



MMM Magazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Fall 2020



Mike & Doug Jansen's
M3415
Before and After





MMMagazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Spring 2020

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The Editor's Desk

Tom Wilson

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Many people seem to have more time on their hands than they've had for years. Not me; I'm still trying to cram everything in each 24 hour day that I can. Guess all the "social distancing" hasn't affected me very much - except for the travel restrictions. Two trips to the U.K. for MG adventures cancelled, and no car shows. But I have a trip to the U.K. scheduled for October, and I'll be adhering to the rules and spirit of all the current social distancing guidelines - a couple weeks virtually alone in 4 barns of old MGs! Sounds like fun, doesn't it?



The MG Car Club continues to do an interesting weekly podcast, and you can listen to past episodes. I encourage you to listen to them. <https://www.mgpodcast.uk/episodes> is the link.

The classified section - I guess nobody has anything for sale. I filled some space with a set of restorable side laced wheels. Got anything to list for next issue?

Progress on my cars continues - still slow. Spending too much time on other people's MGs (making interiors and weather equipment - it's like the story of the cobbler's children). The pair of TC tubs are all but done - sheet metal is fitted but not attached, and this first week of September I do the final fitting of the doors. Then the pair go off to the body specialist I use for final attaching of sheet metal and all the other "make them almost perfect" details. The 11 MMM project continues - I now have eleven sets of front steering knuckles with newly installed stub axles; the next step is kingpins and bushings.

Be part of this newsletter!

- Each newsletter has a section featuring progress on current restorations. If you're just starting, in the midst of, or just finishing a car, send me a story and some photos, and share your adventure. It can be short and simple, or long and complex. I'll help put a shine on the story and we'll publish it.
- Send me photos and short stories about your MMM (or more modern MG) adventures this year. What's going on with you and your cars?
- Let me know what you'd like in this newsletter. Feedback is great, and it's always nice to have conversations with fellow enthusiasts.

My email address is above and on the inside cover for you to use - or call me! Now back to the MG studio ...

Safety Fast,





Chairman's Corner

Jack Kahler MGJack@aol.com



I am most pleased to welcome and congratulate Reinout Vogt for stepping up as our Register's new Registrar! Lew Palmer, after serving 21 years is stepping down as Registrar but continuing at the new position of Director of MMM Vehicle Records. Thanks Lew for your continued service. Also I have a few other changes to announce. Alan Magnuson is relieving Sarah Richey as Director of Register Events and Sarah becomes Register Secretary. Sarah will continue her raffle involvement with our National Event. Alan's first challenge is our National Meet next June in Atlantic City.

Since February our lives have come to a screeching halt due to Covid 19 and I am looking forward to better days ahead - whenever that may be! My annual trip to England in September with four other MGers has been canceled. The two key events we always attended - Beaulieu Autojumble and Goodwood Revival have also been canceled. No chance to search the stands this September at Beaulieu for all the bits I need for my J2 Special project until September 2021 (hopefully). Thinking about a trip in February to the Stoneleigh MG Autojumble, then hopping on a train to Paris for Retromobile; hope that actually happens!

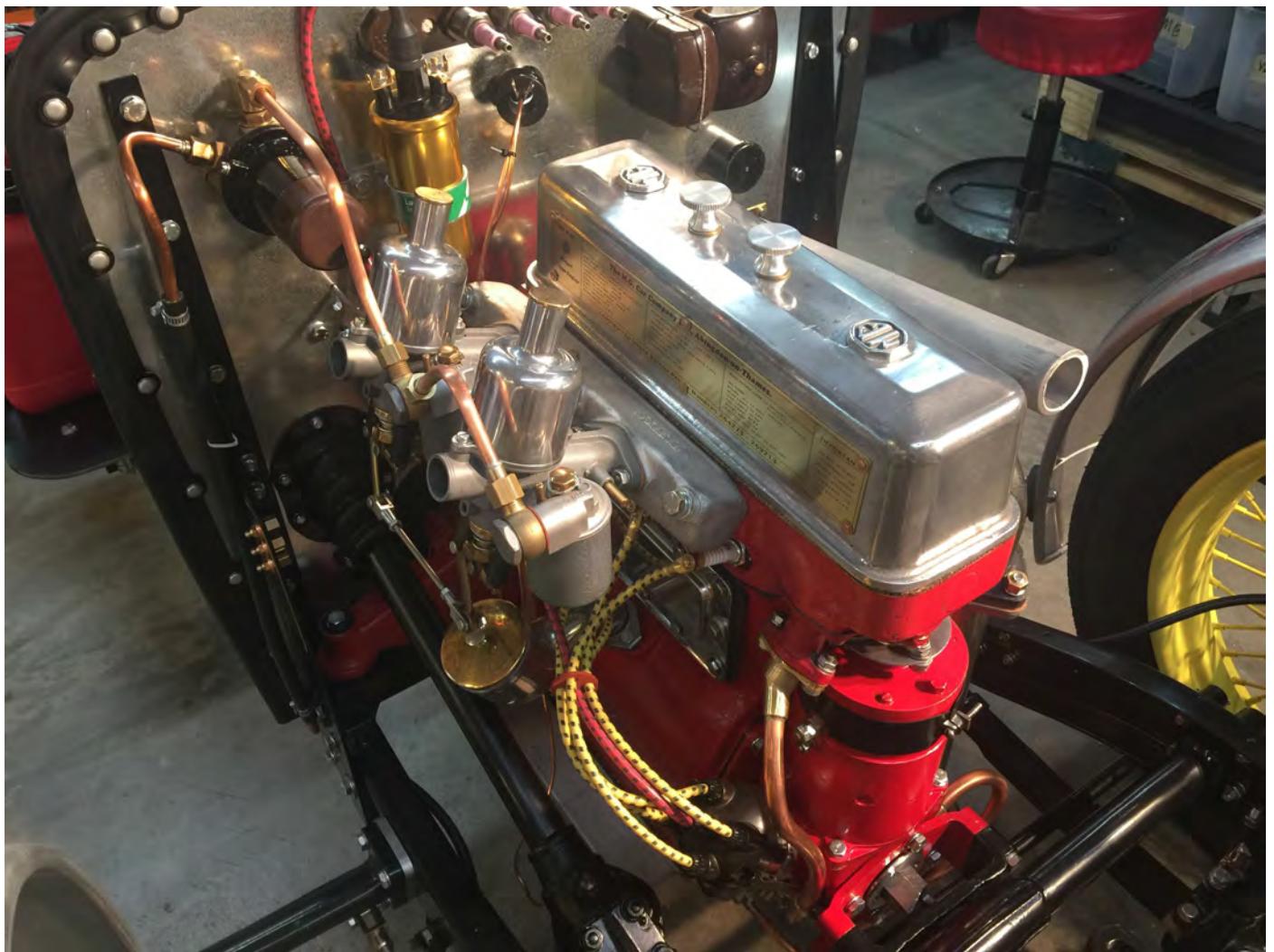
All the "extra time" available these crazy days has provided me many more garage hours to work on the J2. I mail ordered some bits and am about to start the newly rebuilt engine for the first time on this J2 Special !!! Photos from early August are on the opposite page. I decided to test start the engine in the chassis instead of a test stand. This is working well and allows me to install the beautiful wiring harness I purchased from Autosparks in the UK (check out their ad in this issue and on our web site). Only hold up in the project right now is the rebuild of my radiator due to the unavailability of new cores due to work stoppage.

Hang in there my friends, stay safe and healthy and here's hoping we can meet next June in Atlantic City, New Jersey for our National Meet and the five MG Register's International meeting.

Cheers,

Jack Kahler





Jack's J2 Special - progress!





Treasurer's Report

Jack Schneider BritJack@comcast.net



It's been a slow uneventful season. There is nothing to report from the money front this time around. Our Register resources are being continually maintained. Everything is up to date.

We will look forward and see you all in Atlantic City next June 14-17 for MG2021!

Thanks for your continued participation,

Jack



Jack with his J2 alongside Miss Mitchell, a Commemorative Air Force B-25 bomber
July 2020



Registrar's Ramblings

Reinout Vogt

ReinoutVogt@gmail.com



Change or no change? As the keepers of old automobiles, many of us like to keep things the way they were. We put time and effort into bringing and maintaining our MGs to the way and standards from the 30's when they rolled out of the doors in Oxford and Abingdon.

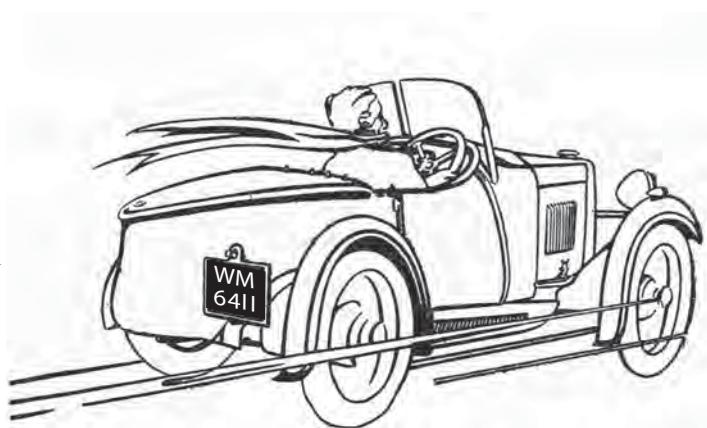
On the other hand, we like changes too. We sometimes try something new on our cars or buy an improved part to bring it to a new standard. With MMM cars it is, sort of, mutually exclusive. You either leave something original or you change it.

With the MMM Register however, I hope we can have it both ways. Let me explain.

After I don't even know how many years, Lew Palmer indicated that he wouldn't mind retiring from being your Registrar. And also, he suggested that Reinout would "maybe like to make that happen." So here I am, Reinout Vogt, member of the NAMMMR since 2002 when we purchased our first (and only) MMM car Emma, a restored 1931 M-Type with chassis number 2M2735.

Luckily, Lew set up a very sophisticated data base and developed automated scripts to make a Registrars life as easy as possible. My computer needs a little bit of repair, updating, and new software to run Lew's package. Unfortunately that has been a bit of a challenge because the Apple store was closed due to the coronavirus pandemic. Hopefully all the computer updating is in process or done when you are reading this. The goal is for me to be fully operational with powerful new computer capabilities in place by the time renewals for 2021 roll around. So from a registration process point of view, everything will be the same, no change. The only changes that you will notice are a new name and photo in the Registrars column (see the handsome guy above!) and a new address on the return envelope of renewal letters: Decatur, GA instead of St. Mary's Point, MN.

This photo is Emma, from our first NAMMM Meet in 2002, navigating the cones in the gymkhana on Main Street in downtown Abingdon, IL.





