



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

*Ken W. Purdy, The Kings of the Road*

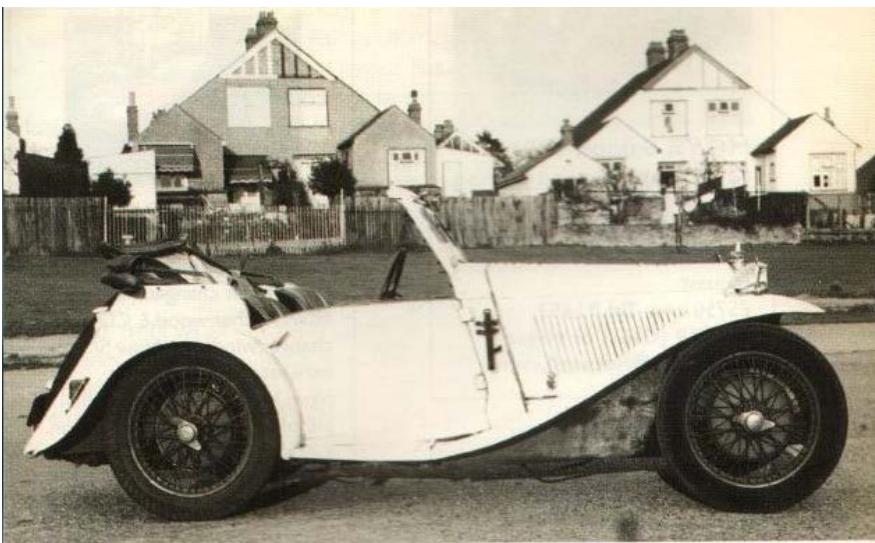
### In This Issue:

## A Tale of Three Cars

By : Lew Palmer and Allan Bentley

Often, it can take years to discover the history of one's car. It has taken me over ten years to fill in most of the blanks of my 1936 MG PB Airline Coupe. But rarely does the process ever uncover the coincidence that happened to me.

I had known for a couple of years that a gentleman by the name of Ricky Bould was the last owner of my Airline Coupe before it was imported to the US in about 1973. It had previously been owned by a fellow by the name of Roger Balsom. This I discovered in the 1981 issue of the Triple-M Yearbook in an article by Mike Allison on the first 20 cars placed on the Triple-M Register. Mine, PB0560, was registered very early in the Register's existence as car number 11. Although a genuine Airline Coupe, it had been the subject of a bit of surgery, having its top cut down so as to make it into something resembling a 2 seater, but the lines of the car were not quite the same as the standard 2 seater. The following photograph appeared in the September 2010 issue of "Safety Fast". (Cont'd Page 5)



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Please submit all contributions to Randy Copleman via:  
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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.nammr.org>

The Pre-war MG Register  
Of Australia web site at:  
[Http://prewar.mgccc.info](http://prewar.mgccc.info)

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

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## Chairman's Corner

Our mission is to preserve the Heritage of MG MMM cars and promote MG as "THE MARK OF FRIENDSHIP" throughout The United States of America. We carried out our mission in 2014 and it has been a great year for your Register. I am proud to announce that the Register is financially sound and we now have a dedicated contingent of Register officers stepping forward to make 2015 another outstanding year. Our membership is holding its own and attendance at our National Meet in Watkins Glen might have set a record. Keep up the good work members, because without you our Register goes nowhere.

There is only one place to be July 15, 2015 and that is Carmel, Indiana at the Registers National Meet in conjunction with GoF Central. Spend these winter months fine tuning your MMM machine and bring it to the Indy 500 track for a once in a lifetime test drive. My PA sort of let me down at Watkins Glen but I have been working these winter days and have revised the fuel delivery system. I am most confident it is now ready to give my grandson and I a couple of exciting laps of the Indy 500 track. If you are a first timer or one of the usual attendees to our National Meet be in Carmel, IN July 15, 2015.

Cheers, Jack

## NAMMMR Website Report

The NAMMMR Website continues to grow into another source for Register Information and communication. I will keep the site up to date as best as possible with Newsletter issue downloads, event information, member's classified advertisements, etc.

Please take a few minutes to look it over if you haven't had the chance. We are located at: [www.nammmr.org](http://www.nammmr.org). A new page added this past year shows Regalia for purchase direct from the Register.

We would hope to list and show photos of as many of our members' cars as possible on the Members' Cars page. Please email your car

photos and basic model information to [britjack67@gmail.com](mailto:britjack67@gmail.com).

Jack Schneider

## From the Treasurer

The NAMMMR 2014 year comes to a close with a report of success. This was the first year the Register operated with an official budget. We, the Register officers, have learned a great deal this past year. Through careful monitoring of our expenses and spending all year, we can move forward into 2015 with confidence for continued success.

The budgeted monies proved to be slightly strong in some areas, while slightly deficient in others. Overall the Register ends 2014 with a positive balance. We did not go bust!

Our 2014 budgeted income was based on the active membership count for year 2013. In actuality, we were down about 18% in dues collected for 2014. This knowledge will be used to develop the Register budget for 2015. Lew Palmer reports there are new members joining our group, which we are very happy to welcome.

We had a very successful national event at Watkins Glen for 2014. Careful monitoring of event financials against budgeted allowances by both officers and event committee, resulted in no negative effect to the Register. We had an ending positive balance of \$275.00 back to the Register bank account. Very nice work event committee!

Along with the Register officers in the coming weeks, I will be developing the NAMMMR 2015 budget. We will have fixed annual expenses for General Operating, Membership, Newsletter, Regalia and our annual National Event. Following up in the Spring 2015 newsletter, I will have a detailed reporting of our new budget.

Now, on to 2015 and our NAMMMR national event at GoF Central, in Carmel Indiana, July 15 to 19, 2015!

Jack Schneider



## Registrar's Ramblings

### Winter 2014/15

By the time you read this, it will be into the new year of 2015. So I trust everyone had a happy and safe holiday season and are looking forward to another great year of Triple-M events.

I, for one, had a tremendous time at our annual event, this past year, of course, which was held at Watkins Glen, New York in conjunction with the Vintage Grand Prix and the 60<sup>th</sup> anniversary of the Collier Cup. We had a record attendance with over 20 attendees, most with their Triple-M car. 2015 looks to be just as popular, as we are holding the event in conjunction with GOF Central just outside Indianapolis. See <http://www.gofcentral.com> for the full details.

By now, you should have also received the annual membership renewal form in the mail. Please be prompt in getting any corrections or additions recorded, and returned to me with your membership dues. Like last year, you may ease the process by making your dues payment through PayPal. Simply make the payment in care of [renewal@nammr.org](mailto:renewal@nammr.org). However, I still need the return of your renewal form if there are any additions or corrections. Also, don't forget to let me know if you have sold a car, and if possible the new owner's name and address. We wouldn't want anyone to miss out on the activities and publications of the Register.

Finally, I would ask you to join me in welcoming the following new members to the NAMMMR.

Clark & Pamela Lance  
Long Valley, NJ  
F1 Tourer

John Baker Welch  
Chicago, IL  
J2

Tom & Emily Wilson  
Zionsville, IN  
3 J2s, 2 PA 2 seaters, PA 4 seater, 2 PBs, L1

Alan Magnuson  
Denver, CO

Peter Hentschel & Elizabeth R Prete  
Stony Creek, CT  
PB

That's it for now.

Octagonally,  
Lew

Editor's Note... Please renewal promptly as it makes Lew's job as Registrar much easier. Thanks



# A Tale of Three Cars

By : Lew Palmer and Allan Bentley

The following is an excerpt from an email I received from Allan Bentley, describing that period in PB0560's history.

