



MMM Magazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Summer 2021





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Celebrating Pre-War Cars of the MG Car Company

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MMMagazine, the NAMMM Register Newsletter, is published quarterly on the 1st of March, June, September, and December.

Deadline for contribution submissions is the 15th of the prior month.

Please submit all contributions to the Newsletter Editor, Tom Wilson. His contact information is above.



The Editor's Desk

Tom Wilson MGTCTom@gmail.com

This issue marks the halfway point in my three year commitment to be the editor of this fine publication. It sort of feels like what Captain Woodrow F. Call said to Gus after burying him by the stream in Texas: " Well, Gus; there you go. I guess this will teach me to be more careful about what I promise people in the future." It takes a lot of work and time to put these issues together, and all of us should be quite appreciative of the work everyone in the past has done on these publications.



As I write this in the last week of May, it appears that for the first time in my life I will be trailering my MG to a car show. I'd like to take the TC, and Emily, my smarter half, wants to go but not in an open cockpit for a 1,600 mile round trip. If we were only 40 again . . . So I'll use my new blue aluminum trailer and go on a Pennsylvania Turnpike adventure.

Meanwhile, my "MG building" projects continue, though not near fast enough. Tubs for the two TCs are built, chassis work well underway, and component work on the MMM chassis' is ongoing. I think more work is done than it visually seems!

My adventure from last fall acquiring a collection of MGs and parts from near Dereham England is winding down. All the cars except for a ratty J2 now have new homes. Lew Palmer has the NA (see photos in the Cars of our Register section), and Dennis and Jason Klemm have the D. The F is going to Belgium this month. Much of the extra parts inventory has been sold. I still have a small warehouse near Salisbury where my partner in the deal is working on selling the rest of the mostly TA-TC stuff. There's a really nice TA chassis package in the mix as well. Anyone want to build a Q replica?

Within all the parts that came from the collection were two large boxes of 'vintage' nuts and bolts. I've sorted through everything (thousands) and picked out what's correct and in good condition for an MMM or TC. BSF, some Whitworth, and "Mad Metric" threads - everything else went to the side. The good stuff is now at the metal cleaners. When that's done, I'll check threads and then have everything electroless nickel plated. There is a perverse pleasure in seeing the stampings on the tops of the bolts - Bees, Sparts, Newton, Torrington - all add a bit of authenticity to our quest for originality.

Our Chairman, Jack, is encouraging everyone to go to the Autojumble at Beaulieu this fall. I am happily echoing his recommendation as an event that is quite an adventure. Things appear to be opening up, and the U.K. should be rolling much smoother by late summer. Book your travel and go!

Hope to see and catch up with everyone at MG International!





Chairman's Corner

Jack Kahler MGJack@aol.com



ARE YOU READY? YOUR MMM REGISTER IS GOING TO ATLANTIC CITY!!

We are joining the other three MG Registers for four days of MG fun in a magical place. The current registrations are somewhat slow coming in but all the organizers are quite confident that the event will be well attended. So, get your MMM beauty polished and join us June 14 - 17 in Atlantic City.



Another great event is in order to top off your summer MG excitement and that is the fantastic Beaulieu Autojumble in the UK. At Beaulieu I challenge you to attend this gigantic British swap meet that is two days of MMM bits searching and not bring home that prize MMM bit. Guaranteed you will find the search most exciting and quite satisfying. Join me there September 4 - 5, and shop with MMMers from around the world. See the article later in this issue about the beginnings of the Autojumble.

Cheers,

Jack



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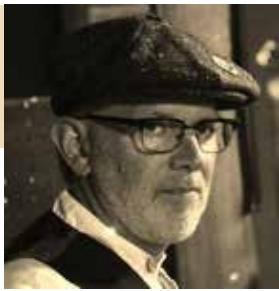
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Treasurer's Report

Jack Schneider

britjack@comcast.net



May 10, 2021

Thank you to all of the members who have renewed membership for 2021!

We currently have 140 paid Register members.

I have again developed our Register's income & expense budget for the year. We reduced the dues amount for early member renewal again for 2021, as we did for the previous year. The response was overwhelming! The vast majority of our membership got in early, thank you. As a result, with both reduced dues renewal dollars and a few fewer total memberships is less operating income.

This year our Register instituted an Advertising Program. To date we have contracted for and collected in excess of \$675.00 for advertisements throughout our Register's means of communications. Thank you to our devoted suppliers and advertisers for helping to bolster our operating income! Our Register continues to be financially stable.

Let's all hope 2021 brings better things for all of us and a chance to get our beautiful cars out more than the last year... and see you in Atlantic City June 14-17 for MG International 2021!

Thanks for your continued participation,

Jack

The advertisement features a blue header with the 'Auto Sparks' logo, which includes a lightning bolt icon and the text 'AUTO SPARKS' above 'Classic British Quality'. Below the header is a dark blue band with the text 'Classic British Quality' followed by a Union Jack flag icon and 'Wiring Harnesses'. The main body of the ad is white with large blue text displaying 'Autosparks.co.uk' and '(44)115 949 7211'.

MG International 2021 News

Atlantic City, NJ June 14-17



Hello Fellow NAMMMR Members,

First, as of May 28th the mask mandate in New Jersey has been lifted. Harrah's let us know that as of June 4 they are open for 100% capacity for business. That's great news for our event!

I just returned (mid May as I write this) from a week of final planning for the MG International Atlantic City 2021 event in Atlantic City and would like to share my observations and what there is to look forward to.

The question on everyone's mind is of course COVID. Being vaccinated, I hope I have no worries, and I'm guessing many of you are thinking the same. The hotel and the State are very aware of everyone's concerns. In the hotel you will find they have marked the floor for social distancing and are providing disinfectant lotion routinely through the hotel. I found the hotel rooms to be remarkably clean and the eating areas followed the guidelines impeccably. As members of the MG Council, and the Hotel staff, we have all been keeping up with the New Jersey COVID status since last year. This will be the first large convention Harrah's has hosted since the pandemic shut down began last year. They are eager to "get back to normal" and look forward to having us. The NJ restrictions are easing as the infection numbers decrease.

On to our big event..... Harrah's is giving us 2 floors of the massive parking garage for MG only parking during the week. That means all the cars will be undercover in a protected area all the time while parked. There is plenty of easy in - easy out trailer parking outside, too. And speaking of parking, we need MORE AIRLINE COUPES to be registered, as we are featuring these rare beauties.

Once you're there, registration starts **Monday** morning, June 14. We have dropped any late penalty fees to encourage those who were still "in limbo" about attending to get with the program IMMEDIATELY and sign up !!

Tuesday will be technical presentations at the hotel. Also, there will be an area which you can bring your car to be checked out by John Twist at his famous rolling tech session. Tuesday evening will be our own MMM Fabulous Bibulous Gallimaufry.

Wednesday, there will be more technical sessions during the day and trips to Cape May and the Simeon Museum. Additionally, I'll be hosting another Talking Tour of interesting and unique MG's at 10:00am. NAMMMR

member Reed Tarwater has built some interesting wooden "J2's" that will be used in his funkhana event at 2:00 Wednesday afternoon. Help support Reed's hard work and join the fun at the world's first (I think) MG IKEA FUNKHANA !! Wednesday night there will be a tribute to Hank Rippert before dinner on your own. Hank's black TD is being brought to the event by its new curator and will also be on display throughout the week in the convention center lobby.

Thursday is the Car Show and the Awards banquet. We toured the show field on our last visit and it's flat, with plenty of room to park a trailer and plenty of room for our car classes. The car show is being held at the 4H center in Egg Harbor, which is basically the local fairgrounds. It is a nice background for the car show and helps support the future of agriculture education. Plus, being sandy soil, it has great drainage if wet weather precedes our show. There will be a pre-awards party for 2nd and 3rd place winners, then the 1st place winners will be awarded at the big awards ceremony after the banquet.

If you haven't signed up for Atlantic City 2021 please don't wait until the last minute. The Register needs to order dash plaques, awards, inserts for registration packets and all this needs to be done NOW. The registration numbers are actually growing, and I'm certain you'll like what we have planned, and you'll enjoy the area. There are many activities, both scheduled and on your own.

I hope to see you there - let's have a GREAT turnout !!!

Sign up here: WWW.MG2021.ORG

Tom Metcalf

<http://www.safetyfastrestoration.com/>

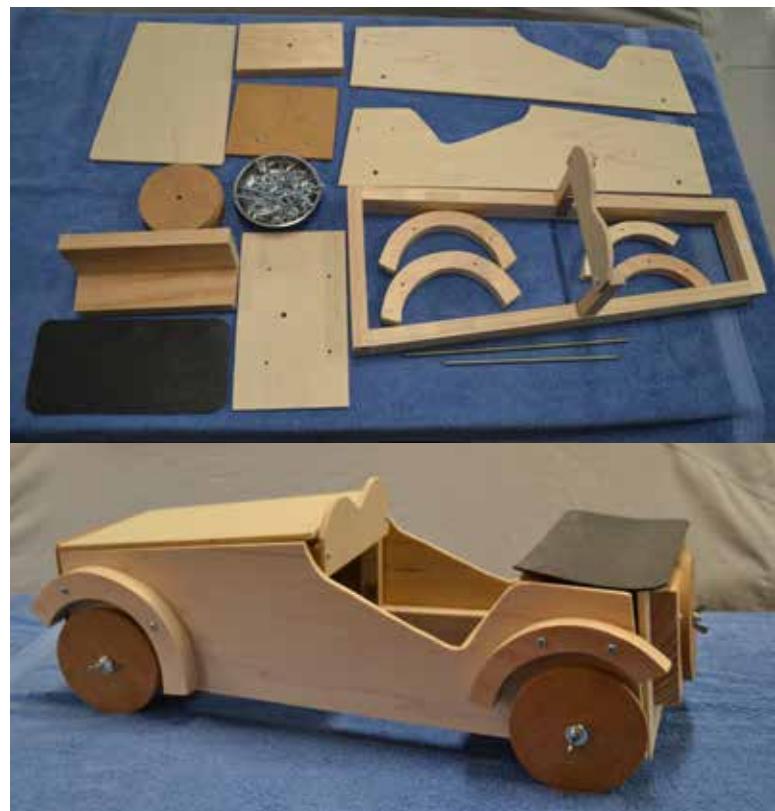


MG International 2021 Funkana

At Atlantic City you'll have the opportunity that all MG people dream of --- assembly of a basket-case MG! This MG is somewhat smaller than the usual Midget, being only two feet long!

Precut wooden pieces, all hardware (nuts, bolts, etc.) and necessary tools will be provided. There will be no extras - ALL parts must be used.

Each 2-3 member team will receive the MG disassembled. Assemble the MG as quickly as possible and then tow it across the finish line. The shortest time wins!



SOMETHING FOR THE SUMMER...SIR?



