



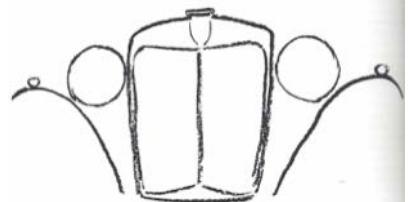
North American MMM Register Newsletter

MG Midget, Magna and Magnette 1929-1936



FALL 2016

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



In This Issue:

Morgan Adams Concours d'Elegance

Contributed by Jack Kahler



Four NAMMMR members from Colorado displayed their beautiful MMM MGs Saturday August 27, 2016 at the Centennial Airport in Englewood, Colorado. The members were Chris & Rita Leydon, with 1935 KN 0332, Joe Gunderson with 1936 PB 0774, Jack Kahler with 1934 PA 1976 and Bill Bollendonk with L1 L Special 1933 L0266. The four MMM cars were SUPER STARS of the Concours and complimented the array of vintage aircraft!

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The North American MMM Register

Dr. Jerry Keuper & Jerry Goguen - In Memoriam

Jack Kahler - Chairman

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

Tom Metcalf - Vice Chairman

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

Jack Schneider - Treasurer & Web Master

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

**Randy and Sandy Copleman - Newsletter Editor /
Directors of Register Communications**

27685 N. 74th Street, Scottsdale, AZ 85266
mowog1@cox.net (520) 241-2768

Sarah Richey - Director of Register Events

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

Cathy Gunderson - Manager of Register Regalia
6160 West Lakeside Ct., Littleton CO, 80125-9645

Lew Palmer - Registrar

15670 St. Mary's Point, MN, 55043
lew@roundaboutmanor.com
Ph: (651) 436-7401 Fax: (651) 436-2122

Terry Sanders - Co-Editor

Box 16, Post 1; 499 Embarcadero, Oakland, CA,
TATerry@aol.com

Bob Zwart - Librarian

1900 E Warner, Suite E, Santa Ana, CA, 92705
zwart1@cox.net (714) 730-8140

Bill Tantau - Past Chairman

bill707@earthlink.net

Members, Steering Committee:

**Peter Ross, David Harrison, Peter Thornley, Lew Palmer,
Tom Metcalf, Bob Sterling, Jack Kahler,**



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

Please submit all contributions to Randy Copleman via:
e-mail at mowog1@gmail.com
Snail mail at 27685 N 74th St, Scottsdale, AZ 85266

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

MMM Websites

Visit our Updated web site
at:
<http://www.nammmr.org>

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

The UK Triple-M
Register web site at:
www.triple-mregister.org

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Chairman's Corner - Jack Kahler

Here we are in October! Where has the time gone in 2016? As we enter into our winter season it is again time to focus on yearly maintenance on our legionary MMM machines. All the hot summer days of driving are fading away and it is perfect time to rev up the restoration of your little jewel you have shelved till winter. We are seven months from our National Meet in Akron, Ohio so work hard all winter and let's see your beauty in Akron next July!!

The Colorado Grand was everything and more I ever imagined. Derek Prechtl and myself drove the 1000 miles perfectly and The MG TF ran perfectly. We were the slowest car in the Grand but we went in style! Bill Bollendonk's L1 (Photo on Page 5) was a perfect example of a racing MMM MG. His new six cylinder MMM engine ran flawlessly and was an outstanding example of MMM MGs and was a proud example of our Register. The highlight of the week for me was the adventure of riding



a half day with Wayne Carini (Star of the TV show Chasing Classic Cars) in an Aston Martin DB4. Wayne is an outstanding driver especially at 140 mph! (See photo of my co-driver Derek Prechtl and Wayne Carini with the DB4). I am proud to report Wayne is our newest Register member and he proudly sports a PA Airline in his massive car collection. Welcome to our Register Wayne and hope to see you joining our MMM fun!

For the past year Bill Tantau and I have been working on a project to increase member involvement in our Register. Creating four regions within our large country is the basis of the program. (See map next page) Each region would have a regional manager who would interact with the members in his region. Example, have regional get togethers throughout the year and have regional competition at our National meet. Many other possible member benefits would be generated by having a NAMMMR advisor available in the four regions of the country. Things were moving along quite nicely with volunteers stepping forward in three of the regions. The Western Region has put the brakes on the whole concept. Bill and/or I have asked most everyone in the Western Region to volunteer as the regional manager without success. As of this date the program is on hold or even canceled for lack of participation by our members in the west.

The following are the requirements for a Regional Manager. (Next Page)

See Next Page

UPDATE:

Register Address:

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

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



Chairman's Corner - Cont'd

NAMMMR REGIONAL DIRECTOR REQUIREMENTS:

1. Be familiar with MMM MG cars in your Region.
 2. Meet and be acquainted with all NAMMMR members in your Region. Be a leader!
 3. Promote enthusiasm in Register activities and encourage participation in the Register.
 4. Give any member in Region assistance with technical aspects of their MMM MG.
 5. Be aware and familiar with MG repair shops in or around your Region.
 6. Set up and direct Regional local meets and get togethers focused around the MMM cars.
 7. Participate in all bimonthly board teleconference meetings.
 8. Attend all NAMMMR National Meets.
 9. BE A LEADER!!



Regional Map



Treasurer Report - Jack Schneider

It is a pleasure to present this newsletter issue's report. For 2016, our Register is in solid shape. All known 2016 expenses have been paid, to date. At this time, we are plus \$895.44.

Our total 2016 income (dues, regalia sales):
\$ 5,604.46
(\$285.46 over budget estimate)

Our 2016 expenses to date:
4,709.02
(\$474.00 balance for budgeted expenses)
(\$135.98 actual balance above budgeted expenses)

Outcome
\$285.46 + 474.00 + 135.98 = \$ 895.44



**1933 MG L Special on the way to Moab during the 2016 Colorado Grand
Greg Bollendonk left and Bill Bollendonk right**



Registrar's Ramblings - Lew Palmer

As I put fingers to keyboard, the majority of the driving season here in Minnesota is all but over. 40 degree temps overnight have returned, but all three MGs are running. So this is a bittersweet time. It has been another good year for the NAMMMR, capped off by an excellent presence shown at our annual meet in Louisville.

We have made some major gains in both membership and the functioning of the register. We reassigned all but a few existing members, but we grew the membership by 9 new members, most of whom own cars previously unknown to the Register. We published another issue of the annual directory; drafted and published guidelines for the operation of the Register and the criteria for acceptance of Triple-M cars onto the Register; issued , for the first time, membership cards; worked extensively with the Triple-M Register of the MG Car Club on the integration of our cars with the new database hosted by the UK Triple-M Register; issued car numbers to several existing and new Triple-M cars; and are now awaiting the ability of individual members to access and update personal information on that database. Most significantly, we recently made Wayne Carini of F40 Motorsports, owner of a PA Airline Coupe, our first Honorary Member.