"I have found some photos of your PB Airline taken between 1965 and 1967 before it was shipped to the USA. The car was rebuilt by Ricky Bould who was an engineering apprentice at the De Havilland aircraft company in the early 60s. The PB replaced a J1 which did not survive its 'first outing' to Hatfield from South London. I towed it back home in the evening after work, and he replaced it with the PB Airline which proved very reliable. The car was well known in North Kent and local to Ricky's home in Eltham Kent. The MMM had just been formed and key members such as Mike Harris and Irvin Bramson - MMM Historian and Archivist at that time, suggested that that as the PB Airlines were rare birds he should replace the cut about body and get it back to original. Irvin provided another body which still had its roof which was in his mother's London back yard being used as a dog kennel. We extracted it from a London back to back garden over a high Victorian wall and onto my boat trailer one evening after work. The replacement of the body took several years to complete and was not easy as in those days we did not have the support, expertise, parts, etc that we have today. Much of the work was done in my 'long suffering' parents' large workshop. I went to work in the USA testing and launching satellites so lost contact with Ricky and the car. The garage I remember was full of spares for the PB, including a side mounted Marshall supercharger which may have been fitted when these photos were taken. When I returned home after working in Germany in 1968 the PB had been sold and Ricky was in the RAF.

It looks very scruffy by today's standards of restoration but then at this time MMM MGs

were two a penny so it did not pay to spend too much on them if they were not to be used as collector's cars as they are today. Geoff Coles started the spit and polish/perfect in every detail that we see today. My Great Uncle W.O. was quoted as saying to Stanley Sedgwick when shown a restored Bentley at a BDC meeting, 'good heavens we could not afford to make them like that!'

That is part one of the story.

Part two begins with my placement of an advertisement for LED inserts for the tail lamps of Triple-M cars on the Triple-M Forum, in which I used my PA1169 to show the effectiveness of the inserts. Once again, Allan Bentley responded. The registration number seemed familiar to him.

I had contacted the Triple-M Registrar and found a small handful of owners, amongst which was the name G.G. Edwards as the person who originally registered the car with the Triple-M Register. Allan again wrote to me, thinking "Could this be the car which once belonged to another of the three friends who roomed together while in school at de Havillands Technical School?" (Allan Bentley, Ricky Bould, and Brian Edwards). Comparing some unique details such as drilled and polished connecting rods (below), an amateurish green paint job, the Lancaster registration TJ9368, the name Edwards, and the date and location (early 1960s in St. Albans) of the owner at the time of Triple-M registration, all matched with it being the MG belonging to the second of these three school friends.

The drilled and not so polished anymore connecting rods. Photo taken in 2009.



The third of the three, PA0579, also survives, still in the care of Allan. Had it not been for his sharp eye and keen interest, this story would not have lived to be told. And how two of the three MGs belonging to three school chums ended up in my garage 52 years later is almost beyond belief. Allan picks up the story: "I have many memories of those days. Five years of study and practical experience in the training school or in the factory during every college vacation.

We were surrounded by history in those days working at de Havillands. The technical school was in a 16th century manor house beside the airfield.

Our first year, between academic studies, was spent in the workshops learning practical skills sheet metal work, aircraft fitting, tuning etc. The hanger which had been erected alongside the old Manor house in the 1950s was the same hanger constructed in 1940 at Salisbury Hall south of Hatfield as a (skunk works) to build the prototype Mosquito, possibly the best ever



warplane designed in the UK.

Ricky introduced me to the MMM when he traded in his 1928 Austin 7 for a J1 MG which broke its crankshaft on its first journey up to Hatfield. I still remember towing it back on the Monday evening to south London behind my Morris Mini.

Now that 52 years later we can piece together this story is amazing, considering that at that time the next stop for a MMM MG (after we had taken it to within an inch of its life), was the scrap yard!

When my brother and I found JD it was bent but running, but my Father made us take the engine to pieces as an exercise to understand what made it tick! He did not wish to be called out to a curbside rescue if any of the family cars broke down with us in it. He was an excellent teacher and I have never forgotten what he said to Ricky and I about the MG "if you don't put the head back on properly boys, it will not pull the skin off a rice pudding". But then at the same age as us he was studying aeronautical engineering at Hawkers, and driving his uncle's cars from Cricklewood, so an MG was rather small and underpowered by comparison. I have a great photo of him in a new M Type taken in 1931, which I don't think he had for long as he was 6'4" tall!





Allan's PA



# → BE SAFE, BE SEEN! ←

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

## NEW LED ST38 ("Pork Pie") and ST51("D") Lamp Inserts

Upgrade your Pre-War, TA, TB, TC or Y type tail lights with modern LED light power!

These are two function (Brake & Tail light + License plate) units that are simple to install in your existing lights. If turn signal equipped, use an electronic flasher unit.

Positive or Negative Ground units (please specify) are \$85 each or \$160 per pair. Shipping to USA

is \$5 for one or two, and shipping international (Priority) is \$25 for one or two.

Instructions included.



Before

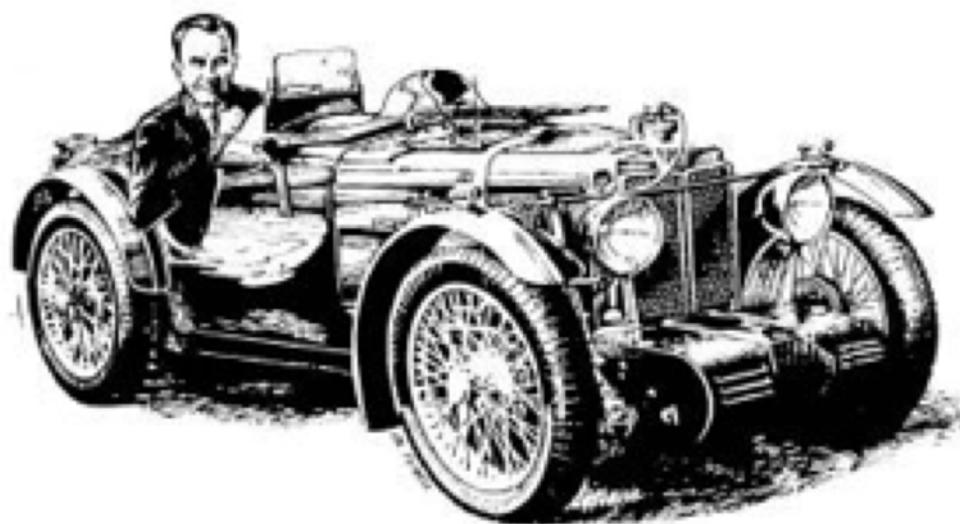


After

Positive or Negative Ground units (please specify) are \$85 each or \$160 per pair with shipping to USA \$5 for one or two and shipping international (Priority) is \$25 for one or two.  
Instructions included.



Inquires to Lew Palmer:  
[LEDLamps@roundaboutmanor.com](mailto:LEDLamps@roundaboutmanor.com)  
Orders via PayPal to Lew Palmer:  
[Lew@roundaboutmanor.com](mailto:Lew@roundaboutmanor.com)  
or by Check/Money Order.





# 2015 Upcoming Events - GOF Central, GOF West and GOF South (Will anyone make all three???)



July 15<sup>th</sup> - July 18<sup>th</sup>



## Registration Instructions:

- Register online at [www.GOFCentral.com](http://www.GOFCentral.com).
- You may print and fill out this registration form and send it with your check or credit card information (payable to 2015 GOF Central) to:  
 Mike and Brenda Jansen  
 1303 N. Lima Road  
 Kendallville, IN 46755
- We will send you a letter confirming your Registration and Registration Number.
- 1st Timers Show – To enter your car, it must be the Car's first time at a GOF Central or the first time at a GOF with you as the owner.
- In the space provided on the registration form, please be sure to list the names of the participants as you would like the names to appear on their name badge(s).
- Be sure you check the regalia page for determining you shirt size to insure you get the proper fit prior to placing your order. We cannot promise shirt delivery at the GOF for registrations received after 6/20/2015, but we will do the best we can!
- Make your hotel reservation! Call the Renaissance Hotel (317-816-0777) at 11925 N. Meridian St. Carmel, IN. We have negotiated a room rate of \$129/night; be sure to mention GOF Central when you register.

## Activities Notes:

### The IMS Motor Speedway Track Experience:



It's a short drive to the Indianapolis Motor Speedway for a once in a life time opportunity to drive this historic race track; which is truly the greatest spectacle in racing. Limited to the first 100 MGs, the price includes entrance (for one) into the Hall of Fame Museum. Have a photo taken of you and your MG on the famous "Yard of Bricks" as you cross the start/finish line! Thursday, July 16<sup>th</sup>.

