



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



In This Issue:

Our MGs at Amelia Island

By Tom Metcalf

Amelia Island Concours must be one of the most fun events that isn't strictly MG related. In the past 11 years I've attended, it's grown from a friendly, early spring car event, to one of the most prestigious concours in the country, if not the world. It's often compared to Pebble Beach, but Amelia is much more an enthusiasts event. Racing and sports cars share the field with classics and exotics. Founder Bill Warner, a vintage racer himself (Group 44 TR6), assembles around 300 cars per year to entertain the nearly 30,000 spectators. In addition, there are now 5 large auctions, vendors galore, and seminars that assemble drivers, or TV personalities, or behind-the-scenes engine builders.

High end cars are everywhere. Lambo's, Jag's, Mercedes, Alfa, and the big displays are stunning. I wonder if the Chinese owners will ever have an MG display, showing product worthy of our marque?



The classes vary from year to year, depending on trends, featured drivers, and Bill's taste, but fortunately he typically has room for an MG or two. This year the Pre-war Sports class featured two Triple-M MG's - both unique and freshly

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The North American MMM Register

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Please submit all contributions to Randy Copleman via:
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Preferred format is:
Microsoft Word or text format
JPEG format for photos (Please do not embed with the text)

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Visit our Updated web site
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The Pre-war MG Register
Of Australia web site at:
<http://prewar.mgcc.info>

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

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Chairman's Corner

We MMMers here in the Rocky Mountains were all ready to launch the 2016 driving season this past Saturday by attending the Hagerty Open House and Classic Car Show in Golden, Colorado. Thursday was 80 degrees with plenty of sunshine, but weather forecasters were warning of a big wet front arriving from California to ruin our coming weekend. Sure enough rain started Friday afternoon which turned to snow by late evening and by Sunday afternoon 24" on the ground. Hagerty smartly canceled the event and we anxiously are waiting for Spring to arrive and bid this weird winter good-bye! I sincerely hope all your classics are tuned and ready to drive this season!

In parts of this beautiful country we live in the driving season never ends. This was the case when I traveled to Amelia Island in March for the Amelia Island Concours and classic car auctions. Our Register was well represented in the Concours by long time friend Jack Simpson with his perfect 1934 MG PA Airline Coupe. Along with Jack was Tom Metcalf with an outstanding 1934 MG PA Police Car. Tom was very appropriately dressed in

an English Bobby outfit on loan from Bill and Sarah Richey. Jack took home BEST IN CLASS and provided great pride for all us MMMers. GOOD GOING JACK!! In addition to the concours there were several auctions during the week with some very outstanding classics going across the block. The MMM contingent attended the Gooding auction to see the 1961 Ferrari 250GT SWB California Spider sell for a mere \$15.4 million US dollars and an MG PA Airline Coupe sell for \$114,000.00 US. The collector car hobby is certainly alive and well here in the US.

We are only about six weeks away from our big National Meet in Louisville, Kentucky. It is shaping up to be an outstanding MG event. The North American Council of MG Registers has designed a fantastic event around an interesting venue that every member of our Register should attend with your MMM car. We are close to thirty MMM cars registered so come on you faithfuls bring your JEWEL to Louisville. Sarah and Tom have a very nice BG planned to entertain all of us!! BE THERE!

Cheers,
Jack



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

New Information: Please find
NAMMMR Guidelines at the end
of this Newsletter

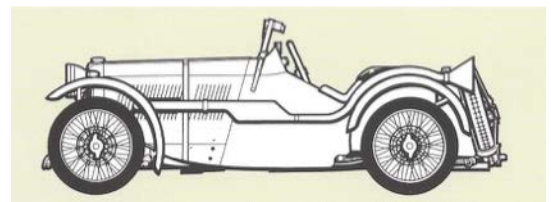


Treasurer's Report, Effective March 26, 2016, Jack Schneider

Below is an explanation of our Register's financials for 2015. Our budget is divided into areas of normal functions and activities. Each area has basic information about normal expensed items. I hope this illustrates the business of our Register simply.

