

*"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*



## The Little Car That Could

### By Ruth and Schuyler Hoffman

*The following article is reprinted, with permission, from the Nov/Dec, 2011 San Diego MG Club Newsletter, "On The Marque"*



In 2007 Ruth and Schuyler Hoffman received a call that a couple of early MGs were looking for a new home. Ruth realized that she had not yet figured out what to give Schuyler for his birthday - so brought her checkbook. They came home with a 1932 MG J2 that was in original condition having been stored in our dry California climate for many years. Schuyler had just finished Ruth's 1952 MG TD and was getting bored with nothing to do. This would be a fun project, and having already restored a 1970 MGB

Roadster, 1974 TR6 Roadster, 1964 Austin Mini Traveler Woodie, 1967 MGB GT, and the 1952 TD, it was time to try a pre-war model. The challenge was on.

Four years of restoration, including trips to the UK, and meticulous care to detail was needed to put this little car back to its original condition. That included replacing the incorrect front apron, incorrect back lights and such. Schuyler also was able to find professionals to rebuild or restore the original parts for the purpose of keeping the

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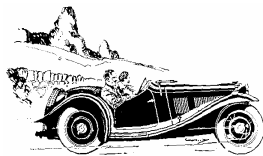
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## NAMMM REGISTER NEWSLETTER

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 Feb., May, Aug., and Nov. Please submit all contributions to Larry Long via:

e-mail at NAMMMRNewsletter@aol.com

"snail-mail" at 1411 Foxenwood Drive,  
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Preferred format is:

Microsoft Word or text format

JPEG format for photos (Please do not imbed with the text)

8-1/2 X 11 or smaller for line art

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Contributions are solicited for all activities associated with your MMM cars: local or national events you have participated in, technical tips, restoration progress, etc. Let us know what you are doing with your cars and how you have been enjoying them.

\*\*\*\*\*

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**September 19th at the English Motors at Fairbrook Car Show, the little J2 checks out its competition. Schuyler's J2, Best Stock Winner waits next to Best in Show Winner, Chuck Spielman's 1964 Rolls Silver Cloud III**



**John Barnard Best Stock MG Trophy and Best In Class: Schuyler Hoffman's 1932 MG J2**

where the pages were falling out. The little J2 was polished and shined ready to take on the big guys; the Astons, Jags, Rolls, and Bentleys. Did it even have a chance? There were many outstanding cars in this show including a 1928 Bentley, 1950 Jag Mark V DCH just to list a few.

It was a beautiful fall day and the little J2 was a big hit. At times there were so many people around the car, inspecting every inch, that you could not even see her.

When trophies started being handed out something very special happened. For the first time in British Car Day history, an MG took home the coveted Best in Show trophy. This was the day, October 2, 2011, that the "little car that could became the "little car that did".

car as original as possible. Not an easy feat.

In June of 2011 this little car was ready to go on the road. In September the car entered the English Motors at Fairbrooks Car Show and won the John Barnard trophy for Best Stock MG and First in Class. The car was then registered for the San Diego British Car Day show, competing with over 320 British cars of all marques. Held at Liberty Station this is the largest all British Car Show in California. A poster board was created, Ruth had previously created a book on the full restoration of the car including it's history, which was taped up



**Oct.2, 2011, San Diego British Car Day, Best in Show**



# The Little Car That Could—Before and After

See page 24 for more photos



*December 16, 2007, Schuyler and Mike Haynes, who did paint and body work, roll the car out of the garage to go home for the restoration to begin*



*June, 2011. Car is completed and ready for its first trial run.*



*The before picture shows the wrong front apron with the after photo showing the correct apron installed and back to original condition.*

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# Chairman's Chatter

**Bill Tantau**

The Ides has passed as have many days when venturing forth in a MMM MG would not necessarily be dangerous, but none the less foolhardy, cold and nasty! Instead, I'm putting in time on my new Kubota tractor with its seasonal attachment - a serious snow blower... the skinny tires will just have to wait!

I understand from our faithful editor/publisher that very few of you loyal members are offering up printable stories - can that really be true, with all out cajoling and pleading?? Come on guys and girls let's get with it! You must have a few motorheaded things to relate?

I trust those of you who are able will be heading to Pheasant Run in St. Charles July 24th for our annual BibGall in conjunction with the Vintage Club of Chicago's GOF Central. I'd like to say that 4+\$ gas won't keep me away, but the trip from the left coast to Chicago will really test the limit. All I can say is do your best to be there mates!

**Bill**

# Registrar Ramblings

**Lew Palmer**

It is with great pleasure that I announce the selection of the 2012 Annual Triple-M event. This year we will be meeting in conjunction with GOF Central in St. Charles, Illinois. The dates are **July 24 through July 27, 2012**. St. Charles is about 40 miles due west of Chicago, so there is no need to drive through Chicago proper. The headquarters is at the Pheasant Run Resort, one of the nicer resorts in the upper Midwest.

I have attached a brochure (See pages 19 and 20) which includes the details on the hotel reservations and some general information of the event. The event schedule is still being finalized. You can be certain that we will also have our traditional Bibulous Gillimauphy, our own Triple-M members dinner and social hour, which is our private Triple-M time, sure to be enjoyed. This will be at a nearby restaurant within easy driving distance from the hotel.

Please consider attending this event, as it is our once a year opportunity to meet and greet other members of the NAMMMR. I would hope to have as many members, with their Triple-M car, there as possible.

See you in St. Charles! **Lew Palmer, NAMMMR Focus Event Coordinator**

We are well on our way with the annual membership renewals with close to 100 people returning their form and check. I appreciate your efforts, as it makes my job a whole lot easier. If you haven't yet sent in your renewal, please do so as soon as possible. The dues are nominal, but the benefits to you are great. I generally try to have them all in by the end of February so we can start production of the membership directory. It is bothersome to have to re-edit the directory when one or two people are late and I have to reposition all of the names in the printer's copy.