Web Report

Casey Duncan Casey.Duncan@gmail.com



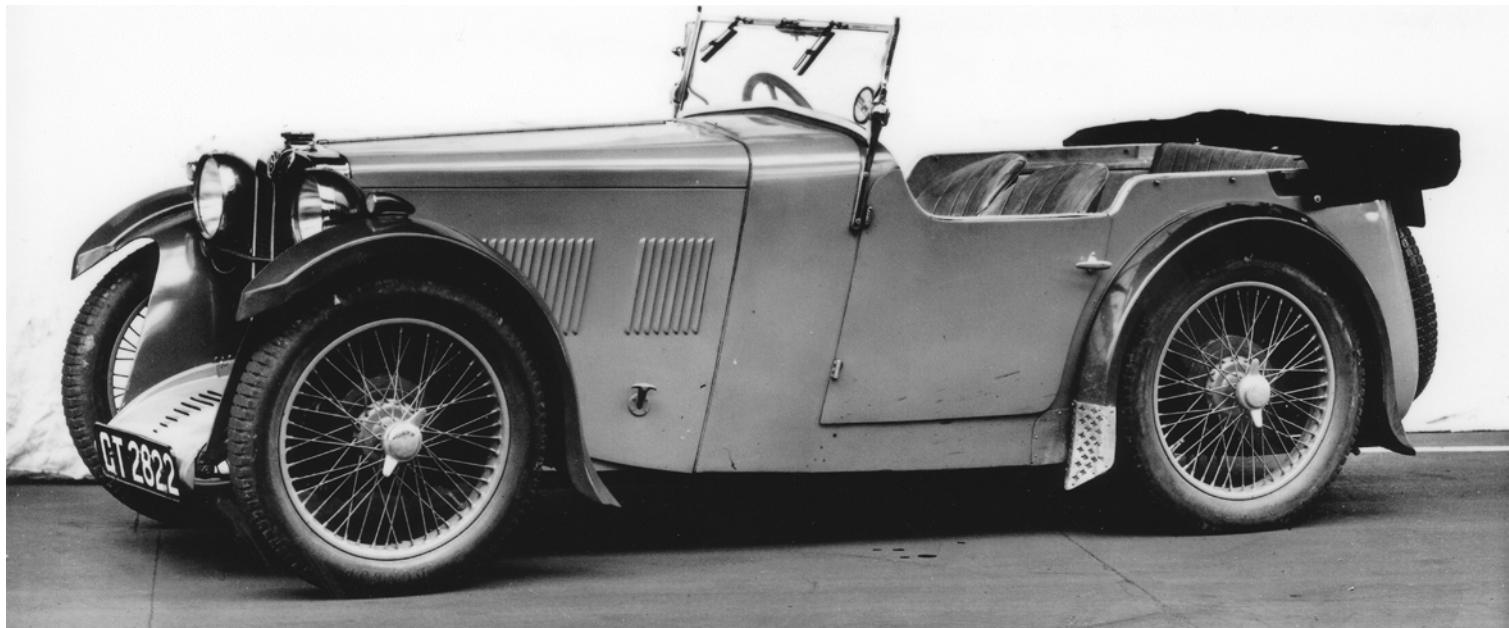
The event page is up on our website!

<http://nammr.org/events/>

Classified Ads - this month's only one!

Two Outer Laced 19" wire wheels.

Extra to my needs, these two wheels seem to be in restorable condition. Hubs are good with no extreme wear on the slots, spokes and rims are okay. I can have the old worn Dunlops removed for the buyer at cost. Can ship UPS or FedEx. \$150 for the pair. Contact Tom Wilson MGTCTom@gmail.com or Iphone (317) 432-1984.





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Fall, 2019

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Overhauling the M.G. Midget

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

Early Summer in the Rockies!

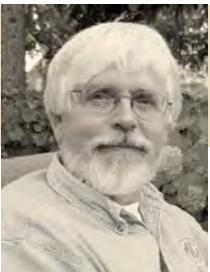
MMMagazine now offers display ads within its quarterly issues as well as the opportunity to advertise in the Resource Directory on the NAMMR Website, NAMMMR.org.

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

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

Contact:

Greg Peek gpeek001@icloud.com



When I Was Your Age

Phil Anderson panderson@northpark.edu



HISTORICAL MUSINGS

With COVID-19 disrupting the normal rhythms of life these days—not least of all in MG World—with annual gatherings, auto jumbles, and car shows cancelled, it does leave time for activities that otherwise may tend to get pushed aside in our busyness. For many of us, more time to read allows us to follow our interests at leisure.

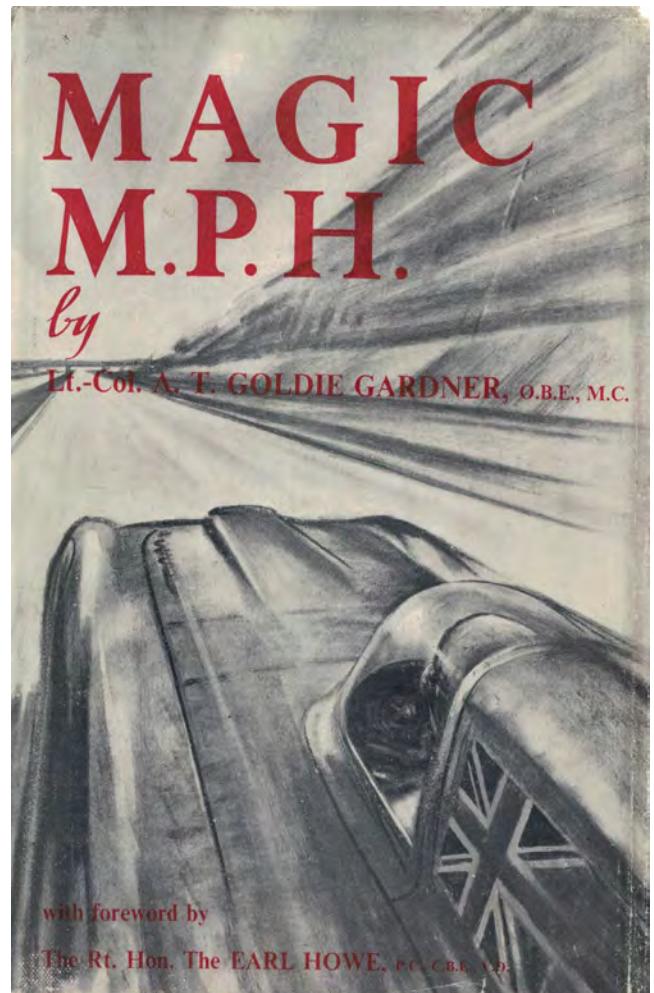
For example, I re-read Goldie Gardner's engaging memoir, *Magic M.P.H.* (London: Motor Racing Publications Ltd., 1951). A great read, it chronicles Gardner's (1890-1958) enormous racing successes, beginning in the early 1920s, which led to seventy-seven international, national, and local records before and after WWII.

He began racing MGs in 1931, and along with others (drivers and members of the “Insomnia Crew” at Abingdon) was key to the marque capturing every land speed record in the small-car classes until the outbreak of war in 1939. Driving C-types and K3s, and racing throughout the British Isles, Europe, and the United States, Gardner is perhaps best known for his record attempts during the late 1930s in Nazi Germany, first at Frankfurt in 1937 - which occurred the same day as Hitler’s brutal pogrom on the city’s Jewish property, businesses, and citizens on November 9. Gardner was sickened by this “typical form of Nazi bestiality.”

Because of the accomplishments at Frankfurt, he was awarded the Seagrave Trophy. But it was at Dessau on the new, flat and straight Autobahn in 1939 that Gardner topped 203 m.p.h. over the standing mile in EX 135 (1100cc class), which he had purchased from George Eyston in 1937 - described in detail, as well, by John Thornley in his classic *Maintaining the Breed*, published in 1950.

Vividly written and highly detailed, with good appendices, it is worthwhile tracking down Gardner’s now somewhat rare book.

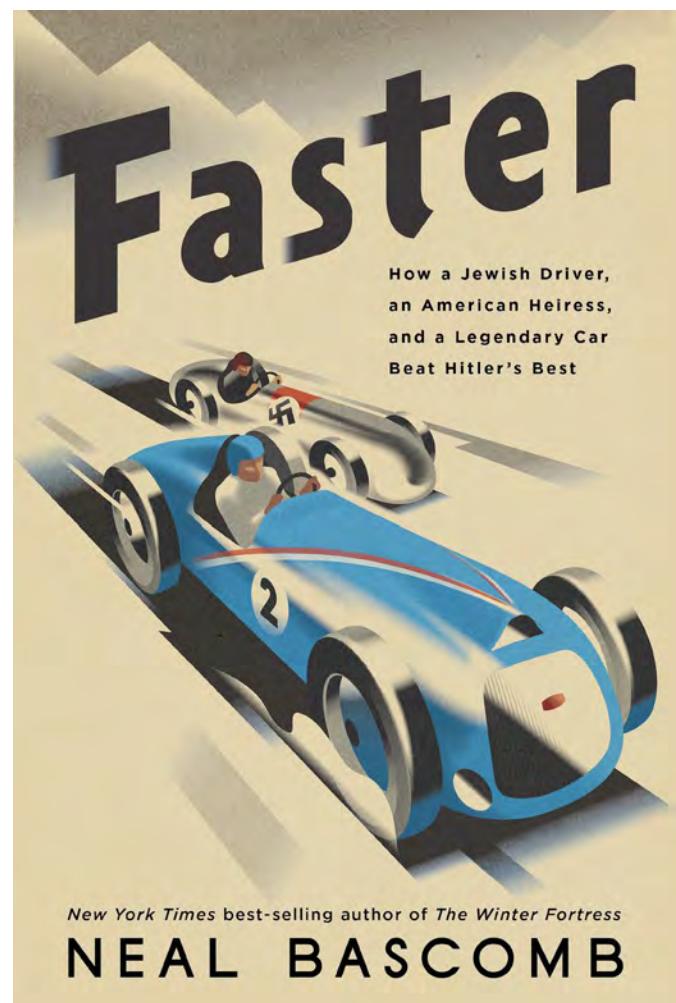
(editor’s note: Tom Wilson has a copy he’s happy to lend you from his library if you’d like to read this but not purchase it. Like a library, books on loan have a due date!).



The setting in the Third Reich dovetails nicely with a new book by Neal Bascomb, which has been receiving rave reviews, *Faster: How a Jewish Driver, an American Heiress, and a Legendary Car Beat Hitler's Best* (New York: Houghton Mifflin Harcourt, 2020). While not about MGs, but rather the Grand Prix circuit during its Golden Era, these large cars and their legendary drivers intersect with the period of MG's equally impressive dominance in its own classes.

When Hitler came to power in 1933, he made motorsport the centerpiece of his PR campaign of Arian triumphalism. This is the story (which may be generally familiar to many) of a highly successful French driver, René Dreyfus (1905-1993), who because of his Jewish ancestry was soon denied the opportunity to compete internationally. Mercedes-Benz had come to dominate with its well-funded and superbly engineered Silver Arrows. French racing prestige and pride collapsed, that is, until the formation of an unlikely trio. Lucy Schell was a wealthy American living in Paris and had been the top American Monte Carlo driver. She employed her deep pockets to persuade Charles Weiffenbach to rescue a famous racing name from the past by building the celebrated Delahaye 145 V12 (spartan in appearance and said to look like a "praying mantis") and recruited the shunned Dreyfus as driver. This set up a heated rivalry with Rudi Caracciola and Mercedes that culminated with Delahaye claiming the coveted Million Franc Prize by winning the Pau Grand Prix in 1937, and Dreyfus becoming a national hero.

Hitler was furious at the humiliating loss, as he had also been the year before at the Berlin Olympics, when Jesse Owens dominated track and field, and the blue-collar University of Washington eight-man crew demolished the elite, military Germans (see another great book of the genre, *The Boys in the Boat*). Dreyfus fought with the U.S. Army during the war and then became a well-known restaurateur in New York City. Bascomb is an engaging writer in recounting, for the first time, this riveting tale, including tracking the only three race cars that were built, and getting a thrilling ride in one of the two survivors in Oxnard, California, before being shipped to London. Highly recommended!



In addition to reading there is, of course, the undistracted time to work on our special cars, completing small maintenance projects or bringing restorations nearer to the end of years of work. It might be interesting to offer brief project reports in future issues—just as they occurred in the early years of the *North American MMM Newsletter* under the section headed, "NUTS AND BOLTS." On the following page is an example from the Spring 1990 newsletter from thirty years ago. Of the twenty-three members reporting, only four are still on the Register, some having passed away and the cars with other custodians today.

NUTS AND BOLTS

Ray Navarro is busy getting any residual bugs out of his PB to get it ready to race with the British on the Triple-M "Raid" on the US.

Pete Thelander reports that his 1934 NE (NA0518) is not now running. However, he is currently doing a frame-up restoration and hopes to have the NE completed in time to compete with the UK Triple-M cars at Lime Rock during the "Raid". Our MMM Directory failed to list Pete's 1934 K2 Airline Coupe which is a bit rough but running. Our apologies to Pete for the oversight.

Bill Albright sold his F1 Magna Saloonette (F0316) to a European buyer.

Jeff Fishel is due our apologies for failing to list his 1932 J1 (J0313) in our MMM Directory. He has been restoring it but needs a J-Type engine.

