



NORTH AMERICAN MMMM NEWSLETTER

North American MMM
Register
Midget, Magna, Magnette

Summer 2013

"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*

JB 2265 Sees Daylight After 30 Years

I received this photo from Dave Harrison, showing the emergence of JB 2265 from a basement in Gloucester Point, VA, and then received the text after asking Dave if he could tell me a little more about the car. Ed.

I met the previous owner, George Salley when he was performing with a sea-shanty group. We got to talk after the show and he mentioned that he had an old MG in his basement. I didn't think too much of it at the time, thinking maybe it was an old MGB, but it stuck in my mind and a couple of months later I tracked him down in Gloucester Point, VA, close to Yorktown. He invited me over to kick tires and have a beer, and took me down into his basement to see the car. It was disassembled, the body was loosely resting on the chassis, the engine was in one corner, the gearbox in another, with big piles of parts, not all MG, lying around. I knew it was an L2 straight away having driven an L1 at University, but had no idea it had any history.

George had driven the car on campus at UVA in the late fifties but had never got around to getting VA plates, apparently the kids were driving Model As and hot rods and no-one bothered them around campus. I think he got the car from another student. When he graduated and moved to Norfolk the local police told him to take the car off the road and get it legal. He decided to take it apart and restore it, and only got around to the first part. It lay in his basement for 30 years.

George was an old salt and wanted to buy a boat and sail the world one last time, so he was receptive to a sale. We haggled for a couple of weeks, and finally made a deal for 10 grand for everything in the basement including the other old British parts. They turned out to be 1934 SS Jaguar, but that is another story.

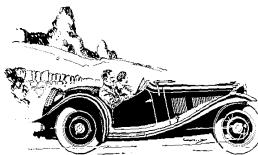
The pic shows the chassis seeing the light of day for the first time in 30 years. When I got it home, I called Mike Allison in the UK to see what I had. The first thing he asked was the licence plate number, and the next thing he said was "you lucky bugger".



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The NAMMM Register Web Site is at <http://www.nammmr.org>



North American MMM Register

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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,
Santa Maria, CA 93455

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

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.

Larry Long, Editor

Terry Sanders, Co-Editor

Jerry Keuper, Founding editor

Pete Thelander, Competition Editor

Bob Rich, Eminence Gris

An advertisement for the North American MMM Register. It features two vintage MG cars: a green Midget on the left and a blue Magnette on the right. In the center, the words "North American MMM" are written in a stylized font, with "North" and "American" in green and "MMM" in yellow. Below this is a large octagonal logo with "MG" in the center. At the bottom, the word "Register" is written in a cursive script. To the left of the cars, the model names "Midget", "Magna", and "Magnette" are listed vertically. At the bottom, it says "A REGISTER OF THE MG CAR CLUB OF ENGLAND". There are also small versions of the MG logo and the MG Car Club logo on either side.

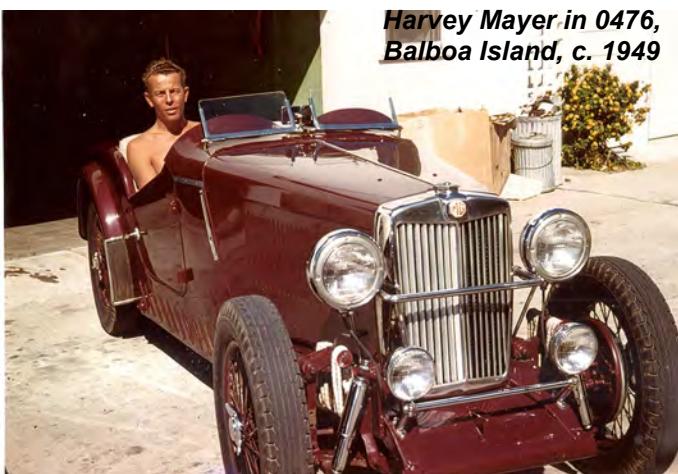
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The Early History of NA 0476

A twenty year search for information on my NA racing special, which my father Lars Jacobsen built in the mid-fifties, was fruitless until last year. I knew Dad bought the car in 1953, in pieces, from Harvey Mayer of Balboa Island. It had bungee cord IFS when Harvey got it and Dad retained it, as Harvey, a very fast race driver, said it handled great. We knew it had once been in Germany as it has an export plate. Harvey had passed away in Belize before I tried to reach him when I rebuilt the car, and I could not locate his son Mike. Then the Web brought me three windfalls.

First, Tom Metcalf told me at the big MG meet at Reno that he had a book published in Germany during BMW's brief ownership of the MG name that had pictures from the 1930s of an N type with rubber-band suspension, and did I think it was my car? You bet! The photos showed it was, and contacting the author in Germany, Hagen Nyncke, I was able to get more info. NA 03476 was exported new to Dr. Raetz of Cologne, who worked for a company that manufactured rubber bands for aircraft and motorcycles, the Neumann Co. Raetz immediately fabricated the new IFS to use the rubber bands, and he raced the car at the Nürburgring and at Cologne in 1936.

Mike Allison confirmed that the car went new to Germany from Abingdon's chassis files and was painted duo tone blue; the sequence of colors on the bonnet sides, the only original coachwork still on the car, shows blue, cream, green, red. Nyncke sent a copy of an advertisement for the car's sale in Cologne in 1939. We do not know if it sold then.



Harvey Mayer in 0476,
Balboa Island, c. 1949



IFS on NA 0476 by Dr. Raetz,
Cologne, 1935.

By Michael Jacobsen

Second, in trying to find Mike Mayer, whom I knew well from the '50s when we often hung out at the road races together, I posted a notice on a Balboa Island nostalgia web site. Mike's widow responded, alas; he had just passed. She looked for photos of the car among his collection but hasn't found any (yet). But I got another response, this from Jacqueline Van Osten, whose father was Dick Van Osten, editor of Auto Speed and Sport in 1952, a sports car magazine, and who lived next door to Harvey on Balboa. And she sent me a photo taken by her Dad of Harvey in NA 0476 on Balboa c. 1949! It shows the IFS and the dark red paint of Harvey's ownership. And Jacqueline today lives in Belgium!

Third, sports car racing historian Jim Sitz, with whom I chat via email, when I mentioned Harvey and Dick Van Osten, sent me a copy of a letter written shortly before Van Osten's death in 1997



Claire and Dick Van Osten
with 0476, Belgium, c. 1947.

reminiscing about Harvey and Balboa, and mentioning that he had owned the car, toured Europe in it after the war, and sold it to Harvey! It was green when he had it, as shown in a photo of Dick and Claire Van Osten with it in Belgium c. 1947, courtesy of Jacqueline. Thanks to all of these people for filling in the gaps in 0476's history. A more complete history of all three of my Dad's N types will appear in the next MMM Yearbook.



Michael Jacobsen, NA 0476, Pitts-
burgh Vintage Grand Prix 2012

For those of you in the Eastern US:

Put-In-Bay, Ohio, is Your Destination

August 27-29, 2013

Put-in-Bay is a village located on South Bass Island in Ottawa County, Ohio. If you look at a map of Ohio, go straight up from the center of the state and you will find Put-In-Bay. There is no doubt that Put-in-Bay is one of the most unique places you will ever visit. The tiny two by four mile island is dotted with historic homes, the nation's third tallest monument, quaint restaurants and local pubs. Beautiful water surrounds Put in Bay where you will find the best walleye and perch fishing in the United States.

Put-in-bay, nicknamed the "Key West of the North", offers an exciting nightlife with live musical entertainment to satisfy all generations. Strolling Barbershop singers, bagpipers, steel drums and Ohio's best entertainers are frequently seen on Put-in-Bay island.



Our host hotel will be the Bayshore Resort Put-In-Bay. We have reserved a block of (20) double queen rooms under the North American MMM Register at \$169.00 per night. They also have King rooms with a jacuzzi in the room for \$179.00 and Suites for six for \$225.00 per night. They will hold the block until February 25, 2013 so be sure to register early. Call the hotel directly at 866-422-9746 to make your reservations. Be sure to mention that you are with the NAMMMR group.

For this event, you will register with the Put-In-Bay Roadraces, which will be held at the same time as our meet. See the registration information on the next page.

Plan to arrive on 26 August. 27 August is the PIBRRR History Day including talks about the history of PIB and visits to historical venues. There will also be a series of laps of the original road course held through the streets of Put-In-Bay. The 28th will be PIBRRR Race Day at the Airport. After the races there is a cookout sponsored by Joe's Bar (Cemetery Corner). You will register for this cookout when the PIBRRR Registration opens.

29 August will be the PIBRRR Car Show Day. This should be very special this year with vintage and historical sports/racing cars circulating the island. Having the North American MMM Register cars on hand will simply dazzle the islanders.

The village played a significant role in the War of 1812 as the location of the squadron of U.S. naval commander Oliver Hazard Perry, who sailed from the port on September 10, 1813 to engage a British squadron just north of the island in the Battle of Lake Erie. If you care to stay for Labor Day, there will be special Battle of Lake Erie events this year. Ten Tall Ships will reportedly grace the waters of Put-In-Bay Island. You will be able to see them right from the car show grounds. Make your accommodations accordingly.

If you have questions, please get in contact with Craig A. Peck at (440) 238-2729 or (440) 315-0981. He prefers e-mail at

CraigAPeck@wowway.com.



2013 PIB Road Races Reunion To Feature Three British-Made Marques for August 27-29 Event.

Morgan "Three Wheelers," MMM MGs and Turners will be among the headliners for the fifth annual Put-in-Bay Road Races Reunion to be held August 27-28-29, 2013 at historic Put-in-Bay, Ohio.

Beginning in 2009, the Put-in-Bay Road Races Reunion celebrates sports car races that were held on the streets of the town of Put-in-Bay on Ohio's South Bass Island from 1952 to 1959 and in 1963. The reunion reaches back in time to capture the history of those races and to re-create the atmosphere of sports car racing of that era.

Put-in-Bay is a nostalgic island enclave and a short ferry ride off the shore of Lake Erie near Sandusky, Ohio. Little changed from the '50s, it is one of the very few places in North America where post-war sports cars raced through towns and countryside on public roads and where those roads exist today virtually unchanged.

The Morgan, MG and Turner groups (not to mention Triumph, Lotus and others) are expected to add a distinctly British flavor to the event, which this year will have an additional historical connection. The commemoration of the 200th anniversary of the Battle of Lake Erie, the deciding battle of the War of 1812, will begin on the island with the arrival of a fleet of "tall ships" at Put-in-Bay on Thursday, August 29, the last day of PIBRRR 2013.

"With these fabulous cars and the arrival of the tall ships on our final day, PIBRRR 2013 may not be the largest British invasion of the island since 1813, but it may be the most photogenic," says PIBRRR Director, Bob Williams.

PIBRRR 2013 features an array of activities including the Put-in-Bay Road Race Revival -- a day of vintage racing around a hay-bale-lined course at the island's airport whose landing strip has been resurfaced since the 2012 event.

Eligible cars for the race revival generally include small-bore sports cars, sports racers and open wheel cars made in 1963 or earlier. For details see the racecar eligibility page under the registration section at www.pibroadrace.com. 2013 will be the second year that a full day of racing has been included in the program.

Other PIBRRR 2013 events open to owner-drivers of vintage sports cars of all types include "Road Race History Day" with photo presentations and the popular round table panel discussion featuring original race participants and their stories. There is also race track touring, a car show, parade laps around the original course, a picturesque rally-tour of the island, rocker cover races, evening events at various island locations and much more. For details see the preliminary event schedule under the registration section at www.pibroadrace.com

The Put-in-Bay Road Race Reunion is an event unlike any other for sports car enthusiasts. Combining a delicate balance of a relaxed environment, historic preservation, "old school" style vintage car frivolity where competition takes a back seat to having fun, and the pleasure of being in a magical setting with other people who "get it" is what PIBRRR is all about.