We would like to welcome the following to our group:

Ian Marr  
856 Eagle Drive  
Burlington, Ontario  
L7T3A2 Canada  
PB0474

Mike Bridges  
9831 Green Road  
Midland, VA 22728

James Scott  
Emax Oil Company,  
2220 Ivy Road, Suite 401  
Charlottesville, VA 22903  
PB0539

Nick & Ceris Feakes  
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Peter Davis  
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Jonesborough, TN 37659  
PA1127

Rafael Martinez  
G-6 Green Hill St., Garden Hills  
Guaynabo, 00966  
Puerto Rico  
PA1066

John Orrell  
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Shirley Splaine  
775 Winona Road  
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J2245



# The Motorcar and the Game of Golf.

What the Former has Done for the Latter.

By a Golf Expert.



WITH the majority of golfers the motorcar is a perpetual topic of conversation. I was sitting alone in the club-house the other day and the constant mention by those around me of such matters as closed bodies, gear-changing, balloon tyres, four-wheel brakes, Rolls-Royces, Morris-Oxfords, and so forth, left no doubt in one's mind—not that there was previously any doubt—that motoring is an all-absorbing subject, even to those assembled for another purpose.

To the golfer the motorcar is a priceless asset and it has been the means of popularizing the game enormously. Not only does it make things easy for the golfer who plays chiefly at home, but it gives him a wide choice in his "home" links. Furthermore, the motorcar has opened up a new phase of golf—that of visiting other courses on a big scale. This is not merely a highly pleasurable undertaking—some say it is the greatest golfing joy of all—but it assists the many players whose aim and ambition it is to perform better.

There is no training quite like that provided by constant changes in the conditions. To the inexperienced the strange course may be irksome, but once he overcomes that feeling it is the means whereby he may become a better and more resourceful performer. It is motoring that has made this possible, for one may easily spend half a day in getting to a course which, with the aid of a car,

can be reached well within the hour.

But even if one has the time to spare, it is of great assistance to the golfer to arrive at the links with a minimum of effort. It has been said that 75 per cent. of golfers are middle-aged, and this being so they require all the assistance they can derive from easy transport. Then there is the advantage of being able to take ample equipment with the least possible trouble. It is inconvenient to have to consider how little you can take in the way of clothes, but with the motorcar the player may take two changes if he considers it necessary. Sometimes it is, if his mission is a match or competition in which he has to turn out whatever the weather.

## *Driving is Not Fatiguing.*

The latest motor vehicles are so efficient and easy to drive that several times last season I thought nothing of driving a 12 h.p. car well over a hundred miles and playing two rounds of golf as well. In fact, on more than one occasion I have felt so fit after the evening meal that I have written a couple of articles before going to bed. I am not suggesting that this was a remarkable feat of endurance—obviously, a run to the links of 50 or 60 miles is not formidable—but I do say that 10 or 15 years ago we should have thought more of it than we do to-day.

Some people—and very worthy people, too—deplore the present state

of affairs. "A strong, healthy fellow like you ought to be ashamed of driving to the links. In my younger days we thought nothing of walking two or three miles to the links and playing two rounds, and carrying our own clubs!" is the kind of criticism with which one is sometimes faced. Everyone is entitled to his opinion, and it is possible that I, too, hold extreme views, but it cannot be gainsaid—and such critics seem to lose sight of the fact—that competition is keener than ever to-day in every phase of life, and time has to be "made" in this age of rush and bustle. If we did not use our motorcars for such purposes as transporting ourselves to the links, we should not be able to play so much, and I do not think that even the imaginary author of the above-mentioned words will deny that exercise on fresh, green, springy turf is a far superior recreation to walking on the hard highway.

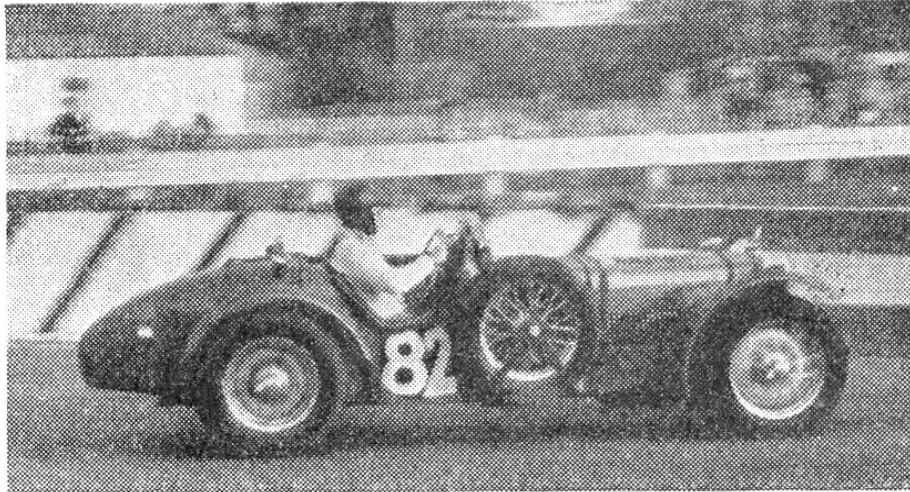
That the opinion of the majority is in harmony with this line of argument is perfectly evident from the increasing number of cars to be observed at golf courses every year. Indeed, the crush has become so great that practically every club has been compelled to enlarge its parking space very considerably. At some places the whole system is carried out in a most businesslike manner, with an official in attendance, otherwise it would take hours to get away.

This reminds me of another advantage in driving to the links, namely, that the player can go home to lunch—a point which often has its advantages. There is the social and domestic side, and, leaving the scene of action, many of us realize that a change of thought is a good thing, so, instead of sitting in the clubhouse between the rounds, saturated,

as it were, with golf gossip, we like to forget about the game for an hour or so. Personally, I am firmly convinced that we return to it mentally and bodily fresher when adopting this plan, and I can, therefore, confidently recommend it to all golfing motorists.