Alan Raynes has put the finishing touches on his concourse J2 and expects to enter it in a number of shows this summer. He also has a restored MGA and is about to restore a 1965 Maserati Mis tral but says that his first love is still MG's and expects to acquire another MMM Car in the future.

Dick Shaler reports some progress on the F1 Magna (F1128) with many components completed. However he faces a formidable challenge to restore the body. He has had many of the rusted parts dipped and derusted. He would like to know if any one of our members could recommend a fabricator in the US - preferably on the west coast, who could help him with a new skin.

Don Wasserman is converting a short chassis D-Type into a C-Type. He would like to know if it is true that the C-Type chas-

sis was painted sky blue? Also, does the "chassis" include "axles"? He hopes to end up with a modified D-Type to C-Type and a totally original D-Type. Also Don plans to race his NA in the historic races in San Diego May 5-6, and that Don Martine is bringing his 18-80 to

and resolve.

Lewis Wilgus' PB restoration had to take a back seat to restore his wife's 69 MGB which they have had for 20 years and put 200,000 miles on it without an overhaul.

Tom Metcalf hopes to have his PB 0268 restoration finished in time to participate in the Triple-M "Raid" on the US.

George Shelley has commissioned Dave Redmond to restore his PA/B LeMans car (PA1711).

Jerry Goguen is planning to have his K3 (K3028) restored in time for the Triple-M "Raid".

Fran Garvey, uninhibited by continuing and demanding work on his J2 and PA went out and bought a Sunbeam Tiger.

Gerry Weber is currently assembling his PA (PA0297) rolling chassis and will be restoring the tub this summer.

Bob Phillip says he has had a slow year with his J2, participating in only two car shows.

Ray Holtapple has had a bit of bad luck with his PB engine. A blown head gasket, and a broken rocker shaft and pedestal. He planned to have it back on the road Easter Weekend.

Garry Schonwald confirms that he has indeed sold his "R" type to a new owner in Germany. Garry has been very active in racing his 1933 Alfa Monza.

Herb Lederer reports that he has sold his L1 but is unaware of its ultimate destination. Herb has been quite busy lately restoring and racing cars from the brass era.

John Lutz recently removed the engine from his M-Type, with a thrown rod and resultant hole in the crankcase. He has not yet located a replacement block or other source of repair.

" ...is the
C-Type
chassis real-
ly sky blue?

race against him.

Jerry Keuper's J2 (J2488) took "Best Of Show" at the 6th Annual All British Car Show in Orlando, Florida in April. About 130 British cars participated.

Lance Parks is a proud father for the second time (girl), and is wondering how to fit his growing family in his recently acquired PB.

Bob Rich relates an incredible story on how he was forced to suffer through six months of frustration with the Colorado Bureaucracy to get a title for his J2.

Bill Barnes new baby girl got in the way of progress restoring his M-Type (2M2301) to concourse. The M is finished mechanically but he is hung up completing the wooden body.

Mike Hughes is in his 11th year restoring his L1 Saloonette, but his work continues, thanks to a strong sense of patience

Finally, the Fall 1993 newsletter has a couple accounts of historical significance to the Register. They are reprinted in a spread on the following pages. First, is the announcement of the “first annual” MMM gathering at John Twist’s University Motors in Grand Rapids, MI, scheduled to be held the following August. What we now refer to as our Annual Meet, this was a “Roundup” to be held in conjunction with Twist’s annual Summer Party for MG enthusiasts, attracting hundreds of cars. The NAMMMR had been formed six years earlier in 1988, but this was the first scheduled annual gathering bringing members and cars together. This then led to its own yearly gatherings, usually in conjunction with other MG registers, especially T-type GOFs around the country. The first “reception” held in Grand Rapids soon became the annual Bibulous Gallimaufry, now on hold until 2021 in Atlantic City.

Second, is David Harrison’s report on the “MMM 60th Birthday Bash,” demonstrating that annual gatherings would often be occasions with a special focus—in this case, Dave, along with co-chair Peter Thornley, realizing that their L’s would be sixty years-old in 1993. The gathering at Summit Point Raceway and Harpers Ferry in West Virginia also celebrated Js and Ks. How time flies: our cars are now approaching, or have reached, ninety, with fresh occasions for commemoration!

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FALL 1993

VOLUME 6, NUMBER 2

**FIRST ANNUAL NORTH AMERICAN MMM
REGISTER "ROUNDUP" GRAND RAPIDS
MICHIGAN AUGUST 19-21 1994**

The North American MMM Register will celebrate its first ever international gathering of MMM cars on August 19-21, 1994 in Grand Rapids Michigan. Officially dubbed "The First Annual NA "MMM Roundup", the gathering will take place in conjunction with the 18th Annual University Motors Summer Party where MMM will be the featured car. As many as 600 MGs are expected to attend the party which may well be the largest gathering of MG motor cars ever assembled outside England. A great many of the owners of later model MGs are quite unfamiliar with MMM and the event will be a great opportunity for us to show the rest of the MG world what a real MG is like. Also, of course, it will give the members of our MMM Register a golden opportunity to meet personally with other members of our Register and kick tires on their MMM cars. A MMM business meeting is also planned.

John Twist, who founded University Motors and created the annual Summer Parties, has promised us an honored place on the show field as well as other activities. At our suggestion, he has invited Mike Allison, Chairman of the MG Car Club Triple-M Register in England, to be the keynote speaker for the Summer Party. Mike has accepted and will bring his lovely wife with him.

A full range of activities is being planned with vintage racing at nearby Grattan Race Track to include parade laps around the track. Friday will feature a reception for the MMM Register. Popular voting will take place on the show field. A great many vendors are expected to be on hand and a wide variety of games are planned.

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AN "L" OF A BASH

by

Dave Harrison

A chat last year with Peter Thornley led us to remark that both our cars would have their 60th birthday in 1993, and surely this milestone should not pass uncelebrated, not only for our cars but for all 1933 MGs. This remark (plus a year's planning) culminated in the MMM 60th Birthday Bash held at Summit Point in early October. Not since the 1991 MMM Raid at Farmington had so many cammy cars come together. In fact never had so many L-Types come together in the US of A, hence the title. There were seven L-Types, including three cars which had just come "out of the closet". These included my Alpine/Brooklands L2068, aka JB2265, seeing a race track for the first time after a 30 year hibernation in a Virginia basement. Jerry Keuper's Lancashire Police L1 looked splendid in black, complete with bell and Bobby helmet. Mike Hughes extremely rare L1 Saloonette was in its prime in both senses of the word.

I managed to persuade Bill Scott, the owner of Summit Point race track to hold a vintage racing weekend as a side show to the "Bash". The "Bash" commenced with registration, tire kicking and a "Bass and Bull" session Friday afternoon at the Cliffside Inn at Harpers Ferry. After washing down the dust with more Bass while watching historic MG footage, 42 MMMers tucked into a tasty Bashbuffet dinner. Door Prizes (extracted by Paul Linney from well wishers in the UK) were won by Bill Tantau (furthest distance traveled, California), Maggie Kidd (fur-

CONTINUED Page 2 Column 2

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We promised John Twist that we would field at least 20 MMM cars. Let's shoot for a goal of 40 cars! This would certainly be the largest gathering of MMM cars ever assembled outside of Great Britain. How about seeing the three U.S.A. C-Types together for the first time since Abingdon? Jerry Goguen has promised to have his newly restored K3 there. How many other K3s will join him?

Tom Metcalf, who made the original arrangements with John Twist, will act as Show Chairman for MMM. More details will be forthcoming in future issues of our Newsletter, but for now plan to be there with your MMM car in Grand Rapids Michigan August 19-21, 1994.

Editor's Note

It finally dawned on me what I suspect most of our members already knew - that is, what MMM stands for:

Much More Money!



Vertical Pinion Oil Leak Revisited

by

Jerry Keuper

If you have not yet finished restoration of your MMM engine or if you have, and you are still suffering with an oil leak down the vertical pinion onto the dynamo, it may be prudent to install a lower seal in the system. This assumes, of course, that you have already, or are planning to, allow for an upper seal.

The procedure is relatively cheap and painless. Go out and buy for a few dollars a CR 7415 oil seal. Take the seal together with 1) the vertical drive oil drain gallery 2) the upper vertical drive fork 3) vertical drive pinion gear complete with woodruff key and nut to a good machine shop. Ask the machinist to machine the oil drain gallery and drive fork to accommodate the seal. End of oil leak.

CONTINUED From Page 1 Column 3

the distance traveled in the MG, Alexandria, VA) and to Jerry Keuper (oldest car plus driver). Peter Thornley, a co-chairman of the "Bash" then sang for his supper, giving "Reminiscences of Abingdon". Watts Hill, trackmeister and Dan Amey, flea MMMarket chairman, provided information on their areas. Jerry Keuper reminded everyone that MMM cars are the featured marque at next years Grand Rapids meet.

Cliffside guests awakened Saturday morning to the whereof overhead cams and the crackle of exhausts as we lined up for the trip to Summit Point, a delightful winding country road that probably made the cars feel just at home. The track is in a beautiful rural setting rather like Lime Rock. We had a pole position display area at the track opposite the main grandstand, with a couple of marques, tables and chairs. After everyone lined up the cars and took pictures, we had a small but spirited MMM flea market, with stuff you don't see everyday. The biggest flea market attraction was the ex-Thornley, ex-Berl L2 body which Bob Rich

bought as "in slight need of fettling" for his beautifully restored chassis. Everyone enjoyed the sights and sounds of vintage racing program, which was run in perfect sunny weather.

The highlight of the day came late that afternoon, with our cars lined up at the paddock for a two lap thrash. Since I awarded myself pole position I managed to keep ahead of everyone except an aggressive J2, though in retrospect hanging back and going last must have given a stirring view through the windscreen. However, the view down the bonnet of L2068 was reward enough, even if I muffed a couple of gear changes (racing changes with a crash box can be challenging if the last time you did it was 30 years ago). I never did figure out how to use the BTH magneto advance/retard when changing up and down frequently. Bob Rich rode with me, but has since recovered.

Two laps were too short, but the timing was impeccable since as we pulled into the display area it started to rain. That's when the \$300 marquee rental paid off. The ladies who had toured historic Harpers Ferry, then joined us for the famous Summit Point Lobster Feast in Bill Scott's apple barn.

Sunday was bright and sunny, and equally interesting though numbers dwindled as the day went on. Jerry's L2 got the benefit of more free skilled maintenance from Mike Hughes (now we know why you brought it all the way from Florida, Jerry), and was now running well. This hard work was rewarded with a second chance at a lap with the local Mg club. Jerry and Mike, and my wife Una and I all went around again. In my case this rounded off a nice family as well as sporting occasion, and one that will be long and fondly remembered.



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

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DECEMBER 2020

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MG International – Atlantic City 2021

June 14-17, 2021

Rick Ingram –
Executive Director, North American Council of MG Registers

In only a few months, hundreds of MG enthusiasts from throughout the United States, Canada, and perhaps even a few other countries will be attending the sixth multi-Register gathering of the marque, “**MG International – Atlantic City 2021**”.

Online registration should be available sometime in late November 2020.

All events listed below are subject to change at present. The event website and online registration form will have current information and pricing for all activities. We also have a Facebook Group,

<https://www.facebook.com/groups/3336095969744088/>

(the group name is MG International – Atlantic City 2021), that we recommend you join.

The event officially begins on Monday, June 14, 2021 when registrants will be able to pick up their event packets (or register if they’ve not yet done so), but we recommend that you arrive on Sunday (or Monday morning at the latest) in order to explore the Boardwalk, the Absecon Lighthouse, and other attractions that Atlantic City has to offer.

Monday evening we will have our traditional “Welcome!” gathering, this time at Harrah’s at the indoor pool area and outside patio. You will want to attend this event to meet up with friends that you may not have seen for a while or perhaps to even make new friends. You will have fun!