1934 MG K3 replica chassis KN.
One of the well built early K3 reps. on a factory K chassis with K axles, high ratio diff, twin lever brakes, and the big pre-select gearbox able to take the power. Original KN engine with fully cibalanced crank & rods, and blown through a Marshall 65 s' charger. A fine example qualifying for all VSCC & MGCC events and having the advantage of the more practical slab-tank body giving luggage room for long distance tours & rallying £165,500



A TRULY MAGNIFICENT WOLSELEY HORNET SPECIAL.
Known as a 'Sheelsley Special', being built by Samuel Holbrook Ltd, this unique car is in close to concours condition. Straight 6 cyl. crossflow engine fully rebuilt in 2015. All original bodywork now fitted. Four forward gears with synchro on 3rd & 4th. 12" hydraulics, twin carbs and extremely quick. History back to 1934. Restored by professional engineer to the highest standard throughout, and is a VERY valuable Wolseley. £49,500



1933 CYCLE WING MG J2 SPORTS.
Just a lovely all original motor car, recently overhauled and ready for the road. Excellent engine, correct dash, Collingburn interior and quality double-duck weather equipment. Correct lamps and very nice paintwork in two-tone blue. Comes with a mass of history, DVLA paperwork and orig. Reg. No. £38,500



1934 SWEEP WING MG J2 SPORTS.
A very handsome J2 finished in deep Claret, with a counterbalanced crank & rods. A quality rebuild with original engine, Collingburn deep red interior and virtually unused very high quality weather equipment. A truly lovely car for this coming summer's events. Huge invoice and history files and correct DVLA paperwork, MMM registered. £37,950

WE HAVE PURCHASED A HUGE, HUGE COLLECTION OF PRE-WAR MG SPARES FROM M TYPE TO N TYPE
(Thoroughly worth getting your wish/wants list to us. No obligation – any quote. Over 1000 kgs.)



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Bulletin

Octagon Car Club
‘The’ Club for pre 1956 MGs

ISSN 0263 3663 £2.00 Free to Members May 2021 No 593

Even the Octagon Car Club seems to be getting into the spirit of the upcoming MG International event. Here's the front cover of their May 2021 Bulletin, featuring the PB0560 Airline Coupe Lew Palmer restored many years ago, currently owned by Kiyoo Shinohara in Tokyo.. Reprinted with permission.

<http://www.mgoctagoncarclub.com/>

MMMagazine™



Henry Stone on the way to a car show! MG International in the past?
From MG Mania "The Insomnia Crew" by Henry W. Stone, as told to Dick Knudson



Registrar's Ramblings

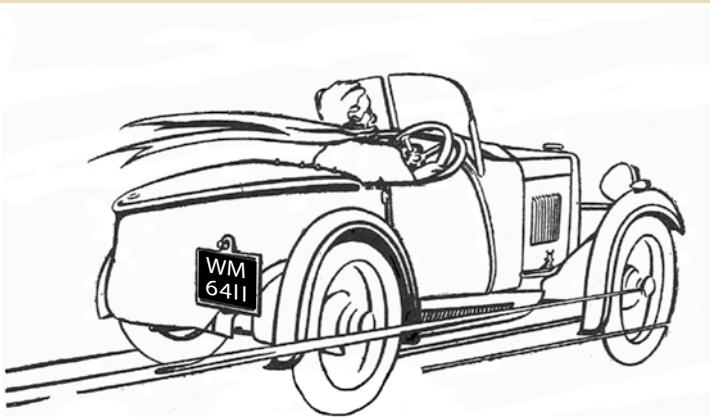
Reinout Vogt

reinoutvogt@gmail.com



The 2021 Membership Directory went out a few weeks ago and I hope you enjoyed my first issue. You may have noticed that, in general, it looks similar to previous years. However, I made minor changes to make it a little easier easy to use and to read:

- The directory is four pages thinner (48 vs. 52) which made reduced cost to print.
- Adding color printing to the inside cover front and back used most of the savings of the four page reduction.
- Included our Hall of Fame and Honorary Members in the general pages.
- The font is now consistent throughout the entire directory and seems easier to read.
- Street addresses are now on one line, allowing many pages to have six instead of five listings.
- Reformatted the car information with spaces between model, year, chassis number, engine number, and UK registration number for improved readability.
- Included photos of all known Airline Coupes in our register because they will be the featured models at MG International 2021 in Atlantic City.
- Reformatted the chassis number and UK Triple-M Number lists in the back of the directory.



I hope you like it and find it useful; I welcome comments and suggestions for more improvements to add next year.

Now that the 2021 renewals are complete and the directory is finished, I thought that it might be interesting to do some statistic and gather some general information. We have total of 140 members: 125 in the USA and Puerto Rico, 11 in Canada, 3 in New Zealand, and 1 in Australia. Our members live in 36 of the US States and Puerto Rico:

- | | |
|----------------------------------------------------------------------------------------------|----------------------------------------------------|
| • 17 in CA | • 9 in CO |
| • 7 each in CT, TX, and VA | • 6 each in NY, OH, and WA |
| • 5 in PA | • 4 each in IL, KS, MN, and NC |
| • 3 each in IN, NH, and TN | • 2 each in AL, AZ, FL, KY, MA, MO, NJ, SC, and WI |
| • 1 each in AK, GA (Yes, that is Emma, my M-Type), IA, MD, ME, MI, MT, NM, NV, RI, VT and PR | |

In Canada:

- 5 each in Ontario and British Columbia, 1 in Nova Scotia

We own/wrench/drive a grand total of 195 MMM cars and 1 non-MMM, an 18/80:

| | | | |
|----|-----------|----|-------------|
| 20 | M Midget | 7 | F Magna |
| 2 | D Midget | 11 | L Magna |
| 54 | J Midget | 5 | K Magnette |
| 55 | PA Midget | 22 | NA Magnette |
| 19 | PB Midget | | |

With 140 members and 196 cars that makes an average of 1.4 MMM cars per member. There are 15 members without any, and we have one member with 11 MMM cars, quite a range!

I am aware of several more M-Types in North America (there even is a J2 here in Atlanta) that don't belong to our register. Most likely you have met other MMM owners at car events in your region. I hope you will encourage them to join the register. The registration form can easily be downloaded from our website and I'm looking forward to welcoming new members in my next column in the Fall issue.



Jim Jessup's PA1113

Speaking of new members - since my last column Jim Jessup joined our register in February. He lives in Seattle, WA and purchased PA1113 in California to keep company with the TC, TF, Midget, A Coupe, and original owner 1965 Midget in his garage.

Ian Grace from Sultan, WA also joined our club. Ian has no MMM car but is deep into prewar Morris Minors, which share many parts of their drive train with the M-Type. Ian runs the Vintage Minor Register and is a frequent contributor to the forums of the Vintage Minor Register, the Prewar Minor Network, and the UK Triple-M Register. He also is the

organizer/promoter of Prewar Prescott, the annual hill climb in England where many MMM cars are amongst the participants.

Sadly, we learned that Richard 'ChooChoo' Germano from Yulee, FL passed away in last September. ChooChoo had several MG's, including a PA and an Abbey bodied NA. Richard will be missed at the many MG meets in the South East. Our sympathies go out to his family and friends.

See you next in Atlantic City or in the Fall issue.

MGreetings,

Reinout

Marques and Models Made at Abingdon

During 51 years over a million sports cars were produced at Abingdon. 75% of these were exported to America. Marques and models that contributed to the greater success story are as follows:

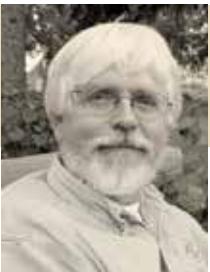
| MG | |
|--------|---------|
| 18/80 | 1929-33 |
| M | 1929-32 |
| 18/100 | 1930 |
| C | 1931-32 |
| D | 1931-32 |
| F | 1931-32 |
| J | 1932-34 |
| K | 1932-35 |
| L | 1933-34 |
| N | 1934-36 |
| P | 1934-36 |
| Q | 1934 |
| R | 1935 |
| TA | 1936-39 |
| SA | 1936-39 |
| VA | 1937-39 |
| WA | 1938-39 |
| TB | 1939 |

| MG Postwar | |
|------------|---------|
| TC | 1945-49 |
| TD | 1949-53 |
| TF | 1953-55 |
| Y | 1947-53 |
| Z | 1953-58 |
| MGA | 1955-62 |
| Twin Cam | 1958-60 |
| Midget | 1961-79 |
| MGB | 1962-80 |
| MGC | 1967-69 |
| BGT V8 | 1973-76 |

| Morris | |
|-----------------|---------|
| Minor Van | 1960-64 |
| Minor Traveller | 1960-64 |

| Austin Healey | |
|------------------|---------|
| Sprite (Frogeye) | 1958-61 |
| Sprite Mk II | 1961-71 |
| 100-6 | 1957-59 |
| 3000 Mk I | 1959-61 |
| 3000 Mk II | 1961-64 |
| 3000Mk III | 1964-67 |

| Riley | |
|------------|---------|
| 2½ Litre | 1949-51 |
| RMF | 1949-53 |
| RME | 1953-55 |
| Pathfinder | 1954-57 |
| 1.5 | 1957 |
| 2.6 | 1957-58 |



When I Was Your Age

Phil Anderson PAnderson@northpark.edu



MORE ON ABINGDON IN THE 1930s

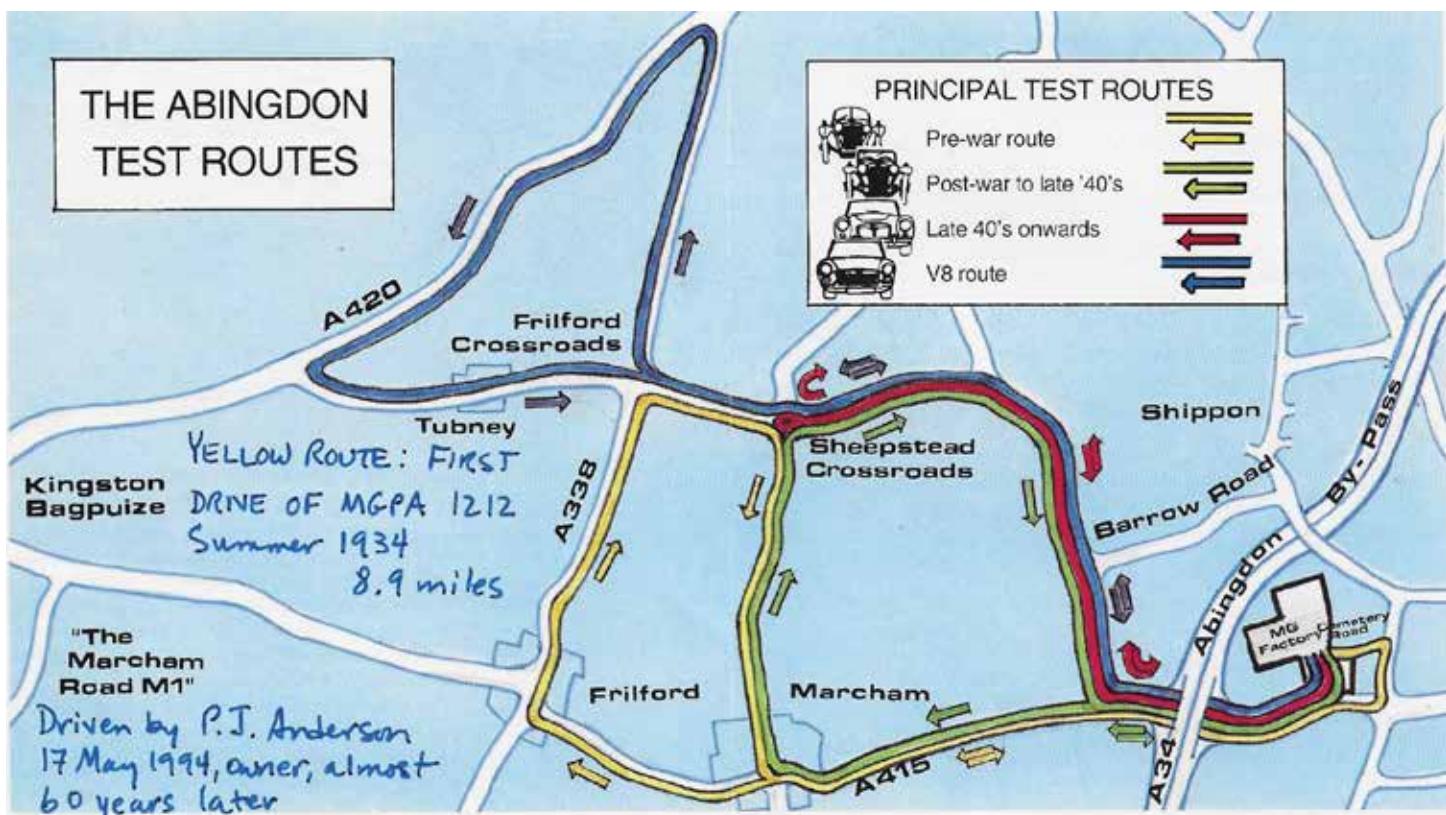
In the NAMMMR Newsletter archives from two decades ago are found a couple of articles that highlight conditions of the joys and challenges in building MGs at the works in Abingdon, and a personal, somewhat flowery, first-hand account of what it was like to take delivery at the factory of the newly purchased car.