Overall event director: Bob Williams 570-724-5794 thornapple25@Frontier.com

Race director/race car entry eligibility: Jack Woehrle 803-463-5388 JWoesvra@aol.com

Media: Manley Ford 734-502-2435 manley776@yahoo.com



California Folks Score Big at Car Shows

By Larry Long

They start in May, these local car shows that draw big crowds and a wide variety of cars. If one lives in California, one can attend at least one show every weekend over the summer months. Most of us in the MMM crowd, however, tend to divide our time between the shows that feature only MGs, only British cars, or European cars. An occasional visit to the low-rider and exotic car shows is usually on our agendas, but generally without a car.

The twentieth annual **MGs By The Bay** car show, organized by the MG Owners Club of Northern California, is one of the more popular shows for MGs only. It was held on Sunday, June 2 at the Livery Shopping Center in Danville, California, with over one hundred MGs attending from all over California. All MG models are welcomed at this show—daily drivers, race cars, works in progress, and even rolling chassis have been brought in the past. Awards voting is done by the car owners, and in years past they have had classes for almost every different model of postwar MG, along with special awards such as People's Choice and Technological Innovation. This year there were additional awards to celebrate their twentieth anniversary.

This year, at least two of our members attended this show and received awards. Eric Baker was there with his PB, and George Steneburgh brought his J2. Both received high awards for the classes in which they entered their cars. George's J2 was featured on the poster advertising the event a few years ago, as shown below.



And your editor, Larry Long, has not been sitting at home. This year he was invited to show his 1933 MG J2 at the 7th annual Concours d'Elegance, hosted by the San Luis Obispo County Hospice Program; he won a Best in Class award, with around 15 other British cars (to 1950). A couple of weeks later, his car was chosen as second place in class at a charity European Car Show and at an annual show organized by the Central Coast British Car Club in Oxnard, CA. People love these little cars!!



At the Concours d'Elegance



At Oxnard Harbor

At Pismo Beach

From The Off Side: AXO 58 Spy Photos Surface!

Copied from the ??? Issue of the ??? Newsletter. (Sorry—I lost the reference!!) (Ed.)

By Win Gould

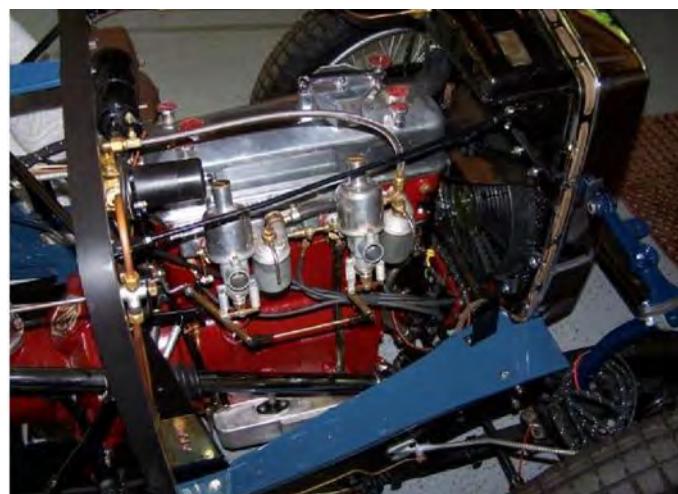
A few days ago the secure phone rang in my office. Caller ID was blank, but I answered, wondering how someone got this classified number. Obviously disguising his voice, the caller advised me that a package of great interest to me was taped to the underside of a particular wooden park bench near my home. Before I could get any more information or trace the call, the line went dead.

At dusk I drove to the park and found the envelope just where the caller had said it would be. I returned to my office and after dismissing the evening staff, carefully opened the package. There I was shocked to find spy photos of the AXO 58, the highly-classified project discussed in the April issue of this newsletter.

Of course I was skeptical at first since this project is known by so few, but upon examination, the photos appeared to be genuine, and show the AXO 58 with its super high tech Abingdon Flux capacitor energy source installed and operational! What is even more shocking is the clever way this vehicle has been disguised. The photo-

tos show what appears to be simply a pre-war MG-PA roadster, but those of us in the know realize it's far more than that. But we can't discuss that.

Our analysts have studied the background in the pictures and have assured me it is no longer in the secret western location where it was moved earlier this year. The photos show it in or near a residential garage, but of course specifics cannot be revealed to the general public at this time. To the uninitiated, the instrumentation on the dashboard would appear to be that of a stock MG-PA, but high definition photo analysis shows that those dials show far more than just speed and oil pressure! The Abingdon Flux Capacitor is cleverly disguised as a stock PB or PA gasoline engine, and only those with the highest security clearances will ever suspect anything more. Obviously we have launched an extensive investigation of what appears to be a serious security leak here, but I must admit some of us are pleased that the completion of this project appears to be in sight. As usual we will keep you posted on further progress on a need to know basis.



Chairman's Outlook Jack Kahler

Our NAMMMR 2013 National events are now planned and ready for you to register for the events of your choice. Craig Peck, COORDINATOR PIBRRR, informs me we are going to have a "fabulous time" on Put-In-Bay Island in August. Mickey Saperstein, COORDINATOR Carefree meet, has been working hard to ensure we have a GREAT time in Arizona in October. The Register has made it quite simple to register for these events. Go to our web site, nammmr.org then to 2013 Events and you will find all the dates, schedules and registration forms for each event.

Living in Colorado is living in MMM paradise with our clear sunny blue sky days, a background of the snow-capped Rocky Mountains with miles and miles of quiet mountain roads to drive your supercharged MMM machine! In the past six months we have added another MMM wonder to this majestic environment. I would like to WELCOME Chris and Rita Leydon to Colorado. Chris is, as most of you know, the world renown MMM engine builder and restorer along with expertise about any other exotic engine Europe has to offer. They have built a beautiful new home in Salida, Colorado with an elaborate new workshop. At the present time, Chris and Tom Metcalf are collaborating on the restoration of Doreen Evans' famous MG NA trials car.

Chris and Rita are new members of the Register and I am looking forward to having them involved in all the Register activities. Take a look at their web site
<http://www.christopherleydon.com>

Our new web site, nammmr.org, has a tab to Member's Cars where you can list and show off your prize MMM beauty. Regardless of



the condition of your four or six cylinder machine send a brief description and photos to Web Master Jack Schneider and he will be sure to list it on the site. I would like to see all members' cars listed.

I would also encourage all members to let us know of your MMM experiences or activities by sending Larry Long an article for publication in our quarterly news letter. Include your photos to further communicate the excitement of your adventures.

See ya all in Put-In-Bay, Ohio in late August!!

Cheers—Jack

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Jim Dougherty #437, Covington, Louisiana. 985-789-1826,
Jim@coopercarsofcovington.com

Put-In-Bay Road Race Reunion 2013 Forms and Driver Information

The time for the Put in Bay Road Races Reunion of 2013 is here. You can find links on their web site to the main page of information for this year's reunion and the Registration Information Page, the Online Registration Form and the Event Information for Drivers page. For those that have already registered and are checking in and for anyone wishing to register at the event, you can find the registration Table at the Wee Cottage (part of the Anchor Inn).

Registration Forms for the PIBRRR 2013 Event (August 27th - 29th, 2013) are available on the [Registration Page](#). Anyone wishing to Register at the event can bring the forms to the registration Table at the Wee Cottage (part of the Anchor Inn).

The following Registration information is available on The Registration Page:

- The PIB 2013 Road Races Reunion Entry Form.
- The PIB 2013 Road Races Reunion Car Eligibility document.
- The PIB 2013 Road Races Reunion Competitive Regulations.
- The Preliminary PIB Road Races Reunion Airport Schedule for Wednesday August 28th, 2013.
- The PIB 2013 Race Car Information Sheet.
- The Preliminary PIB Road Races Reunion Event Schedule.

Rocker Cover Racing Returns to the Put-In-BayRoad Races Reunion

Attention PIBRRR race fans! The rocker cover races were introduced to this PIB event in 2012 and the crowd said they'd like to have them return. The track is reserved, my team is in place and the rules and regulations are included in separate documents. In general, attach some wheels to your favorite rocker cover and go racing. This is a gravity powered race of two cars at a time. Elimination runs continue until there is an overall champion. Read the rules and regulations for details. The Rocker Cover Races will be run on Thursday morning before and during the Car Show.

MG Games Return to the Put-In-Bay Road Races Reunion

The MG Games will return to the PIBRRR this year. Introduced in 2012, the Games proved popular enough to bring them back in 2013. Such vintage racing legends as: Greg Prehodka, Tom Baumgardner and Manley Ford put their skills to the test with Greg emerging the winner. Prizes were provided by Joe's Bar and we had a good time. This year we will conduct the Games prior to the Turn 4 Party and finish before dark. So get to Joe's right after the races!

The North American MMM Register Eastern Gathering – Put-In-Bay, Ohio

The North American MMM Register is an international group of MG owners of pre-World War II overhead cam MG cars. MMM or Triple-M is the abbreviation we use for Midgets – Magnas – Magnettes. Midgets are four cylinder OHC cam sports cars and racing cars while Magnas and Magnettes are their larger six cylinder brothers. The North American MMM Register is dedicated to the preservation, restoration and use of these unique and interesting vehicles. Many of the cars coming to P-I-B are recent Amelia Island and Hilton Head show winners. We hope to bring some 1930's flavor to the meet and enjoy the PIBRRR program of events. Listen for the whining of the vertical dynamos, straight cut gears and raucous superchargers. These cars are sexy!

One of our members, Peter Ross, has done some exceptional research into Road Racing in America in the 1930's and will present his talk during the weekend; details yet to come on time and place.

The North American MMM Register looks forward to enjoying the casual, low-key atmosphere of the Put-In-Bay Road Races Reunion while bringing something different for everyone to enjoy.

Craig A. Peck, NAMMMR coordinator PIBRRR

As you can see, both the PIBRRR and the GoF West events are going to be outstanding events in the chronicles of the NAMMM Register. We would like to see as many MMM cars as possible at both events, so use the remaining time to get the cars in shape for the road trip, or trailer them—we don't care. Just get 'em there!! And if you can't bring the car, bring yourself; we know you will enjoy seeing all of the MG T-series cars in Carefree and the historic racing cars at Put-In-Bay.

Be sure to register for GoF 2013 at Carefree by sending in the registration form, or go on line at [gofwest.org](#) and send the completed form electronically. Hotel information for the Carefree event is included on the registration form, or check out the details on line. Send a note or email to Mickey Saperstein at f3mickey@hotmail.com, or Jack at mjjack@aol.com to let us know that you have registered.

Event registration information for the Put-In-Bay event is shown above or on the Put-In-Bay Road Race web; be sure to check that periodically. But be certain to register at the hotel very soon before they release the block of rooms. And, after you have registered, send an email to Craig Peck at CraigAPEck@wowway.com, or Jack at mjjack@aol.com.

If you have any questions, please contact Jack Kahler at mjjack@aol.com, Larry Long at emgeeguy@aol.com, or the contacts shown on the Gofwest.org web site.

Looking forward to seeing you at these events! **Larry Long, Director of Register Communications**

Treasurer's Report Tom Metcalf

WHAZZ HAPPENING??? August Focus Event - Put-In-Bay Reunion Races, PIB, Ohio

I don't know about where you live but this has really been a wet spring and summer. I'm really looking forward to a nice dry spell during our end of August week at "The Bay". For those of you not familiar with PIB, the village is on South Bass Island in Lake Erie, about a half hour ferry ride from the mainland of Catawba Island (which is accessible by car). Your Triple-M tow vehicle and trailer - and even Kahler's massive RV tow rig - all will fit on the ferry. No worries, and there is parking for rigs and trailers right across from the hotel.