Tuesday and Wednesday registrants will find numerous tech sessions to attend at Harrah’s as well as self-guided tours of the area. We will also be offering motor coach tours to the Simeone Foundation Automotive Museum in Philadelphia, to historic Philadelphia, and to historic Cape May, NJ on these days. We may be offering same to some wineries in the area. Our “silent auction” will be conducted from Monday through Wednesday at Harrah’s. We are also working on the possibility of cooking demonstrations/classes.



Tuesday evening is “Register Night” which will be held at Caesar’s Atlantic City on the Boardwalk. Transportation will be provided or you can drive to Caesar’s from Harrah’s and park free in their garage. There will be a “meet and greet” happy hour prior to the registers splitting off to their own banquet rooms.

Wednesday evening is a “free” night for you to discover other nearby attractions and restaurants such as “*The Knife and Fork Inn*” or perhaps “*Gordon Ramsay’s Pub & Grill*” at Caesars.....you could even grab a beer and a Nathan’s Hot Dog to enjoy on the Boardwalk!

Our popular vote car show will be held on **Thursday** at the Atlantic County 4-H Fairgrounds. Each Register will have their own area on the fairgrounds and classes will be subdivided amongst those areas. There are restrooms and other buildings on the grounds; food will be available on site.

We also plan on offering motor coach transportation to historic Philadelphia and Cape May on Thursday for those of you not wishing to attend the car show at the fairgrounds.

Thursday evening is our Awards Banquet at Harrah’s. As in previous years, each Register will have their own “pre-awards banquet” where most of the individual class awards will be handed out. We will then enjoy a banquet feast at Harrah’s before first place awards are presented and other recognitions are made.

We will bid adieu to Atlantic City on Friday morning. We hope you will save the date now....as you will NOT want to miss this gathering of MGs by the sea!

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We received a nice thank you note from Elizabeth and Diane for our Register's donation on behalf of Peter Green.

I'm sure everyone has heard of Peter's passing early in May. Many of you knew him well; others by reputation only.

Peter was an MMM enthusiast through and through, generous with his time, advice, and help in keeping all of our MGs on the road.

Information and tribute at
[Peter Green Tribute](#)

Dear Tom,

Thank you so much for the kind donation you made in Dad's memory on behalf of the North America Triple-M Register. Over £2,500 was raised for Leukaemia UK and the Guide Dogs for the Blind Association, which was wonderful.

We hope that you are all keeping safe and well.

Elizabeth and Diane





Restoration News

Mike Jansen M.Jansen@mchsi.com



The story of the most recent restoration of M-type 3415, now owned by Mike and Doug Jansen, started in late 2014. Mike has generously documented the process in a 3-part saga. Here is the penultimate part 3 ...

Back to Life – Again for M3415 Part 3

May 2019 to August 2020

This is the final part of the trilogy describing our restoration of M-Type 2M/3415. As I mentioned in the last installment, this article is not meant as a restoration guide, but simply the story of a pre-War MG restoration. The first part walked through the purchase, known provenance (single paragraph) goals of the restoration, teardown, chassis and chassis component restoration and through to a rolling chassis. The second part covered the tub work, engine work, electrics, wheels, gearbox, interior work, hood frame construction and hood fabrication as well as a trip to Beaulieu for bits and pieces needed to finish the job.

In this final installment we'll cover the final disassembly, paint, re-assembly, interior, and a few other surprises.

It was time for the final disassembly before final painting. Much like the first time we (Mike and Doug) disassembled the 2M/3415 the final time was just as easy, and certainly more familiar. Wings, doors, boot, hood, tub, headlamps, and aprons, along with all fasteners were removed from the car and taken to Butch, our painter. Chrome components were wrapped and placed on shelves for safe-keeping and later assembly. Wiring was also removed (which took about 5 minutes), and we were left once more with a rolling chassis.

This is probably a good time to mention that in the spirit of all things British, the fasteners used for the most recent restoration of 2M/3415 were all British as well. Great lengths were taken to make sure all were BSF and BA sizes. In addition, all wood screws are slotted (as opposed to Philips head); this required replacement of many of the fasteners used by the tub builder.

All body pieces were painted "The Perfect Blue" except for the hood frame which is black. Chassis, running gear, and all the miscellaneous pieces had already been finish painted. Part of Doug's responsibility in this project was selecting all the colors for the car. With his final decision to paint the M-Type blue, the question became "what color blue?" Staying true to the original MG palette, Doug chose Oxford Blue (sometimes referred to as Abingdon Blue, the darker of the two MG blues). We went through 5 or 6 attempts to match an "original" Oxford Blue paint sample provided by Tom

Wilson, which was apparently blessed by several experts to be the correct color. Of course, this serious attention to such a tiny detail only served to entertain our wives (Brenda and Susan), hence the name "The Perfect Blue".



The Perfect Blue!

After painting, reassembly of the M-type went remarkably fast again. Work began in late July and by the end of November was pretty much wrapped up with only a few items remaining, one of which was the windscreens. Great care was taken to not scratch any of the newly painted surfaces. We were pretty lucky in that regard, with only a few scratches in a couple inconspicuous places. I suppose the time spent fitting and refitting the wings and other components during the 5-year project finally paid off.



J Just the beginning of reassembly



Just the beginning of reassembly



Yep, the original license plate restored



Windscreen - lots of work to get it just right



Side Valance.



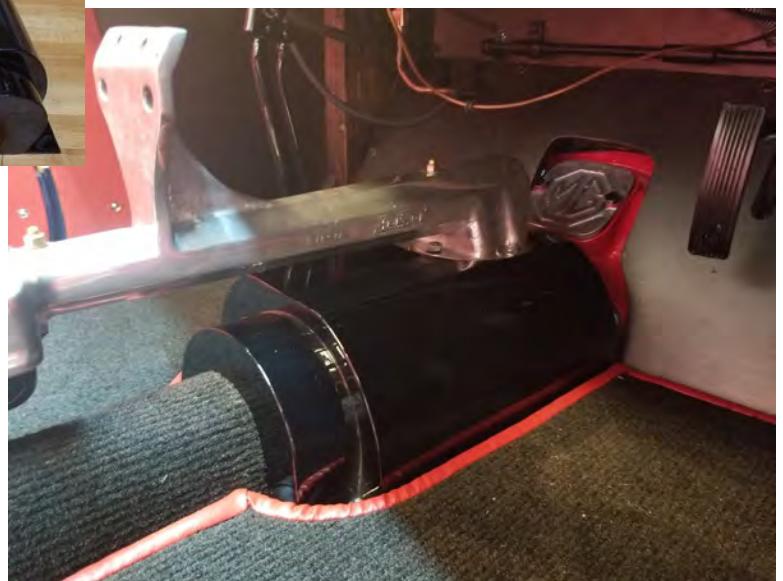
Back to Life – Again – for M3415



We ended up using a later 4 speed gearbox remote, but it looks good.

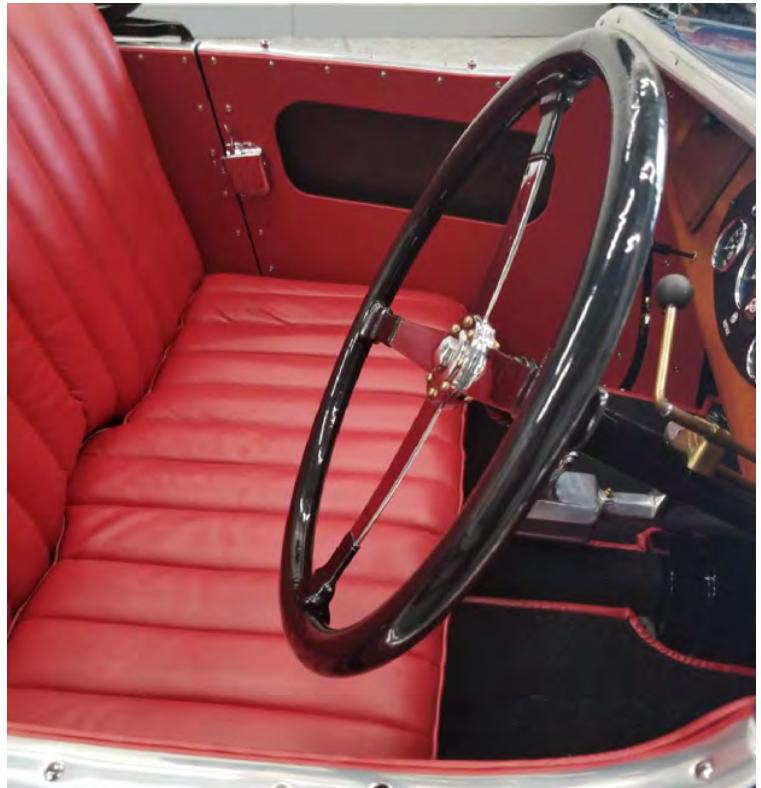
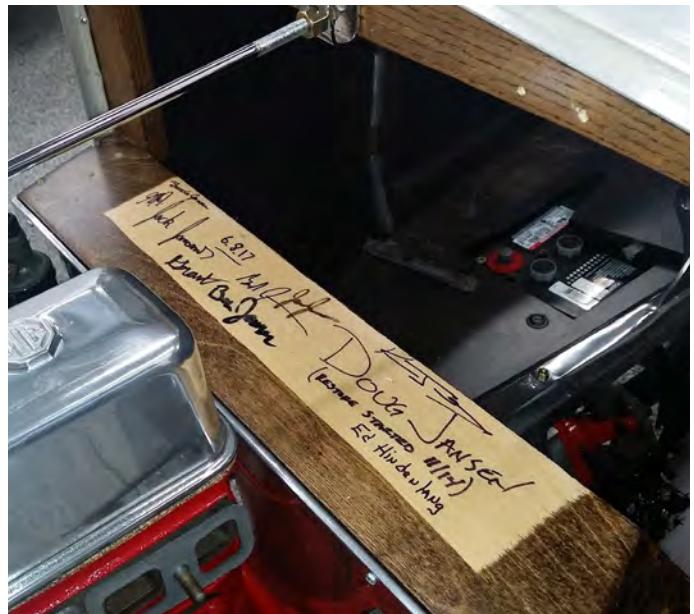


Progression of the gearbox cover fabrication:
Paper, wood jig, final metal, painted and installed



Of course, everyone who had helped with the work along the way stopped in every so often to check the status of the reassembly. When they stopped, we asked them to sign the tub in the area under the gas tank. Perhaps 40 years from now, the person who performs the next restoration of 2M/3415 will uncover this and wonder who all those people were.

The interior was one of the last items on the list. With it was the tonneau cover, which on the later M-Types is permanently fastened to the back of the seat and covers the hood assembly when folded down. Kimber Creek was responsible for the seats, panels, and tonneau cover; a local firm made the fabric hood.



The tonneau cover looks really sharp. We used black Stayfast for the weather equipment.
Steering wheel also turned out sharp!

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By this time we were pretty close to wrapping up with only a couple loose ends to attend to. One was the windscreens. We had modified the original windscreens' right-hand frame to accommodate a vacuum wiper of the period (we picked this up at Beaulieu) using some photos we took of Andy King's 2M/2805 when we visited England. The welding workmanship left a little to be desired, and it turned out the roughness was obvious to anyone looking at the car. After much discussion we chose to send both brackets to a professional metal repair and chrome shop and had the defects in the right frame repaired. Of course, the glass had to be removed from the two frames before sending them off, and as luck would have it one of the two pieces of plated glass broke. Another delay.

By the end of March all was well and 2M/3415 was looking pretty complete.

Sitting at the computer late one evening (12:15 am) I was surfing the MMM Register's "Parts For Sale Forum" and saw for sale a pair of Rotax K701 Head Lamp assemblies. These are the "Once in a Blue Moon", "Seldom Found", "Rarely Heard of", "Rare as Hen's Teeth" items known (well, arguably known) to have been used on a few of the later M-Types. I will not go into the history of the use of the K701 or the history of the purchase of Rotax by Lucas; it just goes to say that these guys are tough to find.

The timeline is important here.... The K701s were posted at 11:02 pm, and spoken for at 11:33 pm, and I saw them at 12:15 am. Drats! I immediately emailed the seller, and he quickly replied that the lamps had been purchased. I pleaded my case as best I could (stating that I was finishing up a restoration of an M-Type that the lamps would have been used on, and so on). Later that week he e-mailed me and said the lamps where mine! What a deal!