The last issue of the newsletter included an account by Sam Bennett of his experience as an employee, and an additional installment from the Summer 2000 number is found below. These were transcribed by former editor Larry Long from audio recordings. Sam was interviewed by the MG notoriety, Ken Smith, who often published under the pseudonym Marcham Rhoade—a clever play on the factory in Abingdon being located on Marcham Road (A415). Marcham is a small village (now more like a suburb) two miles west of the city centre and just beyond the factory. (*editor note: Articles are retyped to make them more readable; scanned copies of the newsletter didn't turn out real good.*)

The second piece is from the Summer 2001 issue, an anonymous writer's reflection recounting the thoughts and emotions of finally departing Abingdon in his new 6-cylinder purchase (model and type unknown). Some form of this experience was repeated thousands of times at the works or at a dealership, so it surely struck familiar chords for readers. Despite the sexist overtones of viewing the car in female characteristics—not uncommon to the era—it is a creative account of what today has become perhaps the routine experience of collecting from the dealer, not where the car was built, that new Subaru Outback (speaking from personal experience, though something of the feeling admittedly is still there).

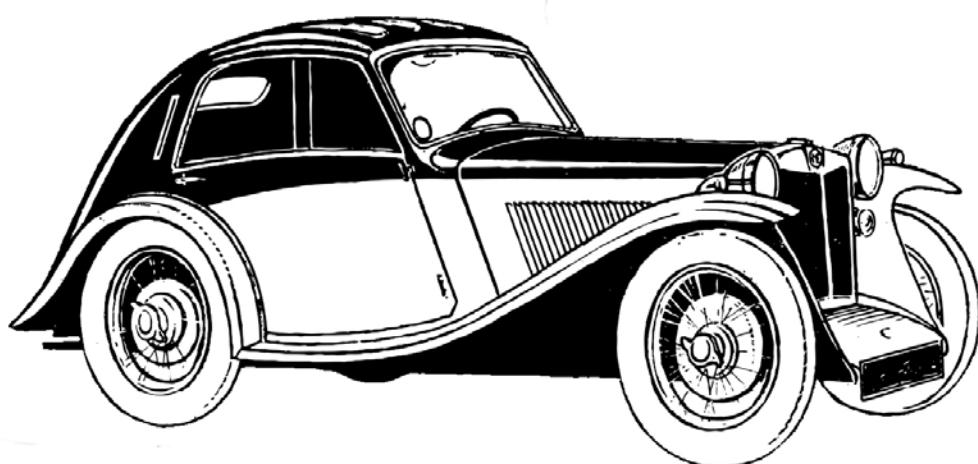
The two articles complement each other, especially in one regard by way of comparison. Though the author referred to the "tester in brown overalls," a mechanic, revving the engine in short bursts reverberating from the roof (no doubt impressing the new owner and having a bit of fun), he later commented on the windshield the warning not to exceed 40 mph for the first thousand miles. "This was the reason I took delivery from the works in person," he wrote. "I did not want some bored mechanic to let out the new engine and probably ruin its future sweetness and crispness." Meanwhile, Sam Bennett remembered: "At this time all MGs were road tested, and when the testers went out the door of the workshops, they would make a racing change almost before they reached the door! They used to make tire marks on the floor, due to wheel spin, and sometimes you could count the number of changes by the marks on the floor!" Bennett described the testers as "expert drivers—even if a little adventurous at times," who knew all the "idiosyncrasies and limits" of the cars. It is likely that these tester-mechanics could not even have afforded an MG, walking to work or arriving on a bicycle or a bus, so this is understandable, given their intimate knowledge of how special they were to build and drive.

Included on the facing page is a portion of a brochure I picked up in 1994 at the office of the MG Car Club in Abingdon, showing the test routes used through the years. Delivery of my PA1212 was taken in June 1935 at Pass & Joynes dealership in London by one Albert Charles Clinch, Esq., of Tunbridge Wells, Kent, at the age of twenty-three. I knew that it too had taken its maiden outing on this test run, so I drove it myself, recording its length (8.9 miles), and imagining its own spirited circuit in September 1934 by a tester, who probably never tired of the experience. And what must it have been like to be a kid back then, watching and dreaming as these gorgeous little sports cars roared past multiple times a day?



Before MGs could pass their final factory inspection they were sent out over a standard test route (as shown). Any faults logged in the road test report had to be cleared by the rectification staff. A return to test was sometimes required, the more troublesome cars being tested by supervisory staff. Often the fitter who carried out the rectification work 'rode shotgun' on these occasions. This return to test activity required a variety of routes to verify the rectification of specific faults. Barrow Road, which leads to Shippon Village, with its bumpy edges was used to check suspension rattles. High speed vibrations such as wheels out of balance were checked on a good smooth

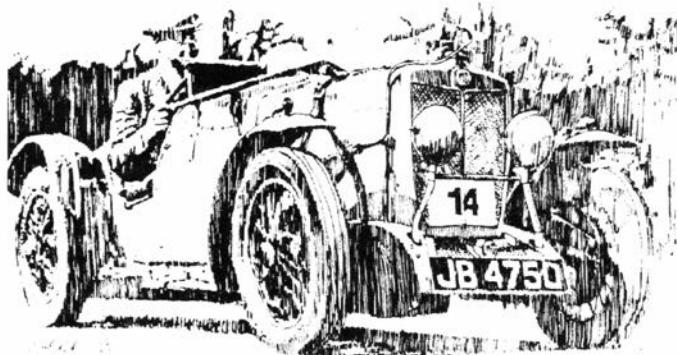
section of a side road leading off the A415 which was nicknamed by some of the testers as 'The Marcham Road M1'. A third rectification route was sometimes needed. This took the late 40's outward route with a further loop from the Sheepstead crossroads into Kingston Bagpuize and back to the factory via Frilford village, Frilford and Sheepstead crossroads, and the usual route back to the factory. This last route was also used as the standard test route for Abingdon produced Riley's. A rolling road was installed at the factory in 1975. From then on with one exception, the MGBGT V8, standard road tests only took place as an overflow activity.



ABINGDON IN THE THIRTIES

In these days of mass-produced automobiles, using more and more robots and less and less human beings, have you ever thought what it was like in the early days of sports car production? What sort of people put your dinosaur of a British car together? Well, come with us back to the 1930's and meet a gentleman who actually worked at the MG Car Company in those days when building cars was still new and exciting! Sam Bennett continues to tell the story of those early days in Abingdon and his life in the MG Factory during the emergence of the MG sports car.

I carried on working on the Rectification Department for some time, on the J2's being produced at Abingdon in 1932. Some of my fellow workers were notable names such as Alec Hounslow, Cyril Brown, and Cliff Welsh. Two of the apprentices were Ron Amey (later to find fame as the head of the Amy Roadstone Corporation, Britain's premier builder of highways) while the other was the son of a high-ranking officer at the nearby RAF station at Abingdon. One day, George Morris brought in a young man to get an insight into the workings of the MG Car Co. He was Dutch, from Utrecht, Delft, by the name of Jan Aryjanson. His father had a car dealership and when Jan returned to Holland, he kindly opened a place of his own selling MGs and ran it just the way he was taught at Abingdon. He added that he never dreamed it would do so well!



In the factory the main problems we had to rectify on the J2's were the top and bottom bevel gears for the overhead camshaft drive. We oftentimes had to re-shim these extensively as the gear train would get very noisy in short order. This was due to the fact that the mating bevel gears were originally made in pairs and were lapped together with grinding compound during the final stages of manufacture. This would ensure quiet running but only if they were installed in the exact, same relative position. The Engine Branch boys often failed to take this into consideration.

By Sam Bennett

With great care, we would re-shim, for fore, aft, up and down, positioning in order to get the upper and lower gears to mesh correctly while still ensuring proper timing. This was quite a job as it entailed completely removing the dynamo, and the complete vertical drive assembly. It's little wonder that MG did away with the overhead cams a few years later!

The rear axle suffered a similar problem. If it was noisy in drive, it was deep in mesh, and shims were again needed, as they were also if the axle was noisy on overrun. More shims would be required to eliminate the noise, drawing the pinion back, and maybe we would have to do this three or four times, draining the oil off each time to try and make the axle less noisy!

Another fault was the oil pump, which used to make a noise I can only describe as a 'crackle'. Here we had to take the back plate off the pump, where the wheels were exposed, one made of steel (the 'driver') and the other being phosphor bronze. They went on a dowel, as a sort of dummy with a loose drive. Where the plate had been marked by the wheels, just where the teethmarks had been, we used to take a three-cornered file, and relieve it just a little where the teeth met, which usually cured the crackle. However, one day, one of my fellow workers lifted the oil pump up, and took the back plate off, drained the little bit of loose oil which was always present in the pump and went over to his bench to use the vice. Now the loose wheel, which was supposed to stick on the dowel, didn't, and the wheel dropped into his oil pan. He failed to find the wheel, so he put the backplate on again without the wheel and the car went out on test and seized up!

As you worked on the rejects, if you were short of anything to complete a particular task, you would put it over to one side in an empty bay and pick up another job off the line. On one occasion I had put a chassis to one side and carried on working on another until such time as I got the proper part to finish the job. When I returned to the first chassis, I attached my petrol tin tank to the back of the chassis, and, as I have already described, the wiring was exposed in a bunch, and you soon learned which two colored wires you had to twist together to get the petrol pump going.

This particular time, unbeknown, and unlucky for me, someone had 'borrowed' the petrol pipes off the carburetors from the car which had been left by me. When I twisted the two wires together to start the pump, the petrol spurted out all over my hands, and then when I pulled the wires apart quickly the resulting spark caused the petrol on my hands to ignite!

I immediately brushed the blazing petrol off my hands onto the ground and stuck my hands under my arms to douse the flames. The other lads came rushing to my aid, and fortunately I was OK, although to this day the backs of my hands have a glossy shine where they were burned all those years ago.

Talking of fire reminds me of another occasion when we had two cars in the bays and another on trestles. Somehow they caught fire shooting flames up to the roof of the Rectification shop taking all the glass out of the roof. The burning roof then fell on to the other trestles and all three cars were severely damaged. Many will have heard of the famous MG Works Fire Brigade. Well, they were very efficient and did a superb job! They, however, couldn't help the chap whose wrist was severely burned after the metal strap of his wristwatch shorted across a battery! After that, these straps which were the latest fashion in those days were forbidden in the MG Works.