Another matter on which we should do well to reflect is that motoring and golf combine well at all times. It applies when away on holiday or when we can find time for

not more than nine or eighteen holes. Golf provides the right type of exercise and motoring the bodily rest. With these two all-absorbing pursuits there need be scarcely a dull moment in our lives. When we show signs of becoming weary and stale with much golf there is the car, and when motoring begins to lose its lure we can return to green fairways and closely-cut greens with an added zest. Truly, the motorcar is a great invention and golf a great game!



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# Dynamo Driving and Gear Meshing

By Michael A Jacobsen

The occasion for this note stems from my adventures at the Coronado Speed Festival a few years ago when the vertical drive shaft sheared at the base of the dynamo on my NA Special. Several times leading up to failure at the start of Sunday's race the timing had gone off miserably and I did not know the reason—I kept thinking that somehow the distributor had slipped, as the problem could be corrected by rotating it until I had full power again. This had actually happened three times before Saturday's 20 minute race, and been corrected, and the car ran faultlessly through that event, only to fail completely when started up the next day.

For five years I had been running one of the new dynamos provided from our English friends which are a two-brush device requiring a TC voltage regulator rather than the original Magnette cutout box. It worked very well until the shaft failed. The lower gear for these replacement distributors must be a P type one, rather than the N, as the original N type had a larger diameter shaft that was threaded for the gear retaining bolt outside, while the new one has a smaller diameter shaft that is drilled and threaded internally for a bolt (torque to 25 ft/lbs). Since there is also a woodruff key in this shaft, it is obvious the new one is much less substantial, and the fracture occurred just where one might expect, at the base of the gear where the woodruff keyway and internal hole end. I doubt if any N type dynamo shaft has ever failed in this way. Evidently the purveyor of the new dynamo believes the design to be strong enough for the 75 horsepower of my engine as he suggested it would only fail if misaligned. Five years of running and no oil leak at the top would argue against it being misaligned, but, after all it was five years of racing. I do recommend the new ones anyway, but you must also replace the crankshaft gear to use one, as the gears should be mated sets.

As it would be sometime before I could get a new dynamo I set about restoring an original one and temporarily got the car running with a belt driven TC generator, for which usage my father had fifty years ago made up a camshaft drive using the baseplate from an N dynamo with a specially made shaft to drive the cam, John Kernan's N Spl. has a similar set up, and Terry Sanders has old photos of an N running with a generator mounted on top of the valve cover, which thus must also have had such a shaft. Mine has a shaft that runs in sliding splines at the bottom which are part of a second flexible coupling, probably an old steering gear coupling.

Thus we come to the main point of this note, how to get your camshaft gears to mesh properly after having made a change, either in the dynamo, coupling, gears, machining of the head or any number of other things. The fitting of anything new can require the re-fitting of almost everything, for as the manual says, "all the various parts are so co-related in the MG engine." Thus with the plain

shaft drive and TC generator I had to fit different shims beneath the base plate to get the proper just perceptible backlash in the gears. And when I came to fit the new dynamo that finally arrived (again a 2 brush unit), I found the gears too loose even with no shims, so I had to remove the bottom gear (which I had just painstakingly installed as they come without), and fit a shim under the gear! When you fit the bottom gear to the dynamo, it is always necessary to put in a new woodruff key which requires careful filing and trial fitting, often going on and off several times.

Once you have the backlash in the bottom gears correct, you will then find you have a different set of dimensions between the vertical drive forks which must be taken up by packing washers to get the coupling to run true, which it must or you will tear up the oil seal and eventually break the coupling or the upper fork (which is less substantial than the lower). I have used washers as thick as 60 thou at each of the four bolts, which means I made up a total gap of 120 thousandths, not recommended. Better to get a deeper fork (but they come in only two depths) or to make up the difference by correct shimming of the drain housing and pinion. Read on.

The standard literature on setting up a MMM head always emphasizes that performance comes from getting the rockers set correctly (which is true). Usually it is said that the first step in this process is to center the camshaft over the lobes. This method ultimately will lead to the necessity of having a special thrust washer ground for the back of the camshaft gear in order to get the latter in the correct place to mesh with the pinion gear, for this reason: there is only one point in space that these gears will mesh correctly and if you aren't there you will feel a ratchet effect when you rotate the cam by hand and will lose power in friction and cause excess wear. You would be extremely lucky to find that your cam lobes were centered over the tappets and your gear was at the proper point in space without having to fiddle something. The tappets, of course, can be adjusted forward/back with washers and specially cut tubes on their shafts, but their lower faces must also be centered over the valve stems, which limits one's options. You can try to find the correct forward/back location of the cam gear with various combinations of the standard two thrust washers and Belleville spacers that the factory fit originally, but it should be remembered that the Belleville washers, which flex with thrust, and thus allow the cam to move back and forth, will be the cause of a slight irregularity in the valve timing (especially if your gears are spiral bevels), which is not recommended for racing. By the way, in measuring the space for the thickness of the thrust washer(s), I recently was stymied for a bit because I failed to notice that a new front cam bearing set I had fit protruded 15 thou from the front of the cam stand! While new cam bearings are available that do not need to be line bored, remember to check for this depth problem. The OE thrust washers I have measure variously .062 to .068" while the Belleville washers that go between them crush down to .015" each.

That single point in space for the meshing of the two gears obviously depends also on the location of the pinion gear, and this normally can only be moved up and down, not forward and back, since it is fixed in the head by its sleeve and bearings. This is why the location of the cam gear is most crucial. The teeth of the two



gears must mesh so that the inner ends of the teeth are flush. The pinion can be raised or lowered two ways, by altering the shims between the housing and head or by the washers under the head and foot of the bearing sleeve. The upper one of these is a thrust washer, and is available in two thicknesses that I know of, the lower is not and thus the lower one is the easier to replace with a thicker or thinner one. It has no oil grooves. Be careful not to shim the pinion up so high in the housing that it does not fully engage the oil seal at its base. There is no point in bolting up the housing with gasket seal between the shims until everything meshes correctly.