Once I received the lamps, I began the restoration - stripping, cleaning and sending the reflectors to Oregon for re-silvering, and the rims to the chrome shop in Ohio. One of the rim's lock fastener was really torn up (after all it was 85 years old) but fortunately one was in perfect condition, so it was off to the machine shop at work where the guys created a second one, perfectly. The brass cans were taken to Butch for paint.

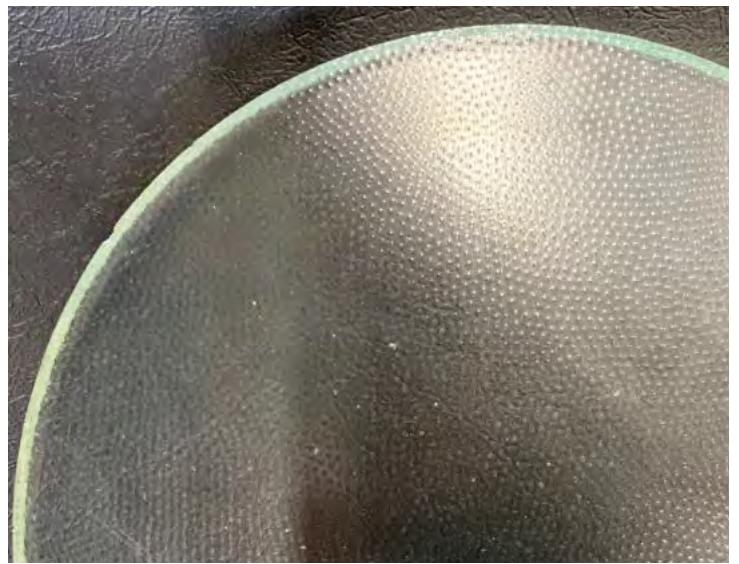
While waiting for the pieces of the K701s to return it was time to begin registering for car shows and Concours events. What a great year we were going to have, showing off the M-Type to anyone that would look at it.

Once the components for the K701s returned from across the country, my attention turned toward replacing the R47B Headlamps with the newly restore K701 set. Once done, there was nothing left to do but admire the car, which after five+ years was a pretty strange feeling.



K701 Restoration steps

Those of you who are savvy in all things MG will notice that the headlamp lenses are not accurate for the K701. Unfortunately, the original glass is no longer produced or reproduced. The best I could come up with was 1950s-bathroom door glass used in schools and public buildings of the day. Anyone recognize it? I did manage to find a single proper lens from a helpful chap in the UK. Does anyone have a match? Note the small dimples.



Correct K701 lens - anyone have an extra?



With the advent of the Covid-19 pandemic, all car shows, meets, gatherings, and rallies were being canceled left and right. The car had been invited to a couple of Concours events but by June all were canceled. Perhaps the first show will be our local Kendallville car show here in northeast Indiana sometime in September. Unless of course, the show gets the axe because of Covid-19.

All in all, start to finish, it was a great adventure. If we were to do it again (and we will), we would not change a thing. With that said, Doug and I are looking for the next project.... Perhaps our next car will be a D, J2, or a PA or perhaps an L1, or Q-Type? Anyone know where we can find the plans for an R-type? Until the Covid-19 distraction is over we have a lot of time to think and search.

In the meantime, the M-Type is sitting waiting for its day to be seen.

With the M-Type complete we ended up with a great sense of accomplishment, a number of new friends, a plastic tub filled with old parts that could not be reused, a rotted tub frame, doors, boot lid, side aprons (never throw anything away – right?), 4000 photos, great memories and a fantastic piece of MG history.

Editors note: Mike and Doug's before and after pictures are perfect to grace the cover of this issue. I visited them in early August and watched the M in its first trips up and down the road. It doesn't appear there is much to be sorted out – engine tuning, a dragging brake or clutch, and a couple other minor items. All in all, an amazing job done by great brothers on their first MMM project! Thank you, Mike and Doug, for sharing your story.

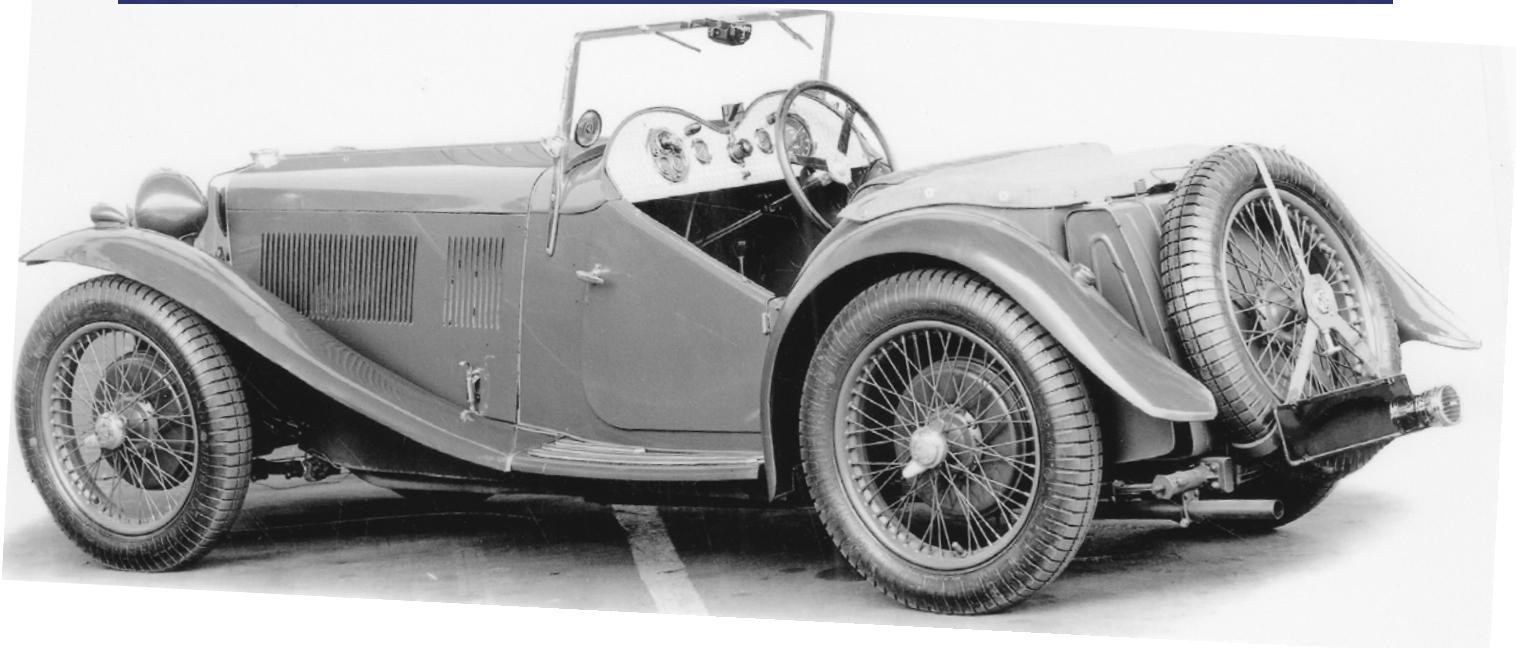
Meanwhile, someday I hope they follow Mike Sherrell's mantra: "Polish it 'til it gleams, drive it 'til it smokes!"





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Mercedes-Benz.

HIGH SPEED MOTORS, Ltd., Specialists in Mercedes-Benz. See page 56. [9200]

1936 Mercedes-Benz 16-h.p. Saloon, L.H.D.; £65—Moon's, Dorset House, Marylebone Rd. Welbeck 8301. [5420]

BROOKLANDS OF BOND STREET Offer Mercedes-Benz Supercharged 38-250 Foursome, works maintained, guaranteed; £225.—103, New Bond St., W.1. Mayfair 8351. [6835]

1936 Model Mercedes-Benz, Type 130, rear engine saloon, finished in cream and black, particularly nicely kept and in excellent mechanical condition; £97/10.—

WINTER GARDEN GARAGES, 185, High Holborn, W.C.1. Chancery 8951. [6032]

1935 Type 500 Mercedes-Benz. Supercharged Cabriolet "B" Foursome Coupe, left-hand steering, exceptional bargain; £295.—George Newman and Co., 369, Euston Rd., London. Euston 4466. [7643]

ROBERT BOND and Co. Offer Excellent Opportunity to Secure 38-250 Mercedes-Benz open sports-touring car, first registered 1937, nominal mileage, finished in black and red, numerous accessories, the whole car in 100% condition, bargain; £285.—337, Euston Rd., Euston 4102-3. [7624]

540K Mercedes-Benz Specially Built Supercharged Chassis, fitted with magnificently streamlined 2-3-seater semi-coupe by Mayfair, ample luggage accommodation, finished battleship grey with red leather upholstery, concealed hood, one owner only, mileage under 4,000; a real bargain at £1,095.—Charles Follett, Ltd., 18, Berkeley St., W.1. Mayfair 6266. [7171]

Mercedes-Benz Cars Wanted.

HIGH SPEED MOTORS, Ltd., are the best buyers of Mercedes-Benz in the country.—59, Lancaster Mews, Craven Terrace, W.2. Paddington 4433-4. [9205]

Mercedes-Benz Spares and Service.

HIGH SPEED MOTORS, Ltd., for expert Mercedes-Benz mechanics and full range of good used spares for 36-220 and 38-250 models; cylinder heads, £20; clutch assembly, £5; crown and pinions, £9; superchargers, £3; gears, £2 each, etc.—High Speed Motors, Ltd., 59, Lanchester Mews, Craven Terrace, W.2. Paddington 4433-4. [2957]

M.G. Midget.

ROWLAND SMITH:

£11 Deposit or 105 Gns. Cash.—1937 M.G. "T" type 2-seater, black, silver wheels, green leather, one careful owner, excellent condition.

£9 Deposit or 89 Gns. Cash.—1936 model, "P.B." type 2-seater, black, silver wheels, carefully used, excellent condition.

£9 Deposit or 89 Gns. Cash.—1935, Special Supercharged "P.A." type 2-seater, green, outside exhaust, large rev. counter, etc., excellent condition.

£7 Deposit or 69 Gns. Cash.—July, 1934, P type 4-seater, blue, silver wheels, excellent condition.

£5 Deposit or 49 Gns. Cash.—July, 1933, J.2 2-seater, black, silver wheels, excellent condition.

£4 Deposit or 39 Gns. Cash.—1931 model, coach-built sunshine coupe, black, green wheels, leather upholstery, very good condition.

£3 Deposit or 29 Gns. Cash.—1931, sports 2-seater, grey and black, very good condition.

ROWLAND SMITH, M.G. Distributors.—All models in stock. Exchanges. List.—Hampstead High St. (Hampstead Tube). Week-days, Saturdays 9-9, Sundays 9-1. Hampstead 6041. [7692]

ERIC HILLIER Offers:

£119/10.—1937-38 M.G. Midget T type sports 2-seater, very low mileage, as new throughout, fully guaranteed.—220, Westbourne Grove, London, W.11. Bay. 4296-7. [4605]

HALLS CAR SALES, Ltd., offer:

1939 Series M.G. "T" Type 2-seater, 4,000 miles only, as brand new; £185.

O'DEON Parade, North Finchley, N.12. Hillside 1044-8. [7515]

M.G. 2-seater Midget, reconditioned engine.—W. and G., Ltd., Seagrave Rd., Fulham, S.W.6. [6317]

1938 (May) M.G. T-type 2-seater, black and red, carefully run in by only owner; £160.

WIMBUSH, 312, Earl's Court Rd., S.W.5. Flaxman 8401. Open all Saturday. [7595]

G.P. MOTORS.—59 gns.; 1933 M.G. J.2 2-seater, tuned engine, new tyres all round, really fast.