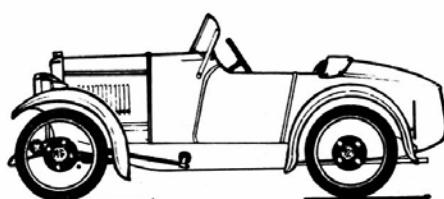
At this time all MGs were road tested, and when the testers went out the door of the workshops, they would make a racing change almost before they'd reached the door! This used to make tire marks on the floor due to wheelspin, and sometimes you could count the number of changes by the marks on the floor! I never tried this myself in case I chewed up the gearbox, but the testers were all expert drivers - even if a little adventurous sometimes!

One day a number of the Lancashire Police came to the works to pick up a new batch of J2s, which they were proposing to employ on traffic duties. All the policemen wanted to have a ride out with the testers, which they did. However, upon returning to the works, one of the testers came hurtling through the doorway, whereupon he stamped on the brakes literally standing the little MG up on its end. He stopped about a foot behind the line of J's waiting to go out, at which point it was the policeman's hair which virtually stood on end! It probably never occurred to the policeman that at this time, these chaps were doing this type of driving every day - all day - and knew the idiosyncrasies and limits of the J2s intimately.

On the Works notice board, there was a map of the area around the factory, and on this map were marked the various points where complaints had been made to the police about the test drivers taking bends on narrow roads at great speeds! This was brought to the attention of the testers, but it seemed to make very little difference! Many's the time when a car came back from a test run and we had to remove the odd bird from between wing and bonnet, and there were always myriads of butterflies, dragonflies and just plain flies that were brought back stuck to the cars in their millions - usually in the radiator grille!

Other police cars were the L-type Magnas, in addition to the "Midgets" as they were known then. I recall the Derbyshire Police Force collected six Midgets and within a very short time they were all back with us at Abingdon - all with sheared prop shafts! We soon discovered what the problem was: the mechanic at the police station fitted a fire extinguisher to each of the cars on the transmission tunnel. However, the bolts he had used to attach the extinguishers were about an inch and a half long, and the float of the rear axle meant that the propshaft would come up and catch the bolts - which sheared the shaft! We had to rectify each one and use shorter bolts to refix the extinguishers.

Occasionally, a car failed on test and I remember having to go out to Devizes, in Wiltshire, with a Morris Commercial van to bring back a stricken J2 by means of towing it. The MG had suffered a broken crankshaft, and I will never forget that short ride back to Abingdon! The tow rope we had taken was extremely short, and the van driver, having hooked up to one of the front dumb irons of the M.G., set off at great speed northwards, with myself in the J2 snaking all over the road! When we got back to the works, the car needed new brake linings due to me standing on the brakes to keep the tow rope as tight as possible! However, it all added to the fun and interest, not to mention the excitement of working at MG in the 30s!



BIRTH

An update on origin of this article: This is an excerpt from the book Motor Tramp, written by John Heygate, published in 1935, about his travelling adventures in his new F Magna. We updated the photo to the correct MMM; in the book, they used a lineup of P types in the factory. Mistaken identity!

A woman is delivered by a doctor of a baby; fish or furniture is delivered to you in a van; but of a car you take delivery. It is ready born, ready to be weaned. You have only to go there and take delivery.

In a long quiet hall the new cars were echeloned up, awaiting owners. There must have been thirty or forty, all of them four-seater open models with their hoods up, black with red upholstery, and the flat caps of their radiators made a straight silver line down the hall. A tester in brown overalls jumped into a car and drove it from the line. The sharp high note of the new engine beat against the roof. The mechanic swung around the pillars of the place and left the car revving in short bursts by the office. There were forms to be signed, equipment to be checked, all very calmly with a little casual conversation about the weather, rate of production, about anything but cars and this car. Then it was mine. I asked the way to Wallingford, and said 'Thanks; thanks very much; thank you' not listening to the answer. I drove it in third gear from the works, down Abingdon High Street and into the country somewhere. At the first signpost I turned left into a lane, clipped down the hand brake, switched off the motor and got out and looked at it.

It was a long narrow deep lying car, underslung front and rear so that it looked built up from the ground it stood on; a cat could just about crawl in underneath without singeing its fur on the exhaust piping. It was a small car, built down from a model that had won fame on the race track. But I saw at once that it had the dignity and the sizelessness of great works of art. Like the Mauretania, the Parthenon or one of the Great Western 'Castle' locomotives, its line and proportions were so good that one could tell its size only by comparison. It did not feel like a small car or a big car, it did not look like one. It looked a dignified and lonely work of art. I went right away and sat on a gate and contemplated it.

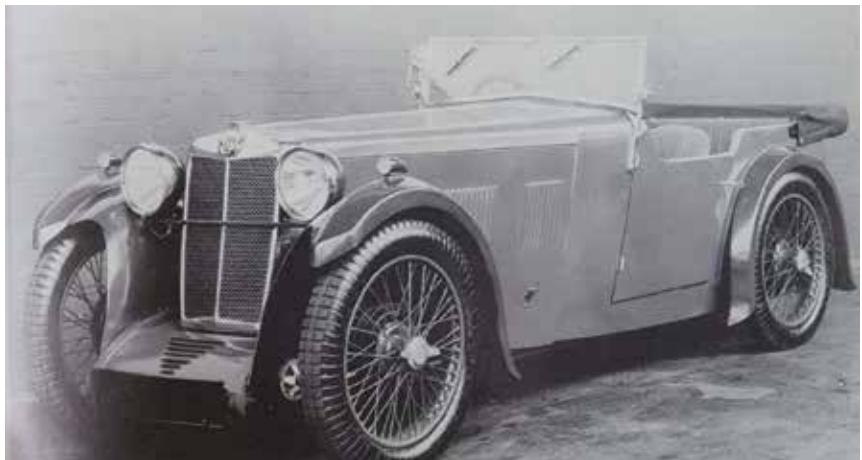
The next step was to examine the car from all angles as a film producer might prowl round a star-to-be for photogenic pitfalls. Yes, like many a lovely woman, it had its ugly angle - a three-quarter rear view where it looked suddenly shorn off, front heavy. For a moment it seemed as if I had made a horrible error, as if I loved a mean ungraceful

woman; then I moved couple of inches forward and the car was again beautiful. It was all right, its character was sweet and noble. The best and loveliest women have just one movement or mood where it is better not to know them.

But if they have some moods or movements that are better forgotten, they have also a look, a sudden turn of the head, the surprise of a smile that in a flash contains their whole lovable nature. So too had my car. As the six-cylinder double carburettored engine drove it forward, it had a way of shrugging the long bonnet from the radiator cap up along in a quiver to the windscreen; it shrugged, then settled down to the grey road, where it ran so low and steady that a child could have held the steering wheel and at the bends and corners it went round with the road, the road and the car and I all going round together and coming out straight again in one rhythm.

But not at first; for we were not yet wedded. I got in again and held the wheel in a number of ways, explored the controls, pressed buttons, turned switches. I was at the wheel of a strange and powerful machinery. I could make it go and I could make it do things; but I had no feeling as yet how it preferred to run and climb and corner. I just drove along the motor.

On the windscreen was pasted a paper instruction not to exceed forty m.p.h. for the first thousand miles running. This was one reason why I took delivery from the works in person. I did not want some bored mechanic to let out the new engine and probably ruin its future sweetness and crispness. Purring along at thirty miles an hour seemed an insult to such a motor; but it had compensations. For the first time for many years I saw England. I saw the beauties of the



English countryside in mid-May. I saw petrol palaces, advertisements for the French Riviera, and the back of one overtaking car after another, I obtained a front view of a few bicycles and a woman and children watching a man in a bowler hat trying to change his offside front wheel without losing an important part of his anatomy to the passing traffic.

It was now approaching lunch time, so I turned off the Reading road and went down a steep lane to the Thames and there in the yard of the Beetle and Wedge hotel I parked the car for the first time among its fledged fellows. I hoped it would be remarked upon and professional motorists would be stalking round it in my absence and peering at the gears and dashboard. But there seemed no one.

At any other time, particularly if I were in a hurry or had some life's problems to solve in silence, I could have depended on meeting in the bar a man who would describe in detail a motor run from London to Llandudno, his average speed (allowing for stops), petrol, oil, and beer consumption, and what did I think of the new fluid flywheel? On the one occasion when I should have astonished such a man by my sympathy and interest--he was not present. No one was present. Life never loses its sense of the ridiculous even if the

livers do at moments. I sipped sherry which I did not want and do not like in the hope that the barman would start a conversation, about anything, Irish sweepstakes, the decline or increase of drunkenness--! would have conversed about absolutely anything with my whole intelligence, for my whole heart was with my car. But he was a non-conversing barman. It was very sad. I was in a mood to invite the plainest woman to lunch, tea, or dinner or make friends with bores and bounders.

The day, strung up tight with anticipation, threatened to snap. I had lunch alone in a corner of the restaurant where it so chanced there was a mirror facing me. In the mirror I could scarcely help observing the cars in the courtyard.

What pleasure and relief to climb into my new car again! All of a new world with new innumerable roads and hills and valleys lay under the shining bonnet. And this time as I slumped down in the driving seat and threw in the gear I felt that I knew it. I knew my car. I let the wheel spin as I reversed on the gravel; I swung it up the lane. I had the feel of what it would do and what it wanted. This was to be the companion and the thread through the next three years of ragged aimless living. With my head full of lovely emptiness I drove to London.

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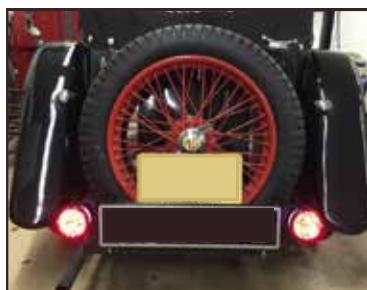
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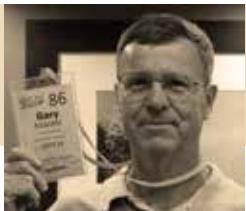
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Technical Topics

Gary Krukoski GaryKrukoski@yahoo.com



Handbrake Shaft Assembly Bushing and Bearing

Several months ago I had a discussion on the MMM forum on the restoration of the handbrake assembly.

It has been 12 years since I restored the J2. The MG D Type is in the process of restoration now. I believe the original handbrake assembly setup was a needle rolling bushing\bearing on one end and a brass bushing on the other. This was done to eliminate any binding as the chassis twists.

My first step was to remove the incorrect parts the previous owner had installed. After cleaning everything up, a brake hone was used to smooth out the inner tube area where the bearings run.

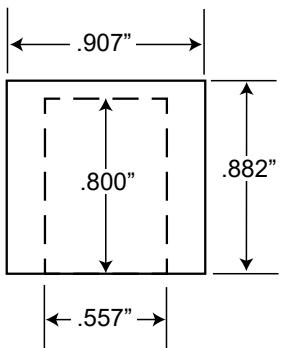
NOTE: Do not cut down the small lip inside the tube. The flat end of the needle rolling bushing\bearing rests on this lip.

#17 hardened drill rod is used for the bearings, being plenty hard for this application. 13 pieces need to be cut to a length of .880". Use a small amount of grease to hold the bearings in place when installing in the chassis.

The other end of the tube will most likely need a new brass bushing. My chassis securing pin was worn down about .010". So I made the inner hole of the bushing about .010" smaller to make up for the wear. The dimensions for the bushings are a guide. Yours might be a little larger or smaller.

Assembly is very easy with no special tips.