### The Main Car Show:

Only a few miles from the Renaissance Hotel is the Indianapolis Executive Airport where the main car show will be held.

Joining our display of MG automobiles will be pre and post WWII vintage aircraft. This has the makings of a very special day. Lunch will be available. In addition to the vintage aircraft display, there will be a group from the Academy of Model Aeronautics, headquartered in nearby Muncie, IN. The group will demonstrate the latest in RC aircraft technology which includes 1/4 scale aircraft. Wheels and Wings! Saturday, July 18<sup>th</sup>.



### Car Detail Raffle:

Enter our pre-event raffle to win a professional wash and detailing of your car while attending GOF. Compliments of Jimmy Buff-it's Auto Detailing. They'll detail your MG (or your towing vehicle if you choose). Drawing July 14, 2015.

### 1<sup>st</sup> Timers Show and Hoosier BBQ:

This year's 1<sup>st</sup> timers show promises to be a special event as it is combined with a Hoosier BBQ. You won't want to miss this dinner which will feature BBQ and fresh vegetables prepared Hoosier style! Thursday, July 16<sup>th</sup>. (8/4/2014)

### GOF Tentative Schedule

Wednesday, July 15<sup>th</sup>

- Early Registration
- Self-Guided Tours
- Movie Night

Thursday, July 16<sup>th</sup>

- Registration
- Guided Tour - Indianapolis 500 Track Experience
- Self-Guided Tours
- Technical Work Shops
- First Timers Show/Hoosier BBQ
- Movie Night

Friday, July 17<sup>th</sup>

- Rally
- Guided Tours
- Technical Workshops
- Auction
- Movie Night

Saturday, July 18<sup>th</sup>

- Car Show
- Valve Cover Races
- Technical Workshops
- Funkhana
- Committee Meeting
- Banquet

Sunday, July 19<sup>th</sup>

- Winner Photos



For the Most Recent Updates & More Information go to [www.GOFCentral.com](http://www.GOFCentral.com)



Name(s): \_\_\_\_\_ Car Club Affiliation: \_\_\_\_\_

Street: \_\_\_\_\_ City/State/Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

E-mail: \_\_\_\_\_

(Note: We will provide event information via e-mail and on our website [www.gofcentral.com](http://www.gofcentral.com). Your e-mail is important for easy communication prior to the GOF; please print it legibly, if you do not provide your e-mail address, event information will be mailed to you.)

Please list the first and last names of any young person(s) (under 18) who is/are interested in being a Youth Judge for the Main Car Show:

1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_ 4. \_\_\_\_\_

Which car(s) will you bring? Year Model Class Winner in Last Five Years? First Timers Car?

\_\_\_\_\_

Yes Yes 

\_\_\_\_\_

Yes Yes 

Please list the first and last name of each participant as you would like it printed on their GOF 2015 Badge:

1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_ 4. \_\_\_\_\_

**Important for GOF Registration:** Please check the various activities you are interested in, to help us better plan!

Note: There are NO fees for any of these activities!

 Number of Cars for the Rally\*\*  Valve Cover Race Entries  Photo Contest/Scale Model/Craft Entry Funkhana Entry  Movie Night  Driving Tours Participant  Workshop/tech sessions MG history/technical/crafts

\*All Registered Members are invited to participate in the Rally. Only Registered cars qualify for awards (You will register for the rally at GOF 2015).

Do you need Trailer/Truck Parking? Yes  Do you have an item to contribute for the live or silent auction? (We will contact you): Yes **Registration Events and Fees**(Deadline for Registration is July 5<sup>th</sup>, 2015)

Registration Car #1 (\$45) \$ \_\_\_\_\_

Registration Car #2 (\$20) \$ \_\_\_\_\_

1<sup>st</sup> Timers "Hoosier BBQ" x \$20 per person \$ \_\_\_\_\_Saturday Awards Banquet x \$45 per person  
\_\_\_\_ Beef    \_\_\_\_ Chicken    \_\_\_\_ VegetarianIndianapolis Motor Speedway Track Experience  
(Includes a one person pass to the museum) x \$45 per car \$ \_\_\_\_\_

Car Detail - Pre Event Raffle x \$5 \$ \_\_\_\_\_

The Indianapolis Motor Speedway Experience is only available to the first 100 MGs that register. However anyone who wishes to participate in the trip to the track will be able to visit the IMS Museum (admission is \$5). The Track Experience is dependent on track availability as IMS prepares for the Brickyard 400. As of 8/1/2014 the event is a go! We will let you know if the situation changes. Rain or shine event.

**Regalia****Sport-Tek Side Blocked Micro Pique Polo Shirts:  
(Black/True Red/True Blue)**

Men's: Quantity/Color of Each Size: (\$30 each)

Size	XS	S	M	L	XL	XXL	XXXL	XXXXL
Color								

Women's: Quantity/Color of Each Size (\$30 each)

Size	XS	S	M	L	XL	XXL	XXXL	XXXXL
Color								

**Cotton Digital "T" Shirts: (\$26 each)**

Men's Shirts: Quantity of Each Size:

XS	S	M	L	XL	XXL	XXXL	XXXXL	XXXXL

2015 GOF Poster x \$20 per poster \$ \_\_\_\_\_

2015 GOF Fidel (Mechanics) Hat x \$20 per hat \$ \_\_\_\_\_

2015 GOF Baseball Cap x \$18 per hat \$ \_\_\_\_\_

2015 GOF Pin x \$6 per Pin \$ \_\_\_\_\_

**(Be sure to check out our Regalia Page!)****Total of Registration Events and Regalia: \$ \_\_\_\_\_**

Method of Payment (circle one): Check enclosed (payable to GOF Central 2015) -- VISA -- Master Card -- American Express -- Discover

Card Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_ Cardholder Signature: \_\_\_\_\_

You can register online at: [www.GOFCentral.com](http://www.GOFCentral.com) or mail this registration form and your check or credit card information to: Mike and Brenda Jansen, 1303 N. Lima Road, Kendallville, IN 46755. Any questions? Call or e-mail Mike (260-347-4680) GOF2015Central@gmail.comNOTE: This Registration May Not Be Transferred To Another Person And Is Not Refundable after the Deadline of June 15<sup>th</sup>, 2015.

This Page Must be returned with the appropriate Check/CC Information



# Come join in the fun at GoF West 2015. Located 50 miles north of San Francisco in the fine city of Rohnert Park

“GoF West” is the name given to a regularly held “Gathering of the Faithful” for owners of MG cars in the western United States and Canada. Until the early 1970s, assemblies like this had previously been held exclusively in the eastern United States. Outside a few local clubs in western North America, the only way to regularly interface with other MG owners was to travel long distances to places like New York, Illinois or Pennsylvania, all in the East.

Sometime in 1972, members of several Southern California MG clubs got together and decided to begin their own version of the east coast gatherings. A committee was formed, preparations were made, and the first GoF West was under way. Santa Barbara was the site chosen, and word was spread to MG car clubs throughout the western states. News of the initial event in 1973 was welcomed by MG enthusiasts and the first GoF West established a tradition of annual gatherings that has not been interrupted since.

Initially the Gatherings were for owners of pre-1956 cars as MGs were still being sold in the US. However, as the years passed and MGs were no longer being imported, it was realized that excluding cars built after 1956 meant a lot of MG enthusiasts had nowhere to gather unless they attended the national meets of such groups as NAMGAR or NAMGBR, many of which were held the other side of the Rockies. Now, GoF West welcomes owners of any car wearing the MG octagon.

As a result of these annual festivals, held only in locales in the western U.S. and Canada, thousands of MGs have been seen by other MG owners and the public. Most come from the western U.S., but there are usually several driven from around the country, and some even from overseas! From the very first GoF West, where most of the cars were “drivers” that had not been restored, each succeeding year has produced many more MGs that have been restored to pristine condition. Nowadays, several of those brought to these events are better than when they rolled from the assembly lines at Abingdon-on-Thames! This gives everyone who attends a GoF West an opportunity to see MGs at their finest, to inspire them to work on their own cars, and show how a properly restored car should look.