69 Gns.—1934 M.G. J.2 2-seater, spotless condition, mechanically perfect, many extras.

£25—1930 M.G. 2-seater sports, excellent engine, really fast; three others; deferred terms; low deposit.—2c, Balham Hill, Battersea 3117. [6452]

NAYLOR and ROOT.—1937 M.G. Midget T type Roadster 2-seater, saxe blue, very attractive; £115.

NAYLOR and ROOT.—1936 M.G. Midget P.A. 2-seater, blue, new hood, very attractive, fast; £99.

NAYLOR and ROOT.—1935 M.G. Midget P.A. sports 2-seater, green, very smart, fast; £79.

NAYLOR and ROOT.—1934 M.G. Midget P type 4-seater sports, duo green, very attractive; £69; guarantee.—25, East Hill, Clapham Junction, S.W.11. Battersea 5272. [7593]

M.G. Midget.

1939 M.G. Midget Coupe, blue, shop soiled only, list price £270; offered at £245.—Below.

1938 M.G. Midget 2-seater, red, 5,000 miles only, indistinguishable from new; £165.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 2149. [7625]

UNIVERSITY MOTORS, Ltd.—M.G. "T" Midget drop head coupe, black, first registered November, 1938; £230.

7 Harcourt St., Mayfair, W.1. Phone: Grosvenor 4141. [7152]

55 Gns.—1933 M.G. Midget J.2, recently overhauled—Normand Garage, 10a, Normand Gardens, W.14. Ful. 6003. [6582]

1932 M.G. Midget 2-seater Sports Tourer, very smart; £234.—Chapmans Garages, 238, Harrow Rd., W.2. Abercorn 2284. [7372]

£55—M.G. Midget J.2 1933 2-seater, duo-green, many extras, taxed July, excellent condition.—41, Claremont Rd., Cleethorpes. [6738]

1933 M.G. Midget J Type 4-seater Sports, special large head lamps, twin pass-light, good tyres, immaculate order throughout; £65.

MAKIN and HARRISON, Ltd., 492, Chiswick High Rd., W.4. Tel.: Chiswick 0558-9. Terms, ex changes; three months' written guarantee. [3595]

1939 M.G. T Model Drop Head Coupe, shop soiled only; £280.—Sargeant and Collins, Ltd., Bickley Rd., Bromley. Chislehurst 800. [7380]

1933 M.G. J.1 Midget 4-seater, completely overhauled, very fast; £75.—Broadway Motors, 167, Great Portland St., W.1. Welbeck 8874. [6547]

1939 Model M.G. 10-h.p. 2-seater, excellent condition, any examination; £195.—Charles Follett, Ltd., 18, Berkeley St., W.1. Mayfair 6266. [7172]

1938 M.G. "T" Type Midget 2-seater, 12,000 miles only, exceptional; £145.—W.J.C. Motors, 346, Kensington High St., W.14. Western 3446. [7489]

1938 Series M.G. T, 2-seater, blue, in splendid condition, taxed, any trial or examination; £135.—Central Motors, 14, Harrow Rd., W.2. Pad. 0766. [6420]

1938 M.G. T 2-seater, red, definitely as new, 5,000 miles, 6 months' use only, one of our director's own cars; £165; another, 9,000 miles, £160.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 2149. [3109]

£22/10.—1931 M.G. Midget sports 2-seater, in amazingly fine condition; any trial.—Earls, Ltd., 118, Kentish Town Rd., N.W.1. Phone: Gul. 1751, 9 till 9. [7389]

CASS'S MOTOR MART, Ltd.—1936; £100; M.G. P.B. 2-seater, black, carefully used, written guarantee, repurchase, seven days' trial.—Warren St., W.1. Euston 4110-3523. [6851]

69 Gns.!—Here's another 1934 genuine J.2 M.G. Midget sports 2-seater, blue, mechanically without fault, appearance equal to new, 60 m.p.h. in third, any examination welcomed.

RAY MOTORS.—Exchanges, terms, 763c, Finchley Rd. (Regal Cinema), N.W.11. Speedwell 9633. [7759]

£22/10.—1931 M.G. Midget open 2-seater, fine appearance (repainted red and black), fast car, bargain to clear.—Cauden Motors, 136, Cricklewood Broadway, N.W.2. Gla. 6652. [6407]

1939 (February) M.G. Midget "T" 2-seater, green, taxed, run under 3,000 miles, and indistinguishable from new; £185.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel.: 1977. [5222]

1938 M.G. T Type 2-seater, black-blue leather, one owner, beautifully maintained, unmarked, written guarantee; £149; exchanges, deferred.—H. F. Edwards, 28-30, Upper High St., Epsom 9400. [5024]

REG. MEAD Offers 1937 M.G. T Type Sports 2-seater, special high compression head, parking lights, full length tonneau cover, aero screens, all new Dunlop tyres, finished in black and silver, indistinguishable from new; £135.

REG. MEAD, Bath Rd., Taplow. Phone: Burnham 444. [6499]

1938 M.G. Midget T-type Cracker Competition 2-seater, many extras, winner of several awards, in outstanding condition, written guarantee; £170. Exchanges deferred.—H. F. Edwards, 175, Great Portland St., W.1. Welbeck 0012. [7139]

M.R. NORTON BRACEY'S "P" Type Supercharged M.G. Midget, equipped with numerous extras and specially modified for competition work by R. R. Jackson, full records and large number of spare available, in beautiful condition both mechanically and in appearance; price £150-7. Hertford St., Mayfair, W.1. Phone: Grosvenor 4141. [7275]

69 Pounds.—M.G. J.2 special drop head foursome, 1933-4, particularly attractive lines, low built, large luggage boot, interior and bodywork tip top, twin carburettors, remote control, large instruments, host of extra fittings, unrepeatable opportunity; exchanges, terms; lists of hundreds of others under £100, post free.—Benmotors, 128, East Hill, Wandsworth, S.W.18. Battersea 2425-6. [7275]

1938 M.G. 1½-litre Drop Head Tickford Coupe, permanent jacks, pass light, taxed, little London. [7427]

£189 11-1937 (late) M.G. 1½-litre sports tourer, 14,000 miles only, one titled owner, a specimen used car.—Star Motors, Reading. Phone: Sonning 2288-9. [7314]

The Autocar

M.G. Midget.

1938 M.G. Midget (guaranteed) 2-seater; £155; Bambers, Birkdale, Southport. Phone: 66161. [6337]

M.G. Magna.

1934 (August) 12 h.p. M.G. Magna Continental Coupe, sun roof, taxed, wonderful condition; £60.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 35, Kinnerton St., London, S.W.1 (nr. Hyde Park Corner). Sloane 9288. Always open. [7222]

28 Gns.!—1932-33 M.G. Magna special sports sun coupe, black and cream, very fast, economical engine oil consumption nil, taxed, any test or trial.

EARLS, Ltd., 114-118, Kentish Town Rd., N.W.1. Phone: Gul. 1751. Open 9 till 9. [6036]

£5 Deposit or 49 Gns. Cash.—M.G. Magna, 1934 model, "L" type 4-seater, blue, silver wheels, good condition. Guarantee. Exchanges.—Rowland Smith, below.

£3 Deposit or 19 Gns. Cash.—M.G. Magna, 1932, sunshine coupe, green. Guarantee. Exchanges. List. Week-days, Saturdays 9-9, Sundays 9-1.—Rowland Smith, Hampstead 6041. [7690]

89 Pounds.—M.G. Continental 1936, reg. Feb. sportsman's coupe, particularly attractive lines, excellent tyres, interior and bodywork practically unmarked, duo tone finish, large instruments, remote control, close ratio gears, luggage boot, etc., must be seen to be appreciated; exchanges, terms; lists of hundreds of others under £100, post free.—Benmotors, 128, East Hill, Wandsworth, S.W.18. Battersea 2425-6. [7277]

M.G. Magnette.

68 Gns.—1935 M.G. Magnette model N sports open 4-seater, finished black, really exceptional car.

WELLINGTON MOTORS, Wellington Close, Ledbury Rd., Westbourne Grove, W.11. Baywater 1658. [7482]

******* 1936 M.G. Magnette N type 4-seater, low mileage, immaculate; £115.—Saunders and Atkinson, Ltd., 107, Great Portland St., Langham 1840. [7492]

£9 Deposit or 85 Gns. Cash.—M.G. Magnette, 1935, "N" type 4-seater, black, silver wheels, blue leather, carefully used, excellent condition. Guarantee. Exchanges.—Rowland Smith, below.

£8 Deposit or 79 Gns. Cash.—M.G. Magnette, 1935 model, "N" type sports 2-seater, red, silver wheels, numerous extras, spare tyre unworn, excellent condition. Guarantee. Exchanges.—Rowland Smith, below.

£7 Deposit or 69 Gns. Cash.—M.G. Magnette, late 1934, "N" type Airline sunshine coupe, black, silver wheels, excellent condition. Guarantee. Exchanges.—Rowland Smith, below.

£6 Deposit or 59 Gns. Cash.—M.G. Magnette, 1934, "N" type sports 4-seater, red and maroon, very good condition. Guarantee. Exchanges.—Rowland Smith, below.

£7 Deposit or 65 Gns. Cash.—M.G. Magnette, July 1934, "N" type sports 2-seater, black, silver wheels, standard and racing screens, etc., excellent condition. Guarantee. Exchanges. List. Week-days, Saturdays 9-9, Sundays 9-1.—Rowland Smith, Hampstead 6041. [7691]

SUPERCHARGED M.G. K Magnette, genuine 1935, completely rebuilt and specially tuned by us, special high axle ratio, brake refined, new hood, re-cellulosed, a perfect specimen; £110; exchanges, terms.—Derrington, 159, London Rd., Kingston 3720. [7813]

M.G. 1936 "N" Type Open 4-seater Magnette, blue, completely reconditioned engine just fitted owing to freezing of original engine, excellent tyres, whole car in excellent condition, no trials work; £95; terms.—P. J. Evans, Ltd., John Bright St., Birmingham. Mid. 2911. [7230]

M.G. 1½-litre.

H. F. EDWARDS, M.G. Specialists, offer the following selected specimen cars:—

1938 1½-litre Tickford Folding Head 4-seater Sports Coupe, finished maroon, red hide, telescopic steering, permanent jacks, one owner, outstanding example; £260.

EXCHANGES, deferred.—175, Great Portland St., W.1. Welbeck 0012. [74640]

A JULY, 1938, 1½ M.G. Tourer, jacks, 6,800 only; £225; terms, exchanges.—166, Richmond Rd., Cardiff. [6359]

UNIVERSITY MOTORS, Ltd.—M.G. 1½-litre saloon, first registered November, 1938, 3,000 miles; £285.

UNIVERSITY MOTORS, Ltd.—M.G. 1½-litre Tickford coupe, first registered January, 1938; £265. 7 Hertford St., Mayfair, W.1. Phone: Grosvenor 4141. [7133]

******* 1938 M.G. 1½-litre tourer, mileage 12,000, one owner, immaculate; £210.—Saunders and Atkinson, Ltd., 107, Great Portland St. [7491]

1938 M.G. 1½-litre Drop Head Tickford Coupe, permanent jacks, pass light, taxed, little London. [7427]

£189 11-1937 (late) M.G. 1½-litre sports tourer, 14,000 miles only, one titled owner, a specimen used car.—Star Motors, Reading. Phone: Sonning 2288-9. [7314]



MMMagazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Fall 2020 Addendum

A “Labor Day” read of the articles your editor forgot to include in the Fall edition!



The “Production Line” at Abingdon October 1939
Filling the time, waiting for war production work to start



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Spring 2020

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The Pre-war M.G. Register of Australia

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The Editor's Desk

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Perhaps that old adage "You can fool some of the people some of the time" applies when friends and fellow MG enthusiasts remark on how organized I am. I probably have things more organized than many, but it doesn't help unless I follow the system. This addendum is a case in point. I'm supposed to file and then use submissions for the newsletter, but plain and simple missed a couple. Rather than hold them over for three months we will have a Labor Day extra. In the future I'll do a better job on this.