If you have yet to be contacted regarding access to the worldwide database of Triple-M cars and owners, all you need to do is to supply photos of the identification numbers on your car. These are 1) the chassis number stamping from the right front dumb iron, 2) the engine number from the raised panel on the engine (stamping not cast), 3) The gearbox number from the top of the gearbox, 4) The ID plate on the firewall, 5) The stamping from the bonnet hinge, and 6) An overall shot of the complete car (regardless of condition). These along with your current email address will be submitted to the UK Registrar who will issue, in due time, an ID and password to the database.

I have requested this information from those whose car does not have a Triple-M number, but so far only two people have responded. If your car is listed in the directory with a register number of "0", you need to do this so that your car is properly registered and identified. This, regardless of your status with the NAMMMR. The rules for inclusion are listed in each issue of the newsletter.

Our membership drive starts again in January so be on the lookout for your renewal form and PLEASE try to return it by January 31st. Every day that it is late, causes your humble Registrar extra work and the directory to be delayed.

As usual, please join me in welcoming the following new members. Please note that two of the following three new (or returning) members are the owners of Airline Coupes and are numerically sequential cars.

Nicola D. & Linda Da Bica
Wolfeboro Falls, NH
PA0835

Christopher Bouldin
Overland Park, KS
NA0762

(Honorary Member) Wayne Carini
Portland, CT
PA0834

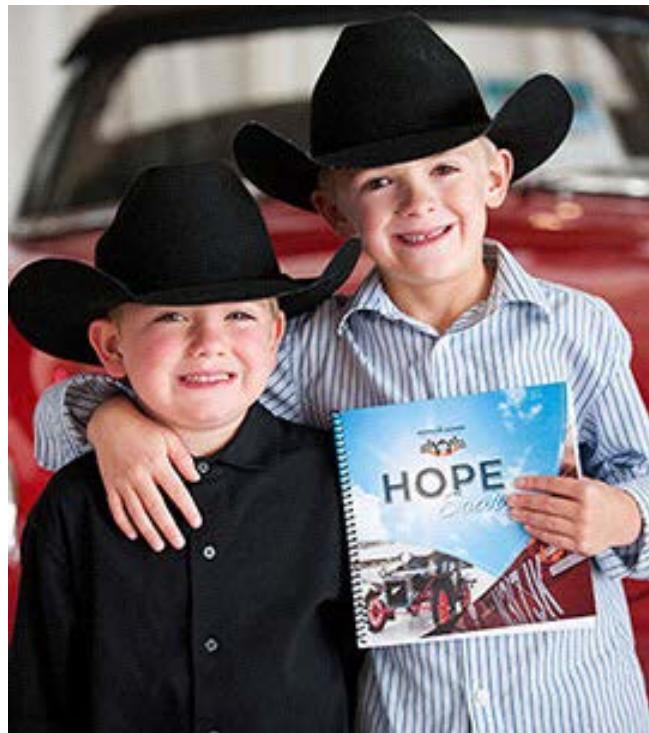


Continued from Page 1

Morgan Adams Concours d'Elegance

The Morgan Adams Concours d'Elegance is an exclusive, exhilarating aircraft, automobile and motorcycle preview with silent and live travel-related auction components. The event brings together a collection that spans all collectible eras, representing an incredible array from the earliest significant air/auto/motorcycles to breathtaking modern jets and super cars. The list of attractions at this event boasts one-of-a-kind vintage vehicles, one-off-assembly automobiles as well as custom private jets and extraordinary vintage aircraft.

The Morgan Adams Foundation, a 501(c)3 organization, dedicated to improving the quality of life and survival rates of children diagnosed with pediatric cancer. Founded in October of 2003 by Joan Slaughter and Steven Adams, the Morgan Adams Foundation is inspired by the memory of their daughter, Morgan, whose life was taken in 1998 by a brain tumor when she was six years old.



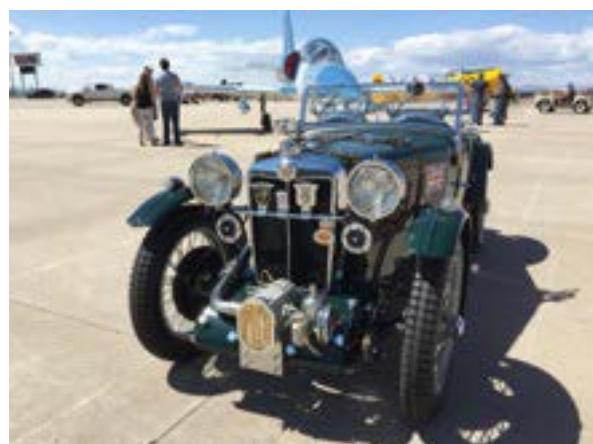
The Morgan Adams Foundation hosts two very successful fundraising events, Artma and The Morgan Adams Concours d'Elegance. Since 2001, their fundraising work has resulted in donations of more than over \$2,500,000 for pediatric cancer research at The Children's Hospital and other cancer research organizations. The Morgan Adams Foundation mission is to raise awareness of and financial support for pediatric cancer research. The Foundation

seeks to attract individual contributions, foundation grants and corporate donations. By increasing available funds, The Morgan Adams Foundation Concours d'Elegance will continue to finance much needed areas of pediatric cancer research, treatment and support as well as other viable cancer-related programs. The Foundation will continue to host annual fundraising events and through these efforts hopes to help expand the treatment options for youth in our community.





Morgan Adams, Continued





Santa Maria, California

July 10 - 14, 2017

Monday through Friday

Registration Fee

\$45.00 USD before March 1, 2017

\$55.00 USD after February 28, 2017

In Spirit \$25.00

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

HOTEL INFORMATION

Radisson Santa Maria

3455 Skyway Drive

Santa Maria, CA 93455

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

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

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

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



An Action Packed Week in Monterey

By Randy Copleman

About 4 months prior to the Pebble Beach Concours d'Elegance, we were invited to share the week with two couples who had a house reserved for the week in Pacific Grove, a block from the Pacific Ocean. The discussion of attending the Concours, vintage Racing at Laguna Seca and all the venues of the famous week was one of our "Bucket List" item, we jumped on the opportunity.

The excitement started when all six of us (Ed and Karen, Chuck and Ava, plus Sandy and I met for a planning dinner a couple of months prior to the trip. Since the other two couples were veterans and knew the tricks of the week, we listened and were really getting excited. A tentative plan was worked out for the week, with eating breakfast at the house and all other meals would happen while we were out during the days. Highlighted events started firming up in an agenda during the remaining months and weeks prior to Concours.