South Bass is also accessible by The Jet Express, with every half hour service from Port Clinton or downtown Sandusky. No cars, only foot traffic, but easily walkable to our hotel and there are plenty of golf carts to rent near the Jet dock. We used to sail over for a weekend of fun from our home port of Sandusky on the Sandusky Bay of Lake Erie. It's about a 3 hour sail in with decent wind, out around Marblehead lighthouse we'd go, and a good Bass Ale (or two) (or more) was always enjoyed once we were docked. The Jet Express is much quicker!! But not as fun sez me.

We are not the only group holding our focus event at this reunion. Morgan Trikes will be in abundance, as well, as it's the location for their fifth annual Peter Morgan Memorial Race. Other Morgans will be there, too. Now I don't know about you, but I'd sure like to see a HUGE turnout of our Triple-M cars to show the crowd what REAL 30's sports cars were like !!!

The Island is scenic, of course, and historical, too. Commodore Oliver Hazard Perry and his crew turned back the British invasion in 1813 during the War of 1812. The Battle of Lake Erie was significant and Perry's victory was a major turning point. The huge 200th anniversary of Perry's victory will just be underway on Thursday, and the battle actually took place just off South Bass. Tall ships and rein actors will be in abundance and the country's 3rd tallest memorial (352 feet), Perry's Monument, will be open for scenic views of South Bass and surrounding islands.

Brief schedule highlights.....

TUESDAY is the big welcoming **party** at 7:00PM.

WEDNESDAY is racing and the really big **FABULOUS BIBULOUS GALLIMAUFRY** with **BEER**.

THURSDAY is the big **car display** starting at 8:00AM and wrapping up the event will be closing ceremonies at 2:00.

Then, **FRIDAY** is back to the mainland to Metcalf's for the all day **BEACH PARTY & COOKOUT !!!** When leaving South Bass Island, set your GPS for 1923 Cedar Point Road in Sandusky. We are having a cookout - brats & burgers + BEER and margaritas, all with a sandy beach for dunking tootsies or beach combing - and an unbeatable view of Lake Erie. It's about a half hour drive from the mainland dock, and we'll have off site parking for the rigs. With limited parking, MG's are much more welcome at the party than tow vehicles !!

We'll need a cookout head count, please, so we know how many lumps of meat to burn. Please let me know at MGTO@ZOOMINTERNET.NET.

There are registration forms and more information for PIBRR elsewhere in this issue. Our contact person is J2 guy CRAIG PECK at 440.315.0981 or craigapeck@wowway.com. Thanks to Craig for all the hard work and many hours he's put into planning this event.

I'm looking forward to seeing all attendees and hope YOU can be there with us on the sunny shores of Lake Erie.

Octagonally—Tommeeee

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As I write this, we are a mere 5 days away from leaving for GOF Central 2013 in St. Charles, Missouri. It looks to be somewhat smaller than usual, but the St. Louis MG Car Club always puts on a good show. I hope to see a few of our fellow Triple-Mers there. Unfortunately, circumstances preclude me from attending either of the national meets this year, but if you can, please support the Register with your presence (and your car's) at either Carefree, AZ or Put-In-Bay.

This issue should include a listing of all current (or only 1 year past due) members and the Triple-M cars they own. This should be considered the substitute for the annual directory. The costs of printing and mailing have become such that the steering committee has decided to print a formal directory only every second year.

While putting this list together, it struck me that this is indeed an addictive hobby, as many of us own more than one Triple-M car and, no doubt, several other MGs, as well. I was curious to see how bad some of us have the multiple-car disease, so I did some quick statistics, which I herewith present:

Of the 148 current (or near current) members, 106 or 72% own just the one Triple-M car; 26 of us or 18% own 2; 8 or 5% own 3; 3 members or 2% own 4; 2 members own a staggering 5; and an unbelievable 2 members (Dick Cobb and Peter Welch) own 6 Triple-M cars. Please pass your sympathies to Dick and Peter. <grin>

One member who shall remain nameless (you know who you are) foolishly sold his lovely two-tone green PB and currently has no Triple-M car.

But our ranks are again on the rise with several new members joining, some with new previously unknown cars, and others the new owner of a known car. Please join me in welcoming the following me members:

Octagonally, Lew

Chris & Rita Leydon
KN0332

Russel Hertzog
2M0586

Daniel Roberts
J3770

Glenn Brazil
PA1466

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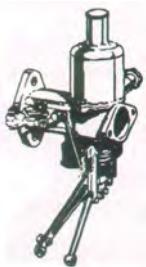
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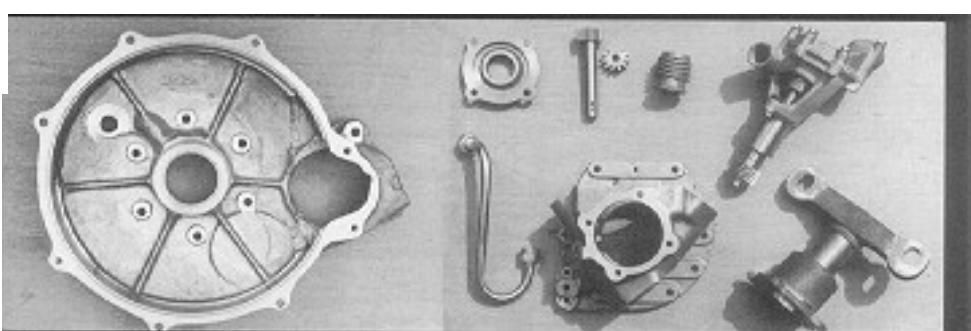
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Subject: The Flex Plate and Vertical Drive**By Chris Leydon, Salida, CO****An article Inspired by Bill Bollendonk who is negotiating his way through an L-Type rebuild.**

In the restoration of the prewar triple M engines, there are a substantial number of tricks and procedures, which if applied, will assure success. This article delineates a protocol for addressing the flexible coupling and the components which drive the overhead camshaft, a source of common failure from the factory floor to the present day.

For many of you who are familiar with this drive, the goal is to prevent stress to the coupling both on assembly and in operation: the coupling should remain perfectly flat in one plain (no wave) and aligned with the head so that the D-headed bolts drop into the coupling bores without flex plate distortion. Reduction in cylinder head thickness and periodic decking to the block are obvious sources of geometric change. To establish a flex free flex plate is a goal that requires attention to detail.

The Fork Drive:

The vertical bevel geared shaft that drives the camshaft comes in two flavors: one with a straight shank on which the fork is assembled and the other with a tapered end to engage a tapered bore in the fork (Fig 1). Most engine builders have abandoned using the straight shank variety because they are prone to failure unless assembled with a heat shrink fit. The bevel gear with a tapered end, assures a steadfast attachment to the fork, however, it requires a thoughtful review of the liabilities on assembly.

The tapered bored forks also come in many varieties, the consequence of which is a varied position on the bevel geared shaft. This, in turn, affects the acceptable clearance with the flex disk on assembly: a fork that protrudes vertically

**Fig. 1**

too far will flex the coupling down; a fork that falls short of the disk will warp the coupling vertically up on assembly.

A careful look at both new and old forks assembled as shown in Fig 2 show some that are relatively flat and others whose forked ends are significantly offset.

In addition to these varied offsets, the tapered bores vary significantly and will position the forks in different locations on the shaft. Notice the variations in fork positions on the two pictures on the next page (Figs. 3 & 4). (The shaft is new and the two forks are new.) The first picture will yield an assembly which is .210" shorter than the assembly in the second picture. This information would prove most helpful should a longer or shorter assembly be needed.

If it were to be anticipated that an original bevel geared fork would be reused, this component should be magna fluxed (or dye penetrant tested). A spanner of the type shown in Fig. 5 insures the areas of concern are easily visible during inspection.

**Fig. 2**

magna fluxed (or dye penetrant tested). A spanner of the type shown in Fig. 5 insures the areas of concern are easily visible during inspection.

TT 2621



Fig. 3

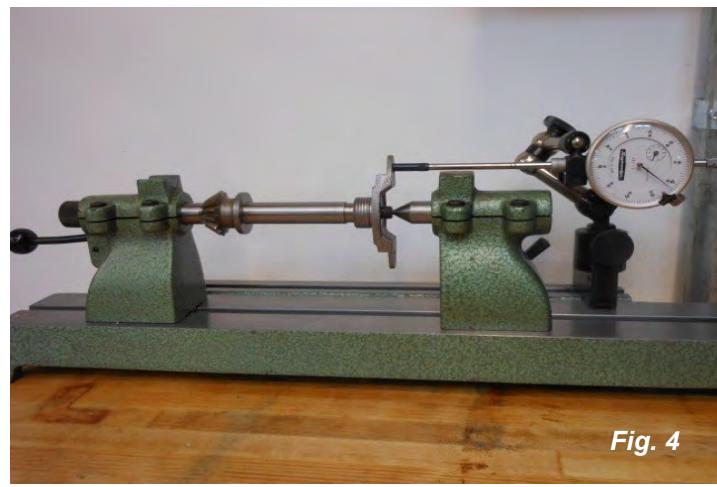


Fig. 4



Fig. 5



Fig. 6



Fig. 7

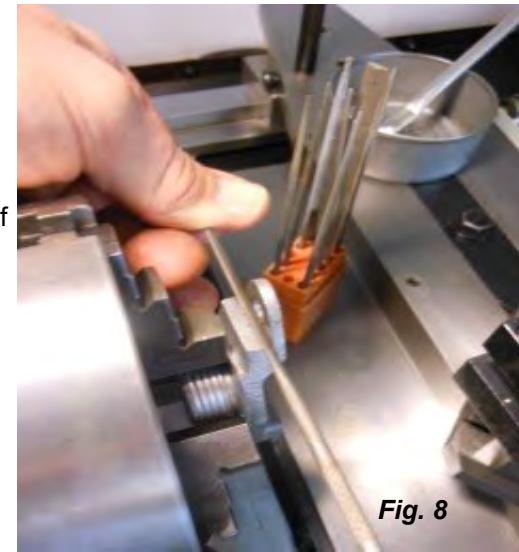


Fig. 8

Over long use and/or misregistration with the generator drive, the fork will fail in two areas: 1, At the base of the scroll (Fig. 6) and 2, In the area under the D-head bolts (Fig. 7). Failure usually occurs in these locations as a fault of a marginal or no radius machined into the fillets.

The area of the scroll will be addressed later in this article, however, the area under the head of the D-bolt can be dressed with a jewelers file with a radius edge. Set the fork into a chuck with a locked spindle and dress the milled cut (Fig. 8). In this way, the stress raiser at the root of the cut will be eliminated.

The Tapered Shaft:

The chance that the tapered bore in your chosen fork will perfectly match the taper on the vertical shaft is less than probable. To insure that fork is secure on the shaft when assembled, these two components must be lapped together.