Bronze Bushing
End of Handbrake Shaft
Gary Krukoski 5/2021





Do it yourself honing.



A few of the parts
for Tom Wilson's
handbrake rebuilding
project.

Meanwhile, back at Tom Wilson's MG studio ... but on the same topic ...

Rebuilding handbrake shafts is one of the steps in my MMM project (restoring 11 at once). Digby Elliott, a great friend, has supplied me with all the parts I'll need to return them to new condition. We assessed 14 handbrake shafts (2 TC, 1 VA, and 11 MMM) and made a list of all the stuff it would be best to replace. I'll be doing the two TC ones this summer; next winter I'll tackle the 11 MMMs and probably do the VA at the same time. A jig will be made to set all the parts in the correct place when they are welded to the cross shaft (probably make all new cross shafts as well).

Wonder if I can get Digby over to Indiana from Salisbury for another visit and have him help me?

Technical Topics #2

David Harrison DavidMHarrison2003@yahoo.com



An Oily Tale

I took my friend Bob Griffey (he has a '46 TC) for a test ride in my 1933 L2 while prepping it for the mini GOF organized by Hank Giffin in Virginia Beach on April 30. Bob noticed the oil pressure gauge was reading low. As befits an ex-race car, the instrument panel in front of me is dominated by a huge Jaeger chronometric tach, so I can't see the oil pressure and ammeter gauges which are only 1½ " and relegated to the passenger side.

Bob was right - the gauge showed about 20 psi, independent of engine speed. It was reluctant to go back to zero with the engine off. I thought the line to the gauge might be plugged, removed it, and started the engine. I got flow but the oil looked dirty. I could not remember the last time I did an oil and filter change. It was not many miles ago as I only drive a hundred or so a year, but it was more years than I could remember.

The filter system works like this: Engine oil from the oil pump enters the side of the filter housing, flows through the filter medium then exits the housing via a central bottom hole leading to the block. The filter is held down by a spring pressing on the bypass valve which presses down on a flat metal plate which presses down on the filter. The bottom of the filter sits on a recessed plate with a central exit hole. The resiliency of the felt helps the filter seal at top and bottom.

The information on the filter housing lid says to remove the filter every 2000 miles and wash in petrol, so off it came. I was embarrassed to see how filthy the filter was, it looked way too bad to reuse. I went hunting online - the filter is available in the UK but not in the USA. I was running short of time for an international shipment and called Tom Metcalf to see if he had one. Yes, he did have just one, a modern paper substitute with finer filtration, and would send it the next day. Thanks, Tom!

While waiting for the filter to arrive I drained the sump. The drain plug has a funny square recess which fits a ½" ratchet extension. The oil was much dirtier than I expected but did not have any debris. Next job was to clean the sump strainer, a long cylinder that screws into the front of the sump via a brazed fitting with a 1 7/8" brass hex. The strainer medium is fine wire mesh medium supported by a perforated metal tube. It protects the oil pump by straining out nuts and bolts and white metal bits. A curly brass tube ('curly' is a technical term) connects the strainer outlet to the oil pump inlet via compression fittings with 1" compression nuts. MMM guys, please note that the curly tube is uber unobtainium.



I didn't have a 1 7/8" open end spanner (who has?) but did have a 1" open end. MMM cars have high ground clearance and I am skinny so I wriggled under the car to get the compression nuts off. The oil pump end nut was too tight to budge. The sump end nut started to turn, but it didn't have that feel of a compression fitting breaking loose. I got an inspection light and OMG, the strainer had started to back out taking the curly tube with it and the curly pipe had started to twist and kink.

I went to Home Depot and bought a giant adjustable wrench, then did what I should have done first, put the car up on stands so I could see and work properly. Reversing the unscrewing process took most of the kink out of the curly pipe. The giant wrench secured the strainer hex so the compression nut could break loose and free the pipe. Removing the pipe and the strainer after that was easy.

I was embarrassed a second time when I saw the condition of the strainer. It was covered with heavy sludge and black crud. As I said, I don't put a lot of miles on the L2, but maybe that was the problem, too many cold starts and short trips around the neighborhood. I sat it in petrol overnight.

While it soaked, I flushed the sump with kerosene through the drain and strainer holes. I used a manual pump garden sprayer with a long nozzle, spraying until I could see clean metal through the holes. The collected kerosene was dirty, but I didn't see any debris. I cleaned the strainer in petrol using an old powered toothbrush and got the worst off, but could see crud trapped in the mesh pores over the perforated holes. Probably a long aggressive soak in Carb clear would have softened that up. I used the electric toothbrush to clean off the old felt filter as a backup. It cleaned up pretty well. I did have a spare 6 cylinder sump that came with a K type engine I acquired forty years ago. It had a good clean strainer, so I rinsed that strainer and installed it back in the sump.



David's strainers above and to the left - before and after.

And . . . a photo of some of the oil strainers for Tom's 11 MMMs after the first stage of cleaning. Looks like there's a lot of work to do!

While waiting for the filter to arrive from Tom I took the oil pressure gauge to my friend Jim Cox who has a hydraulic lift business. He confirmed that the gauge was bad. I called around the USA for a replacement but ended up calling Barry Walker in the UK who had one new gauge in the correct brown shade.

When the new filter arrived, I compared it with the cleaned up felt filter. It was the same diameter and about $\frac{1}{4}$ " taller. I cleaned out the filter housing then installed the bottom plate, new filter, top plate, bypass valve, and spring, filled the housing with oil and secured the top. After filling the sump with 20/50 racing oil, I disabled the ignition and cranked the engine. It took a while but oil finally flowed from the line to the gauge. I temporarily installed a 2" Jaeger gauge and fired up the engine. It showed 65 psi cold! Eureka.

I trailered the L2 to the mini GOF the next weekend and drove the heck out of it on show day, driving from the host hotel to an air museum, then to a micro-brewery for lunch and the car show, then back to the hotel, two or more very enjoyable driving hours in total on a beautiful day. The old L2 didn't miss a beat. Wish I could say the same about my tow vehicle.



David Harrison's L2 at the Spring Mini GOF in Virginia



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The Racing M.G.s

R. R. Jackson Discusses Their Development at a Meeting of the Bristol Aeroplane Co. Motor Sports Club

AT a comparatively eleventh hour, the Bristol Aeroplane Co. Motor Sports Club's projected lecture on "Suspensions" had to be cancelled, but the club members were in luck's way, for R. R. Jackson, tuning expert and late of "The Robinery," as his establishment was familiarly known, stepped into the breach with two solid hours impromptu and exceptionally interesting talk on the development of the racing M.G.s. He covered the whole field from the "M" type of 1929 to the time in 1939 when Major Gardner achieved more than 200 m.p.h. on 1,100 c.c.

Genesis

These M-types were no more nor less than disguised Morris Minors, perfectly standard but very carefully built from start to finish, including, and here be permitted himself an expressive smile, the attainment of even compression and the correct valve timing on all cylinders. The first big race was the 1928 Double-Twelve, where, with a slightly raised compression ratio and giving 27 b.h.p. at 4,500 r.p.m. against the standard M-type output of 20 b.h.p. at 4,000, they won the team prize and had only one small mishap.

These original racing cars were so successful that the factory decided to carry on with the good work and enter seriously the 750 class. One of the Double-Twelve type, - or 847 c.c., cars had been used as a "guinea-pig" for all development work, achieving a Brooklands lap speed of 68 m.p.h., thus auguring a maximum of nearly 80, and from the lessons learnt was evolved the C-type.

The original one was run by Capt. Eyston and did 110 m.p.h. and 100 miles in the hour. That engine had dimensions of 54 mm. by 83 mm., giving 743 c.c., but the true C-type

was 57 mm. by 73 mm., or 746 c.c. It was still basically a Minor with a two-bearing crank, counterbalanced, however. The cylinder block and head remained the same, but there was a special induction pipe with a down-draught carburettor. These cars were again first run as a team in the Double Twelve, two of them going through with no trouble and Robin's own finishing nobly on three cylinders.

A four-speed E.N.V. gearbox had by now been fitted, the axle ratio was down to 5.375 to 1, compression ratio was 9.5 to 1 (unsupercharged), and on 80 per cent benzole/20 per cent pump petrol they gave off 36 b.h.p. at 5,000 and attained a lap speed of about 76. Next they were Powerplus-blown at 12 lb. for the Relay Race of 1931 (lap speed of 78), and for the T.T., where they got a maximum of 93 on the Newtownards straight, carrying full equipment. Subsequently, a No. 8 Powerplus (18 lb.) and alcohol fuel were adopted for track work, giving 75 b.h.p. at 6,500 and a lap speed of 100, and then for 1932 came the opposed-port head, the rest of the car remaining substantially unchanged. The new heads were a great success, and very reliable considering the power output, a two-seater car lapping at 108 and, incidentally, the crankshafts had the very reasonable life of two seasons' racing.

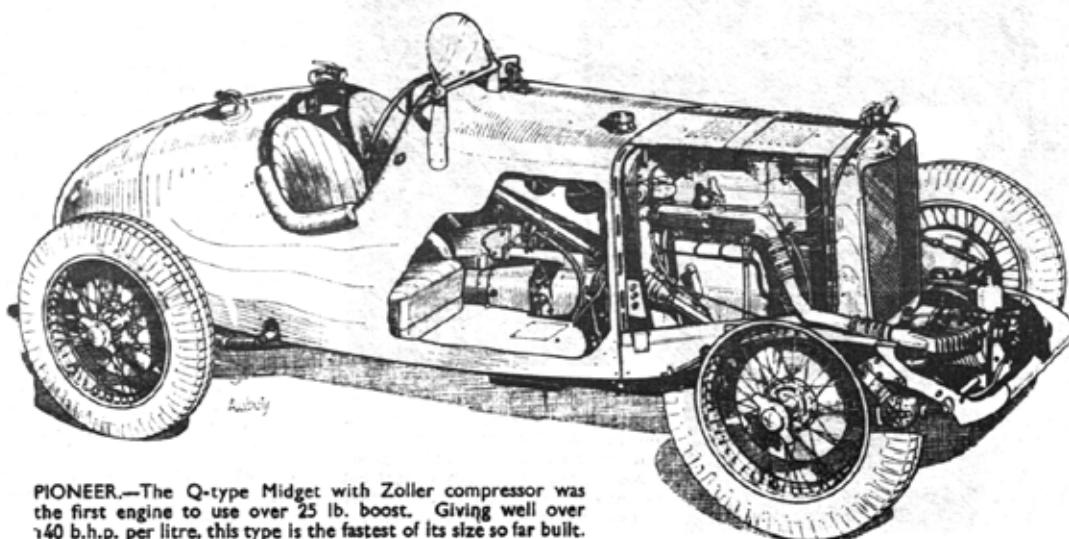
The next development was the famous Q-type, having a slightly larger chassis with an E.N.V. self-change gearbox and a pre-adjusted maximum-torque clutch. A third bearing was incorporated in the engine, while a Zoller blower giving 26 lb. at 0.69 engine speed produced enough energy to make the two-seater lap at 116. At first, the connecting rods used to bend, but this was cured by a stiffer design which, however, caused flexing

of the crankshaft and eventual packing-up of the centre main, although they were good for a full season's reasonable racing use.

The bearings were identical in width and diameter with the standard PA, PB, K, L and N-type jobs and gave no trouble, which Robin attributed to putting the bearing metal on the crankpin sleeve and not on the rod. The heads were awkward jobs to make, it being very difficult with the virtually vertical valves to get adequate water passage between valve seats, and cracks used to develop. The factory agreed to produce some heads in Baronia bronze and, after some delay while the foundry cast more than 30 heads before being satisfied, they proved to be exceptionally well worthwhile. In all, 16 750 c.c. and seven 1,100 c.c. (Magnette) heads were produced and none gave any trouble.