We all took our own paths from Arizona, with two couples driving and one couple flying. We all met at Costco in Pacific Grove on Monday prior to picking up the keys for our rental to stock up on food and spirits for the week. When we all got to the house we were awed by the beautiful house with a view of the ocean. We barbecued a wonderful fish dinner the first night and relaxed in the spa afterwards. It had been a long day for all of us. Time was taken for a final review of the agenda and planning for the week.



The next morning, Tuesday, Day 2, the guys got off to an early start... destination Carmel. The ladies went to make some plans for the Arizona Concours d'Elegance Party to be held that night. (side note: There are no

street number addresses in Carmel. Your house or business is listed by the street and sometimes business will state between two cross streets). The highlight in Carmel was the Car Show. The downtown streets are blocked off and the cars are parked by category. This car show kind of warmed us up for the unfolding week. We all had a great time, with talking to the car owners and visiting the many Boutiques and Speciality stores in Carmel. By mid-morning, the ladies caught up with us. By then, the streets were full of excited folks studying the cars and taking bunches of photos. Early was definitely a theme throughout the week and so was late!



Not out of energy yet, the six of us went to set up the party sponsored by the Arizona Concours de'Elegance, which is held every January at the Arizona Biltmore in Phoenix. The setting was in a beautifully restored house in Monterey, with a fantastic view overlooking the ocean. In attendance were previous entrants in the Arizona Concours and prospective new entrants. After a beautiful sunset and an evening of fine wine and hors d'oeuvres, a





wonderful time was had by all. With an exhausting day behinds, us we went back to our house and planned out the next day.

Wednesday, Day three, provided two primary activities to keep us busy, "Little Car Show" in Pacific Grove and the "Rolls Royce and Classic Car Club of America" reception at La Playa Hotel in Carmel.



The Little Car Show, lining a street in Pacific Grove, was both fun and funny. Some interesting small customs, along with cars including MGT Series, MGAs and MGBs. A MMM car would of have a great addition!

Upon leaving the Little Car Show we wandered over to Bonhams Auction, which has the reputation for having a high standard for cars they auction. A lovely setting in the hills of Carmel, where we found a very nice 1936 NB up for auction and a catalog full of gorgeous cars. Shucks, I left my checkbook at home!



109

1936 MG NB MAGNETTE TOURER
Coachwork by Carbodies Ltd.
Chassis no. NA/0933

1,271cc SOHC Inline 6-Cylinder Engine
Dual SU Carburetors
56bhp at 5,500rpm
4-Speed Manual Transmission
Live Axle Suspension with Hartford Shocks
4-Wheel Drum Brakes

• One of just 128 MG NB Tourers built
• Recent restoration by marque experts
• One owner for over 50 years!
• Shown at the Amelia Island Concours d'Elegance

\$75,000 - 100,000
WITHOUT RESERVE

Bonhams

Later Wednesday evening, Ed and Karen, along with Sandy and myself, attended the Rolls Royce and CCCA Reception which was a bit more formal so we dressed accordingly and enjoyed the evening with other car aficionados. This evening at the La Playa Carmel Hotel was highlighted a light dinner and delightful wine provided by Jordan Vineyard from Sonoma County. The theme was meeting folks and talking about their cars in the most delightful surroundings. A short talk followed, focusing on getting the younger generation involved in the collector car hobby. Chuck and Ava were invited to the Bugatti Owners Party and had a great time as well. Another late evening!



Thursday, Day 4, found us heading back to Carmel. The highlight in Carmel was the arrival of many of the cars which were entered into the Concours. The downtown streets were blocked off and the cars arrived parade-like with streets lined with enthusiasts, pointing out their favorite marques. Carmel is a small town and parking was difficult, so getting settled in prior to the cars arriving meant you needed to get there early.

After the Concours cars arrived, they were parked per class. The folks watching the parade then walked downtown and what a crowd! Plenty of room for all, but



one needed to chart their path not to bump into someone. Cameras and conversations were abound!



For us the day was just starting. We had a nice lunch in Carmel, which was not easy, but a car friend knew the owner of a great restaurant. With tummies full and excited about seeing all the cars and making friends, we headed for a look at the cars entered at RM Sotheby's Auction.. No MMM cars, although among the entrants was a nicely restored Jaguar and an interesting jet powered Indy race car at R&M.



The grand finale for Day 4 was the Hagerty Party at The Lodge of Pebble Beach. This was a well attended formal party with a breath taking back drop of the ocean. A time to meet and greet with many interesting people. Hagerty is really engaged with the car enthusiasts community and doing a lot to support our hobby.



We managed to make it to Friday, Day 5. Chuck and Ava, who drove their fully restored Mercedes Benz 240 SL up for the week to enter it in the, "Legends of the Autobahn" car show. We met up with them in the afternoon. Meanwhile, the four of us have the morning to go to the Automotive Fine Arts Show. This show features artists and vendors selling car related items. In the lobby we saw a Bugatti replica made by Pur Sang in Argentina. This was a very well done replica and hard to believe if could be done to such detail.



In the afternoon we met up with Chuck and Ava at the car show in time to see them being presented their First Place Award. This car show was inland in the rolling hills outside of Monterey.

Saturday, Day 6, found Chuck, Ava and their 240SL being filmed on location on the 17 Mile Drive by Mercedes Benz for a TV ad. Meanwhile Ed, Karen, Sandy and I were off to the Laguna Seca Races.



Laguna Seca is rich in race history. We spent two mornings going through the pits looking at all the race cars which ranged from the early 1900's to recent. What a collection. We ran across Michael Jacobsen's very historic 1934 NA, being raced by his son Leif. The car has been raced extensively and has many holes in the frame for lightening. There were great sounds and smells all day at the race track.



To complete Day 6, as we weren't tired enough at being at the races all day, we needed to set up our blanket and chairs for the Pebble Beach Concours, which starts early the next morning (Sunday). The concours is held in Pebble Beach, close to the 17 Mile Drive and the roads are all set up the day before for traffic control, while still maintaining access for the residents. So being clever with a map,

taking all the correct turns to gain access requires experience which Ed, Karen, Chuck and Ava had from previous years. Some of the residents sell parking spots for concours day, which they had previously done with the same owner for the past couple of years. So our mission, the night prior to the concours, was to stop by the house where we will park the following day for the concours and to walk in the blankets, chairs



and food close to the awards ramp on the concours field. The walk from the house to this location was about 1/2 a mile. It took 5 of us like pack mules to get it all down there in one trip. We set it up, went back to the house where our car was parked and let the owner know we would see her bright and early the next day for the concours. Then off to a well deserved dinner!

The big day, Sunday, Day 7 came very early. The six of us needed to be down the Pebble Beach Concours for, "Dawn Patrol". Dawn Patrol is a name coined by the folks who arrive early to watch the entered cars parade in to be parked and shown for the day. We are talking the break of dawn! Once again, threading the roads to the house where we are to park our car took precision navigation. One wrong turn could be costly for loss of time. We made our way to the house and marched down to watch the cars come in. This is important as we could hear and smell the cars as they were paraded into place and the main crowd has not arrived yet. Hagerty is one of the sponsors of the Dawn Patrol. The setting on the golf course on the bay was stunning with perfect coastal weather. The cars and motorcycles are detailed to extremes and are very special to be accepted by one of the best car shows in the world.