NAMMMR Operating Fund 2015

	Budgeted	Actual	Variance
Dues (from 2014 count) \$	5,675.00	\$ 5,902.00	+227.00
<hr/>			
General Operating	800.00	500.00	
- club insurance			
- PO box, postage			
- Website domain name			
- Misc office supplies			
Membership	1,560.00	1,754.00	
- renewal mailing, postage			
- member directory			
- man of the Year award			
- Hall of Fame award			
- MGCC membership			
Newsletter	625.00	746.00	
- Printing (paper, toner)			
- envelopes			
- postage			
- software			
National Event	2,030.00	1,701.00	
- Awards purchases			
- Annual event participation donation			
- BG and other event dinners			
- door prize purchases			
Regalia	540.00	541.00	
- new vendor art prep			
- sample product			
- inventory purchase (grill badges)			
<hr/>			
Totals \$	5,555.00	5,242.00	+\$313.00





Registrar's Ramblings from Lew Palmer

Registrar's Ramblings

Spring 2016

Only a few things do I have to report.

First, you will have noticed that the 2016 Membership Directory has been printed and mailed. Due to the cost of printing and mailing, I limited the listings of members and cars down to only current members. So, in future, if you want you and your car(s) to be listed, it is vitally important to get your renewal in by the deadline, which is the end of January. Way too often, I receive renewals well into March, forcing me to revise and re-revise the directory.

As I mentioned in the last newsletter, we are awaiting the release of a new worldwide database of members and all known Triple-M cars. This is being developed by Koen Struijk of the Netherlands and implemented by the MG Car Club Triple-M Register. When complete, it will allow all current members to make changes to their personal information and submit corrections and additions to the listing of cars they own. You will be able to browse all registered cars, but any personal information will not be shown to others. This is similar to the Triple-M Register's annual printed listing.

I, personally, am looking forward to our next NAMMMR Annual Meet held in conjunction with MG 2016 in Louisville, KY in June. Some nice surprises have been arranged for those attending. If you haven't, need I remind you to make reservations NOW!??

Finally, allow me to welcome our newest members.

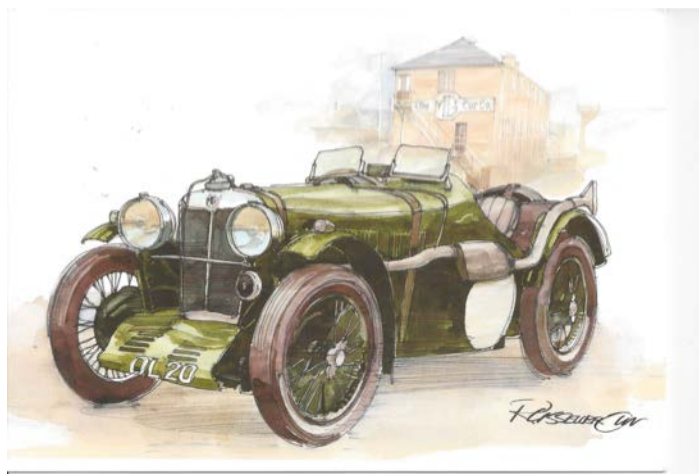
J. Phil and Betty Marcell
Plano
TX
PA1000

Jamie Neilson and Rosemary Sloan
New Westminster, BC
PB0480
J2351

Harry Neilson
New Westminster
BC

Gerald and Barbara Lettieri
Rocky Hill, CT
NA0878

Michael Crawford
Charlton, MA
J3289





Amelia Island, Continued from Page 1

restored P-Types. Jack Simpson had his beautiful blue PB Airline (see additional info on Jack and Gwen's PA on page 7), and my Safety Fast! crew displayed a customer PA police car in black/blue. Lesser cars were a 1942 Alfa 6C 2500 Pininfarina Speciale, a 1934 Morgan MX4 Beetleback, a 1937 Raiton DHC, a 1924 Avions Voisin C45, and an SS Jag.

The racing class featured another Triple-M car - a blown racing special NA (green/green) owned by Roy & Linda Crowninshield, from NC. The lesser cars in Roy's class were actually pretty impressive. Among them was a 1912 Mercedes race car, 1920 Dodge Brothers Speedster, a 1923 Mercedes-Benz Indy Car, an awesome 1929 Aston Martin LM3, and a very kool 1936 Ford Coupe'.