Using either machinist lapping compounds or a combination of coarse and fine valve grinding compound (Figs. 9 & 10), lap these two together oscillating thirty degrees, lifting up, relocating, and re-lapping similar to the process of lapping a valve into a cylinder head. To start with a grit of 240 and end with 400 to 600 grit would be appropriate. The end of your efforts should leave a evenly mat surface finish on both components. You may be surprised how



Fig. 9

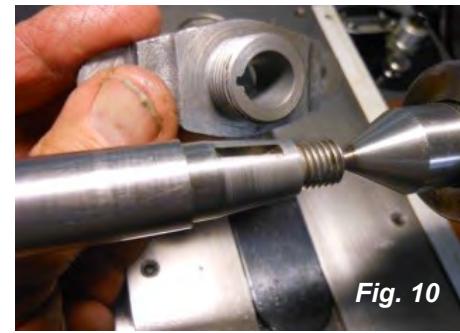


Fig. 10

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| 2012 | Appleton | Malcolm | Waitsfield | VT | (802) 767-1151 | 264 |
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| 2009 | Riehemann | Richard | Des Peres | MO | (314) 822-2228 | 237 |
| 2008 | Failla | John | Yorkville | IL | (630) 553-0458 | 430 |
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| 2008 | Fishel | Jeffrey | York | PA | (717) 846-6193 | 31 |
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| 2008 | Kernan | John | San Diego | CA | (619) 221-1275 | 401 |
| 2008 | Robinson | Mike | Sedalia | MO | (660) 827-0641 | 407 |
| 2007 | Conn | Verl E. (Bud) | Las Cruces | NM | (505) 522-4746 | 17 |
| 2007 | Corwin | Aiden | Bethel Island | CA | (925) 648-2692 | 458 |
| 2007 | Feiber | Jonathan | Atherton | CA | (650) 216-9998 | 198 |
| 2007 | Fiore | Patrick | Brooklyn | NY | (917) 318-6966 | 454 |

| Expires Last Name | First Name | City | State | Home Phone | MemberNo: |
|--------------------------|-------------------|----------------|--------------|-------------------|------------------|
| 2007 Holley | Harvard A. | Medford | Oregon | (541) 226-3465 | 165 |
| 2007 Player | Milly | Lancaster | SC | (803) 285-4219 | 451 |
| 2007 Sandman MD | Barry G. | Moorestown | NJ | (609) 235-4804 | 79 |
| 2007 Smith | Phil | Farmington | CT | (860) 674-1179 | 190 |
| 2007 Wasserman | Don | San Francisco | CA | (415) 567-3200 | 137 |
| 2007 Welch | Jim | Wayne | IL | (630) 584-1335 | 378 |
| 2006 Barnhart | Warren A. | Austin | TX | (512) 257-0363 | 201 |
| 2006 Dalesandro II | John J | Southampton | NY | (631) 283-9386 | 416 |
| 2006 Felper | Jerry | Anaheim | CA | (714) 630-1074 | 256 |
| 2006 Fohrman | Scott | Evanston | IL | (847) 212-9388 | 334 |
| 2006 Hall | Craig | Otis Orchards | WA | (509) 891-5504 | 355 |
| 2006 Hite | Gary | Prior Lake | MN | (962) 226-5912 | 398 |
| 2006 Holmes | Dick | Brazil | IN | (812) 448-2788 | 277 |
| 2006 Jackman | Dave | London | OH | (740) 852-1124 | 387 |
| 2006 Mars | Kenneth | Granada Hills | CA | (818) 368-4105 | 440 |
| 2006 Raymond | Dave | W. Redding | CT | (203) 438-6865 | 77 |
| 2006 Simeone | Fred | Philadelphia | PA | | 419 |
| 2006 Simmons, Dr. | Lee C. | Auburn | Alabama | (334) 887-8338 | 87 |
| 2006 Wayman | Lance | Torrance | CA | (310) 316-1527 | 340 |
| 2005 Da Bica | Nicola D. | Pomfret Center | CT | (603) 569-3865 | 21 |
| 2005 Diaz | Francis A. | Chicago | IL | (773) 871-2663 | 270 |
| 2005 McCoy | Chris | St. Paul Park | MN | (651) 459-3691 | 431 |
| 2005 Morris | John E. | Lake Mills | WI | (920) 648-5516 | 61 |
| 2005 Ponder | Gene | Marshall | TX | (903) 935-9463 | 423 |
| 2005 Schrieber | Dale | Gold Canyon | AZ | | 414 |
| 2005 Wohlwend | George (Dick) | Big Canoe | GA | (706) 268-1045 | 404 |
| 2004 Bremer | Richard | Ann Arbor | MI | (313) 622-9028 | 8 |
| 2004 Conde | Mick | Harrison City | PA | (724) 640-2222 | 368 |
| 2004 Dunne | James I. | Norwich | NY | (607) 336-9134 | 222 |
| 2004 Lockyer | Linda | Alton | Ont | (519) 941-2944 | 415 |
| 2004 Rehberg | Gordon I. | Dalton | GA | (706) 278-5241 | 146 |

| Expires | Last Name | First Name | City | State | Home Phone | Member No. |
|----------------|------------------|-------------------|-----------------|-----------------|-------------------|-------------------|
| 2004 | Robertson | Paul | Enterprise | FL | (407) 323-4532 | 71 |
| 2004 | Schildecker | Charlie B. | Miami | FL | (305) 667-0197 | 145 |
| 2004 | Seabrook | Craig | Novelty | OH | (440) 338-5950 | 224 |
| 2004 | Storms | Rick | San Anselmo | CA | (415) 454-8937 | 413 |
| 2004 | Wessel | Kerrik | St. Paul | MN | (651) 290-2921 | 24 |
| 2003 | Baxter | Terry | Lyme | NH | (603) 795-2076 | 348 |
| 2003 | Buck | Charlie | Mystic | CT | (203) 536-6773 | 192 |
| 2003 | Cox | Tom | Foxfield | CO | (303) 690-7672 | 377 |
| 2003 | Davis | Dee | El Cerrito | CA | (510) 235-6623 | 308 |
| 2003 | Fair | Thomas N. | North Kingstown | RI | (401) 295-5526 | 410 |
| 2003 | Garvey | Fran | Newfield | NJ | (609) 697-0882 | 120 |
| 2003 | Goerl | Herman | Glen Ellen | CA | (707) 996-1224 | 225 |
| 2003 | Goguen | Jerry | Walpole | NH | (603) 756-3134 | 35 |
| 2003 | Green | Donald | Bloomfield | IN | (812) 384-3224 | 36 |
| 2003 | Hill | James K. | Menlo Park | CA | (650) 323-1412 | 320 |
| 2003 | Horzmann | Robert W. | Ballwin | MO | (314) 227-3449 | 296 |
| 2003 | Kennedy | Robert | Phoenix | AZ | (602) 955-3232 | 371 |
| 2003 | Kidd | John | Asheville | NC | (828) 252-4269 | 232 |
| 2003 | Knight | Bruce | Fitzwilliam | NH | (603) 585-9549 | 359 |
| 2003 | Lance | Harold E. | Hackelstown | NJ | (908) 852-2133 | 125 |
| 2003 | Langberg MD | Jonathan J. | Atlanta | GA | (404) 378-9519 | 185 |
| 2003 | McNeill | Arch J. | Houston | TX | (713) 468-2811 | 228 |
| 2003 | Nelson | Richard | West Allis | WI | (414) 443-0271 | 406 |
| 2003 | Northcraft | Martin | Corvallis | OR | (541) 752-1927 | 160 |
| 2003 | Pray Jr. | Malcolm S. | Greenwich | CT | (203) 869-4630 | 328 |
| 2003 | Rutledge | Thomas | Birmingham | MI | | 339 |
| 2003 | Wilgus | Dave | Treasure Island | FL | (727) 367-2929 | 100 |
| 2002 | Asbury | Daniel B. | Sugarland | TX | (281) 343-8232 | 294 |
| 2002 | Kern | Jeff | Peachtree City | GA | (770) 631-4541 | 289 |
| 2002 | Pisano | Albert P. | Danville | CA | (925) 362-8307 | 303 |
| 2002 | Scott | John | Glenelg | South Australia | (88) 294-4239 | 203 |

| Expires | Last Name | First Name | City | State | Home Phone | MemberNo: |
|----------------|------------------|-------------------|------------------|--------------|-------------------|------------------|
| 2002 | Stephens | Fredric "Ric" | Ada | MI | (616) 975-3088 | 380 |
| 2002 | Stewart | David | Butteville | OR | (503) 678-2598 | 323 |
| 2002 | Trowbridge | William | Solon | IA | (319) 624-3172 | 379 |
| 2001 | Canja | Safron | Sisters | OR | (541) 549-1175 | 335 |
| 2001 | Clifford | Tom | Holliston | MA | (508) 429-5485 | 15 |
| 2001 | Cuthbertson | James | Oklahoma City | OK | (405) 752-3775 | 357 |
| 2001 | Farnum | Robert F. | San Luis Obispo | CA | (805) 783-1019 | 153 |
| 2001 | Johnson | Robert A. | Crescent City | CA | (707) 465-6254 | 307 |
| 2001 | Langford | Ken | Ft. Worth | TX | (817) 478-6859 | 187 |
| 2001 | Marcell | J. Phil | Plano | TX | (972) 596-4535 | 284 |
| 2001 | McGrew | P.C. | Colleyville | TX | (817) 355-1582 | 341 |
| 2001 | Michel | Dave | Alexandria | VA | (703) 768-0011 | 116 |
| 2000 | Barrett | Dave | Cohasset | MA | (617) 383-6520 | 162 |
| 2000 | Byers | Bob | Barnesville | OH | (740) 425-1504 | 158 |
| 2000 | Joslin | Joe | Danvers | MA | (508) 774-8998 | 122 |
| 2000 | McCartt | Larry | Monroe | OH | (513) 539-7406 | 299 |
| 2000 | Murray | William | S. Charleston | WV | (304) 744-0776 | 62 |
| 2000 | Neal | Steve | Brunswick | ME | (207) 721-0166 | 298 |
| 2000 | Santos | Albert R. | Palo Alto | CA | (650) 321-9476 | 80 |
| 2000 | Saylor | Richard | Monterey | CA | (831) 372-9215 | 317 |
| 2000 | Staller | Lou | Huntington Beach | CA | (714) 962-4342 | 324 |
| 2000 | Ward-Llewellyn | Terry | Oxnard | CA | (805) 981-1615 | 306 |
| 2000 | Webb | Thomas | Marengo | IL | | 350 |
| 2000 | Yates | Reed | Southlake | TX | (817) 431-8559 | 102 |
| 1999 | DeLucia DVM | Joseph A. | Clifton | NJ | (973) 744-6787 | 337 |
| 1999 | Gunter | Robert | Dallas | TX | (214) 363-8771 | 37 |
| 1999 | Hagin | Bob | Martinez | CA | | 333 |
| 1999 | Hollis | Raymond | New Hill | NC | (919) 545-0732 | 41 |
| 1999 | Medynski | Rob | West Milford | NJ | () - 973 | 175 |
| 1999 | Peck | Larry | Blaine | TN | (423) 932-4388 | 318 |
| 1999 | Phillips | Kenneth E. | Green Pond | NJ | (201) 697-2184 | 255 |