As the cars were finally parked and the crowds start arriving, the concours got pretty crowded with the owners, attendees and judges. The cars were photographed, souvenirs purchased, breakfast and lunches eaten in preparation for the results of the judging and awards presentation.

Prior to the awards there were introductions of the special folks attending... Sir Stirling Moss, Sir Jackie Stewart, Jay Leno and many more. Jay was auctioning the opportunity to tour his garage for a charity which was a lot of fun to watch. Our efforts setting up our picnic near the awards ramp paid off as we were very close as can be seen in some of the following photos.



Following the concours, Ed, Chuck and myself carried all the chairs and blankets back to our parked car and then met up with Karen, Ava and Sandy at Gooding's Auction. We were all pooped out after a long week, long day and lots of walking. we headed back to our house.

On Monday, Day 8, we all got up, packed, hugged and started our individual journeys back to Arizona. We all agreed it was one of the best weeks we ever had!

We said good-bye to the Pelican on the upper deck.



Pebble Beach Concours d'Elegance



More Photos





Pebble Beach Concours d'Elegance, Cont'd





The Magnificent MG Airline Coupé - by Lew Palmer



Lou Louchios' PA Airline Coupe

Many consider it the most beautiful of all MGs ever made. And far be it from me to disagree. The MG Airline Coupé was the inspiration of Mr. H.W. (Henry) Allingham, a noted designer of automobiles from the early to mid 1930s, working from his offices in central London at 10 Stratford Place.

This was the end of the period which was marked by the “open coffin on wheels” school of automotive design. That being the very simple boxy body mounted high up on top of the chassis, sometimes of closed design, but more often than not of an open two or four seater design. However, the Art Deco period was beginning and finding its way into wide areas of industrial design. It was only a matter of time before this style found its way into the more dramatic period of automobiles of the 1930s.

Enter Mr. H.W. Allingham.

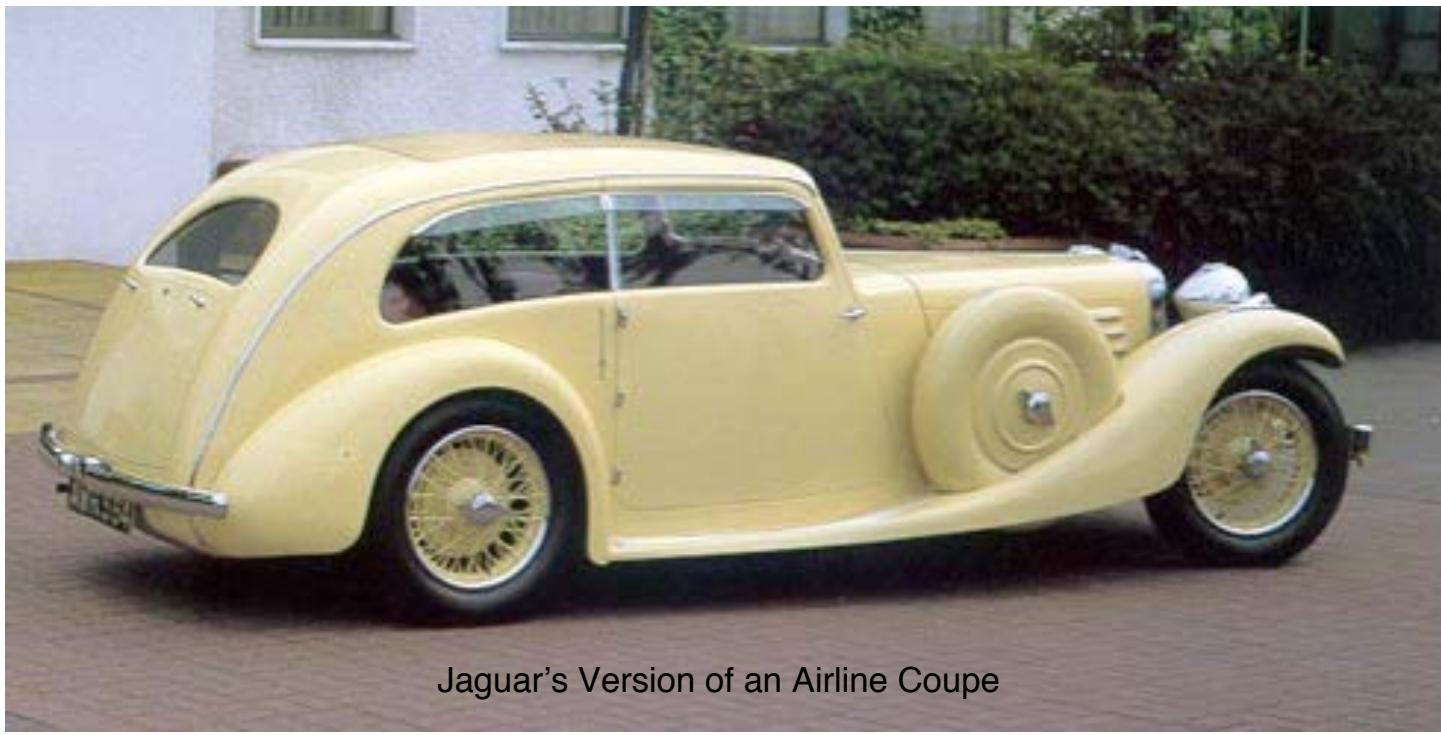
Allingham had been involved with automobiles since the early 1920s having been employed by or a principal of firms doing work for Morris, Austin, Wolseley, and MG. He was not, strictly speaking, a coach-builder, but a designer of some note. In 1931, he formed his own company which designed the Vauxhall Airline Coupé on the Light Six and DX chassis, the Vauxhall Stratford Tourer, the Rover Six Drop-head, and the MG Allingham Coupé bodied for him by Whittingham & Mitchel. The Vauxhall 27hp Coupé de Ville, “St. James” bodied by



THE HRG Airline Coupe

Motor Bodies, and, of most interest to us, the MG P, N, and TA Airline Coupé. Of the last, one spare body was sold to HRG as a market test but never pursued further.

Although carrying the same name, the Airline Coupé sold by Jaguar Cars bears little resemblance to its MG namesake, being a much larger car and without the same lithe, graceful lines. Indeed, during the period of the 1934 to 1939 period, many automobile companies attempted various integrations of “airline” themed models into their lineup, to varying degrees of success from both a styling and marketability standpoint.