When I am ready to bolt up the vertical drive coupling I find this method best: leave the camshaft out, turn the engine to TDC with the distributor rotor pointing to # 1 plug

lead. Rotate the pinion fork so that the coupling holes match those of the dynamo fork (which will be in line with the crank), insert the coupling and measure the extra space between the coupling and forks. This will be the thickness you need to take up with packing washers, which if great can be divided between two sets of washers. With these in hand, rotate the pinion fork to right angles with the dynamo fork and put the bolts and washers in one at a time, rotating the engine to make it easier. When tight and running true, turn back to TDC and #1 plug and put the camshaft in with #1 lobes pointing up to 10 and 2. This is easier if you have straight cut gears; with bevels you may have to try bolting the cam stand caps down a couple of times before the meshing comes out right. When doing this, oil the bearings and tighten the caps a little at a time in turn. Adjust the tappet clearances, and repeat when the engine is warm after all is found to be well. Good motoring!

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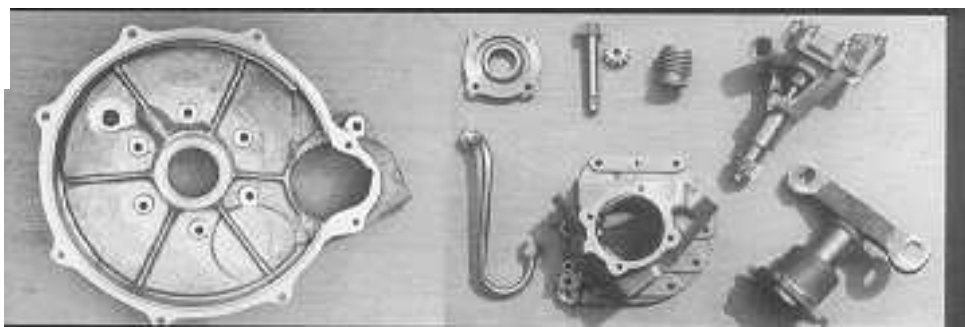
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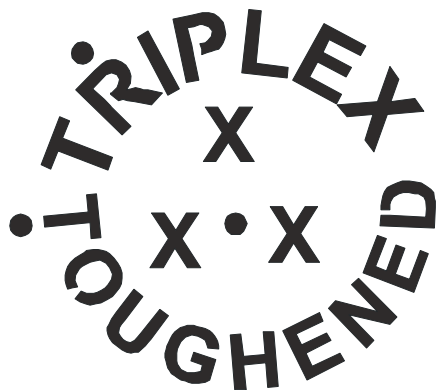
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*This Technical Topic was published in the Triple-M Register Newsletter*

**Subject: Oil Pump Modifications—M, D, and J Models**

**By Ian Rawson**

The pump fitted to the M, D & J models is a gear type pump. The pump is driven by an inclined shaft from the front of the crankshaft - the distributor drive is also taken from this shaft.

The drive gear is steel whereas the driven gear is brass. It is the driven gear which creates the problem. This gear rotates on a pin fitted to the pump body. Wear occurs, in the pin, in the hole in the gear and on the teeth of the gear.

The modification performed is as follows:

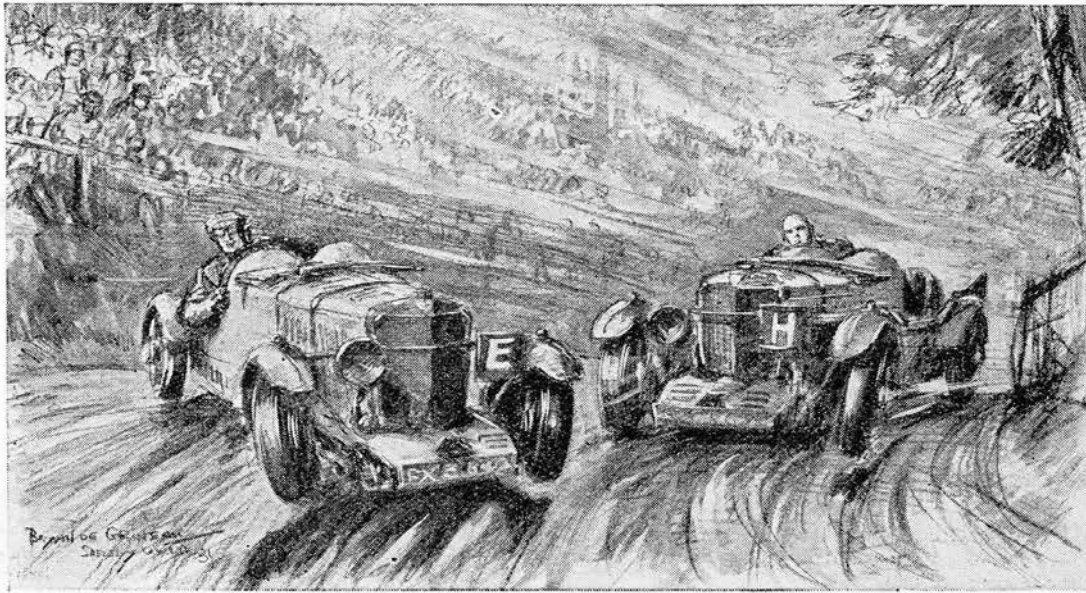
1. Gears from a Vauxhall Velox were selected as being of a suitable diameter (slightly larger).
2. The pump body was bored deeper and built up slightly on the under side. It was also enlarged in the gear cavity to take the larger gears.
3. An oversize pin was made and after boring out the pump body the pin was pressed in.
4. The Velox gears were sliced to the correct thickness after allowing for the maximum depth increase into the pump body.
5. The original drive gear was ground down to the correct size to fit the Velox gear which was in turn located by a woodruff key.

The increase in capacity is about 15% to 20%. No dimensions are given as there is some discretion as to how much metal to remove from the pump body. The modification could be performed by any competent engineer.