However, don’t think that these events are just for show cars! Most attendees drive to a GoF West, some folks traveling many miles and making the journey a several-day adventure in company with friends and fellow club members. While the Car Show does give an opportunity to show off and admire perfect restorations, most of the MGs present are still “drivers” and there are several events during the week catering to cars of all conditions. All they have to do is run – and if trouble should strike, there are always willing hands and knowledgeable experts to assist with needed repairs.

*For more information and to sign up, visit  
[www.gofwest.org](http://www.gofwest.org), then click on the link to GoF West*



# GOF SOUTH MK XLIX



A photograph of the Mission Inn Resort & Club, a large, white, Spanish-style building with red roofs and multiple towers, situated along a canal.

The Classic MG Club of Central Florida invites you to GOF South 2015  
to be held in the hills and lakes of Lake County Florida  
where a premier golf and tennis resort is located.



**mission inn**  
RESORT & CLUB  
10400 County Road 48  
Howey in the Hills, Florida 34747  
April 17 - 19, 2015



This hotel is a jewel in amongst some of the best driving roads in Central Florida with lots of adventures available. We have lakes, bass fishing boat rides, seaplane rides, water skiing, antiquing, restaurants, interesting businesses, plenty of golf courses, museums - farm tractor, horse carriage, automobile and, the infamous Dora Canal, German bakery, Lake Ridge Winery, historic Mount Dora plus all of the amenities that Mission Inn has to offer.

More information will be provided as it becomes available on our website GOF South 2015:

[www.classicmgclub.com](http://www.classicmgclub.com)

or contact us at the email address: [arcpa@mpinet.net](mailto:arcpa@mpinet.net)



*Classic*  *Club*  
*Since 1957*



*Input for GOF South was provided by Lonnie Cook of the Classic Car Club ([www.classicmgclub.com](http://www.classicmgclub.com)). Lonnie noted to please include the GoF South website on which attendees can register, book rooms, and learn about the event. The site will be fully operational early next month at <http://www.gofsouth.com>. Book Soon!!!*



# Technical Topics

Notebook  
Section: 2.1.1

## Talking Tools

### Intro.....

As an engine builder, I'm often asked, "How do you do that?" The answer is never simple and usually requires lots of photos, drawings and calculations. Additionally, the business of engine rebuilding is a vertically integrated business where every tool and every machine is dependent on some other tool or machine for an effective execution of the job. For example, there is little merit in machining a connecting rod to re-establish its big end bore without first having the tools to measure that bore. It is useless to measure the bore unless you have first established that the connecting rod is crack free. One can't magnaflux the rod to look for cracks unless the rod is cleaned. And so on.....and this is just a connecting rod and only one of hundreds of parts that make up an engine. As a consequence the business is capital intensive: many machines, tons of tooling, lots of fixtures.

Very few in the hobby have an assemblage of tools and machines to support their efforts in engine rebuilding, however, knowledge of how something is done in industry, helps greatly in making prudent decisions in asking others to navigate the task. This article is meant to be a primer focusing on some of the engine machine tools required to answer "how do you do that?" Disclosure: the following describes and illustrates with what machines "to do that." There are many others who do it differently, with different machines and do it with great success.

There are two varieties of machines used in the engine rebuilding business: machine tools and dedicated machine tools. Machine tools, by definition, are machines that can make other

By Chris Leydon, Salida, CO

machines. Dedicated machine tools are ones that are designed specifically to execute only one or two tasks. So a lathe or milling machine would be examples of machine tools and a valve grinder and a line boring machine would be examples of dedicated machine tools. What follows focuses on the dedicated machine tools and their tooling that I use to machine MMM engines. The composition is mostly photographic with some descriptions thrown in for good measure.

### Cylinder Block

Since the cylinder block is the heart of the engine, it's as good a place to start as any. Areas of wear that need be addressed are the bores, the main bearings, and the top of the block often referred as the "deck."

### Bores:

In establishing a new bore size, it is most important that the bores be perpendicular to the crankshaft, that they be sized correctly for the new pistons, their surface finish be acceptable to seat the piston rings, and that they be located on the original factory centerline. Seems like a tall task, however, with the following set-up, the task becomes more manageable.

The boring bar shown below (in blue) is mounted onto a special table (in green) that permits the block to be aligned perpendicular to the boring bar. Fingers extend from the cutting head on the bar to allow the bar to float over the original centerline of the bore prior to being clamped for machining. Special micrometers set the cutter depth and the bores are machined 0.005" shy of the finished size. Pistons must be



"in hand" as there may be a variation in piston skirt dimensions. The boring bar shown here is special for MMM work because it accommodates machining the small size bores we need. Most shops, unless they also specialize in motorcycle work, will not be able to do the job. If you need this work done, ask if their boring bar can machine down to 57mm.



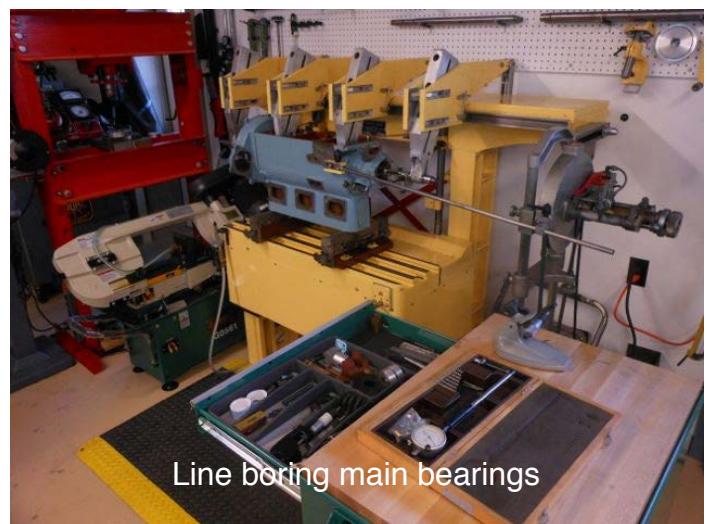
Centering boring bar to block

With the bores still shy of the finish size, calculated as piston skirt dimension plus clearance, another machine comes into play using fine stone abrasives mounted onto a rotating head that strokes up and down in the bore. The speed of the stroke, stone pressure on the bores, and the capacity to measure accurately in every part of the bore, help insure no loss to combustion.



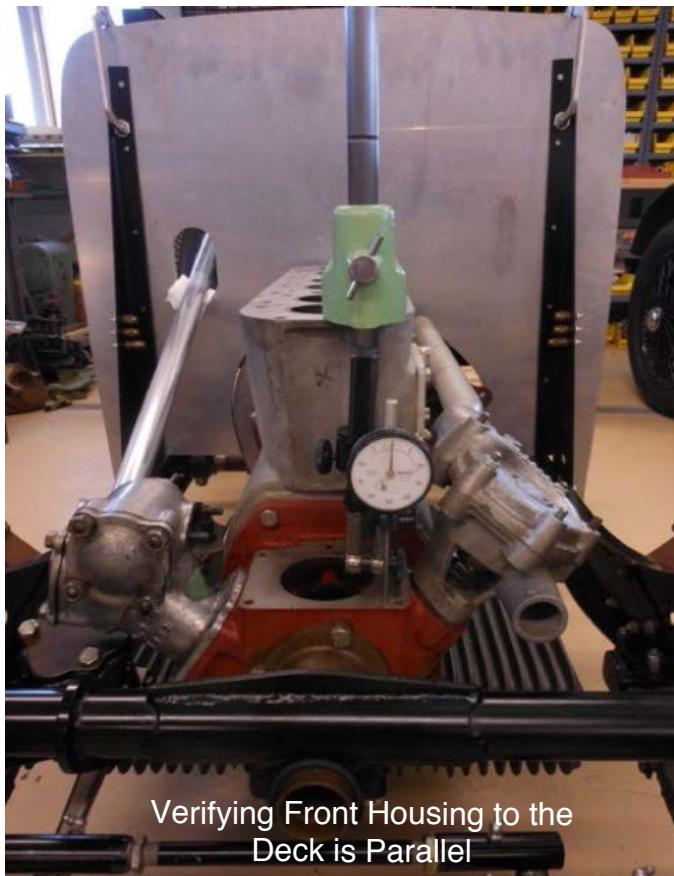
Finish honing cylinder bores

With the bores now sized, and after babbetting, rough sizing ,and inserting bearing cheeses, (which is a hell of a lot of preparation), the block is fixtured to another machine to cut the main bearings to fit the main bearing journals on the crank.