| Expires | Last Name | First Name | City | State | Home Phone | Member No: |
|----------------|------------------|-------------------|-----------------|--------------|-------------------|-------------------|
| 1999 | Smith | Dan | Louisville | KY | (502) 897-5491 | 316 |
| 1999 | Smith | Everett | Seiad Valley | CA | (916) 496-3200 | 202 |
| 1999 | Watson | Gary | Houston | TX | (713) 667-3456 | 210 |
| 1999 | Wheatley | Geoff | Clinton | NY | (315) 859-0962 | 327 |
| 1998 | Charysyn | Taris | Westkill | NY | (518) 989-6720 | 304 |
| 1998 | Cole | Roderick F. | Washingtonville | NY | (914) 496-7793 | 279 |
| 1998 | Holtzapple | Ray | Houston | TX | (713) 528-0380 | 42 |
| 1998 | Raynes | Alan W. | York | ME | (207) 363-2240 | 70 |
| 1998 | Wacker | Frederick G. | Lake Bluff | IL | (847) 234-2833 | 97 |
| 1998 | Watts | Bob | Columbus | OH | (614) 279-8852 | 249 |
| 1998 | Weatherall | Robin | St. Louis | MO | (314) 725-2892 | 302 |
| 1997 | Bayley | Tim | Nelson | | (416) 537-6334 | 196 |
| 1997 | Cooper | Jack | Escondido | CA | (619) 746-3198 | 107 |
| 1997 | Devlin | Rich | Pelican Lake | WI | | 310 |
| 1997 | Embling | Ronald | Otego | NY | (607) 988-7956 | 28 |
| 1997 | Farr | Bill | Niles | MI | | 309 |
| 1997 | Fino | Peter | Itasca | IL | (708) 773-1888 | 166 |
| 1997 | Harkins | Bill | Fallbrook | CA | (619) 728-4850 | 156 |
| 1997 | Hill | Watts | Chapel Hill | NC | (919) 942-1013 | 238 |
| 1997 | Holmquist | Bo | Wimberley | TX | (512) 847-5143 | 293 |
| 1997 | Kennedy | Tom | Shorewood | MN | (612) 470-4353 | 173 |
| 1997 | Knudson | Richard L. | Oneonta | NY | (607) 432-6835 | 47 |
| 1997 | Liposcak | Curtis | Madison | WI | (608) 233-6890 | 182 |
| 1997 | Lutz | Jon H. | Woodland Hills | CA | (818) 716-6377 | 114 |
| 1997 | Powarski | Jerry | Buffalo | NY | (716) 649-1662 | 68 |
| 1997 | Rogerson | John | Keller | TX | (817) 431-1935 | 74 |
| 1997 | Stephens | David C. | Murray | UT | (801) 261-5232 | 223 |
| 1996 | Acevedo | Alexander | New York | NY | (212) 472-1636 | 291 |
| 1996 | Balint | David | Lavallette | NJ | (908) 830-1877 | 216 |
| 1996 | Davison | Eric | Manhattan Beach | CA | (310) 546-3569 | 22 |
| 1996 | Duncan | Richard | Martinez | CA | (510) 229-0686 | 214 |

| Expires Last Name | First Name | City | State | Home Phone | MemberNo: |
|--------------------------|-------------------|-----------------|--------------|-------------------|------------------|
| 1996 Fuller | Robert A. | Algonquin | IL | | 200 |
| 1996 Johnson | Phil G. | Sherwood Park, | AB | (403) 922-0088 | 106 |
| 1996 Kubick | Ken | Indianapolis | IN | (317) 787-7546 | 123 |
| 1996 Magnuson | R. Alan | Denver | CO | (303) 338-5311 | 297 |
| 1996 McQuaid Jr. | William R. | Jacksonville | FL | (904) 388-0203 | 57 |
| 1996 Read Jr. | Mrs William A | Palm Beach | FL | (561) 655-4242 | 132 |
| 1996 Steneberg | George S. | El Cerrito | CA | (510) 525-9125 | 159 |
| 1995 Bridger | Don | Jonesboro | AR | (501) 932-1080 | 360 |
| 1995 Broadbent | Ken | Holladay | UT | (801) 278-8043 | 286 |
| 1995 Lesley | Bryson | Chickamauga | GA | (706) 375-8750 | 113 |
| 1995 Morse | Debra S. | Tacoma | WA | (206) 475-4142 | 155 |
| 1995 Pierce | Harry | Richmond | ME | (207) 737-2056 | 65 |
| 1995 Thomas | Lovan B. | Natchitoches | LA | (318) 352-8996 | 181 |
| 1995 Todd | Dr. Robert | Niles | MI | | 258 |
| 1993 Rudin | Dr. Bruce | Newark | DE | | 233 |
| 1900 Briskman | Barry M. | Scottsdale | AZ | (602) 948-6901 | 9 |
| 1900 Dement | Mark | Mansfield | TX | (817) 477-3558 | 148 |
| 1900 French, Jr. | Bill | Harpswell | ME | (207) 729-0810 | 353 |
| 1900 Graham | Matt | Tacoma | WA | (206) 584-2033 | 93 |
| 1900 Murray | Bob | Napa | CA | (707) 259-1762 | 351 |
| 1900 Peters | John | Darien | CT | (203) 655-8731 | 131 |
| 1900 Reader | Lew | Watsonville | CA | (408) 722-5128 | 179 |
| 1900 Roger | Furneaux | | | | 421 |
| 0 Alexander | Lawrie | Shingle Springs | CA | (916) 672-2319 | 3 |
| 0 Bell | Jim | | | | 108 |
| 0 Carr | Sarah P. | Tunkhannock | PA | (570) 836-0889 | 288 |
| 0 Chilberg | George C. | Bonsall | CA | (760) 724-8867 | 329 |
| 0 Crutchfield | Walter | | | | 18 |
| 0 Deuschle | Ralph | Scottsdale | AZ | | 167 |
| 0 Eberhardt | William | | | | 241 |
| 0 Eckart | Bob | | | | 27 |

| <i>Expires</i> | <i>Last Name</i> | <i>First Name</i> | <i>City</i> | <i>State</i> | <i>Home Phone</i> | <i>Member No.</i> |
|----------------|------------------|-------------------|-------------------|--------------|-------------------|-------------------|
| 0 | Furneaux | Roger | | | | 212 |
| 0 | Glueck | J | Shaker Heights | OH | | 395 |
| 0 | Goulette | William | Waunakee | WI | (608) 241-3612 | 403 |
| 0 | Gray | Barry | Washington BFPO 2 | | | 418 |
| 0 | Hart | Patrick | Redmond | WA | (206) 827-6702 | 274 |
| 0 | Heist | Jack | Mundelein | IL | (847) 949-0205 | 278 |
| 0 | Jenkins | Jacqueline | | | | 206 |
| 0 | Keuper, Dr. | Jerry | Melbourne Beach | FL | (321) 723-3483 | 46 |
| 0 | King | Dick | | | | 442 |
| 0 | Matsudaira | | | | | 142 |
| 0 | Maxwell | Ken | San Jose | CA | (408) 258-7380 | 438 |
| 0 | Nishio | Takahiro | | | | 422 |
| 0 | Ogawa | Tokugoro | | | | 7 |
| 0 | Poulton II | Curt | | | | 383 |
| 0 | Rickhard | Jack | | | | 409 |
| 0 | Ross | Gordon | | | | 441 |
| 0 | Schnaer | H. | | | | 82 |
| 0 | Start | John Michael | | West Sussex | | 221 |
| 0 | Stepanis | David | | | | 99999 |
| 0 | Stranberg | James E. | | | | 373 |
| 0 | Sudsek | Patrick | | | | 265 |
| 0 | Watkins | Weldon | | | | 99 |
| 0 | Wolfe | Phil | | | | 101 |

Current Members: *Expired Last Year:* *Expired 2 Years Ago:* *More than 2 Years Expired:*

139

23

4

196

long this will take.

With the potential of the fork and shaft now to be mated as an assembly, there is still no assurance that the plane of the fork is perpendicular to the axis of the shaft. It most likely is not, especially if the chosen components are new. To address this issue, and it is an IMPORTANT ONE to address:

1. Clean the fork bore and the shaft of all residual lapping compound.
2. Install the key insuring a tight fit into the keyway slot in the shaft.
3. Lightly lubricate the shaft and fork and torque together.
4. Assemble between centers on a lathe with a suitable dog drive and machine the face of the fork as seen below. **Note:** It is recommended that if the generator was finish assembled to the front housing and the head fitted to the block with a gasket of appropriate thickness, the distance between the generator fork and the vertical drive fork could be measured and the fork machined to the thickness of the flex coupling swaged collars (Fig 11).

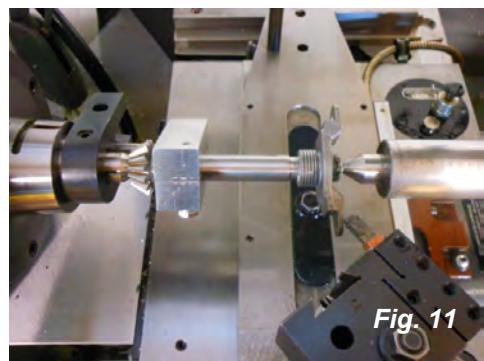


Fig. 11



Fig. 12



Fig. 13

Oil Sealing the Vertical Housing:

Before removing the fork from the shaft, it is wise to reflect on oil control. Traditionally, oil accumulating in the housing above the generator would overpower the reverse acme threads machined onto the fork. Misalignment and loose assembly would compound the problem by imparting matching grooves in the upper casting making oil control nearly impossible. Remedies in Great Britain would include soldering a disc to the underside of the fork to act as a slinger to shield the generator but create a spray of oil around the engine bay and inside bonnet (See Figs. 12 & 13).

Perhaps a more reasonable solution is to machine the housing to accept a modern lip seal. This is easily accomplished by centering the housing on the lathe (Fig. 14) and machining a counterbore into the housing to accept the seal. Use of a National Oil Seal, number 240816 (Fig. 15), might be an appropriate choice. Because the housing is tapered on the underside, a wise machine practice is to machine the face of the bore where the seal would enter (Fig. 16) so that when pressing in the seal, the seal will not cock on entry.



Fig. 14



Fig. 15



Fig. 16

Having kept the shaft and fork attached, this assembly may now go back onto the lathe (Fig. 17) to machine off the acme threads to the prescribed diameter for the oil seal. This journal needs to be very smooth (perhaps finished with an emery cloth while on the lathe). Special attention should be paid to radius the cutting tool so as not to create a stress raiser in the fillet of the journal.

TT 2621

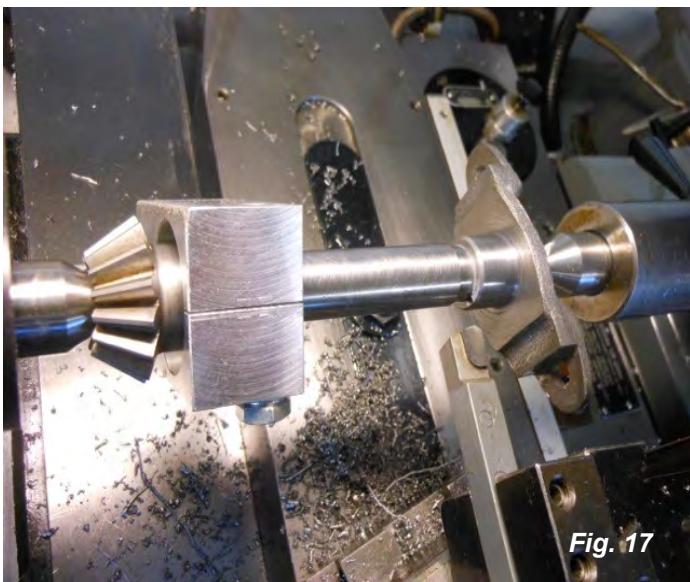


Fig. 17

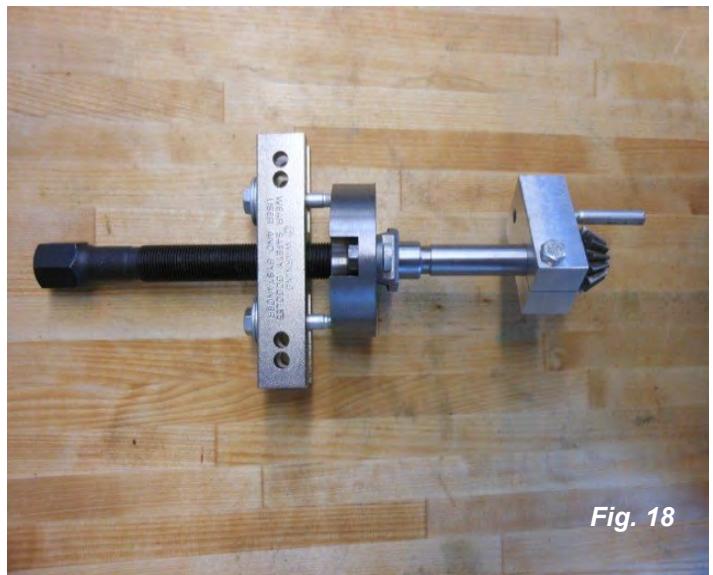


Fig. 18

The efforts to create an absolutely true shaft and fork assembly can be ruined without one last precaution. It is often seen in practice to pull the fork off the shaft using a dual armed puller engaged to the two ends of the fork. With the fork tight on the shaft, this will likely bend the ends of the fork inward, and thus negate all mentioned previous efforts. A far safer and best practice would be to engage the use of an intermediary disc that would bolt to the fork to keep the arms in the same plane and then use a puller pushing through the center of fork to release the fork from the vertical shaft (See Fig. 18). The fork will pop off the tapered shaft and no damage will be incurred to the fork arms.