# *Another*



# *Success*



*By permission of "The Motor."*

## **Brooklands Bank Holiday Meeting** (August 3rd, 1931)

**1st Mr. H. C. Hamilton (M.G. Six)**

*In the third August Mountain Handicap*

**2nd Major A. T. G. Gardner**  
**(Mark II. M.G. Midget)**  
(unsupercharged)

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*(Subject to Official Confirmation)*

ISSUED BY THE PUBLICITY DEPT. OF THE M.G. CAR COMPANY, LTD., ABINGDON-ON-THAMES



*This **Technical Topic** was published as a Technical Bulletin in the Triple-M Register Infoletter*

**Subject: Front Axle—King Pin Repair**

**John Kidder**

A small amount of wear in or around the king-pin is exaggerated at the diameter of the wheel rim. Check by raising axle on jack. With brakes on, grasp tyre and try to move wheel relative to king-pin. Although tight, a king-pin cotter not registering properly in the flat rebate of the king-pin can allow the pin to rotate. It is of course the job of the brass bushes to do the rotating of the knuckle around the kingpin. If the king-pin does move it will cause the eye of the axle to wear, and axle eyes have been closed up in the forge so that they could be re-drilled.


A contemporary Factory Service Sheet, however, states MG axle must never have heat applied either for this reason or to straighten when bent, for dire failure is predicted. New axles were available when the Service Sheet was issued to MG dealers, but what is the answer now? To braise up a worn eye, or even to tin before soldering will require a fair amount of heat.

Maybe the safest answer is to drill out the smallest amount to obtain a round eye, then insert a steel bush to return to correct diameter. Provision would have to be made for a new cotter pin arrangement .

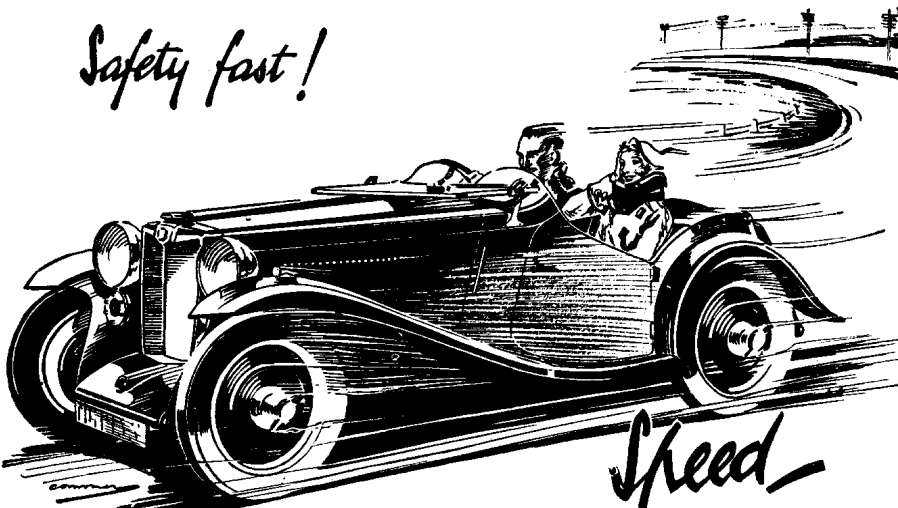
**M.G. Stub Axle Bush and King Pin Data.**

Models.	King Pin Diameter	Bush Reamer Dia.
M.C.D.J and P Midget	5/8"	.626"
F & L Magna.		
N. Magnette.	3/4"	.7515
K. Magnette.	13/16"	.8135


**TT 2512**



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The Motor ...	76.0	82.30	"
Autocar ...	74.38	80.72	"

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# Helpful Hints and Technical Topics Cumulative Index

Following is a cumulative index for the *Helpful Hints* and *Technical Topics* that have been printed in the Newsletter since the first issue of **2000 (Vol. 13, No. 1)**. This index will be brought up to date and carried periodically, space permitting. Those topics that were carried in Vol. 13, issues 1 and 2 were imbedded within the newsletter; all others were carried as separate enclosures or can easily be removed from the issue. I have reprinted the topics from the first two issues as separate documents. If you would like copies of any of the documents, they can be had by sending me an e-mail or letter requesting the particular issue you want by using the "Reference No." My addresses are shown elsewhere in this issue. If you don't have the *Technical Table of Contents* for your notebook, you may request it as well.

The cost (Including mailing) for the index is \$1.00. Index plus up to three sheets is \$1.50. Index plus four to seven sheets is \$2.00. The cost for the topics sheets alone is \$1.00 for one to three sheets, \$1.50 for four to seven sheets. I can also send them via email if you send me your email address. Just give me a couple days to get them together.

**Larry Long**

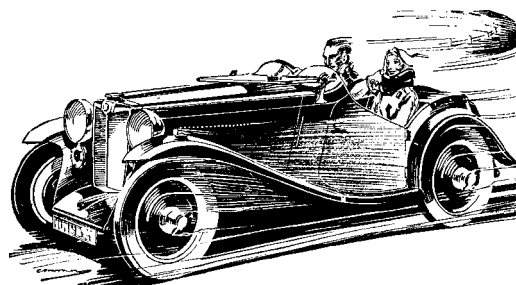
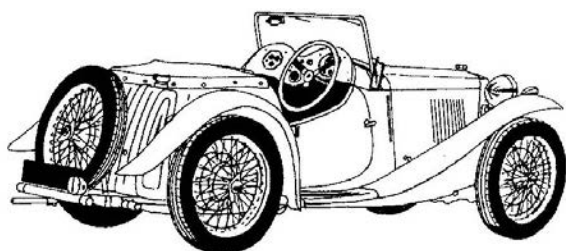
## Helpful Hints