Jaguar's Version of an Airline Coupe

During the period from the introduction of the PA in 1934 through the early days of the TA in 1936, a total of 50 MG Airline Coupés were manufactured. Of these, 28 were on the PA chassis, 14 on the PB (including four converted by the MG factory from unsold PAs), 7 N-types, including both NA and a single NB example, and finally on the TA. Owing to the introduction of the TA Tickford, the Airline was dropped after only one example.



One of Only Two TA Airline Coupes

Of the 50 MG Airline Coupés originally built, only about half of those numbers still exist. Many were deemed to be “just an old car” and were doubtless scrapped as they had passed their prime. As hard as it is to believe today, a few had their original bodies replaced with the more common 2-seater, 4-seater, or special custom built racing bodies. Rare would be the owner who would consider such a transplant today.

There is one “homemade” Airline built starting in 1938 on a K2 chassis purchased over-the-counter. The owner took several years to build the body, not finishing it until after World War II. After spending a few years in the hands of two enthusiastic US collectors, it has now been returned to the UK. And at least one owner, liking the style and grace of the Airline body, has made a very credible example out of carbon fiber now mounted on a TD chassis.



A Homemade Carbon Fiber TD Airline



The Airline carried a premium over the price of the standard open models, selling for £290 for the PB, as compared with £220 for the 2-seater and £240 for the 4 seater. The larger 6-cylinder N-types carried a somewhat higher price tag. No doubt some of this extra cost was the result of a very much more complicated body structure, which can be seen in the accompanying photograph of a newly manufactured body frame by a craftsman in the UK.

Some, too, was likely due to the quite luxurious interior appointments. MG was known for its willingness to charge somewhat more for cars which, in their opinion, offered a bit more performance or style.

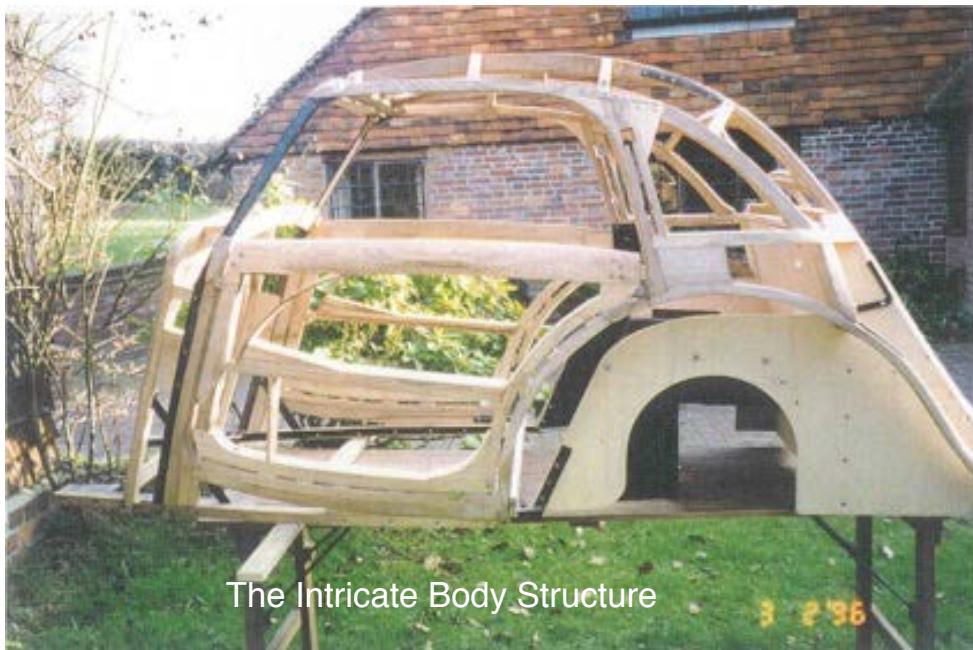
Although the Airline Coupé was carried as a part of the MG product line, it like many other specialist-built MGs of the time, were shipped to the bodybuilder as a completed chassis, where they would be fitted with the enclosed body and subsequently distributed out to the MG dealer network.

It was based on the standard chassis and running gear of its respective model, but there were often subtle changes made. For example, since the P-type Airline bonnet was somewhat taller and wider than the standard 2-seater, Carbodies added packing pieces in place of the foam rubber seal around the firewall. The foam rubber was then added back and carried in these packing pieces. Likewise, the style of the bonnet was modified from the standard car, having the louvers running nearly the whole length rather than the standard halfway of the two-seater.

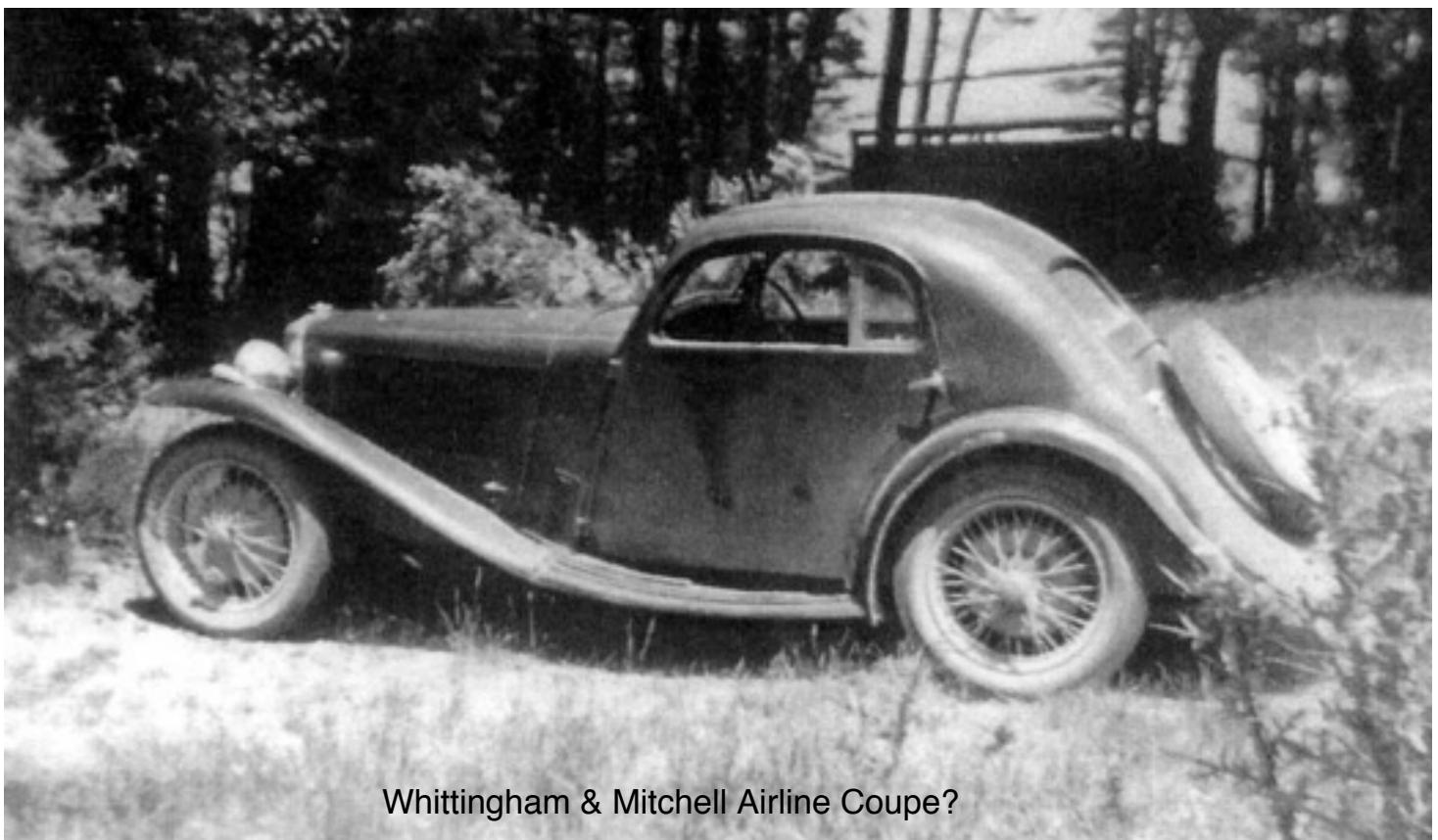
Since Carbodies only made a few Airline Coupés at a time, there was very little that was made especially for the model. Most of the trim and fittings were purchased from their regular suppliers. Happily, this makes the job of the modern restorer a little simpler, as replacements can often still be found on the shelves of the specialists or in the stock of owners of other cars of the era.