As fast as Lew Palmer seems to be working on the restoration of his M type, it probably would be a disservice to him to keep his tale under wraps. I'm hoping he'll provide updates as work progresses. One can get a sense of what he's working on if you follow the Triple M Register forum (<https://www.triple-mregister.org/forums/default.asp>).

Bill Bollendock graciously submitted his story of PA Midgets settling in Colorado in response to my call for newsletter info. It's a good read, and it looks like he's involved in selling a really nice duo blue PA right now; look at the ad.

I've also included the beginning the story of MG's involvement in WW II. Eighty-two years have passed since the start of that conflict, and while the events don't have much to do with MMM cars, there are some fascinating and important stories there. Without the experience and technical manufacturing expertise MG gained in those six years it is unlikely they would have survived. I will tell more of the stories in future editions.

The front cover picture is one I don't think many have seen. Taken in October 1939, the factory had been mostly cleared out of inventory and production tooling, with staff standing idle waiting for "war work" to start. A decision was made to finish all the cars they had parts for, so this haphazard production line was cobbled together and assembly of TBs and VAs continued, with a couple SAs added in. Who's got one?



"Retired" Registrar's Ramblings, aka Director of MMM Vehicle Records

Lew Palmer Lew@roundaboutmanor.com



Yes, retired. Well not completely. I have been wanting to withdraw from being the Registrar for some time. Luckily, Reinout Vogt was willing to step up and assume at least a part of my duties. This was both a blessing and a curse. Although Reinout will assume the member side of the Registrar's duties, I will retain the registration and maintenance of the cars side.

But the curse, you ask? Well, way back in 1989, Bill Tantau asked me if I would assume the role of Registrar. I think he said "Just continue the work of your predecessor. He's moving to Singapore." Little did I realize what a monumental task that would be. The register database had been put in an ancient version of FoxPro. Only the current paid membership was kept, older members were simply deleted. So I launched an effort to bring the database up to speed with the then current copy of Microsoft Access. Over the next 21 years, that database has grown with ever increasing functionality. But I realize that the database in its current form is fine for me, but well beyond its "sell by date". So the thought is to migrate it to a web based solution. Thus, the curse. It's been 10 years since I worked in the computer industry and the old brain isn't getting any smarter, so my knowledge of how to do such a migration has been fading and quickly disappearing in the rear-view mirror.

Happily, we have a young smart computer person in our midst named Casey Duncan, our current webmaster. Hopefully, with his help and expertise, we'll accomplish the transition to a web based solution and life will go on.

So please welcome Reinout as your next Registrar. I won't be disappearing completely, as I will continue to be around to answer your questions, keep the records of your cars up to date, and help you with any questions as it related to car registration and to tap the resources of the UK Triple-M Register and the MG Car Club.

For now,

Lew

A Tangled Tale

The Story of a 1930 MG M-type Midget, #2M1281
by Lew Palmer

Sometime in the early 1960s, 2M1281 was in the possession of a fellow in London identified as a Mr. P. Shore. In the October issue of "Road and Track" he advertised the little M-type for sale, as well as a Rolls Royce Shooting Brake. The asking price for the M-type was \$435.

Mr. J.M. (Jack) Cooper of Escondido responded to the ad, agreeing to purchase the vehicle for the advertised price of US \$435, a significant price for 1965. This after seeing the photograph of the car as forwarded by Mr. Shore.

carefully maintained. Excellent condition. Nearly new top. \$1875. Thomas McKane Jr., 1407 Sherwood Rd., Linden, N.J. (201) 486-0833.

1927 ROLLS-ROYCE shooting brake. 20-hp (baby Rolls), complete and in excellent condition. \$1100 plus freight to U.S. (approximately \$150 East Coast, \$275 West Coast). Also 1929 MG M-type fabric-bodied roadster. 100% original. \$435 plus freight (\$50 to \$90). For photo, etc. write: P. Shore, 64 Newman St., 1st Fl., London W-1, England.



The deal was struck on September 25, 1965. Mr. Cooper forwarded a check for the full amount, suitably endorsed with the car chassis number 2M2068, Registration Number RB2517, Engine Number A37905.

By October 27th, Mr. Cooper's check had been cashed and returned to his bank, but no word had been heard from Mr. Shore. Again on November 10th, Mr. Cooper wrote to Mr. Shore again asking where the car was. His letter must have crossed in the mail, as on November 9th, Mr. Shore wrote claiming the selected freight forwarder had gone out of business, thus forcing him to find another company.

On this same date, Mr. Shore forwarded a bill of sale (and this is where things went horribly wrong) stating the M-type being sold was 2M1281, Registration Number GJ5795, Engine Number 1068A.

Wait! This was clearly not the car Mr. Cooper thought he bought!



Finally, on December 17th, 2M1281, was loaded on the ship SS Taranger. It arrived in San Diego, California 10 days later.

By this time, Mr. Cooper knew he was being scammed. He wrote to the Advertising Department at "Road and Track" stating as much. He also wrote to the US. Post Office Inspector General.

The Postal Inspection Office apparently enlisted a Solicitor in London, and after another exchange of letters, the London Solicitor turned matters over to Scotland Yard.

Scotland Yard was able to determine the seller was not Mr. P. Shore, but in reality was named John Scott Smart. He was arrested, charged, and granted bail, but absconded before trial. As best as Scotland Yard could determine, Mr. Shore (Smart) was then in California.

To make matters even more confusing, 2M1281 came to Mr. Cooper bearing a factory guarantee plate showing chassis number 2M1211. Mr. Cooper was so disheartened, he put the car in storage for the next 42 years, never to look at it again. Upon his death, his son liquidated the estate, selling the car to Mr. Paul Brown, then residing in Ramona, California. Mr. Brown later moved to Woodstock, Georgia. Again, the car sat in storage until in November 2019 when I purchased it.

So whatever happened to the car that Mr. Cooper thought he was purchasing? 2M2068 is not currently known to the Triple-M Register; however, the registration number RB2517 and Engine Number A37905 are ascribed to 2M1347. That vehicle when last hear from was in Napa, California, but I have been unable to reach its last recorded owner.

As of this writing, I am working to restore 2M1281, despite the car having been badly repaired in the distant past.



Restoration News

Lew Palmer Lew@roundaboutmanor.com



With all this time on his hands now that he's a "Retired Registrar," Lew brings us up to speed on the latest project. His report is prefaced with an article he wrote about the ownership history of 2M1281 for the UK Triple-M Register Bulletin and the Minnesota T Register.

Back from the Dead - 2M1281

Back in the late fall of 2019, I sold my Airline Coupe to a fellow in Japan - Kiyoo Shinohara. That left an open spot in the garage. What to do. About that time, a 1930 MG M-type came up for sale, so an offer was made and soon the M was on its way from Georgia to Minnesota.

This car had been sitting for some years (54 to be exact) with nothing being done to it. So it was in a visibly decent shape, but in reality the body was decrepit. I quickly realized that a whole new body would need to be built. Having completely rebuilt my Airline Coupe, I figured "How hard could it be?"

Compared to the Airline, the M-type is deceptively complex. Getting the wooden pieces cut and shaped, the angles right, and the subtle curves accurate was quite a challenge. Over the next 4 months, a lot of sawdust and a lot of wasted ash wood littered the garage. But in the end, I'm quite pleased with the result. It has now been protected with marine spar varnish, covered with a layer of padding, and the vinyl skin stretched over the majority of the body. The final stretching of the skin will be done once the body is reunited with the chassis.



"Wooden surgery" and a facelift for the 90 year old patient

The chassis has been a story of delay after delay. I didn't want the chassis to be sandblasted and sit bare only to rust without paint. So once I had ordered the epoxy primer and ceramic top coat paint from Eastwood, I brought the chassis to a local company to have 90 years of grease, dirt, and paint removed. Then I found out that Eastwood had back-order the paint. The immediately shipped the activator, but not the other parts of the paint. It was another 6 weeks before the order was completely satisfied. Luckily, the weather had been dry, so not much cleanup had to be done.

In the meantime, I had been cleaning and painting numerous small parts that could be removed. It was clear that new springs were in order, as the old ones and their corresponding shackles were worn badly to the point that a number of the individual spring leaves were only half their original thickness. Sports and Vintage Motors in the UK no longer sell road springs, and Brost Forge went out of business a few years ago. But happily, Jones Springs in the UK are still in business so my order was placed for 4 new road springs. About 6 weeks went by and finally I received an email stating the springs were on their way to me. I was jubilant! But not for long. After much puzzlement, I finally figured out how to reassemble the rear axle and got everything mounted. But the front springs were a different matter.

On triple-M cars, the springs have a dimple in the center of each leaf. That is so all of the leaves line up and can't shift. That dimple carries through to the top and bottom plates to which the shock absorber and the axle beam attach. After hours of trying to make sense of all of that, I finally realized that no, the axle does not ride above the spring and the ends of the axle beam do not curve downward. Then it dawned on me - THE SPRINGS WERE MADE WRONG! The dimple in the spring leaves had been pressed in the wrong direction. Jones Springs, to their credit, took responsibility and are shipping a new set. It took several weeks, but finally on August 24th they arrived. Thank you, Jones Springs!

So on to the engine. Stripping it down, I tried removing the flywheel and its corresponding housing, it looked subtly different from either the J2, PA, or PB. The flywheel center boss wouldn't budge. So I thought I should remove the bolts holding the cover on. BIG MISTAKE. Those bolts were what held the flywheel on to the crankshaft flange. Having removed the bolts, there was no way to separate the two. Besides, the pilot bearing was in the way of the crankshaft nut and it was a tight fit and wouldn't budge. Finally, I realized I needed a specialized bearing puller - one that could grip the center hole of the bearing and use a slide hammer to ease it out. I found one online that could be with me later that same week and ordered it, only to receive a receipt that says it would be with me in 6 weeks. (sound familiar?) Once it came, a few minutes later the bearing was out. A home made flywheel puller made from some 1/2 inch thick steel made the flywheel removal easy.

The engine was stripped down and the block brought to my local machinist for cleaning and inspection. The pistons were still the standard 57mm and there was only minor wear to the cylinder walls. The machinist recommending going to 0.010 oversize, but he needed the new pistons to proceed. My usual supplier don't do .010 over pistons and the smallest they have is .020 over. So instead, I found a company in Australia who had some +.010 pistons in stock - or so they said. I told them to ship them and send me the invoice. It's now been over a month and they now tell me they will ship them, but I have been waiting a week for them to send me the invoice so they can ship them. Silence!

So delay after delay and months go by, but I try to do something every day, however small. I can't wait to have the chassis back on 4 wheels and would like to have it in Atlantic City for next year's all MG event. We'll see.



2M1281's chassis coming together. It's amazing how fast Lew can get things done!

Classified Ads



1934 MG PA, #0726. Engine #978AP.

Duo Blue, new blue interior. New hood, tonneau, side curtains and tires.

Minor paint issues.

\$37,000.

Lots of documentation since restoration with many pictures.

Contact Bill Bollendock [\(donker@aol.com\)](mailto:donker@aol.com) (303) 870-2960



The Saga of 4 MG PA Midgets

Bill Bollendock's story, written in 2000, about PA Midget's settling in the west.

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 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 the PAs first got started, as it is pretty convoluted, but it probably had its 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 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; yes, he was still waiting for pictures of the car that had been sent over two weeks earlier, but he did have a picture of the car he had from the internet that he would bring over to show me.

Meanwhile, at the Sass ranch, Don received copies of

the pictures from Frank Carter and was contemplating the situation. Since Don was in the market for a PA, he'd also asked for pictures from two other sellers 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 who knew each other that wanted the car and Don Sass, whom 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 PAs he 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 his 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 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 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 lusting 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 PAs in NZ now 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 PAs 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 PAs will continue during the coming years, as Mike and Jack complete restorations and Don and I will have our PAs 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 (both the £ and weight variety!) home from the September Beaulieu Autojumble. I am sure that there will be many more tales to tell on these four PAs.

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.