<b>Tech. Index</b>	<b>Title</b>	<b>Author</b>	<b>Newsletter Issue</b>	<b>Ref. No.</b>	<b>No. Sheets</b>
6.1	Body Frame Wood Preservation		Vol. 13, No. 2	HH 1321	1
2.1.5	Ring Gear Shrink		Vol. 13, No. 2	HH 1322	1
1.5.4	Shock Absorbers		Vol. 13, No. 3	HH 1330	1
4.1	Cooling System		Vol. 13, No. 4	HH 1341	1
1.11.1	Brakes		Vol. 13, No. 4	HH 1342	2
5.5	J2 Cutout		Vol. 14, No. 1	HH 1411	1
1.5.2 / 1.6.2	Lubricating Leaf Springs		Vol. 14, No. 1	HH 1412	1
5.8	Ignition Switch		Vol. 14, No. 2	HH 1421	1
5.3	Dynamo		Vol. 14, No. 2	HH 1422	1
6.1	Fabric Bodies		Vol. 14, No. 2	HH 1422	1
5.3	2 Brush vs 3 Brush Dynamo		Vol. 15, No. 1	HH 1511	1
2.1.1	Engine oil		Vol. 15, No. 1	HH 1512	2
2.1.1	Engine Compression		Vol. 15, No. 2	HH 1521	1
2.1.1	J2 Engine tuning, etc.	Reprint--MG Magazine	Vol. 19, No. 4	HH 1941	4
5.1	PLC Switch	Lew Palmer	Vol. 24, No. 2/3	HH 2421	1

## Technical Topics

<b>Tech. Index</b>	<b>Title</b>	<b>Author</b>	<b>Newsletter Issue</b>	<b>Ref. No.</b>	<b>No. Sheets</b>
6.3	Engine Turning Made Easy	Bob Rich	Vol. 13, No. 1	TT 1311	1
4.2	Fixing a Leaky Water Pump	Michael Jacobsen	Vol. 13, No. 1	TT 1312	1
2.1.1	Suppliers For Pistons	Michael Jacobsen	Vol. 13, No. 1	TT 1313	1
1.11.1	STOP! A Brief discourse on Brakes	L. Pomeroy, Jr.	Vol. 13, No. 4	TT 1340	2
2.1.1	Engine Colours	Mike Allison	Vol. 14, No. 1	TT 1411	1
5.1	Ignition Warning Light	Carl Cederstrand	Vol. 14, No. 1	TT 1412	1
2.1	Marshall Nordeck Supercharger		Vol. 14, No 2	TT 1422	1
2.1.5	Flywheel Modifications	Barry Bahnisch	Vol. 14, No 2	TT 1423	1

1.11.1	Conversion of Brakes from Cable to Hydraulics	D. R. Machin	Vol. 14, No. 3	TT 1431	2
5.3 / 5.6	Three Brush Generator and Control Boxes	Jerry Felper	Vol. 14, No. 4 Vol. 13, No. 1	TT 1441 TT 1312	1 1
2.1.1	Suppliers For Pistons	Michael Jacobsen	Vol. 13, No. 1	TT 1313	1
1.11.1	STOP! A Brief discourse	L. Pomeroy, Jr.	Vol. 13, No. 4	TT 1340	2
2.1.1	On Engine Colour	(Internet discussion)	Vol. 15, No. 2	TT 1521	2
2.1.1	Oil Filter Adapter	Dick Morbey	Vol. 18, No. 3	TT 1831	1
2.3.1	Wolseley Gear Boxes	John Needham	Vol. 18, No. 3	TT 1832	1
2.1.5	Flywheel Lightening (P, N, KN)	(Australian Tech. Bulletin)	Vol. 18, No. 3	TT 1833	1
1.1	Bearing Listings	(Australian Tech. Bulletin)	Vol. 18, No. 3	TT 1834	1
1.7	Pinion Carrier-Taper Roller Conversion	(Australian Tech. Bulletin)	Vol. 18, No. 3	TT 1835	1
2.1.6	Vertical Drive--Needle roller Conversion	(Australian Tech. Bulletin)	Vol. 18, No. 4	TT 1841	1
1.8	Oiling System Schematic	(Australian Tech. Bulletin)	Vol. 18, No. 4	TT 1842	1
1.12.1	Marles-Weller steering Boxes	(Australian Tech. Bulletin)	Vol. 18, No. 4	TT 1843	1
1.1	Miscellaneous parts details	(Australian Tech. Bulletin)	Vol. 18, No. 4	TT 1844	1
5.5	Cut-out, Electric	Reprint	Vol. 19, No. 2	TT 1921	1
5.5	Control Box, Conversions	Lucas Service bulletin	Vol. 19, No. 3	TT 1931	4
2.1.6	Vertical Drive Oil Leaks	(Australian Tech. Bulletin)	Vol. 21, No. 1	TT 2111	1
2.1.6	Oil Leaks in the Vertical Drive	(Australian Tech. Bulletin)	Vol. 21, No. 1	TT 2112	1
1.4.1	A Low-tech Tow-in Measurement	Bob Walker (Triple-M Register)	Vol. 21, No. 1	TT 2113	1
1.4.1	Steering Locks for the J-Type and Similar	(Australian Tech. Bulletin)	Vol. 21, No. 1	TT 2114	1
2.1.6 / 5.3	Removal and replacement of the Vertical Generator	(Australian Tech. Bulletin)	Vol. 21, No. 1	TT 2115	1
2.2.1	Clutch Conversion	(Australian Tech. Bulletin)	Vol. 21, No. 1	TT 2116	1
2.1.1	J2 Engine Assembly	Simon Cauthery	Vol. 21, No. 2/3	TT2121	1
1.6	Rear Axle Oil Leaks	(Triple-M Register)	Vol.21, No. 4	TT 2141	1
2.1.5	Puller, Flywheel Flange	Anthony Fagan	Vol. 21, No. 4	TT 2142	1
1.11.1	Brake It, Don't Break It!	Ray Brown	Vol. 22, No. 1/2	TT 2211	1
1.11.4	Brake Cable Dust Excluder	(Triple-M Register)	Vol. 22, No. 1/2	TT 2212	1
1.5.4	Overhaul of Luvax Shock Absorbers	John Kidder	Vol. 24, No. 1	TT 2411	1
3.5	The Perennial Triple-M Petrol Valve Problem	John Harris	Vol. 24, No. 2/3	TT 2421	1
2.1.7	Oil Pump Modifications	Ian Rawson	Vol. 25, No. 1	TT 2511	1
1.4.4	Front Axle—King Pin Repair	John Kidder	Vol. 25, No. 1	TT 2512	1