For the practice as just described to have merit, it is imperative that the vertical drive and the generator have a common axis. This procedure is described in Blowers Manual and elsewhere and employs a fixture similar to what is pictured in Fig. 19.

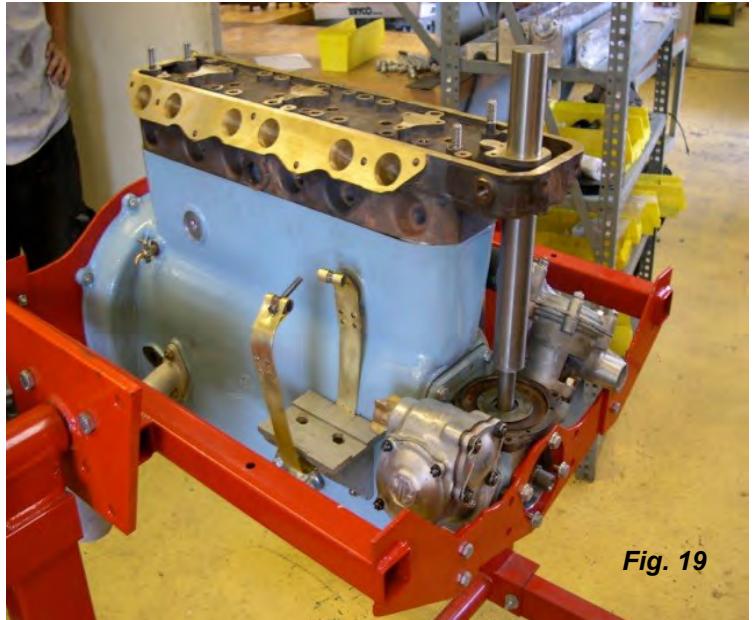


Fig. 19

If you feel a sense of exhaustion from having plowed through this article, it is because the prewar MMM engines are complex and lack the simplicity of their pushrod cousins. The rewards, however, are in having Safety while going Fast.



Racing Cars—Past and Future

A Voice From the Past

By W.W.Wallis

Reprinted from Safety Fast, February and March, 1983.

There should be neither MG driver nor enthusiast who does not know that the late Cecil Kimber was the founder of The MG Car Co. His daughter, Mrs Jean Cook, has generously allowed a recently discovered Paper by "Kim" to be reproduced in Safety Fast.

As you read it, serialised in this and future issues, I ask you to keep recalling to memory that this man of vision was talking in 1944 —nearly forty years ago—and during a world war and without the hindsight that we have.

This is the second installment of this reprint published in this newsletter. The first installment was published in the Spring 2013 issue, and the final installment will be published in the Fall, 2013 issue. Ed.

One of the first lessons we had to master was how to make the big-ends stand up. The original engine had connecting rods of parallel section and it was common to find the letter H of the section reproduced on the top half of the big end bearing. Splaying the connecting rod at the bottom end and making it really massive was one step. Abolishing the absurd nick, that is so often milled in the connecting rod to take the big end bolt head, helped; but there was one thing we established and that was the oil temperature in the sump must be kept below 85°C however hard the car might be driven around Brooklands. Very large capacity sumps, well finned, and ample pump capacity provided most of the answer.

Then I designed what became the Standard Midget and Magnette frame for many years. Parallel side members, tubular cross members and an underslung back axle. This at once transformed the car from a road holding point of view.

The three-speed standard gearbox was then discarded and a 4-speed E.N.V. box with remote control fitted and by degrees it became quite a motorcar.

As I mentioned at the beginning of my talk, I have had to rely on my memory for the various facts that I then put down on paper, but it was only recently, when I was visiting my Brother and quite accidentally picked up a book on motor racing, that I found how very much my memory had been at fault. This was a book called 'Combat' written by Barre Lyndon, giving in chronological sequence the history of the M.G. car.

I had to revise a lot of my notes in consequence and I thought it might make this talk more interesting if I gave you a short resume of this history. For instance, I found that the first race ever won by an M.G. was on October 10th 1927 — a fact I had quite overlooked. This was in Buenos Aires, when a certain Alberto Sanchez Cires won a 100 kilometre race on a new concrete track (1-1/2 miles to the circuit) that they had just constructed. He apparently ran away from the field to win at the modest speed of 62 m.p.h. Over here, the first sporting event ever won by an M.G. was achieved when I won the gold cufflinks that I am now wearing by successfully getting through the 1925 London-Lands End without losing any marks, in the first M.G. that I ever built.

In the following years more similar awards were won, but

what really established the M.G. in the eyes of the sporting fraternity was the way the four 8 h.p. Midgets entered the 1929 London-Lands End run, sailed up Beggars' Roost in a procession, making faultless climbs and going on to win four gold medals. You must remember that in those days Beggars' Roost failed the majority of entrants, especially in the lower powered range. This was followed by an observed 100 ascents non-stop of this hill.

It was these successes that began to make people think about racing M.G.'s and in 1930 three enthusiasts named Randall, Pollard and Edmondson entered a team in the Double Twelve Hour Race at Brooklands. There were seven other teams entered for the team prize, which the Midget managed to secure at something over 60 m.p.h. the individual cars being capable of lapping at over 70 m.p.h. However, their size — 847 c.c. —was too big a handicap in the 1,100 c.c. class to win the class prize. In the same race there was also entered a Mark III, 18 h.p. MG known as the 'Tigress' driven by Callingham, but this retired with big end trouble.

Another entrant in the race was Captain F. H. B. Samuelson, with a wide experience of light car Continental racing, and he was so impressed with the capabilities of his 847 c.c. Midget he entered it for the Le Mans 24 hour race to be held the following month. His co-driver was Murton Neale. In spite of the handicap of only 3 speeds, they averaged over 60 m.p.h. until they retired with a broken oil pipe following an accident when Neale was driving, when he rammed a bank. Undismayed by this failure, Samuelson entered the car for the Belgian 24-hour Race which was held at Spa. Again there was the handicap of competing in the 1,100 c.c. Class. Although he was not placed, he finished the course suffering from acute clutch slip, through oil.

More trouble was experienced with freezing carburettors, which was overcome by feeding warmed air to the carburettor from the rear of the radiator. A few days later the M.G. was wheeled out to take the 5 kilometres at 103.13 and the 5 mile at 102.76 and the 10 mile at 101.87

Thus, the M.G. was the first 750 c.c. car to reach 100 m.p.h. but for technical reasons the mile record could not be officially taken at Monthlery, which was a bit Gilbertian when greater distances were covered at a higher speed.

In March 1931, perhaps because it was the 13th, M.G.'s made an unsuccessful attempt to get the mile record, but

Cecil Kimber (in trilby) with one of his leading lady drivers, Mrs 'Bill' Wisdom, and her K3 Magnette at Brooklands.



achieved only 96.93 though this beat the Austin record.

On May 8th and 9th 1931 the J.C.C. Double Twelve Hour Race at Brooklands was again held. No less than fourteen private owners bought M.G.'s and entered the race. The result was the greatest overwhelming victory ever achieved in the history of motor racing — 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th and 11th was the result against the whole field, whilst they also mopped up every class prize and the team prize. Then some of the same entrants went over to Dublin for the Irish International Grand Prix.

Again a 1st, 2nd, 3rd win against the whole field, the drivers being Black, Horton and Gardner. Speed was just under 65 m.p.h. Serious gearbox and selector trouble put other entrants out of the race.

In June came the Le Mans race again, and once more the irrepressible Samuelson entered a car, as also did the Hon. Mrs. Chetwynd. The latter retired with a key shearing in the timing gear. Samuelson's car, again damaged by a crash, failed to complete the last lap in the time allowed under the somewhat complicated rules and was disqualified in spite of being amongst the leaders. A con rod broke on this fatal lap, though he brought the car through.

The real heroes of these races were the mechanics, who often worked the clock round to get cars prepared in time.

At the Works we also saw the possibilities of the Midget, and set to work to build something special; this was known as Ex 120. It was fitted with an underslung frame which I designed and which became the standard design right up to the outbreak of war.

By fitting liners and a shorter throw crankshaft, the size was reduced to 747 c.c. and compression raised. Today we should not fit liners, but a still shorter throw crankshaft.

Anyway, one dawn, if anyone had been on the Newmarket Road they would have seen George Eyston and a party of mechanics unloading Ex. 120 from a lorry for the purpose of secretly trying out the car to determine whether there was any chance of getting away from Au-stin's the record they held

with their super-charged model. This was late in 1930 and it was desirable to obtain this before the end of the year, otherwise the Austin record would stand until the end of 1931.

The trials at Newmarket were so promising that Eyston and his equipo went over to Monthlery on Boxing Day, and, after some trials and tribulations owing to the intense cold, a freezing carburettor and an icy track, on New Year's Eve the following records were taken:

50 kilometre — Austin 83.5 MG 86.38 whilst the 50 miles was taken at 87.11 and the 100 kilometers at 87.3, but a valve broke and prevented the 100 mile record being achieved.

It must be remembered that the M.G. took these records with an unsupercharged car, whilst the Austin had been supercharged. This led to the idea of going all out for the 100 m.p.h. record with a blower added. We were spurred on by the fact that we knew Austins were after the same record, which was regarded as an important milestone of speed, and we knew Malcolm Campbell had taken an Austin out to Daytona with him with the idea of adding this achievement to his many others.

Under Eyston's guidance we fitted one of his Power Plus blowers and gave it a two-day run on our comparator at 87 m.p.h. Then early in 1931 in bitterly cold weather we went back to Monthlery. Whilst there, news came through that Campbell had only achieved 94 m.p.h. The week before the effort, Jacko' and Kendall, the two mechanics, put in 126 hours, making last moment alterations to combat the cold.

On February 9th, 1931 Eyston took all the records still standing to the credit of Austin; the new records were 97.07 for 5 kilometres; and also the 5 mile, the 10 kilometer record held by a little known French voiturette called the (???)

Still undaunted, Samuelson entered for the German Grand Prix at the Nurburgring, also a Czech called Urbau Emmerich. Samuelson lapped at 55 m.p.h. in the rain against Carricola's 65 and came in 5th in the 1,100 c.c. class.

Emmerich went off the course and down a precipice and was lucky to escape with his life.

Then August, still 1931, and the Ulster T.T. in which Black repeated his Dublin victory and won at 67.9 m.p.h. The record for the lap only, for any size of car up to then, had stood at under 67!! There were 3 M.G.'s in the first seven.

