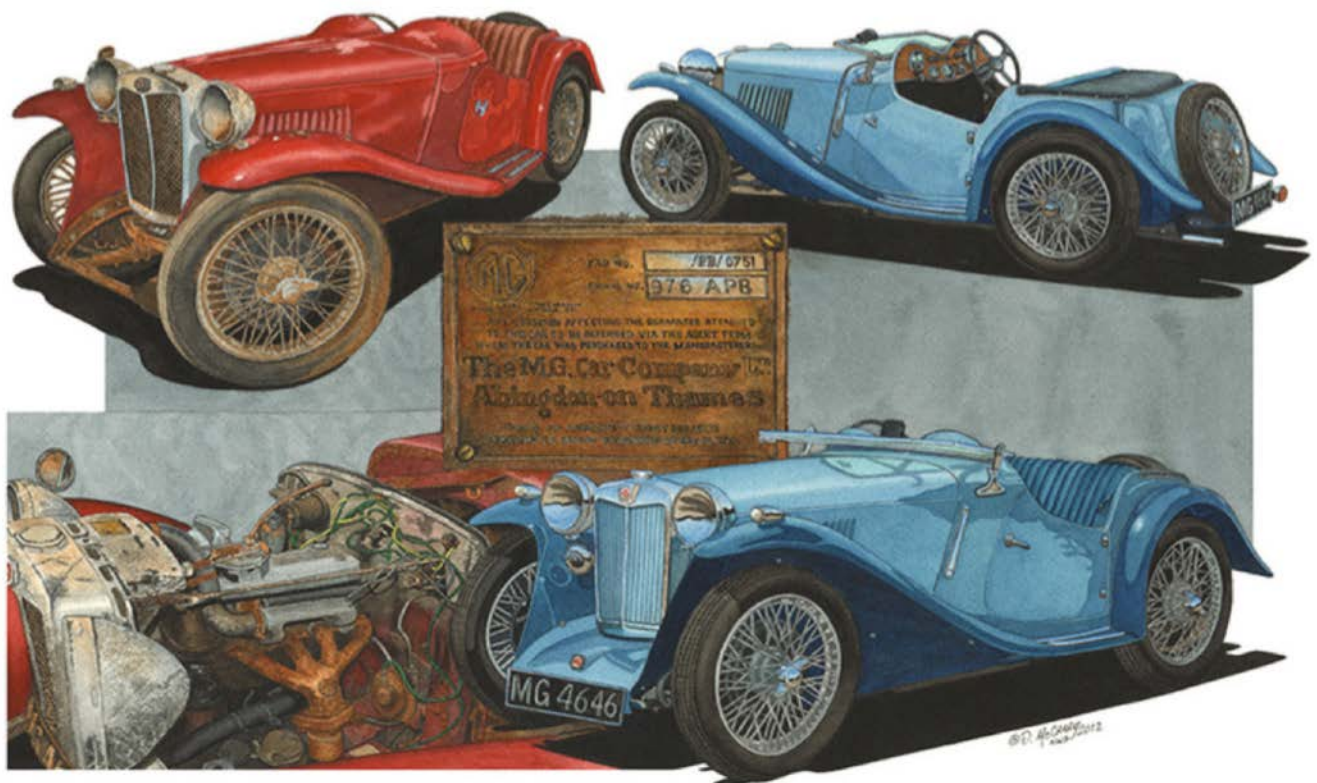
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THE NORTH AMERICAN TRIPLE-M REGISTER

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

1. PURPOSE

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

The objectives of the Register are:

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

2. OPERATION & MAINTENANCE OF THE REGISTER DIRECTORY

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



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

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

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

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

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

3. TRIPLE-M REGISTER REGISTRATION AND REGISTER NUMBER ALLOCATION

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

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

3.1 Guidelines for Register Listing

Definitions.

For the purposes of these Guidelines:

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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



listed under that number unless it is later proved otherwise.

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

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

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

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

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

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

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

3.2 Guidelines for the Allocation of Register Numbers

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

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

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

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



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

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

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

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

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

Notes

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

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

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

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

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

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

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

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



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

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

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

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

5. COMPETITION RULES

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

6. REPLACEMENT ENGINES AND CYLINDER BLOCKS

For various reasons it may become necessary:

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

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

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

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