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## Info About Our Members

"Don Caldwell loves old cars and bridges." So began a recent article featuring NAMMMR member and PA Airline owner Don Caldwell, and published in the Knoxville News Sentinel in Tennessee. Don was recognized for his contributions in preserving history in his community. In the 1980s, he convinced county authorities to restore a historic stone bridge, the Coward Mill Bridge, rather than build a replacement. In the early 1960s, Don built his home from two historic log buildings, a log house dating to 1804 and a log church/school built in 1840, each moved to his park-like home site. The article mentions how Don's interest in preserving history began while stationed in London with the U.S. Air Force, and continues with his collection of six old British cars that he drives regularly. A photo in the article shows Don with his 1954 Riley. Even his cars are stored in historic log structures. Ask Don what types of wood are preferred by termites. Perhaps not so odd a place to find an Airline Coupe after all.

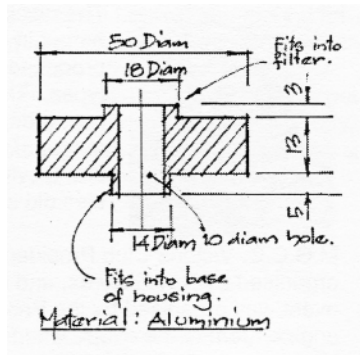
- Dan Shockey, PA2108

### From the Pre-War MG Register Of Australia Newsletter; author not known

As the well of easily available felt Oil Filters dries up, it is time to look at readily available paper type filters. The first criterion is that the filter fits within the original aluminium housing and hence looks right', and the second is that it works.

On the first issue, the RYCO R2008P filter fitted to some Mercedes Benz cars fits comfortably only needing a small spacer to make up the difference in length. Secondly, I have been running this modification for some years now and can confirm that it does indeed work.

This sketch details the spacer needed to accept this filter. The relief valve and spring under the lid remain the same with the o-ring sealing the top and a smear of silicon to seal the bottom. No further modifications are needed.



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namgar.registrar@airmail.net

##### **1963-1980 MGB/Midget/1100/1300**

##### **The North American MGB Register**

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The Vintage MG Car Club of Chicago invites you to GOF Central Mark XXXIV, at the fabulous Pheasant Run Resort Hotel in St. Charles, Illinois. Pheasant Run

has been the host facility for many car clubs since 1980, including the "Boonington Gold", one of the premier Convertible shows in the country which is held annually and attracts thousands of participants.

The hotel provides free child care and lots of activities, featuring a championship golf course, three swimming pools, a Vizio Thermal Spa and many restaurants. The resort has a live theater and Zanies Comedy Club. We are fortunate to have our GOF at this wonderful facility.



In addition to the traditional GOF events, we plan on visiting the Volo Auto Museum.



Now in its 51st year, the Volo Auto Museum draws international attention to the beautiful village of Volo, Illinois. The Museum has over 300 classic cars on display for your pleasure. It is home to the world's largest muscle car collection and the George Barris TV & Movie Car Collection. If you love classic cars, you'll love the Volo Auto Museum. It's a car lover's Theme Park. In addition to cars, there are also 3 antique malls on the premises.

Once again, we plan to have a bus trip to downtown Chicago's Michigan Avenue for an afternoon of shopping and sightseeing on the "Magnificent Mile". For those who want to have a break from their cars, this will be an opportunity to relax and leave the driving to us.

Other events include a rally and tour along the Fox River, a First Timers show, a traditional car show of all classes of MG's, an awards banquet, a FunRun to challenge your driving skills, the peculiar valve cover races, tech sessions, an auction, vendor tables and swap meet, and a photo and craft contest. We look forward to seeing you and your car(s) at GOF Central July 24-27, 2012. Don't miss

what is sure to be a fun and event filled gathering. We hope to see you there!

*Safety First!*



## Hotel Information

Pheasant Run is located at 4051 East Main Street, St. Charles, Illinois. Room rates are \$109 per night plus tax. Call (630) 584-6306 or (800) 569-3319, by June 23, 2012, to make your reservation. Be sure to reference Vintage MG Car Club for the special room rate. This rate is only guaranteed until June 23, 2012.

<http://www.pheasantrun.com>



# Registration Form

Name(s) \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone \_\_\_\_\_  
 Email \_\_\_\_\_  
 Club Affiliation \_\_\_\_\_  
 1<sup>st</sup> Car Year/model \_\_\_\_\_  
 2<sup>nd</sup> Car Year/model \_\_\_\_\_

Has your car won 1<sup>st</sup> in class in the past 5 years? ☐ Yes ☐ No

Is this the first time this car has been to a GOF under your ownership? ☐ Yes ☐ No

Are you bringing any children? ☐ Yes ☐ No

Do you have an entry for Value Over Races? ☐ Yes ☐ No

Do you have an entry in photo or craft contest? ☐ Yes ☐ No

Do you have an auction donation? ☐ Yes ☐ No

Refer to the Fee Schedule on back panel and make a check payable to VMGCC GOF CENTRAL and mail to:

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# Fee Schedule

Registration Fee (\$) \$ 50.00  
 Additional Car(s) @ \$10.00 \$ \_\_\_\_\_  
 1<sup>st</sup> 1/2 Dinner Cocktail \$25/person \$ \_\_\_\_\_  
 Bus Trip to Chicago \$30/person \$ \_\_\_\_\_  
 Box Lunch for bus trip \$5/person \$ \_\_\_\_\_  
 Awards Banquet \$4/person \$ \_\_\_\_\_  
 Embroidered Polo Shirt @ \$20/shirt \$ \_\_\_\_\_  
     ☐ S ☐ M ☐ L ☐ XL ☐ XXL  
 T-Shirt @ \$15/shirt \$ \_\_\_\_\_  
     ☐ S ☐ M ☐ L ☐ XL ☐ XXL  
 Vendor/Sponsor Table @ \$150/each \$ \_\_\_\_\_  
 TOTAL \$ \_\_\_\_\_

(\*) For one car, is driver and navigator

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July 24, 2012 - July 27, 2012



<http://www.gofcentral.com>

# 1930 MG M-type #973

**By Steve Blake**

I purchased my 1930 MG M-type from Craig and Ann Hall in June 2006. This car was restored in the 1990's in Abingdon UK, close to the site of the old

types with fabric bodies to keep the cost down and to keep the weight as light as possible. The body is made with an ash frame covered with plywood. Carbodies Limited built them for MG at a cost of £6 each. In the last year of production, MG offered a metal body for an additional £10. Only 170 metal bodies were built. One of these is in Peter Welch's collection in West Vancouver, BC.