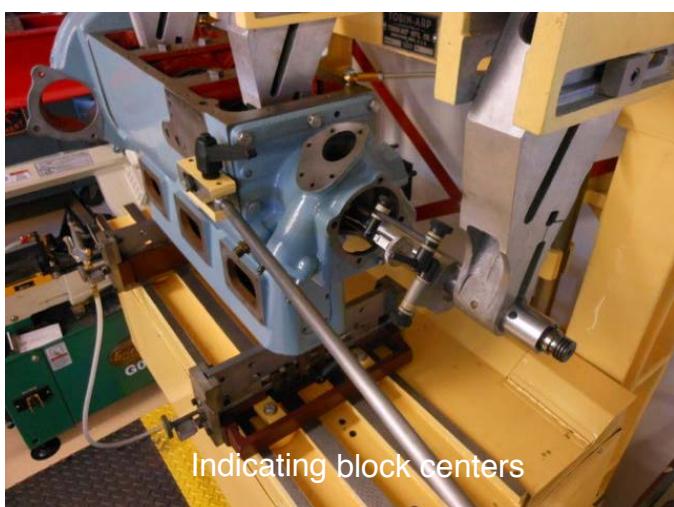


Line boring main bearings

It is wise to ascertain if the top plain of the front housing is parallel to the deck of the block. This can be accomplished with a fixture as shown below. Without assurance that this is correct, (especially when using a new block), the alignment of the generator fork to the head cam drive will be impossible.



Line boring the main bearings is assisted by a machine that provides reasonable quick alignment to both the front and rear bearings and with a facility for faultless, accurate tool setting. What make the machine below



unique among the machines available is the capacity to machine the babbitted flange on the front main bearing while the bock is fixtured for line boring. This assures the

flanged face is absolutely perpendicular to the main bearing bore. Also unique to this machine is its capacity to machine the oil grooves in the main bearings after boring the bearings to size.

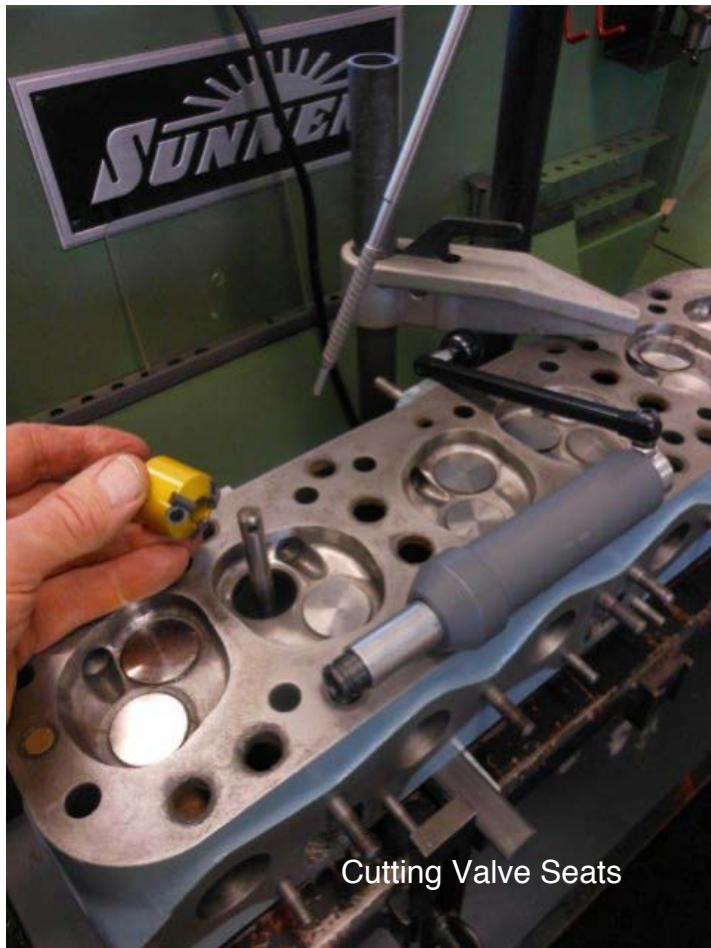
## Cylinder Head

Like the block, the cylinder head has multiple machine requirements: to service valve seats, valve guides, combustion chambers, and head surface warpage. Both the block deck and the cylinder head surfaces, I accomplish with a Bridgeport vertical mill rather than a dedicated machine tool. However, the other requirements use a dedicated machine and tooling. After the head is thoroughly cleaned and new freeze plugs installed, it is wise practice to pressure test the head. I don't follow industry practice on this procedure which pressurizes with water pressure. Using the logic that air molecules are over a thousand times smaller than water molecules, I pressurize with air and either submerge the head in a bath of water, or if I am concerned about a specific location, I spray CRC on that spot and look for air bubbles. Those of you who have tested gas lines are familiar with this effort. The set up fixture on an N head is illustrated below. (see next page)



Pressure Testing the "N" Head

Compressing as much as I can in one photograph, the setup for addressing both the seats and guides is shown below. A special diamond hone sizes each guide to fit the valve stems. With the guide bores now finished, a pilot of the exact bore size is inserted into the



Cutting Valve Seats

guide to provide the axis for the valve seat cutter. The cutter is a precision tool with carbide, serrated, inserts machined at thirty degrees to accommodate the MMM valves. These seats get lapped by hand with garnet the way it has been done for over a century. The valve seat and guide machine is an ideal place to not only port and polish combustion chambers but also to measure and balance each combustion chamber to have exactly the same displacement. I have attached a titrating burette to the machine for this function. The table can be adjusted to insure the surface is level.

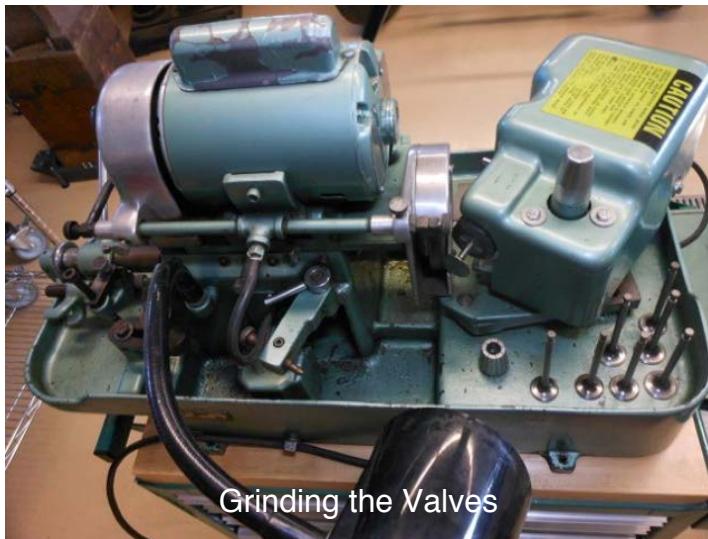


Balancing Combustion Cylinder Displacement

Without valves machined to fit the newly cut seats, valve leakage would likely occur resulting in a loss of compression. So, indeed, there is another dedicated machine to the rescue: a valve grinder. A valve grinder has two functions: 1. to machine the valve head seat to the needed thirty degrees and 2. to shorten the length of the stem to permit proper valve clearance and timing on assembly. Shown below is my setup which has been modified by me to insure a more accurate job. It uses precision collets rather than the original factory design. It is surprising how many brand new valves are inaccurately machined, especially one produced by TRINCO for the MMM cars.



On the back side of the valve grinder can be found a special fixture for grinding the ends of the valves. This operation is done with a flood of cutting fluid to cool the valve stem.