Record Holder

For the 750 lap record holder the compression ratio went up through 6.4 to 7.2 to 1, and a major alteration at the same time was the provision of an induction pipe to intake at the centre instead of the end. This made a great improvement in the distribution and gave a consistent increase of 8 m.p.h. Particularly on alcohol it appeared that induction-pipe design was as important on a blown engine as an unblown, and the same result appeared on the Magnettes when the pipe was split and fed into the centre of each three-port manifold. The final stage was the fitting of a 32-lb. blower giving, with the same c/r, the two-seater a lap speed of 124 and no more development was done on that engine. In particular, sodium-filled valves were not utilized and it seemed that, especially after seven laps of the Gold Star course, the exhaust valves were just about at



PIONEER.—The Q-type Midget with Zoller compressor was the first engine to use over 25 lb. boost. Giving well over 140 b.h.p. per litre, this type is the fastest of its size so far built.

The Racing M.G.s—Continued from page 44

their limits. The 1934 factory engines with a cast-iron head gave 104 b.h.p. at 7,000, and from the straight line of the power curve between 2,000 and 7,000 indications were that the peak was about 8,000, whilst the special engine with bronze head gave 124 b.h.p. at 7,000.

The 1,100 c.c. Magnette followed the same development lines as the 750s, bronze heads being used in 1937. Incidentally, neither engine used gaskets, the head being scraped down on a surface-plate and lightly lapped. The factory found it very necessary to take off the sharp edges of the combustion chambers to give an entirely trouble-free seal, as one in every three of the sharp-edged heads would tend to blow through.

A counterbalanced crank was produced in 1934, but the engines immediately lost about 5 b.h.p. Robin said they never discovered why, but a theory was put forward that the extra windage of the balance weights was responsible. Certainly, motoring tests of a dead engine showed about four more b.h.p. to be necessary, but it was decided to use the counterbalanced crank, and this proved well worth while, as it gave absolutely no trouble.

For Major Gardner's record attempts a bronze head, three-ring pistons and a split, built-up induction pipe were finally decided upon. The Zoller blower was not entirely satisfactory, so a Centric, to give 24-25 lb., was substituted. Robin himself had not so much faith as Reid Railton in the efficacy of

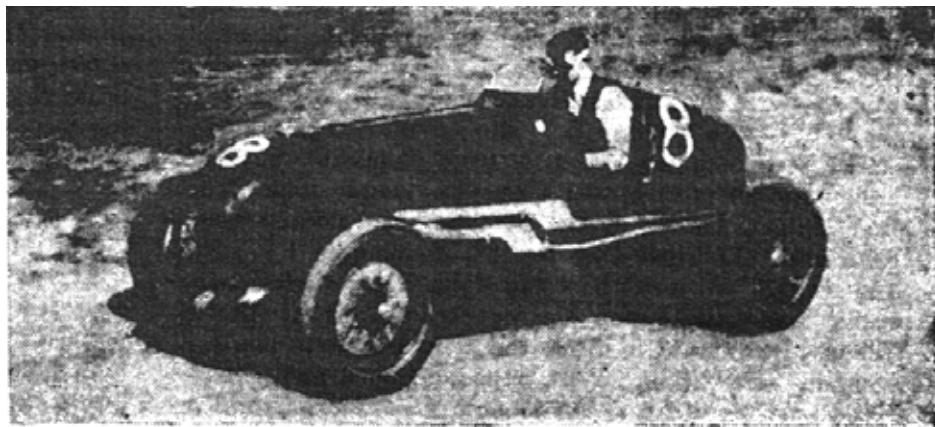
the body shape, but to his surprise found, at Frankfort, the car to be undergeared at 175 m.p.h. After alterations, the car did 7,800 in top gear, giving 194 m.p.h. one way and being still willing to go higher. Incidentally, the engine was cut at 6,500 on the last run, stripped there and then by the side of the autobahn to let the very interested Mercedes and Auto Union representatives have a look inside. Naturally, it was pretty well perfect.

Next year the blower speed went up from 0.6 0.69 crankshaft speed to give 28 lb. boost and 210-212 b.h.p. for three minutes. The car was geared accordingly and did 212 m.p.h. and, as is well known, following a prior decision, was Van-Norman bored that evening at Dessau, 1 mm. O/S pistons fitted and the car ran up and down the road for 20

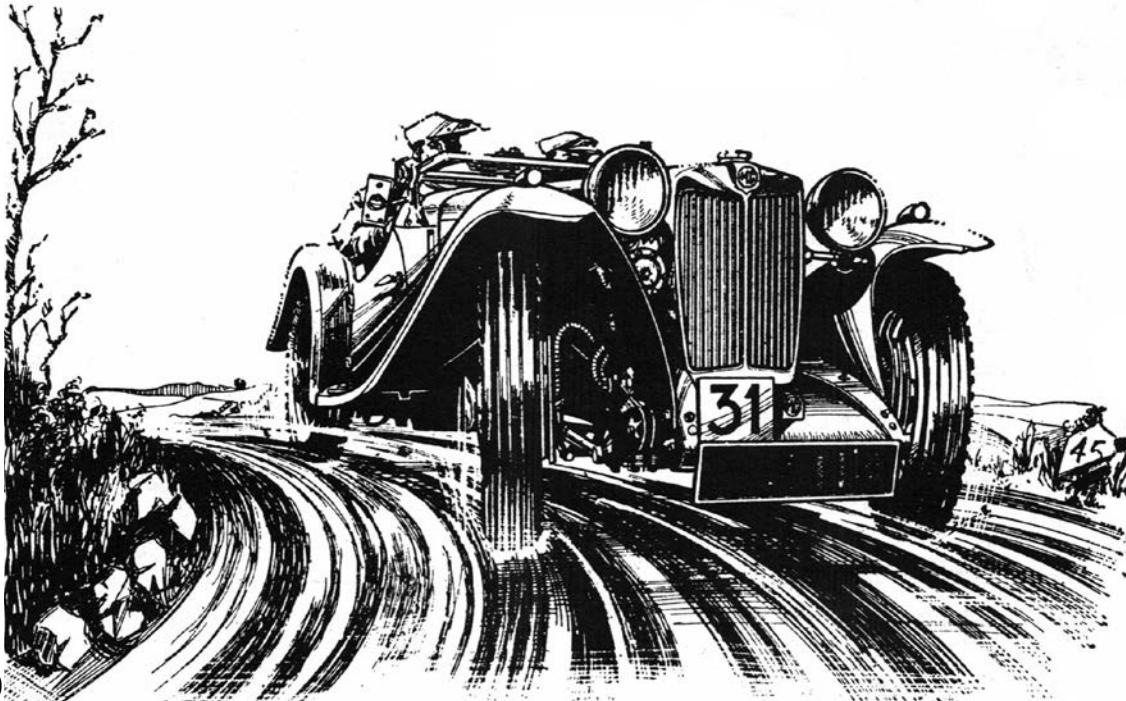
miles. It was then taken out next morning to repeat the previous day's records in a higher class.

Finally, Robin said that this car has been converted to a 750 with such good results that the factory calculate it is again capable of over 200 m.p.h. The body and chassis are unchanged, and the engine has been built and bench-tested so that it would actually be possible to get cracking right away. That concluded the M.G. developments as relatable to date, and the gathering adjourned very excellently satisfied with their evening's intake of knowledge.

F. J. Brymer.



The Jackson-modified Q-type at Lewes speed trials.



Cars of our Register

Enjoying photos and stories of our cars



Thanks to everyone who sent me stories and photos of their MGs. The file closet is pretty full, and we will let several out each issue over the next year. If you haven't sent the story and photos of your car(s), please do!

Tom Wilson MGTCTom@gmail.com

PA0633 RANDY & SUZANNE MORGAN Lebanon, PA

Around 1971, being 'post military' and newly employed, I spent a lot of time with college friends, many "car guys," most in northern New Jersey where I lived. We did a lot of "car stuff" - particularly road rallies and scavenger hunts. On one occasion Bob, one of my friends, showed up driving a PA; I was in a Fiat 850 Sport. I really liked the PA, eventually convincing him to sell it to me. He'd purchased it sight unseen from a newspaper ad his father (a commercial pilot) brought home from a trip to the UK. The PA was pretty rough when I bought it. I picked it up I drove it about 100 miles across I-78 from Bernadsville to Annville, PA and stored it until 1974 when I was transferred for a job in 1974 in NE Ohio. I trailered the PA to

our new home, then started driving it a little bit. It had timing issues as the overhead cam seemed to jump time, so back into the garage it went. Career moves to SE Ohio, Maryland, Houston, and back to Pennsylvania all had the PA pushed on and off a moving van. Finally around 2013, my wife Suzanne convinced me to restore it properly. Tom Metcalf and crew at Safety Fast Restorations did a wonderful job with it, finishing in 2018. Since then, PA0660 has been a source of fun and recreation for us. 2021 after a short battle with Covid-19 and will not be able to drive and enjoy this newly restored 1934 MG PA this year.



PA0660
today
and
1973



PA PA1000 JOHN & BETTY MARCELL Plano, TX



PA1518 DENNIS KLEMM Orfordville, WI

Dennis and his son Jason have one of the larger collections of prewar MGs in our register. Quite an eclectic collection!



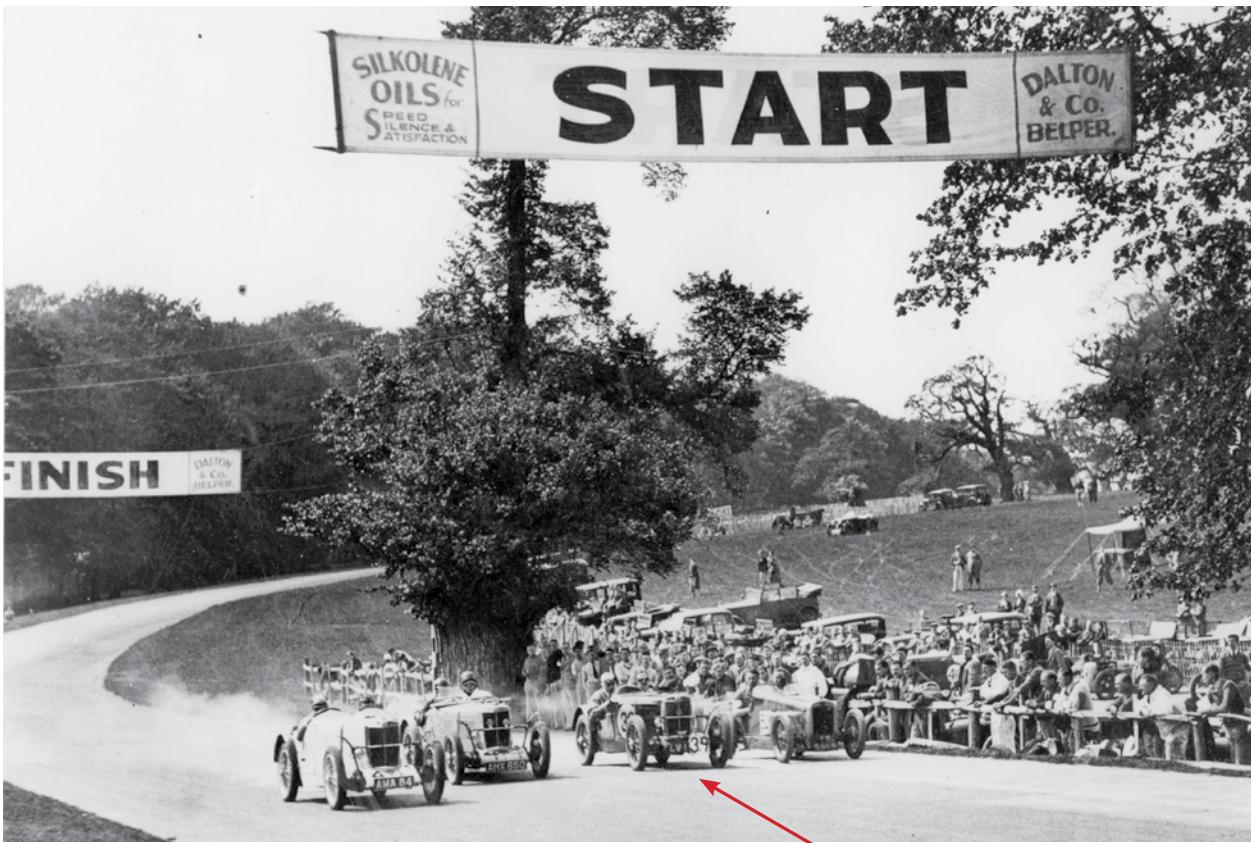
PA1518
today



circa 2002

J2 J2023 JACK & KATHRYN SCHNEIDER Inver Grove Heights, MN

The Donington race shows my car (no. 39) on May 13, 1933.