The Airline Coupé was, however, pretty much of a hand-built body. Having examined a number of them, they all follow the same general pattern. However, no two seem to be exactly alike. Some were paneled in aluminum, others in steel. My own example had a curious mixture of both. Various body fittings seem to vary, as well. This may be due to the fact that the build batches were so small – never more than four at a time. So it is entirely likely that whatever part was used was simply a case of whatever was on hand at the time.

Although it is apparent that the majority of Airline Coupés were built by Carbodies in Coventry, at least one



The Intricate Body Structure



Whittingham & Mitchell Airline Coupe?

NA example appears to have been built by Whittingham & Mitchell. It is my contention that H.W. Allingham may have presented his general design to these two companies, then selected the execution which he, as the designer, best suited his vision. This example spent the early part of its life in New Zealand and was converted to a racing special in the early 1950s. In later years it was reasonably successful on the vintage racing circuit in the US. Having changed hands once again, it is now being reconverted to a proper Airline Coupé body.



The Distinctive Sliding Roof

Although the MG Airline Coupé follows the characteristic styling cues of other cars in the Art Deco period (the falling waistline, pillarless windows, and two-toned color schemes) few other cars carry it off as well as the Allingham-designed MG Airline Coupé. The recessed spare tyre, the large wire wheels, the distinctive triple-windowed sliding roof, and the graceful sloping tail, come together in a way few others achieved.



Where Are They Now?

There were a total of 50 MG Airline Coupés manufactured between the years 1934 and 1936. The breakdown by model was as follows:

| Model | Year Manufactured | Number Built | Estimated # Surviving* |
|----------|-------------------|--------------|------------------------|
| PA | 1934 - 1935 | 28 | 12 |
| PB | 1935 - 1936 | 14 | 7 |
| NA | 1934 - 1935 | 6 | 2 |
| NB | 1935 - 1936 | 1 | 1 |
| TA | 1936 | 2 | 1 |
| Homemade | Various | 2 | 2 |

* A number of original Airline Coupés still exist but have been converted to other body styles, so are not included in these numbers.

As one might expect, the majority of the known remaining Airlines are pretty evenly divided between the UK and the United States with the remainder spread throughout the world.

| | |
|-------------|---|
| England | 6 |
| US | 7 |
| Switzerland | 2 |
| Australia | 1 |
| Canada | 1 |
| Germany | 1 |
| Japan | 1 |
| Luxembourg | 1 |
| Sweden | 1 |
| Wales | 1 |
| Unknown | 3 |

Some of these are magnificently restored and running examples. Others are barely more than a rusting hulk awaiting their return to former glory.

Should you own or know of any existing Airline Coupés, and have not been in touch, you may wish to contact the author via the Airline Coupé web site at <http://www.roundaboutmanor.com/airline>.



A Restorer's Notebook

by Chris Leydon

Notebook
Section: 1.10

Last Word:

When my interest blossomed for MG's many years ago, the considered opinion among paleontologist was that the differentiating characteristic of man's ancestor, Homo Erectus, and the rest of the animal kingdom was the capacity to manufacture tools. Current research, of course, has disproven this theory as well as most theories taught to me as a lad, but my early reflections on this common identity with early man cemented within me a love for tools and machines which has endured.

In the many articles that I have written for the newsletter, I have received only two responses from registrants: the first was a request to contribute articles which might be of more human interest and the second, my articles were "too technical" and "not everyone has a milling machine and a lathe!" Experience is often a great educator and after forty-five years of vintage engine building, my opinion is that the Triple M engines are considerably more difficult to rebuild than T-series MG's, 250 Ferraris, Lotus, HRG, Healey and the like. Every tolerance in the Triple M engine is a machined tolerance which makes obvious the necessity to have some sort of machine to accomplish most tasks. My mission in composing tech articles has simply been to show how I did things. They have been written with an observation and humility that there are perhaps multiple paths by which like challenges might be addressed.

With this, my last article for the newsletter, I have tried to come up with a subject matter that, although might not be authentic to MG, does not require an expensive tool or machine. It does, however, require a simple bubble balancer sometimes found at a garage sale.

Wheel Balancing:

There are MG owners and MG drivers. I am of the latter type and if my K can't pull at 6000 rpm or negotiate a Colorado Mountain pass at speed, I don't want to own it. But to have it stay on the road, my steering and suspension have to be tuned which includes precision balancing of my wheels.

The rims on the MMM cars are reasonably narrow compared to wheels used on modern cars. Balance considerations are usually confined to a single plane which permits the use of a bubble balancer with excellent results. Note: if a modern spin balancer is used, the attachments must locate the inner hub with a tapered cone and a reverse tapered cone to capture the outside taper located on the outside of the wheel hub. In my previous life, I had machined special adaptors for 32mm, 42mm, 52mm, Bugatti and Rolls Royce for this purpose.

This photo shows the general layout. It incorporates the use of 1/8" diameter lead solder, a bubble balancer and a chair to ease the discomfort from the long hours required to accomplish this job.