## Connecting Rods

After the connecting rods have been cleaned and magnafluxed, more dedicated machine tools and tooling come into play. After long use, rods can develop oval bores which house the bearings, the small end bushings may need replacement, and they can become bent and twisted. If the rod is a babbitted rod, it will, more than likely require re-babbitting similar to the main bearings. Most MMM engines now use either Carrillo or Phoenix rods which accept modern insert bearings.

Shown below is a fixture to assess if the rod has twist or bend. Addressing these two issues is a priority and is usually done with brute force (read: hydraulic or hand press) and a handsome amount of finesse.



Second, is to address the big ends to resize them round to the bearing manufacturer's spec. Shown below is a rod cutter that grinds a very small amount from both the parting faces of the

connecting rod and the cap. These are then reassembled and honed round again.





Machining babbitted rod



Resizing big ends on insert type rods

There is a special micrometer mounted to the machine for an instant measure of the bore as you hone the rod. The bores can come within 0.0002" of the needed size.

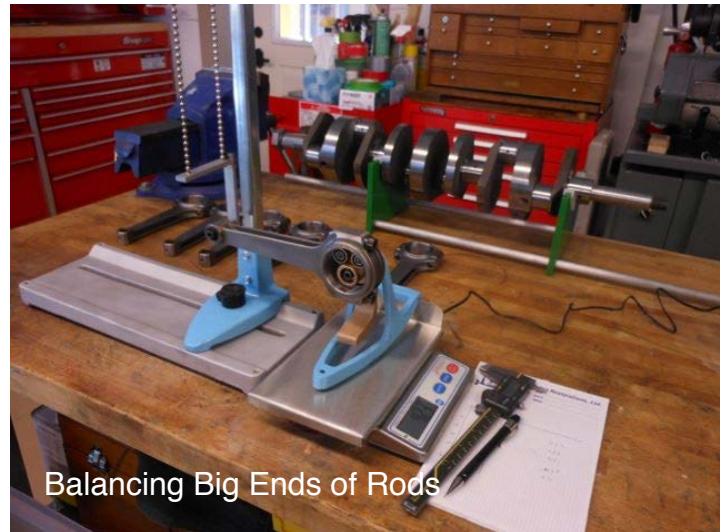
Then again, if original rods are maintained, a different dedicated machine is called for. This machine accurately sets the pin bore to big end center distance and both rough and finish

machines the re-babbitted bore to the crank journal plus oil clearance.

After all the machine work has been accomplished to the rods, it is required that all the rods themselves have the same weight as well as all the weight apportioned to their big ends to have the same weight. Otherwise, vibration is induced and the bearings will wear prematurely. Each rod is weighed and trimmed at the pin end to balance with the set. The photo below shows a fixture to measure the weight of just the big ends. Each weight is recorded and the heavy rod ends are lightened along the sides of the rod bolt bores.

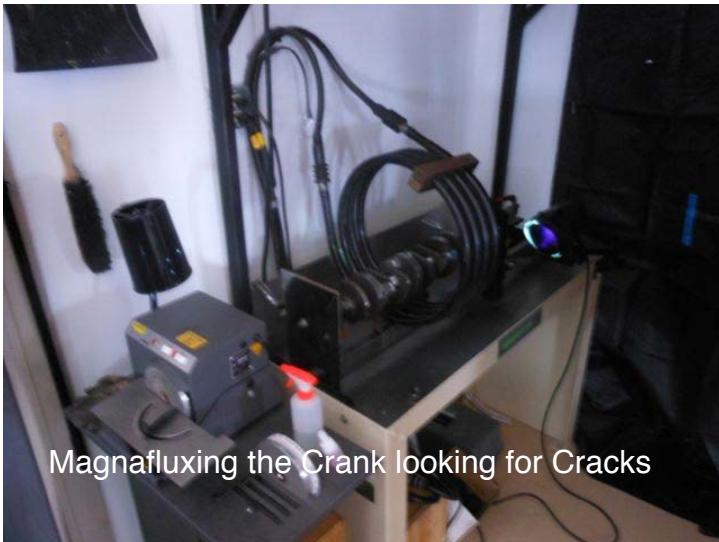
## Crank Assembly

Unless a new crankshaft is anticipated, it is common to thoroughly clean, magnaflux, regrind and radius the journals, and then balance the crank separately subsequent to being mated and re-balance with a re-surfaced flywheel. Yes, more dedicated machines are enlisted: crank grinder, flywheel grinder, and



Balancing Big Ends of Rods

crank balancer. I have long since abandoned grinding my own cranks, however, the following photos visually cover the remaining operations.



Magnafluxing the Crank looking for Cracks

## In Closing....

This not-so-brief overview barely touches the subject of dedicated machine tools used in an engine rebuild. It says nothing of the knowledge required to run each and every machine and bend it to the idiosyncrasies of the MMM power-plants. However, it may enlightened the reader to the depth of commitment that is required by any well tooled shop that engages in the effort to support you in your passion within the hobby. It is meant to reveal the tools and tooling used rather than to answer, how you do it. The "how you do it" part would need each section above expanded to an independent essay. It is hopeful, however, that after you have crawled through all of the above, you lean back in your chair and say, "that's cool! I want to know more."

Editors Note: Chris, does this mean a sequel?



Surfacing the Flywheel



Balancing the Crank

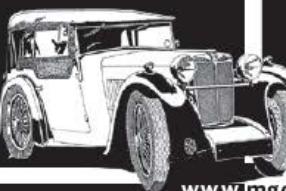


Thanks to Larry Long for forwarding this very interesting article from the MG "D" Group

# DGROUP DISPATCH



NUMBER 45  
WINTER 2014



[www.mgdgroup.org](http://www.mgdgroup.org)

THE 8/33 MG MIDGET SPORTS SERIES D (LONG CHASSIS)

## NEWS AND VIEWS.....

Merry Christmas and a happy and 'Delightful' new year from Bill and me; hope to see a few more Ds participating in 2015! As some of you may know Bill's wife Annie was taken very ill early this year but is making a steady if slow recovery – we wish her well for 2015. We are still working on re-vamping the website but as a lot of you have noticed we are now on Facebook! John Emmett (D0430) has kindly written an interesting piece about D Type weight considerations which should provoke some thoughts whilst you sit by the fireside this Christmas! This makes this issue no less than 3 pages – can't promise this every time!

As I said in the last issue we were taking our D to the MGCC European Event of the Year back in August – and very good it was to; the car behaved beautifully. Denmark is a pretty flat country so no major hills and speed limits on minor roads are pretty low, 20 mph was the norm for villages and there were many stretches of 30 mph and unlike UK drivers the Danes do seem to stick to them. These factors made it ideal for touring in a D Type and we had plenty of time to stop for photos and coffee.



On one particular run we were followed for most of the route by an MGA Twin Cam belonging to Gerald and Irene Buschan from Austria who sent us a super set of pictures they took as we all went along. One is shown above, another is on our Facebook page!

Another event back in the summer was the Dutch MG TTO Triple M Rally centred round Jan van der Werf's home in Lunteren. Jan has no less than 2 D Types both resplendent as can be seen from these pictures.



One shows Jan with daughter in D0273 – a beautiful C Type replica. The other is Jan with a friend in D0476 with original body scheme. A good time was had by all and I thank Cathelijne Spoelstra for these pictures.

Another 2 D pictures from events in the summer both from Carlo Schmitz. The first showing his D0360 during the MG Triple M Tour Luxembourg 2014 – he assures me the smoking problem has been cured!



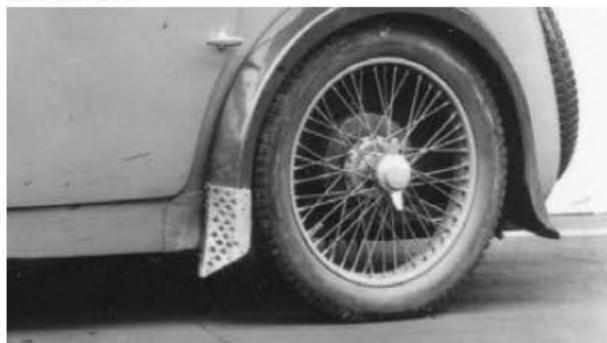
The other is D0366 being driven by owner Tony Nosbusch, also from Luxembourg, during the Circuit des Ardennes 2014 meeting.