The racing season wound up with the B.R.D.C.'s 500 Mile Race at Brooklands. This is a race in which different handicap speeds are set for various engine sizes, and to show the influence M.G. successes had on this handicap-ping, it is interesting to note that whilst the 1930 handicap speed for the 750 c.c. class was 82.3, for 1931 it had been raised to 93.97 — nearly 12 m.p.h. increase. In this race E. R. Hall came third, Crabtree fifth and with Kendall's M.G. they also got the team prize. Troubles were big ends and blown gaskets.

Before this race happened Austin's took the S. S. mile and kilometer record at 74.12 and 65.00 and the Flying Mile at 100.67. Then, out of the blue, Viscount Ridley came down from Newcastle and calmly took the Flying Mile record at 104.5 and the kilometre at 105.4; but whilst all this was going on, M.G.'s were busy building a special record breaker known as Ex 127.

The engine was set aslant the frame, bringing the differential to one side of the back axle to allow a lower seating position. The axle shafts were of chrome molybdenum and the axle tubes the same. The crown and bevel were of 80 tons tensile whilst the propshaft was tested to 7,000 r.p.m. with a critical speed of 9,000.

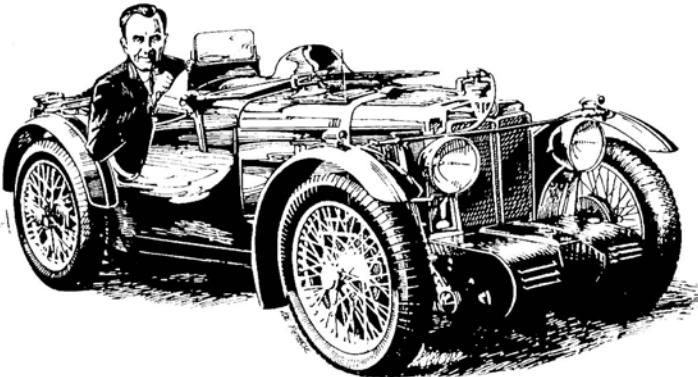
Ex 127 was meant for short distance attempts, leaving the old Ex 120 for the longs. When the news leaked out, Austin's went over to Monthlery followed almost immediately by the M.G. contingent, both camps being intent on being the first to cover 100 miles in the hour.

Mrs. Stewart, now Mrs. Duggie Hawkes, was to drive the Austin; two attempts were made before the M.G.'s started, but both failed.

Ex. 120 was got ready first and thanks to all the lessons that had been learned was found capable of lapping at 106 to 108. It was fitted with extra tanks for petrol, oil and water, all in the cockpit, dual pipe lines, dual oil gauges, twin switches and air gauges. In the meantime, Austin's succeeded in beating Eyston's 5 kilometer record at 109 m.p.h. A third attempt at the hour record by Austin's ended in failure owing to transmission trouble.

At 1 o'clock on September 25th 1931 Eyston set off in Ex 120 for this coveted hour record. Steadily, lap after lap, the little car roared round the track to achieve 101.1 miles. He then went on to complete another lap, but didn't appear. His faithful mechanics jumped in a car and tore off to find out what had happened. They found the car right side up off the track and burning furiously. Beating their way through the smoke and flames, they were astounded to find no Eyston in the car, nor could he be found anywhere around. It appeared that Eyston had been able to decant himself from the car whilst it was still doing about 60 m.p.h. and a Citroen test driver, who was also circling the track, found him, lifted him into the car and rushed him off to the hospital, where he was treated for severe burns and a broken collar bone.

Whilst he was in hospital, trials were commenced on Ex 127 which were disappointing, as boiling was experienced. An aeroplane wing type radiator was fitted into the top of the engine cowling and on October 17th 1931 the late E.A.D. Eldridge took the 5 kilometer record at 110 m.p.h. which was the fastest speed ever recorded to date in Class 'H'; the gasket going and the radiator tubes bursting prevented further attempts. It was found the blower was impeding the air flow to the radiator.



A week later Viscount Ridley again appeared at Brooklands with his Ridley Special. An accident wrecked the car and seriously injured the driver, and a little later Cushman and Driscoll took six class 'H' records including the six hours and the 200 miles.

And so the ding-dong Austin/MG battle went on. In December 1931 again with the idea of getting the records in the 1931 period, the single-seater Ex 127 was sent over again to Monthlery. Eyston was better and determined to try for the 2-miles a minute. In spite of ice covered track, he raised the 5 kilometer record to 114.77, 5 mile to 114.74, 10 kilometer to 114.72 and the 10 miles to 114.66; but the 120 m.p.h. eluded him.

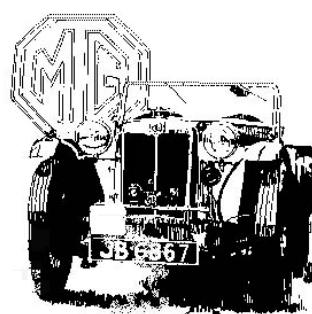
Early in 1932 the car was prepared for 120 m.p.h. at Pendine Sands in Carmarthenshire. This was attempted on February 8th after waiting days for the right condition of the sands.

The R.A.O timing apparatus kept breaking down and to Eyston's bitter disappointment on one run when he was independently timed to do 123 to 124 m.p.h. it was not recorded, as although the mechanism was working the ink had run out on the recording pen. The final result was 118.39, though it should have been over 121.

In May 1932 the J. C. C. substituted a two-day 1,000 Mile Race at Brooklands for their previous Double-Twelve Hour event and for this a number of M.G. owners entered their cars. Rather a lot of troubles came to light in this event; during practice there was cylinder head gasket trouble traced to green castings. In the race, big ends, leaking petrol tanks, sheared dynamo couplings and blown gaskets made a number fall by the wayside, but Norman Black came in third at 75.5 which included a stop every lap on the second day for petrol. Had it not been for this he would have won easily. As it was, this was ten miles faster than the 1931 Double Twelve, still running unblown.

June 18th 1932 found Samuelson once more at Le Mans, this time partnered with Norman Black. The gasket trouble had been overcome by using solid copper ones. At half-time they were leading the race, when again an accident in which Black was involved caused a leaking petrol tank. This put the car out of the race, as no replenishments are allowed under the rules at intervals of less than twenty laps.

To be continued in the next issue of the NA MMM Register Newsletter.





1929

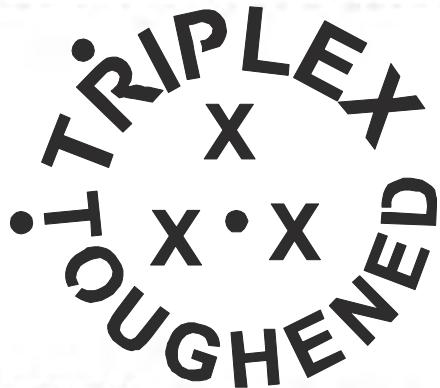
2013

The Marque Of Friendship

1929 - 1936

North American MMM Register
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The New England MG/T Register
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704/544-1253**1956-1962 MGA/ZA/ZB**
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PO Box 3203 • Kent, OH 44240
800/NAMGBR-1**1968 - 1969 MGC**
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Greenfield, IndianaPrice: \$11.50 /including setup fee
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International shipping at current postal rates

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1252 W. Main St. Greenfield, IN 46140 ■ (317) 462-9810**Name Badges by**
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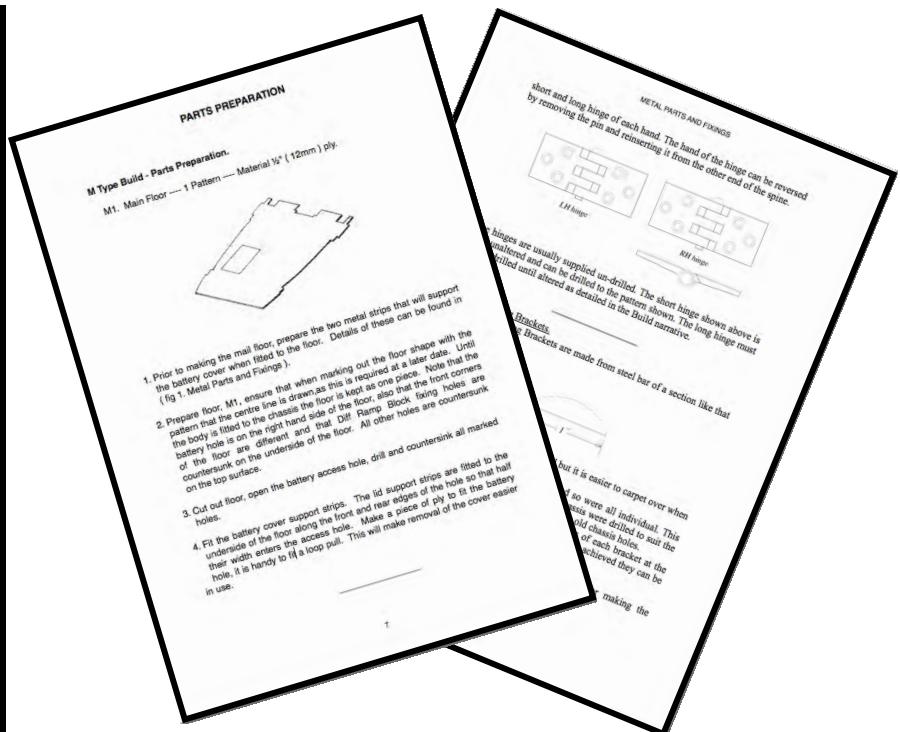
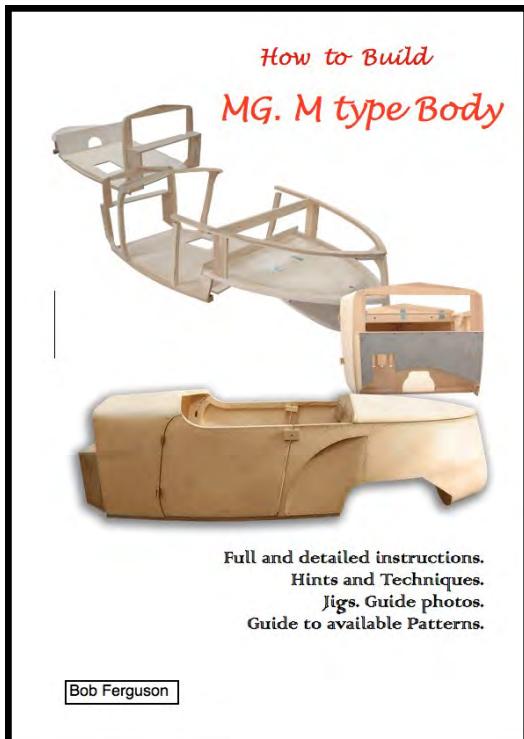
New M-Type Book Available

Note received from Lew Palmer:

Just got a note from Robert Ferguson in the UK in response to my query about his book on building a M-type body for those needing such: " How to Build MG. M type Body". The book has 93 pages of detailed information and is backed up by eight sheets of patterns. The section detailing the actual build is covered by step by step photo's (Examples below). Patterns, which are on AO size paper, detail 80 parts and 6 jigs. The Book and Patterns are £100 GBP plus P&P.