Referenced photos on next page

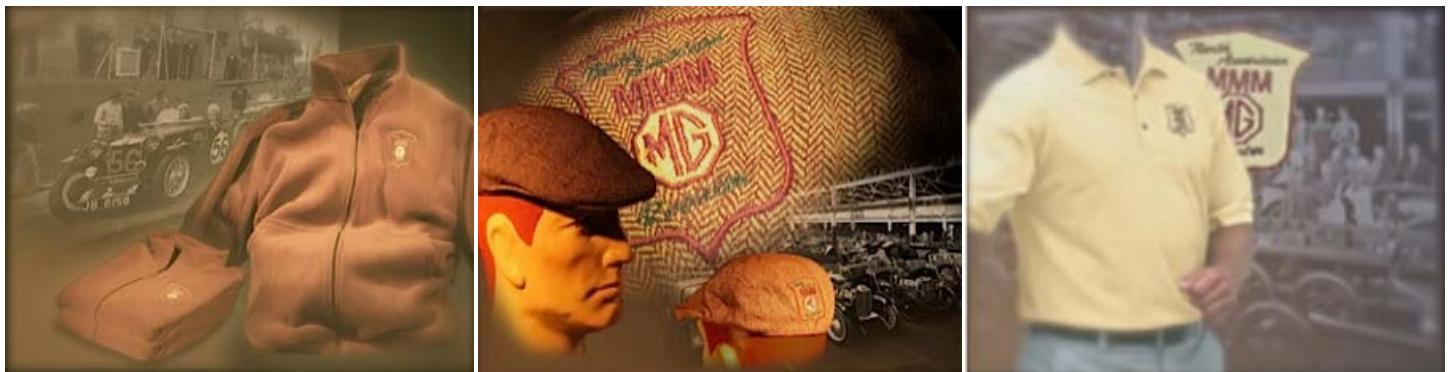
Editor note to Chris - Thank you for your outstanding articles over the years and most recently allowing me to have the opportunity to interact with you in philosophical, technical and basically friendly correspondance. Not very many folks rise to the level you have in so many areas and our peep hole into your technical depth as been truly astonishing. Best Wishes to you and Rita driving your KN in the mountains of Colorado and enjoying retirement in Salida, Colorado





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

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Page 187

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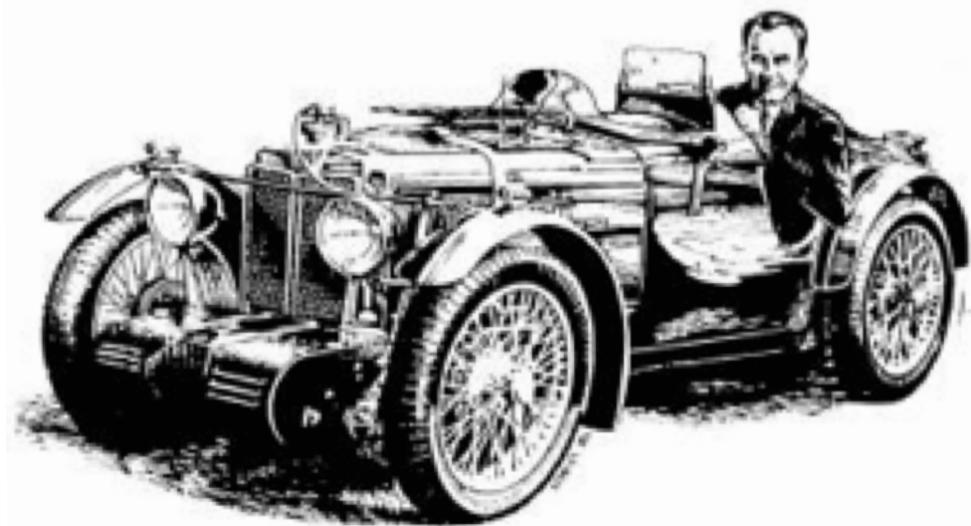


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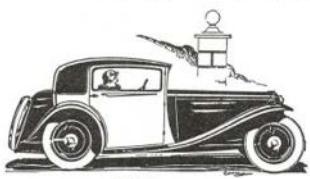
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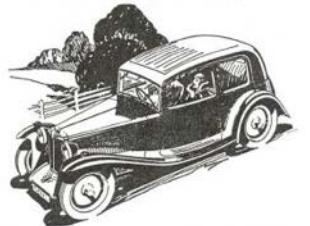
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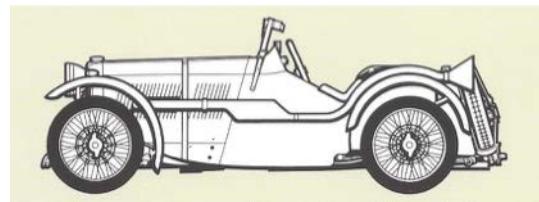
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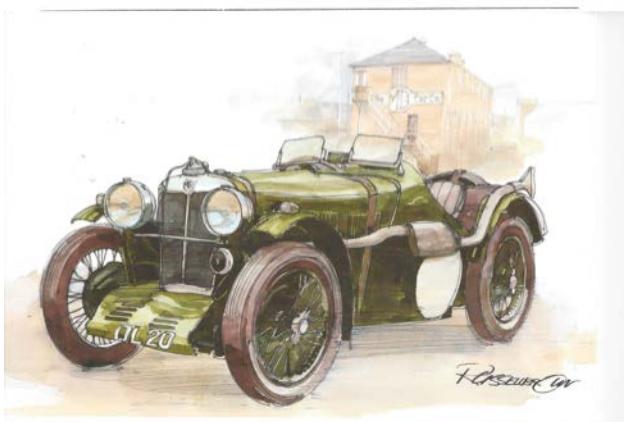
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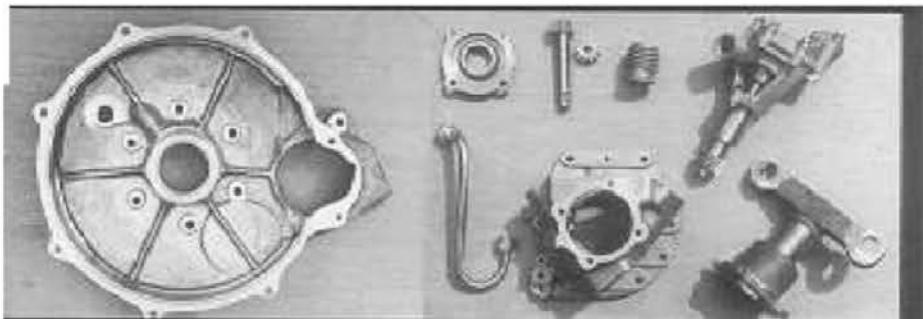
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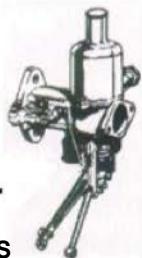