**BITS AND PIECES.....**

Did anyone see the piece in the Triple M Register Bulletin issue for August/September by Digby Gibbs (D0377) asking about details of the rear wing protectors (I call them 'spats'). Does anyone have a set to copy? Does anyone know the shape and size of the cut outs in them? Do they match the holes in the period 'armrests' accessory for the top of the doors?

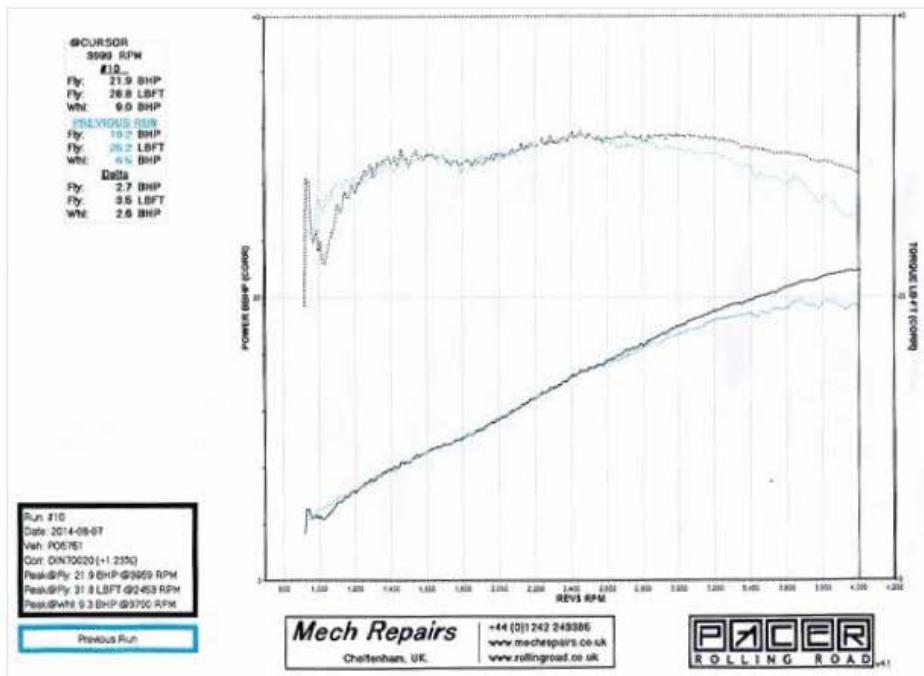
A works picture herewith showing said spat! Let me know if you have any information.



Some of you may have noticed on facebook that we have for sale an original type spare wheel knock on (straight ears). Very good condition but would need re-chroming. £20 plus postage.

**A D TYPE ON A ROLLING ROAD?**

Before setting off to Denmark I wanted to make sure my carburettor and timing settings were as they should be and took the car down to our local SU expert. He happens to have a rolling road and attaches all sorts of wires to the car to get feedback into a computer as to what if anything is wrong!



The biggest surprise was around the 'air filter' I have (thanks to Bill) fitted to my carburettor mainly just to keep out foreign bodies! The factory data states 27 BHP at 4500 revs; my car was run up to 4000 revs only and gave 19.2 BHP without the filter in place and 21.9 BHP with it in place! Also where the 'without' graph line showed the car tailing off and becoming erratic, the 'with' line shows a much steadier climb and only just starting to tail off giving a much smoother performance!

The technician's view was that the 27 quoted by the works was as good as they could measure it at the time and was probably 'out' and modern computer techniques are much more accurate and he thought my engine more or less spot on considering age etc. Also the filter was acting as a 'buffer' and smoothing out the intake of air and fuel into the inlet manifold.



The pictures herewith say it all; the blue line on the graph is 'without' the black line 'with'. The filter is made of ordinary expanded metal in a brass clamp but is an interesting proposition for D and M owners - and others with 'open' carburettors?

**WEIGHING UP THE MG 'D' ..... BY JOHN EMMETT**

From what I had read, I assumed that the MG D performance was mainly limited by the heavy body. Rebuilding D0430 gave me a chance to see if the figures actually bore this out, and above all to find out if that weight came about as a result of the distinctly 1920's "occasional four seat tourer" style. A rear end style that I am sure is still there in Carbodies London Taxis today.

I tried to answer this criticism from two directions; Firstly I bought a 160kg spring balance for my engine hoist (under £10 on e-bay). The spring in this balance provides useful "give" whilst hoisting, as well as providing safety and curiosity aspects. The lifting block itself is fixed to the centre of a substantial garage door lintel, enabling the car to be wheeled underneath the hoist, the engine or body lifted, and the chassis then wheeled away to be replaced by a garden trolley or whatever. A bathroom scale can be used to weigh the smaller bits and pieces like seating, weather equipment and the driver. Added together, it was these small items that proved to contribute a substantial percentage of the on-the-road weight of the car.

The second line of approach was to examine the published weights of D, F and J1 models extracted from factory and road test reports. These models shared substantially the same body on different chassis, so a few tests of accuracy can be made straight away. Typical of inaccuracies that may be found is that the oft quoted weight of the J1 is the same as D, despite a 30kg increase of the chassis weight. However, I can only account for 12kg of this extra chassis weight in the shape of the 4 speed gearbox. Perhaps the J chassis was thicker or the D chassis weight quoted was for the shorter 7 ft wheelbase version, although on a linear basis that extra 2 inches of wheelbase would only add about 8kg.

Incidentally, the J head assembly weighs no more (or less) than the AA head (25kg with manifolds and carburettor).

**PUBLISHED MMM WEIGHTS**

Cutting straight to the published weight figures, the first of the MG MMM cars was the 'M', based on the new Morris Minor in 1928. A light Carbodies two seater fabric body on the M came out at 98kg fitted onto the fairly standard Morris chassis of 417kg. So adding two 60kg passengers gave you 43 HP per tonne to play with on the road.

The 1931/2 period saw the Carbodies steel occasional four seat tourer D/F1/F3/J1 body which weighed 165kg, fitted onto an all new MG racing chassis for the D at 480kg, or on a 622kg chassis for the F, and a 508kg one on the J1. So, using the MG quoted horsepower and adding our two 60kg passengers, that gives us;

**35HP PER TONNE FOR THE D, 41 FOR THE F. AND 44 FOR THE J1.**

Incidentally, under these conditions and another three years on, neither the MG four seat L1 nor the four seat PA could manage any more HP per tonne than the M, and if you added another couple of passengers you come down below the 35HP per tonne figure for the D. Bigger cars of 1931 fared little better, the Alvis 12/50 with a four seat Carbodies tourer body similar to the MG D body (and probably its prototype), managed around 45HP per tonne, whilst the 18/80 MG did little better. These bigger cars scored a little on higher top speed as a result of scaling effect on the frontal area, and the big torquey engines made the three speed gearboxes less critical.

As a modern reference, a VW UP! which is just about the only European car of comparable size to the MMMs, comes out around 56HP per tonne with our two 60kg passengers on board. You could have possibly got near that figure on your D by paying 10 guineas extra for the factory to fit a Powerplus supercharger.

**TOP SPEEDS**

Weight has little to do with the top speed of cars. That depends largely on the effective frontal area of the car and its coefficient of drag. This was certainly known from the earliest days of Brooklands type record breaking. However on normal roads and for the popular hillclimbs and Trials of the early 1930's, the additional weight and cost of a streamlined body were simply not worth a few MPH, and practical issues such as access

and cooling air through the radiator seems to have sidelined the C type radiator cowl by 1932. There was also, dare I suggest, the advertising value of the distinctive MG radiator. In either case, the horse power requirements for a modest increase in top speed are more than you might think;

In his 1924 book "Motor Bodywork", Herbert J Butler gives the HP requirements for a "Sporting Bodied" car as; at 30mph; 4HP, at 40mph; 9HP, and at 50mph; 18HP. By application of the cube rule we can extrapolate to 60mph needing 32HP and 80mph needing 72HP. The tiny MG "D" scales to needing maybe 60% of this HP, but it does give an idea of the doubling of engine power needed to go from 60 and 80mph, regardless of streamlining.