MG factory. Craig spotted the car for sale in the June 1999 issue of Classic and Sports Car magazine and decided he had to have it! The little MG arrived in Spokane, WA in 2000 and the Hall's enjoyed it for 6 years. I spotted this cute little M-type at several shows and thought it would make a nice addition to my collection. This was the first mass-produced sports car MG made and that history along with its cute looks had me hooked! When the Hall's put out feelers to sell the car at the Portland ABFM in September 2005, I registered my interest. By April 2006, they finally agreed to part with the M-type so my wife and I met them in Spokane in June to bring the MG back to Canada.

The MG M-type was first shown at the Olympia Motor Show in October 1928 and production ran from March 1929 until June of 1932. In total, 3235 were built including the standard body, Sportsman's Coupe, and the Double 12 Replica. MG built the MG M-

This MG M-type, #973, was completed on February 13, 1930. It was delivered to auto dealer Caffyns Ltd. in Brighton, England who sold it to Mr. Gerald Eggerton Williams of Sussex on May 10, 1930. Two notable events for MG during 1930 were the first year of the MG Car Club and having the MG M-types win the team competition at the Brooklands 12/12 race. The car changed owners several times as it moved along the south coast of England from Brighton to Bournemouth. Our car was originally red with black fenders and sporting the standard M body. When it was restored, the old worn standard body was replaced with the Brooklands 12/12

cooling. This works well if you are motoring along but impossible in traffic! When you are stopped it doesn't take long for the engine to heat to the point where the oil starts to smoke.

Our MG gets limited use today because of the traffic but we do take the M-type to a couple shows each year and run it once a month to keep the oil flowing and the bearings lubricated. We have been very grateful to the other British car owners who have voted our M-type the "Cutest Little Car" for the last four years at the Van Dusen ABFM in Vancouver. In 2011, we also won "Best in Show" at the Bellevue ABFM. The M-type has won several best in shows or best in classes over the time we have owned it but what is more fun is to find those nice country roads where we can just take her for a drive and enjoy the feel of motoring from the 1930's.

Replica body. The major difference is the cut-away doors necessary to conform to International Road Racing Regulations.

When I purchased the MG, it was sporting a diaper around the generator to catch oil coming from the camshaft. This car has a vertically mounted generator which is driven by a gear coming from the camshaft. I had that repaired so it could lose the diaper and installed a new spin-on oil filter assembly that fits under the oil pump. This unit also sends a larger capacity of oil to the rear bearings. Oversize water jackets were fitted to add a couple cups more coolant for the engine. With no fan and no water pump, the MG relies on a thermo-syphon system for

#### **MG M-type specifications**

Cost (1930)	£185	Power	27 bhp
Length	10 feet 3 inches	Gearbox	3-speed non-synchromesh
Width	4 feet 2 inches	Performance	65 miles per hour
Weight	1000 pounds	Fuel economy	40 miles per gallon
Engine	847 cc (overhead cam)		

## **AMMELIA 2012**

The Amelia Island Concours is not your average Concours. My previous visit several years ago was as a spectator and guest of friend and VJC Veep Dr Bill Massey. It definitely rivaled the famous Pebble Beach Concours. This time I returned as co-chair of the Sebring MGA Reunion, an event celebrating the 50<sup>th</sup> anniversary of the last race of the MGA factory team in the 1962 Sebring 12 Hour event. The Reunion assembled eight of the ten known surviving Sebring MGAs at Amelia, the most ever to be in one place at one time, truly a historic and probably never to be repeated scene as Ian Prior's 1961 Coupe came all the way from Australia.

## **By Dave Harrison**

The Concours field is located on the manicured grass of the golf course, behind the host hotel, the elegant Ritz-Carlton. The approach driveway to the hotel was lined with an imposing array of new and old Bentleys, Bugattis, Rollers, Lambos and Ferraris, also a beautifully restored MG SA drophead, an imposing car not looking the least out of place. After passing rooms full of new and historic race memorabilia, diecast models, books, posters, jewelry for the missus, expensive watches and the like, you reach the real jewel, 300 or more resplendent Concours cars gleaming on the rolling sward.

I never did get around to admire all of them, making a beeline

for the MG contingent. The eight Sebring cars were lined up in a row and had a class to themselves. What a splendid and historic sight ! Immediately behind was the MG Sports class, and this is where we get to the MMM part. Immaculately and appropriately accoutered in 1930s high style with flat cap, suspenders, and knickers, was Jack Kahler, standing by his pretty 1934 supercharged MG PA. The PA is one of my favourite OHC MGs, with its beautifully designed shiny dash. The supercharger certainly added gravitas to the PA's stance and presumably to ve-

locity. Adjacent stood another of my favourite prewar MGs (I'm really not prejudiced, just had a L1 as my college car and a L2 as my fun car ) , specifically the supercharged red L1 tourer belonging to Tom Poole. These represented the entire OHC MG contingent , but what a contingent . Other prewar MGs in the class included TA and TB Tickfords, and two rare and imposing SAs, also a TC. All were magnificent. Unfortunately for Jack they did not have a costume class. Maybe next time.

(Watch the next issue for a detailed report including photographs of the winning cars. *Ed.*)



## **The Little Car That Could—Before and After (Con't from p. 4)**