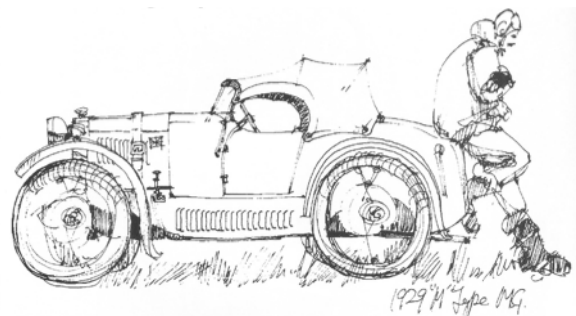
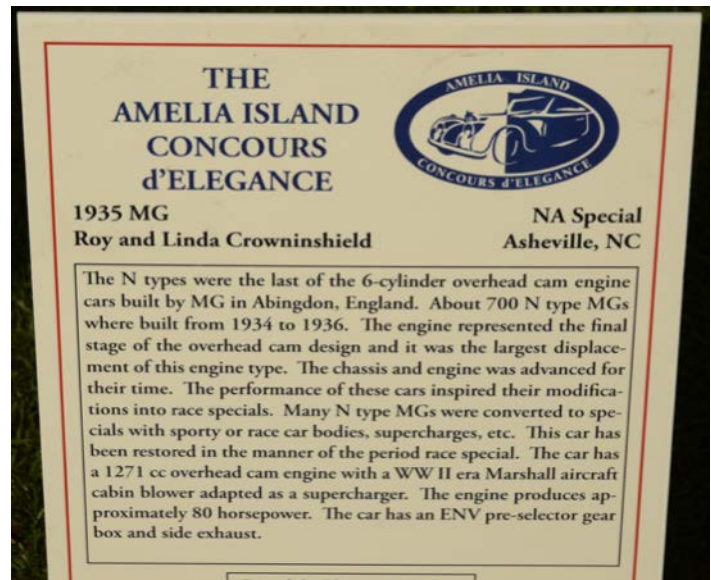
We are allowed to drive the cars into the class area on the fairway in front of the Ritz-Carlton after 3:00 Saturday, weather permitting. This makes the first morning of Daylight Savings Time so much easier, especially considering the night before is always reserved for our MG gathering at a local seafood watering hole owned by fellow Triple-M owner Choo Choo Geranamo.

I drew the short straw and was honored to wear the genuine police outfit on loan from Bill Richey. Bill and his uniform are obviously pretty well known in these circles as several people thought I was Bill, and our PA police car was his L1. Fortunately the temperature wasn't crazy hot while wearing the all woolen suit, but by mid afternoon it certainly came off in favor of shorts and T shirt!

The team of three judges checked out each car thoroughly, with an early start this year due to threatening weather forecast for mid-afternoon. They spent perhaps 15 minutes on each entry, and as always at Amelia, cars with sexy lines got priority. The sexy lines of Jack's splendid Airline Coupe' definitely caught the judges eyes

as Jack and Gwen were awarded the blue ribbon in our class! Congratulations to them and Steve, their restorer. Well done holding up the octagon in a tough class!

If you decide to attend Amelia Island next year, let us know and be sure to join us at the Crab Trap in historic Fernandina Beach on Saturday night!



Article Continued on next page.



Jack and Gwen Simpson's Beautiful and Rare PA Airline Coupe PB0334 - Editor - I asked Jack for some additional info on the Airline...

It took us about five years to complete the restoration on the Airline. We got lots of help from other Airline owners including Lou Louchios, Martin Barrett in Australia, the late Don Caldwell, and of course, Lew Palmer. They were able to supply numerous photos, dimensions, and technical data, as well as answering many questions regarding authenticity. Additional historical data was obtained from the Brooklands Museum staff as well as from the Director of the Bodmin Town Museum in Cornwall. Prince Chula and Prince Bira were the original owners of the car and resided at Tredethy Manor near Bodmin after War World 2. This is where they kept and maintained the car until it was sold by Chula's widow many years later. I also had a personal visit from John Washburn in early March, just as the restoration was being completed.

He was the gentleman who purchased the car from an ad in Road and Track and had it sent over to the States from England in 1973. He later provided me with many old photos of the car as received from England as well as many other valuable documents and books.