WARTIME ACTIVITIES

of

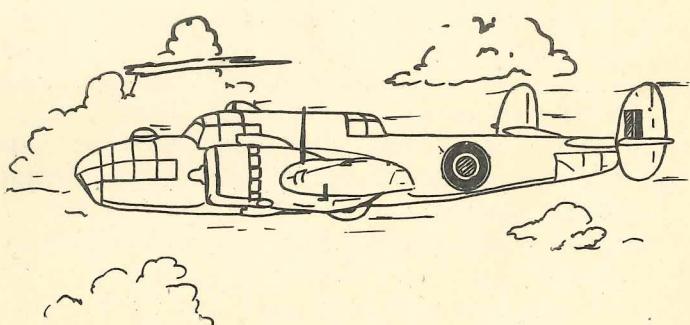
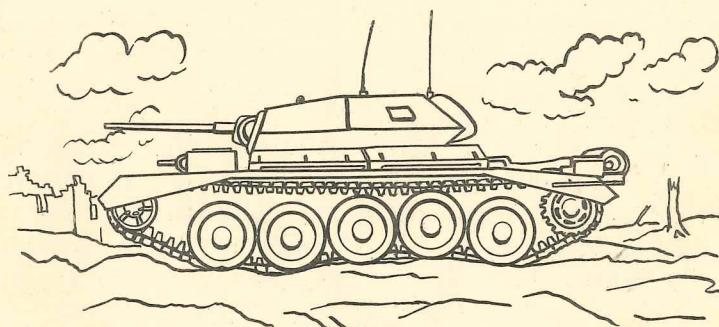
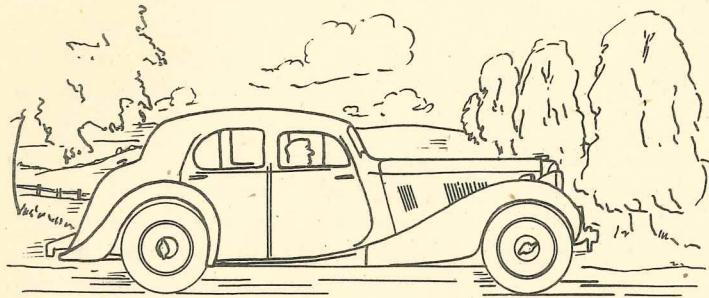
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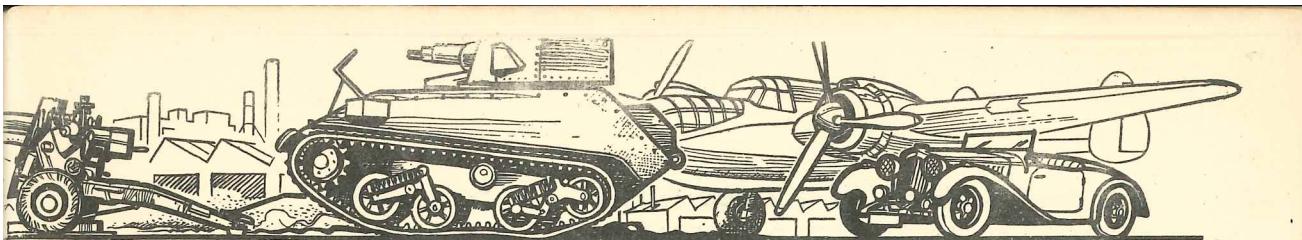
ABINGDON-ON-THAMES

We are 82 years removed from the week that Great Britain declared war on Germany, essentially the start of WWII. As a 'small company' within one of the largest businesses in England (Morris Motors, then known as The Nuffield Organization), MG initially struggled to find their place and function in the war effort.

George Propert, the General Manager of MG at the time, chronicled the company's work throughout the war in a small book published in 1946 for limited distribution to MG staff and close contacts. Here are the first pages . . . more on the story to follow in the next issue.

The following is a history of the M.G. Car Company's war time activities which developed from Motor Car production to the production of Aircraft Units and Tanks.





FORWORD

It is fitting that an epic as glorious as any in the long record of M.G. fame be perpetuated and a history, for all to read, be written, of achievements in war production by a team of men and women, who accomplished the near-impossible with that sheer "Will to Win" which exemplified the true M.G. spirit built up over 15 years of concentrated effort. In peace, M.G. had known its successes on the race and record courses of the world, but no activities merit a higher place in the annals of the Company's successful history than the events of 1939 - 1945.

At the outbreak of war, it was obvious that motor car manufacture would have to cease, and the Government would need the factory capacity for essential war work. Having this clearly in mind, we commenced to clear the factory. This was rather a sad job because it had been planned and built to suit our particular productive needs and it seemed that in pulling out the major plant, we were destroying any possibilities of making M.G. cars, and goodness only knew when we should be able to start up again, but "needs must when the devil (Hitler) drives" and we set about the job.

It was soon clearly obvious that if we were going to handle major war work, the first thing would be perfectly clear factory floor space. So our expensive paint plant and all other motor car producing equipment was removed and put into cold storage. This all sounds relatively easy, but even the breakdown of the plant brought its problems because to store the complete factory plant meant that we had to get a premises practically half as big as our own factory and this did not seem practicable, particularly in view of the fact that in clearing the factory we should also have to clear many hundreds of tons of extremely valuable motor car parts, which included the service stores material and all the left over production material, the least easy of which to store were

the many hundreds of chassis frames. Fortunately we were able to acquire a very dilapidated dis-used local factory which, at some considerable expense, we were able to put into suitable condition as a Stores.

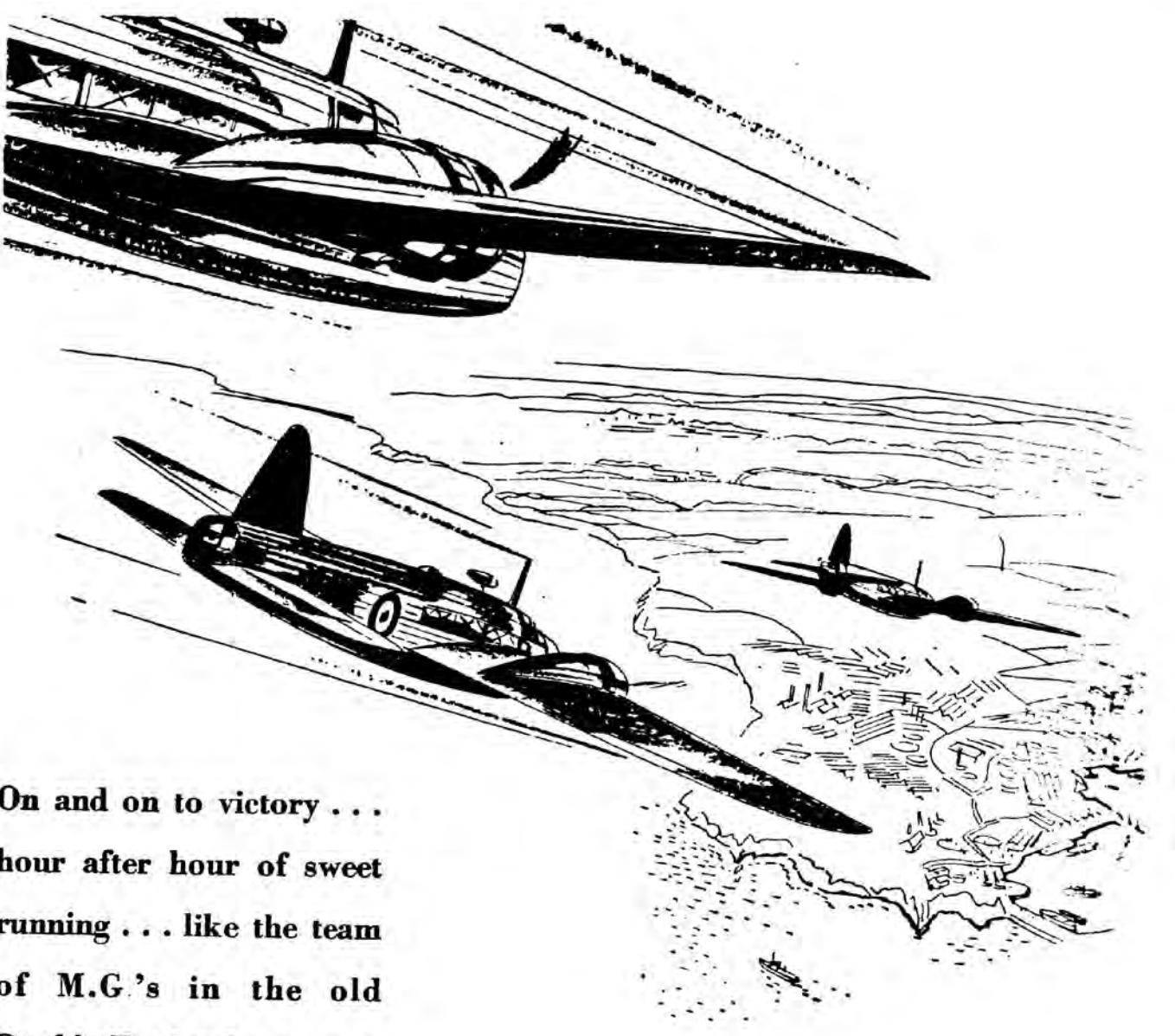
So at the end of 1939 we found ourselves with a completely empty factory and no work to do, because our idea that as soon as the works was empty, the Ministry would be rushing a job along to us was quite erroneous. This was very understandable because the Ministry had to get themselves sorted out and it is quite conceivable that they had quite a vague idea at that time what they would need. In any case, to get any sizeable job under way, a good many months are required. However, we had crossed the first bridge and stood ready. Prior to this, we had been making all sorts of enquiries into the possibilities of acquiring a contract for this or that work, but now it became a job of major importance. Because we could not stand still with an empty factory at such an urgent time of need, our Managing Director and the General Manager made it their personal job to scour the country for suitable contracts. A good deal of this time was spent almost literally sitting on the doorstep of the Ministries concerned. Looked at from this distant date, it is almost amusing to think of the kind of job we were prepared to have a go at. The only thing that mattered to us then was that it should be a job of work directly needed by the fighting men. The writer well remembers on one occasion very, very seriously investigating the possibility of bridge making. It was in actual fact, although we did not know it at the time, the birth of the Bailey Bridge, and although we did not undertake this work, it illustrates how keenly anxious we were to get our teeth into an important job. Aircraft rotating turrets and guns too, came into the picture, but despite all the energetic efforts, it was some time before we got started.

The real start was made with the overhauling of light Armoured Track Vehicles and in due course throughout the years we blossomed out from this minor start to major Tank manufacture and we have had, as the

following records show, an enormous variety of Tank jobs. Having seriously started on Tank work, quite unexpectedly an aeroplane contract came our way, the Parent Company having in mind, we assume, that as we were builders of really high class motor cars, we could successfully handle aircraft. Little did they know at that time, that our knowledge of aircraft work was just nil. It is quite true that if we saw something in the sky we could safely say it was an aeroplane, but as for knowledge of the detailed intricacies of production, this was a closed book to us. The days that followed when we got hold of some of the drawings were simply terrific. Had it not been for the fact that a number of the senior staff were such grand people who were prepared to have a go at any job, however difficult, and once started never give in, I doubt very much if we should have been brave enough to tackle this, our first aircraft production job. As it turned out - I feel we can be forgiven for boasting about it - we succeeded where several other much bigger manufacturers failed and in the end we had to clean up all their failures and were entrusted with the building of every unit for this particular marque that ever went into the air.

Coincident with this hectic struggle to get aircraft work planned and production really under way, we were constantly picking up newer and later type Tank models and at the same time altering and adjusting the facilities of the works to meet all the new demands. It was no easy matter, and at times the obstacles appeared to be almost insurmountable, but every senior in the works had the will to win and all the difficulties, mountainous as they sometimes appeared, were ultimately surmounted.

Apart from these major activities, an enormous amount of work was being put into the development of a Press Shop which was called upon to handle many hundreds of different types of Tank Stowage for the Ministry of Supply, work of a somewhat heavy nature, and in amongst it, various details of light equipment for the Admiralty and special light alloy work for aircraft. No praise is too high for the ingenuity



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