**THE TWO SEATER BODIES**

The next surprise was the weight of the J2 and F2 two seater bodies which were introduced just after D production ended, and as far as I know those bodies were never criticised over their weight. The saving over the earlier four seat bodies turns out to be just 25kg (equivalent to 6 gallons of petrol), and the later swept wings soon took away 15kg of that meagre advantage.

**AND THE D CHASSIS WEIGHT BROKEN DOWN.**

I was surprised to find how light the two bearing engine was on the hoist; 65kg for the short engine, including the 12kg flywheel, to which you need to add just 16kg for the complete 3 speed gearbox, 25kg for the complete head, 12kg for starter and dynamo, and 15kg for the mounted radiator, with another 15kg for water and oil etc. As a result, just about the only chassis weight saving that I can think of would amount to less than 15kg by replacing the hefty battery with a modern small one, although you would need to fit a modern solid-state regulator to suit it.

**BACK TO THE D BODY**

There is nearly 10 square metres of 1mm steel in total covering the ash frame and forming the wings and bonnet. That weighs 70kg, so you might think Aluminium metalwork could save a lot of this weight, but you would be wrong. You would need to use 1.6mm aluminium for a start, as indeed Carbodies themselves did for some customers, and I'm not sure then how the bonnet assembly would cope with the frequent battering that it receives. Certainly aluminium wings dent more easily than steel despite the extra thickness. Total saving would amount to no more than 30kg in any case.

One intriguing thought was triggered by the fact that both the earlier Carbodies Alvis four seat tourer body and the M body were fabric covered, a legacy which might explain the extensive ply paneling to be found under the steel on the D body. Modern fabrics would really transform the practicality of such a fabric body, but fashion dictated a cut off date of 1928 for such ideas.

And the weight of those bits and pieces really do add up;

Screen and wipers; 8kg, seating; 25kg, Bonnet in steel 15kg, Spare wheel, mounting and rear lights; 20kg, Fuel tank; 8kg with 25kg of fuel. I would guess the hood etc would add 15kg, but I can't be sure as I don't have one yet. And the stuff in your toolbox?

I think to sum up then:-

- 1) Even with hindsight, you can't really do much better weight wise than with the stock MG D body and chassis.
- 2) The short compact two bearing D engine is a real lightweight gem, matched only by modern bike engines as far as weight is concerned.
- 3) You can probably guess where this is going. The obvious weight saving when passengers comprise such a high percentage of vehicle weight is probably.... dieting.



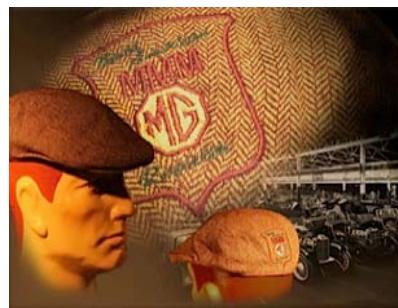
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***Tidbits: From the Editor - I will use this section to provide information I have received from various sources, which will hopefully be useful and fun to our readers.***

This link was provided by Mickey Saperstein, Scottsdale, Az - You may find this link interesting and informative regarding the details of spanner sizes and common nut and bolt use across the majority of thread size standards used throughout the years, especially the various British standards.

[http://www.sat.dundee.ac.uk/~psc/spanner\\_jaw.html#Spanner\\_Jaw\\_Sizes\\_](http://www.sat.dundee.ac.uk/~psc/spanner_jaw.html#Spanner_Jaw_Sizes_)

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For those who subscribe to the North American Classic MG magazine might of run across the article featuring members Bill and Sarah Richey's 1933 MG-L1. The article was written by Larry Sanata. It is a very interesting article written around their visit to the Hilton Head Island Concours d'Elegance, winning the "People's Choice" award with their MG, born as a police car. The article definitely has a hint of the Richey's southern sense of humor! As it turns out, Bill wore a vintage police constable's jacket, pants and police helmet. Bill tried on muliple occassions to have Sarah wear a stripped outfit to be fitting with his police outfit. Sarah refused. Hope he keeps working on her for the next outting! Classic MG is a great magazine if you don't already have enough to read. Contact Beth Lunney at [Subscribe@ClassicMGMagazine.com](mailto:Subscribe@ClassicMGMagazine.com) or subscribe online at [www.ClassicMGMagazine.com](http://www.ClassicMGMagazine.com).



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**Editor's Note:** Yes, please send us MMM related events you attended, they make for great articles. In addition, I am adding a "Tid Bits" section towards the end of future newsletters for any interesting short articles, photos or perhaps a helpful hint and the care of our MMM cars.



## ***Tidbits: From the Editor - Continued***

Article provided from Jack Kahler, from John and Brenda Hancock in New Zealand.

"Yes, no problem with putting the K photos in the next magazine, time there was something from down under. The black car behind me is a supercharged J2 and in the other photo the white car behind me is a genuine Stutz Racer, not sure of the vintage but I think about 1915. In this race series we have a grid of about 26 pre War cars including about 6 or 7 MG's."

Editor's Note: John and Brenda also have an MGA and a TA Tickford undergoing restoration.





## Tidbits: From the Editor - Continued

1971 MGB: Owner renovated this British car into a one-of-a-kind 'Faux-ari',

Article in the Kansas City Star, authured by DAVID BOYCE, Drive contributing writer.

Don Bonar, a member of NAMMMR, simply enjoys working on classic cars. He spent years restoring a 1935 MG P-Type, which he takes to shows. Well Don always wanted a Ferrari, but being difficult to afford one he kind of made a poor man's Ferrari. If interested go to the following link and read the very interesting story..

Read more here: <http://www.kansascity.com/cars/article4454504.html#storylink=cpy>





## Cars and Parts for Sale - Good time to make some extra cash and clean out the garage, barn or back room!

MG J2 1933, restoration project for completion. Chassis number J3037, reg number WJ 7385, known history, V5, old brown log book, chassis file, on Register. Much work done including chassis, reconstruction of the original body tub to a high standard, petrol tank, steering column etc. Lot of new parts including tyres, wings, valences, exhaust, front apron, seat buckets. firewall, undertray, spare wheel carrier etc etc. Plenty of work still to do including engine and gearbox and some parts for example cylinder head are needed. Much more than a rotten barn find. View West Sussex. Telephone 01243 573580



Price 17,850 GBP

Email tholden@supanet.com

Note: Lew Palmer asked us to publish this to help our MMM friends across the pond. This looks like a great project!





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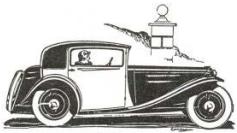
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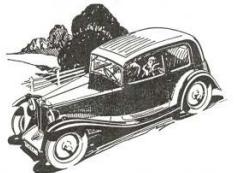
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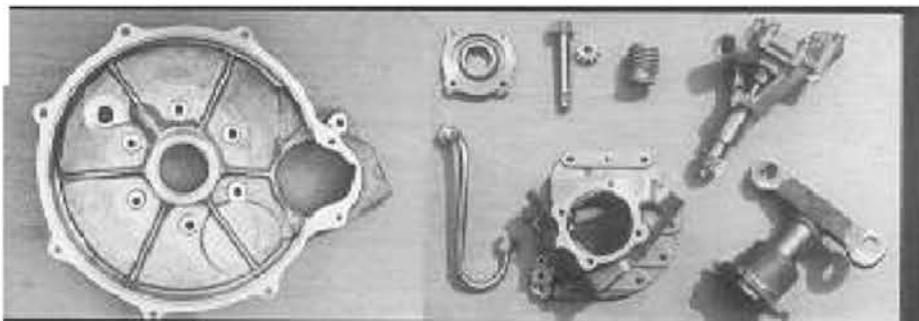
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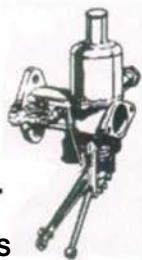


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