PB PB0751 REED & JAN TARWATER Rock Hill, SC

A meal with MG friends is always a fun occasion, but is rarely a time of discovery. This time was different. Jan and I were at a local pub in Carmel Indiana for an Olde Octagons of Indiana natter in February 2014. Our friend, Tom Wilson, was presenting a program that day about the MG factory during and shortly after WW II. It was very interesting to see the changes the factory made to produce tanks and other material for the war effort.

He also had photos of a car show at the MG factory in 1949. The annual car show sponsored by the factory started in 1947 and continued until the mid-1950s. The judges for the show in 1949 were Goldie Gardner and

Cecil Cousins. Many British vehicles had, of course, been donated or destroyed during the war so the line of cars posed in front of the manufacturing building in Abingdon was a short one. Near the end of the line, I spotted an MG with the license plate number MG 4646.

It was a photo of our 1936 MG PB! I jumped up and shouted "That's our car!" It took Tom a minute to realize it was our PB which was nearing the end of its restoration at Tom Metcalf's shop. Though we have records of its sale in 1936 and some subsequent service, this is the only historical photo of our PB we have until 2011.



THAT'S OUR CAR!

NE NA0518 PETE & FRANCES THELANDER Westminster, CA



Sept 1, 1934

The race that the NEs were built for. The Ards circuit was a roughly triangular 13.6 mile road course east of Belfast, Ireland, through the villages of Dundonald, Newtonards and Comber.

NA 0518 leads into the first corner.

Quarry Corner on the first lap. A woman spectator fainted with excitement when the horde of snarling M.G.s swept by in a string into the corner. In front was W.G. Everitt in the car Nuvolari should have been driving.

June 20, 2003

75th Anniversary Commemoration on the old course outside Belfast, Ireland.

We shipped the NE to the UK to participate in this reunion of cars that actually ran in the Ards TT races from 1928 to 1936.

The photo is of Frances and me entering the Village of Comber.



April 2015

Pete & Frances at Infineon Raceway (aka Sears Point).



Jack writes:

I found PA1976 in 2000 in a small town outside Auckland, New Zealand. It was mostly complete but ready for a complete restoration.

The New Zealand registration shows me to be the 50th owner. The PA was flown to LA, then trailered to Littleton to start its resurrection. After 10 years of work and many trips to England to find parts I finished the restoration in 2012. Gearbox and engine are original to the car, with a Marshall 75 blower to enhance its performance.



F1 F0672 CLARK & PAM LANCE Cane Ridge, TN

After my father purchased F0762 in 1980 he spent several years on its comprehensive restoration, done mostly at home. New body, replacement engine block, and special attention to originality details. The F1 brings a smile to many faces!



1980 when my father acquired F0672 in Wolcott IN



**PA originally an Airline Coupe PA0539
Phil Goerl San Francisco, CA**

My father, Herman, bought this 1934 PA in Redwood City, CA, in 1969. The chassis is PA0539, originally an Airline Coupe; it was refitted with a roadster body from PA1189 long before it came to the USA.

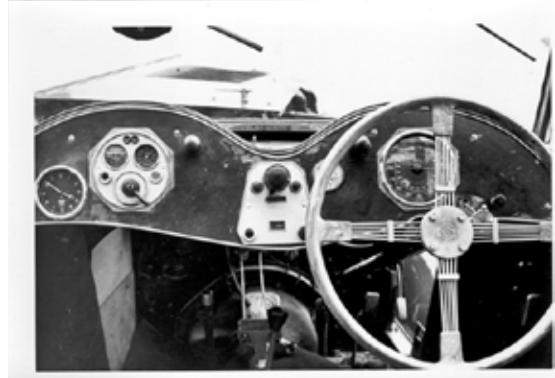
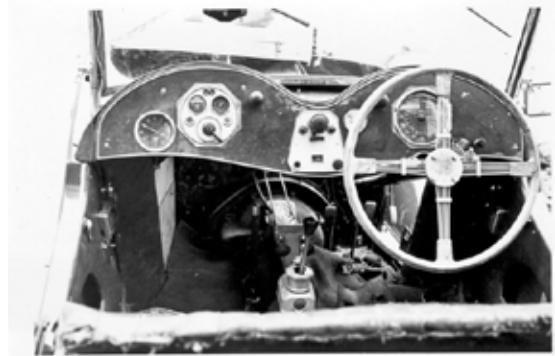
20 years passed for the PA in storage, and in 1990 Dad found renewed interest in restoring it. The PA was disassembled, and the project then stalled again due to health issues. It sits in pieces awaiting my inspiration to tackle the project, as Dad passed away.

I'm fortunate to have shared in the satisfaction and fun of restoring my Dad's TC some years earlier.

Returning PA0539 to an Airline Coupe design would be a real accomplishment! Help!

Right: 1969 when PA0539 came to us

Below: PA0539 in 1990

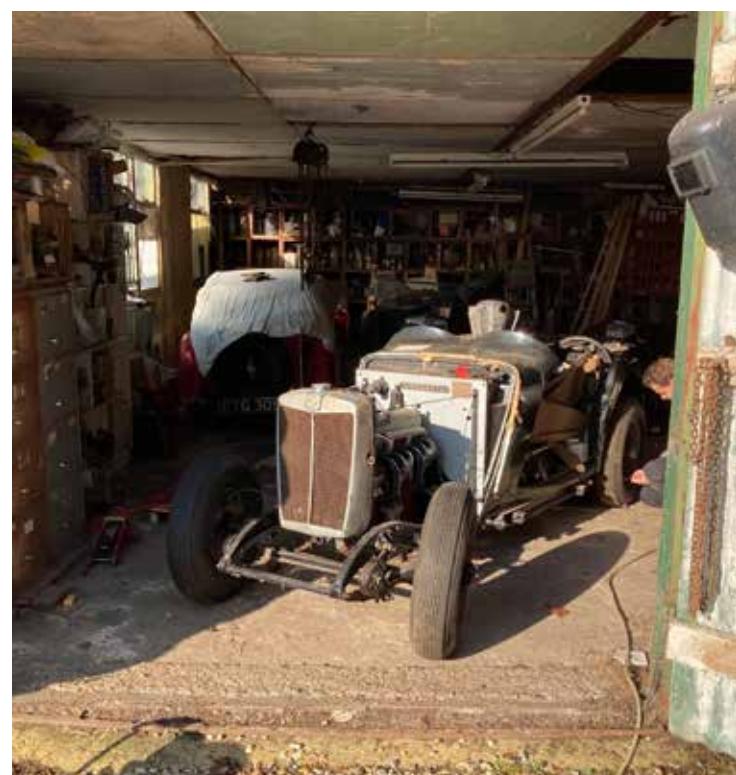


NA N0651 LEW PALMER St. Mary's Point, MN

Lew has finally acquired a Magna, having always wanted a 6 cylinder MMM. This NA is one of the cars Tom Wilson acquired in his 2020 MMM Adventure in the UK. It came off the road in the mid 1960s, and has been through two stalled restorations. Third time will be a charm, as Lew has a magical way of getting things done.

All of us wish for a pretty complete car to start with, and Tom cringes with every "did you see this part?" from Lew. Not because he doesn't want to hear from him or help, but Tom knows how difficult and frustrating it is for things to be missing.

Photos are how Tom found the NA, sitting in a garage in Norfolk UK for years, then as it greets sunshine for the first time in 30+ years.





Circa mid 1950s ...

Is this J2 being detailed for the upcoming MG International event? At the time this photo was taken, YD 6146 (J2772) was owned by Donald Kirby, who fell in love with the J2 as a schoolboy, and all through his service in the RAF during WWII dreamed of having one. He purchased this J2 shortly after the war and drove it thousands of miles, creating many fun memories.

Photo courtesy of The MG Car Club

How to Reset Hartford Shock Absorbers

GENERAL INSTRUCTIONS

FOR THE OF Installation and Adjustment

INSTRUCTIONS TO SERVICE AGENTS.

The following table shows the correct initial Shock Absorber tension for the various types and different weights of cars :—

| Type. | Approx. Weight of Car. | Initial Tension. |
|---------------|------------------------|-----------------------|
| 194 & 198 | | 16 lbs. |
| 202 | | up to 12 cwt. 19 lbs. |
| 206 | | up to 20 cwt. 23 lbs. |
| 198 Multiplex | | over 20 cwt. 16 lbs. |
| 202 Multiplex | | over 25 cwt. 19 lbs. |
| 206 Multiplex | | over 30 cwt. 23 lbs. |

To reset and adjust, clamp one arm of the Shock Absorber in a vice and test the tension with a spring scale attached to the outer end of the other arm.

If the tension registered is different from that shown in the above table, turn the adjusting nut in the direction necessary to secure the required tension—to the right to increase, to the left to decrease. Mark the ring or outer edge of the Hartford opposite the pointer. Turn the adjusting nut to the left until the dial is free, counting the number of revolutions—complete turns—in doing so, and then move the dial so its zero (0) is opposite the mark previously made on the outer ring. See that the spider spring is in its place and tighten the adjusting nut, giving the wrench the same number of turns as before, but in the opposite direction. The pointer should be at the zero (0) mark when the requisite tension is obtained.

This gives the original adjustment at which the Shock Absorbers were set at the factory.—Re-attach the Shock Absorbers to the car and move the indicator to the adjustment which was found to give the best results or re-adjust according to the instructions above.

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329-H1/5

Illustration showing one method of fitting Hartford Shock Absorbers, using standard Universal Brackets.

How to Instal Hartford Shock Absorbers

STANDARD TYPES 206, 202 and 198.

To obtain satisfactory results, the Shock Absorbers must be carefully and properly fitted to the chassis. Study the blue print and note special instructions and general arrangement of application. Place one Shock Absorber in position and secure lower bracket, then locate upper bracket. Mark off the position of the bolt holes on the frame and drill and bolt bracket in place. The double arm is to be attached to the axle, and the single arm to the chassis, and the opening of the Shock Absorber arms should be approximately as shown on the blue print.

SPECIAL TYPE 194.