The Amelia Island Concours is a fantastic event that is held every March on the golf course at the Ritz Carlton hotel. It attracts beautiful and rare cars from all over the world. Many people were interested in the Airline because of its rarity and beautiful lines. Lots of photos were taken. We were honored to be awarded the First In Class award for Sports Cars Pre-War to 1942. It was quite a thrill after all of our hard work.





Presentation of the MMM Register Hall of Fame Award

On April 14, 2016, Bill and Sarah Richey meet with the late Dr. Jerry Keuper's daughter Melanie Keuper and presented her with her father's Inaugural MMM Register Hall of Fame award.

Melanie thanked the register and commented that she still drives her father's MGTD weekly.





We Are Going to Louisville

MG2016 is the fifth gathering of MG enthusiasts hosted by the North American Council of MG Registers. There are a lot of good genes in its pool...that of MG96, MG2001, MG2006, and MG2011. Each of these events developed their own personality and you can expect nothing less from MG2016!



You will want to arrive on Monday in order to attend our cocktail reception at Churchill Downs' Derby Museum and Racing Facility. Running from 6pm-10pm, the reception will have a cash bar (we advise eating dinner before or after your visit as there will be no food available during the event). You will have time to peruse the exhibits in the museum as well as take a guided tour of the grounds. This is a not-to-miss event. Spaces are limited, so register early!

Our daily activities begin on Tuesday with driving tours, motorcoach tours, tech sessions, and Register Night. We'll cap off the evening with a performance by the band Captain Rat and the Blind Rivets at the Crowne Plaza.

Wednesday will offer more opportunities for you to learn about your MG during our tech sessions; you can travel the fantastic roads of Indiana and Kentucky by taking one of the self-guided tours; hit downtown Louisville and visit the Louisville Slugger Museum and Factory; visit the Muhammed Ali Center; take in an early afternoon baseball game at the home of the Louisville Bats, a farm league team for the Cincinnati Reds. Plan on attending our auction at the Crowne Plaza on Wednesday evening!

Thursday is show day! We will have our MGs on display at Waterfront Park on the banks of the Ohio River in downtown Louisville. Each Register will have their respective models displayed by class for popular voting by attendees. (NAMGBR will also hold Concours.) Our awards ceremonies and banquet will be held at the Crowne Plaza on Thursday evening. Awards other than First Place (and other special awards) will be given out by Register prior to the banquet as we did at MG2011. We are pleased to announce that DENNIS GAGE of "My Classic Car" will be our guest on Thursday at Waterfront Park. He will be wandering the showfield and will be available for "photo ops" and autographs. Dennis will also be our keynote speaker at the Awards Banquet that evening at the Crowne Plaza. After the awards banquet, head out to the parking lot(s) to kick a few more tires and swap a few more lies before you head for home on Friday!

MG2016 – Be there to help us "Maintain the Breed"!

Be sure to register early as some activities have limited spaces available.



Maintaining the Breed – Louisville Style

Rick Ingram – Executive Director – North American Council of M.G. Registers



Dennis Gage of "My Classic Car" and Rick Ingram

Dennis Gage of "My Classic Car" and Rick Ingram

I've traveled to Louisville at least five times since 2013 in preparation for "the big one" – MG2016. Each visit has increased my enthusiasm for this event. It is going to be, in a word, AWESOME!

We opened registration at <http://www.mg2016.com> the first week of December and in less than a month, we had almost 500 registrations. This number continues to grow as I write this article. At this rate, we should easily reach our goal of 1300 MGs on the showfield at Waterfront Park.

Our opening ceremony at the Kentucky Derby Museum on June 13th will be seeing almost 800 of our registrants enjoying Churchill Downs experience.

Almost all of the seats on two 55-passenger motorcoaches for the Bardstown Bourbon Trail Tour and on two 55-passenger motorcoaches for the Corvette Factory/Museum Tour for both Tuesday and Wednesday have been sold. A smaller tour to Bernheim Forest filled up rapidly, as did the Kerns' Kitchen seminar and the "fascinator" seminar. Keep watching the registration website, as new tours and/or openings can become available. You can MODIFY your registration to add activities that you missed the first time around!

The Tuesday night Register Night banquets are filling up and the band scheduled to play that evening in the Crowne Ballroom, *Captain Rat and the Blind Rivets*, are excited to be performing for us.