Contact Robert ashframes@hotmail.com

Cheers, Lew



MG Airline Coupe: Record of Cars Sold Over the Past 7 Years

I'm not sure where I got this, but I thought it might be of interest to you. Ed.

| <u>DESCRIPTION</u> | <u>DATE OF SALE</u> | <u>AUCTION/ PRIVATE</u> | <u>PRICE (Inc. PREMIUM)</u> |
|-----------------------------------|-------------------------|---|---------------------------------|
| 1938 HRG Airline Coupe* | 8/03/2013 | Gooding & Co. Amelia Island, Florida | US\$253,000 |
| 1936 MG NB Airline Coupe | 17/01/2013 | Bonhams, Scottsdale, Arizona | US\$186,500 |
| 1936 MG TA Airline Coupe | 2011 | Private: W Fischer (Switzerland) | Euros 155,000 |
| 1936 MG NB Airline Coupe | 27/10/2010 | RM Auctions Battersea, London | £145,000 |
| 1934 MG PB Airline Coupe | 8/03/2008 | RM Auctions, Amelia Island, Florida | US\$148,500 |
| 1935 MG NB Airline Coupe | 20/04/2007 | RM Auctions, Gene Ponder Collection Sale | US\$398,500 |
| 1936 MG Magnette Airline Coupe | 2006 | Private: D Lawley of Toronto, Canada | Can \$ 120,000 |

* The HRG Airline is a one-off car using an MG Airline body with HRG chassis and mechanicals.



DGROUP DISPATCH

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SUMMER 2013
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THE 8/33 MG MIDGET SPORTS SERIES D (LONG CHASSIS)

www.mgdgroup.org

NEWS AND VIEWS.....

The jigsaw puzzles on offer last month went very quickly – appropriately the first request for one was from the current owner of the D Type portrayed, D0298 – George Bunyan!

MG Live at Silverstone on June 15th and 16th is the next big meeting and as usual I shall be in front of the Triple M Register desk in the main Club marquee, at 12 o'clock midday Saturday, for 20 minutes or so for collections/ deliveries or just to say hello! Hopefully our major turnout for D Types themselves will be at PreWar Prescott on July 20th. Details were in the last Dispatch but see also www.prewarprescott.com; if anyone needs help or advice on accommodation, trailer parking etc. etc. please give me a call.

If anyone went to VSCC Silverstone back in April no doubt they noticed the D Type entered! This was Ken Sheffield's D0312 (see Dispatches 5 and 29). Not as successful as in earlier meetings but he is still running on an original crank! He has a new engine nearly finished for future races so watch this space! Ken tells me that special body on the car weighs just 56lbs! Earlier this year Bill and I went to see Ken and saw the car, new engine almost finished, and the silverware from much earlier escapades in D0312!



THAT FUEL TAP/ BRAKE ADJUST BRASS PLAQUE..

The plaque pictured and mentioned in the last Dispatch (38) has prompted some questions as to where it was fitted on the car. I've always assumed it was fitted on the 'trap door' itself in the floor board on the driver's side. I would be very interested if anyone has evidence to the contrary? No original documentary evidence is around and no picture of the trap door is shown in the D manual – unlike the F1 manual which does show one; but as this is for access for the gearbox oil filter plug as well it is unlikely to be the same size or in exactly the same place as for the D. Mine is purely guess work and is pictured here with the wrong plaque (I've not changed to the correct one yet!)



But Mike Jakeman has sent me a picture of his 'trap door' in D0427 and this looks a much more period shape, and better size; the hinges to look identical to those used on the tool box so this may be close to original.



Unfortunately the floor boards seemed the first item to rot away on the D but if anyone has any information on the 'trap door' as to original size or location I would appreciate it.

NEWS ON CARS.....

Gerry Annetts' D0489 (Dispatch 37) has now been trimmed and has a full tonneau. It will go back again shortly for a hood after Gerry gets the hood frame just right on the car. The trim has been completed to a high standard and worth showing a few pictures here.



Carpeting has been done in a matching green which really finishes the car off well. All MGs of course were fitted with black carpeting as standard but most of us, I think, have colour coordinated the flooring and much better the cars look for it!

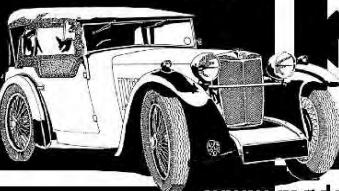
D0427 has been on its travels again! Mike Jakeman took his D on the Scarborough to Morecombe Coast to Coast Reliability Run in May. The run itself was some 155 miles in excellent hood down weather with some steep hills to test the brakes. There were about 30 plus old cars quite a few of which were MGs with the D probably the oldest amongst them. They arrived at the finish in Morecombe around 6 o'clock after travelling through some lovely countryside.



TED HACK (D0311) ted@mgdgroup.org 01242 603266 - BILL GRAYLING (D0253) bill@mgdgroup.org 01452 780357 www.mgdgroup.org

DGROUP DISPATCH

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www.mgdgroup.org

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



Mike had a good 150 miles from home to get to the start; and a bit further home from the finish; in total the car covered some 500 miles in 4 days and behaved well! The pictures show Mike in the D at the start in Scarborough, typical scenery en route, and the finish at Morecombe.

BITS AND PIECES.....

Quite a few bits on offer this edition!

Chris Blood now has the long awaited brand new Adamant steering box drop arms as pictured here. They are made from cast-ductile iron with spec of 420/12 – Spheroidal Graphite.



They are priced at £109. Chris also has new 'rear seat pans' at £105. Both plus postage or he can bring to Silverstone. He also has one rear undertray/footwell left (see picture in last Dispatch) and some of the special brackets to hold the speedometer to the instrument panel. And stop press – he has some new hood frames! Chris can be contacted at on cblood@thebloods.fsnet.co.uk or on 01623 490455.



We have a pair of rear side screen frames here for sale at cost £100. These were made to my spec and were designed to match the front originals. Originally the hood had 'side curtains' attached instead of side screens at the back but I have found the screens work better and are easier to 'install'. They are of round bar so more suitable for the earlier cars as later cars, we think, had flat metal frames. Pictures and sketches of the side screen frames, front and rear, available from me.

Peter Giblin has a D/F1/J1 Saloonette petrol tank for sale; no doubt could be altered to suit the tourer? Contact Peter on peter.giblin@cwj.co.uk



Another tank, this time for the standard tourer, repaired and just needs filler neck refitting. Pictured here:

Contact Mike Jakeman at mike.jakeman@westgatehouseandb.co.uk for further details.

TED HACK (D0311) ted@mgdgroup.org 01242 603266 - BILL GRAYLING (D0253) bill@mgdgroup.org 01452 780357 www.mgdgroup.org

The North American MMM Register

Invites you to attend

TWO Special NAMMMR Events This Year

You won't want to miss either of these events, but, if you can't attend both, one of them will be not far from you, and both are easily accessible from your part of the USA, regardless of where you live. More information will be forthcoming in the NAMMM Newsletters, but the enclosed will hopefully entice you to register and plan to attend at least one of these events.



The Arizona MG T Roadrunners invite you to Arizona!

...to the next GoF West gathering to be held in Carefree, AZ from Oct 28 thru Nov 1, 2013

Plan to stay at the beautiful Carefree Resort, nestled within the foothills and boulders of the Sonoran Desert. The accommodations and amenities will surpass your expectations. In addition to stylish, comfortable rooms, there is a full complement of facilities to suit all of your needs.

Characterized as an upscale residential area, Carefree was conceived in the mid-1950s as a master-planned community. Typical of Carefree's character are its street names—Tranquil Trail, Easy Street, Ho-and-Hum Roads and Long Rifle, Stagecoach and Bloody Basin—which reflect both its quiet, casual air as well as its Western heritage. The motto of Carefree is "Home of Cowboys and Caviar, Where the Old West Meets the New."



The four day event will start on Monday with the roundup of all the first timers and a special display of their cars. If you have never attended a GoF West event then you will be in for a treat because **you** will be our special guests on opening night. All MMM cars will be eligible to participate in all of the events.

Other events for the week will include car display, tech sessions, "special" ladies tech event, funkana, roadrunner rally, and finally, arts and crafts to include photo, model, and dioramas competition.

The week's activities will end with an awards banquet.

Overall, there will be lots going on but there will also be plenty of time to socialize, sightsee, shop and relax. And when you combine the casual Carefree setting, local western flare and the excitement of the MG family, you will have a GoF to remember. So, come along and be....."carefree" in Carefree





**GoF WEST 2013
Registration Form
Carefree, Arizona
October 28-November 1, 2013**

Regist. #

Registration Fee:

Check payable to GoF West 2013

\$50 USD before July 1, 2013

\$60 USD after July 1, 2013

In Spirit \$25

Cancellations after July 1 will revert to In-Spirit Registration, with the balance refunded.

Names—as you want them on your name tag and in the booklet:

Last Name: _____ First Name: _____

Co-driver: _____ First Name: _____

Children under 12 who will be attending: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Country: _____ Phone: _____

E-mail: _____

Have you previously attended a GoF WEST? Yes _____ No _____

Has the car previously attended a GoF WEST? Yes _____ No _____

Bringing a Trailer? Yes _____ No _____

Primary Club Affiliation: _____

Car: Year: _____ Model: _____ Color: _____ License Number: _____

Method of Payment: Check _____ VISA _____ Master Card _____

Name on card: _____ Number: _____

Expiration Date: _____ Three Digit Security Number: _____

Hotel Information:

Carefree Resort & Conference Center
37220 Mule Train Road Carefree, AZ 85377

Hotel Phone: (480) 488-5300

Online Link to hotel registration: www.GoFWEST.org

Please refer to GoF West 2013 to get these rates.

Resort queen, double queen, king: \$142

Plus applicable taxes and fees. Resort fees waived at checkout.

Includes up to two \$5.00 off Breakfast Buffet coupons per paid resort room.

Send form to:

Ken & Ginny Martin
4846 E. Indianola Ave.
Phoenix, AZ 85018
602-840-3554

**In October 2013 the Arizona MG 'T' Roadrunners hope
to see YOU "care free" in Carefree, Arizona.**

1933 J2 For Sale

1933 J 2 for sale. Swept wing car. Needs full restoration, extra parts included.
James Perman 203 375 6095
brooklandsengr@mac.com



S. J. Gilbert

VINTAGE CAR RESTORATION



11 Pyrocroft Lane, Weybridge, Surrey, KT13 9XP

Fax/Tel No's: 01784 466488—WORK ~ 01932 843712—HOME

E-MAIL ~ sgilbert@emumail.net

SAMPLE FROM MY PRICE LIST:

FOR ALL MMM / T-TYPE BODYWORK REQUIREMENTS,

MMM FIREWALLS £72, APRONS £90, BONNET TOPS (PAIR) £200,

BONNET SIDES (PAIR) £190, BUCKET SEATS (PAIR) £150,

SIDE VALENCES £155, CYCLE WINGS (4) £270, FUEL TANKS £290,

P-FRONT WINGS (PAIR) £900, P-REAR WINGS (PAIR) £495,

P, J, L, F, J4 BODIES COMPLETE £1840, K3 SLAB TANK BODY £2700,

N-TYPES FROM £2650 - £5000, M-TYPE £1600, SPECIALS POA.

**TA/B/C/D/F BODIES COMPLETE £2375, ALL BODIES COME WITH DOORS AND SCUTTLE TOPS
FITTED IN STEEL OR ALUMINUM.**

Cars For Sale

1935 MG PA 1850, from the estate of Mike Francks, a well known MG enthusiast. The car is in excellent condition, with a fresh engine, Mike Collingsburn interior, and new Blockley, three stud tyres. The car is located in Littleton, Colorado and can be seen and driven by appointment. More pictures and details available from Carol Francks, 303-979-2851, carolfrancks@gmail.com.



1949 MG TC/8332/EXU, from the estate of Mike Francks, a well known MG enthusiast. The car is in excellent condition and includes a fresh XPEG engine # 1592 and a new (not rebuilt) Shorrock supercharger, 19 " chrome rims, with excellent Dunlap tyres and a complete tool roll. The car is located in Littleton, Colorado and can be seen and driven by appointment. More pictures and details available from, Carol Francks, 303-979-2851, carolfrancks@gmail.com.