The Single arm models, designed for use on a number of cars to which the standard types cannot be easily applied, can be attached either direct or by means of a fixing plate, to the chassis frame, and the single arm is connected to the front or rear axle by means of a special link and axle bracket.

The arm and link is provided with Universal Joints exactly similar to the Standard Models.

"SILENTBLOC" ELASTIC ARTICULATING JOINT.

The "SILENTBLOC" Coupling recently introduced replaces the old type of Universal Joint which was provided with special wood bushers, washers, etc., and consists of an inner and outer steel tube, the space between being filled with a special material which is stretched into position and is, therefore, always under sufficient tension to prevent any movement taking place between the material and the outer and inner tubes. The movement necessary to allow the Shock Absorbers to function takes place in the material itself without friction or slipping—there is no wear, and no lubrication or attention is required, and further, the elastic nature of the material allows for the absorption of lateral strains and for the two parts to flex in relation to each other.

The "SILENTBLOC" patent Flexible Coupling has been adopted after extensive and exhaustive tests under all conditions of service and represents a most important advance in the adaptation of Shock Absorbers to Motor Cars, as it not only provides a perfect type of flexible coupling, but also entirely eliminates all wear and consequent rattle so common to other methods.

How to Adjust Hartford Shock Absorbers

FITTING INSTRUCTIONS.

The illustration shows exactly how the "SILENTBLOC" Coupling at the end of the arms of the Shock Absorbers is to be fitted to the bracket pins. The centre tube is mounted on the chassis pin and locked in position by means of a special cone nut which registers in the chamfer provided at the end of the central tube.

SPECIAL NOTE.

The cone nut must not be tightened until both arms of the Shock Absorbers are in position on the chassis, so that the "SILENTBLOC" Joint is in the neutral position and any movement of the arms either up or down, with, therefore, flex the elastic material each way from the neutral position.

ADJUSTMENT

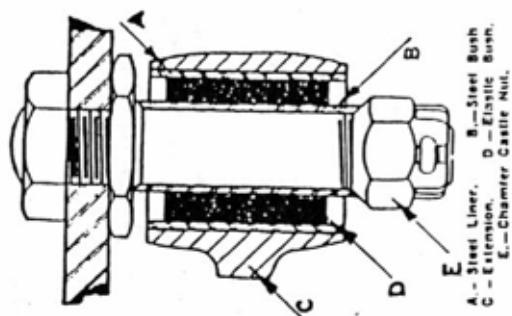
Each Shock Absorber is set to a certain initial tension before it leaves the factory (see schedule). No change in this adjustment should be made until the car has been driven about 100 miles on good and bad roads.

Carefully note the riding qualities of the car. If the spring action seems too free, increase the frictional resistance of each Shock Absorber by turning the centre adjusting nut to the right or clockwise by not more than one graduation at a time. If the spring action seems too retarded and feels stiff, reduce the frictional resistance again by turning the adjusting nut to the left or counter-clockwise. Careful adjustment in this manner will produce an ideal condition. The springs will still have the required amount of flexibility for easy riding, but spring vibration will be reduced to a minimum and violent rebound effectively eliminated. Re-adjustment may only become necessary after several thousand miles of car travel, and should be made only when the spring movement seems too free and then the indicator should be moved not more than one-half of a graduation at a time.

It should be noted that the full benefit of the Shock Absorbers will not be felt when the car is travelling at low speeds, as under these conditions the spring movement is very limited, but as the speed increases their effect becomes more pronounced, especially over bad roads when the spring action is most severe. Testing should therefore be carried out at comparatively high average touring speeds and adjustment made to suit these conditions.

IMPORTANT.

The frictional resistance required to effectively control the action of the springs is comparatively small, and care should be taken not to increase the pressure when adjusting more than is absolutely necessary to obtain the desired results. The initial Factory setting of the Shock Absorbers is approximately correct under normal conditions, but fast Sporting Cars and for Road and Track Racing a considerable increase in pressure may be required.



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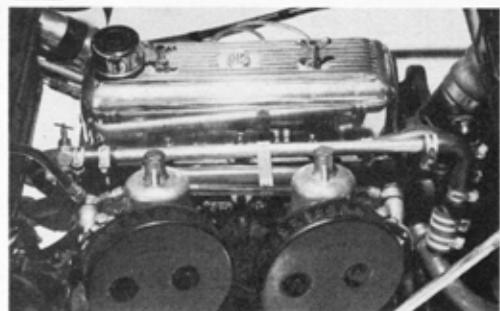
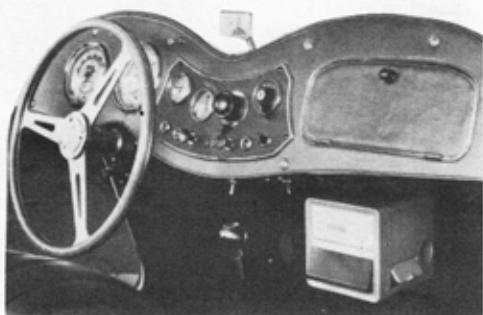
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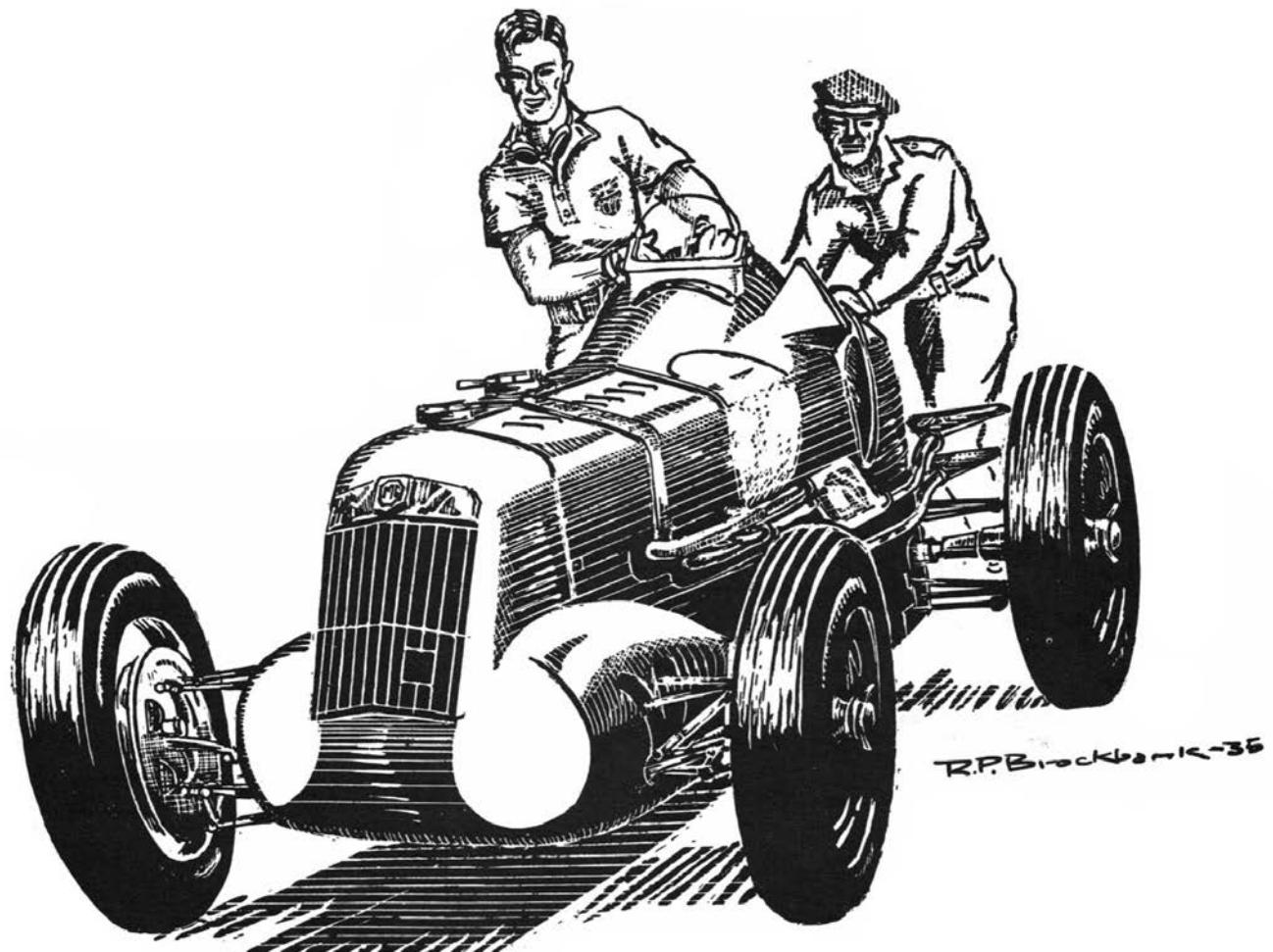
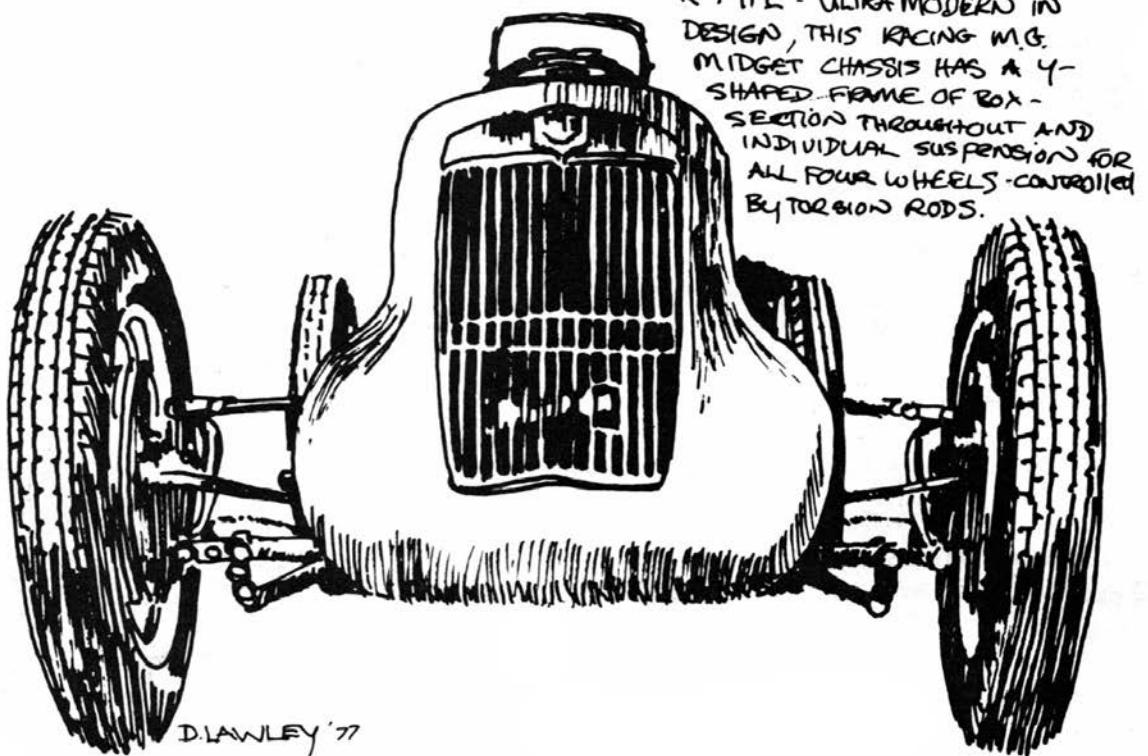
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