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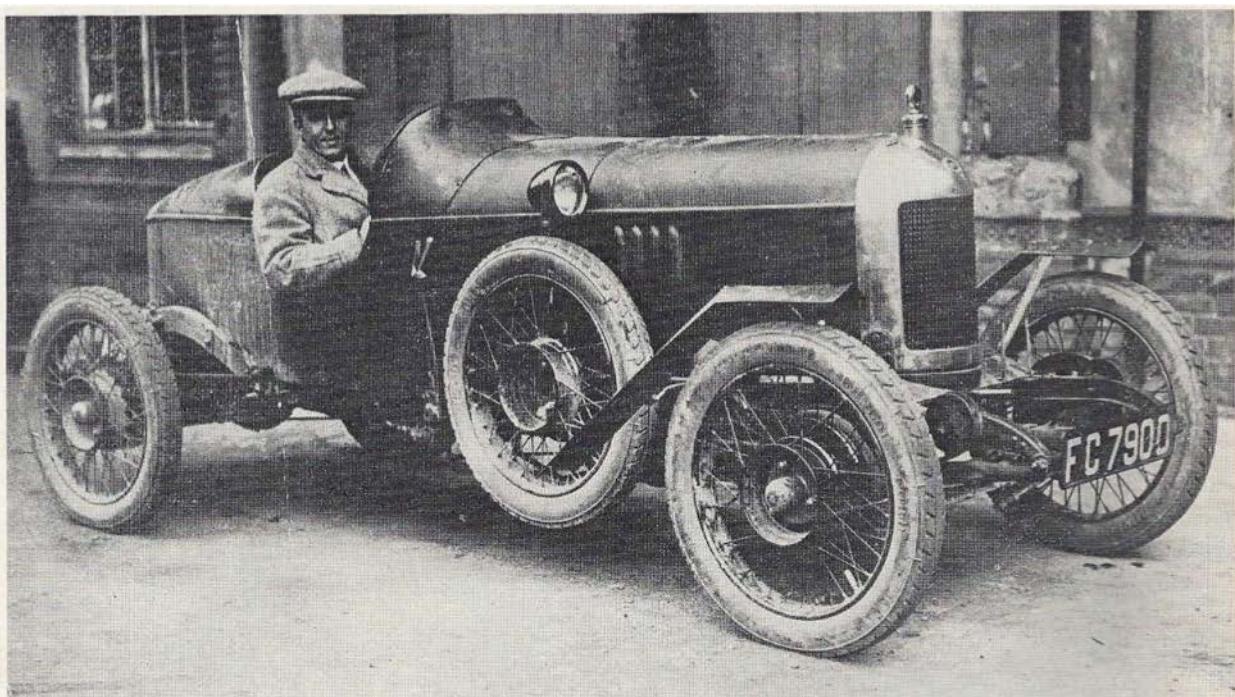
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Source: Veteran and Vintage Magazine, October 1975. This photo was included
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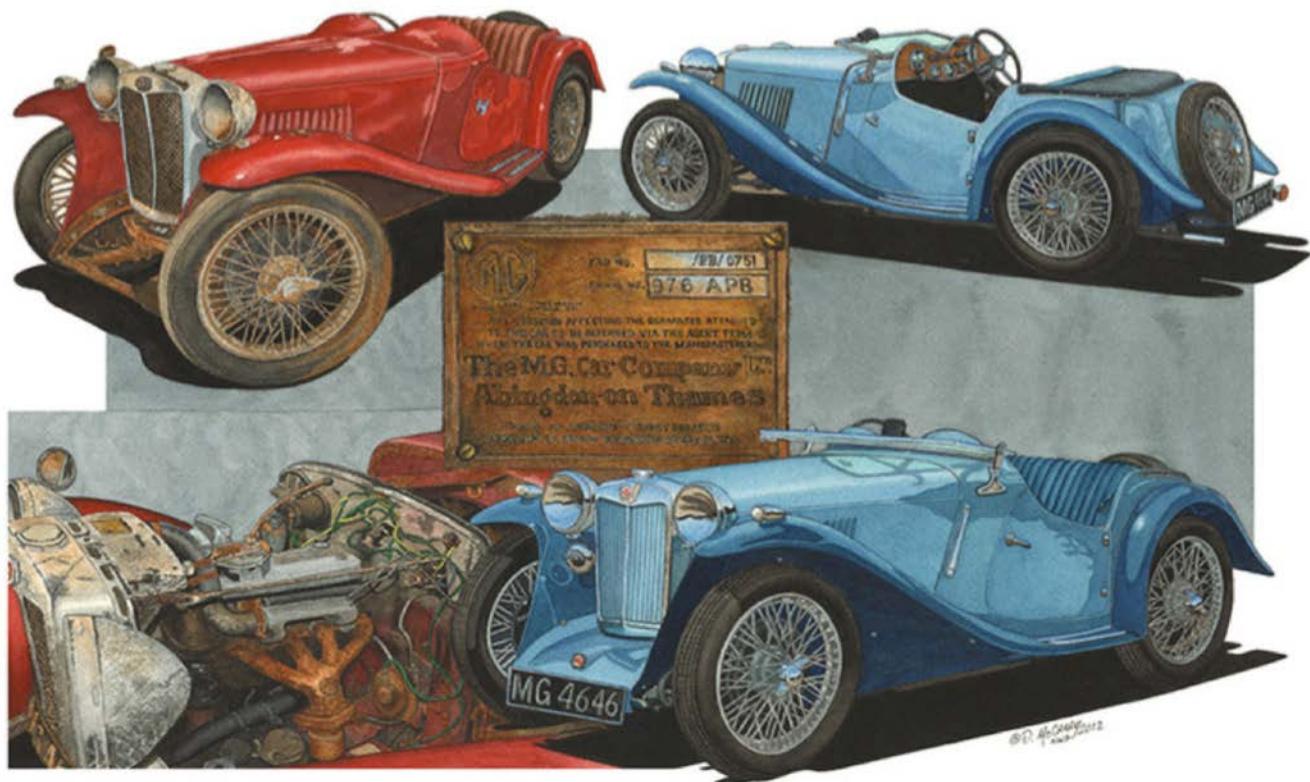
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THE NORTH AMERICAN TRIPLE-M REGISTER

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

1. PURPOSE

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

The objectives of the Register are:

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

2. OPERATION & MAINTENANCE OF THE REGISTER DIRECTORY

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



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

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

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

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

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

3. TRIPLE-M REGISTER REGISTRATION AND REGISTER NUMBER ALLOCATION

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

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

3.1 Guidelines for Register Listing

Definitions.

For the purposes of these Guidelines:

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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



listed under that number unless it is later proved otherwise.

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

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

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

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

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

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

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

3.2 Guidelines for the Allocation of Register Numbers

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

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

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

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



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

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

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

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

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

Notes

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

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

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

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

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

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

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

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



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

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

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

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

5. COMPETITION RULES

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

6. REPLACEMENT ENGINES AND CYLINDER BLOCKS

For various reasons it may become necessary:

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

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

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

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