John Twist will be conducting his "rolling tech sessions" on both Tuesday and Wednesday at the Crowne Plaza. There will be a "talking tour" of the various models of MG made throughout production inside the Crowne Ballroom on Wednesday.

Numerous tech sessions are scheduled inside the Crowne Plaza on both Tuesday and Wednesday. Topics ranging from originality and powder coating to five-speed conversions and V8 conversions will be discussed. Additionally, guided tours of Southern Indiana are available both days as well. We also recommend that you visit the attractions found in Downtown Louisville such as the Louisville Slugger Factory/Museum and the Mohammed Ali Center. And be sure to attend our live and silent auction Wednesday evening at the Crowne Plaza.

Thursday, the day that MGs invade Waterfront Park. The park is a great expanse of grass on the Ohio River in Downtown Louisville. The cars will be grouped by class for popular vote (as well as Concours should you be so inclined). Dennis Gage of My Classic Car accepted our invitation to be our guest and will be at the park on to kick tires and swap lies with participants. (I have it on good authority that he really likes the MGB/GT and that Jaguar fixed head coupes have resided in his garage!) We will have food trucks on site; there is a 'Joe's Crab Shack' on the waterfront; and restaurants and pubs await you just a couple of blocks away should you wish to partake of some nourishment during the day. The car show will run from 9am to 2pm. This will give you plenty of time to enjoy the area before heading back to the hotel complex to get ready for.....

.....our awards evening at the Crowne Plaza. Each register will hold their own presentations of second through fifth places beginning at 5:00pm. The awards banquet buffet will be held in the Crowne Ballroom at 7pm, followed by a message from our keynote speaker, Dennis Gage. Special awards, the awarding of trophies to the first-in-class winners of each register, and the Chairman's Choice awards will be presented at the end of the evening. We promise to wrap things up in time for you to get back out to the parking lots to swap more lies and kick more tires!

There is still time for you to register for this event at <http://www.mg2016.com> ! Trust us, you will NOT want to miss this gathering of MG enthusiasts in Louisville from June 13th to the 17th! Join us in the fun of "Maintaining the Breed" at MG2016!



Repairing the Lowly Water Intake

Author - Chris Leydon

Most of my contributions to the MMM Newsletter address engine components which exhibit the ravages and decline of age. I find that I too suffer from a similar decline, however, while addressing the former, I find remedial satisfaction that takes both the psychological and physical pain away from the latter. Now, if you are under fifty and are reading this introduction, the merit of this contribution is as an aid to garner the skills in preparation for advancing age. If you are over fifty, the merit is to forge new neuroplasticity for problem solving. Either way, you can't lose by at least a peripheral scan of the following.

The Lowly Water Intake:

When the factory designed the cooling of the cylinder blocks on the P/N/K/L/Q engines, they incorporated a brass casting that bolted to a side plate fastened to the side of the block. Soldered into this casting was a steel tube onto which a hose connected either to the radiator or to a water pump if the engine was so equipped. The use of brass was a prudent design, however, the selection of steel to carry the coolant was less than prudent. This tube, over time, badly corrodes especially at the end where the hose is attached and owners have often shortened the tube to allow the hose to purchase on less corroded material. At some point, there is a risk of failure and one has to address it. On occasion, one might find a replacement, either in copper or steel that has been silver brazed into the brass casting. Either scenario can be a challenge to address: it will be nearly impossible to remove the tube if it is silver brazed or hard and sloppy to remove if soldered. In each and any case, the casting must be prepared for a new tube.

Corroded and soldered tubes



Silver brazed copper tube



The Lowly Water Intake, Cont'd

A reasonable approach to resolving the issue is to bore the tubes out leaving a clean bore to accept a new tube. If one were to select a steel tube, it would be to repeat the less than prudent efforts by the factory. Copper tubing (1.375" diameter OD) would be a better selection: it tins and solders easily, resists corrosion and is readily available at a plumbing supply.

The first step in this approach is to surface on a platten grinder the flange of the brass casting, or if done by hand, on plate glass with 180 wet dry sandpaper. The casting can then be securely mounted to an angle plate on a vertical mill where much of the tube extension can be cut off and the center line of the tube indicated for boring.



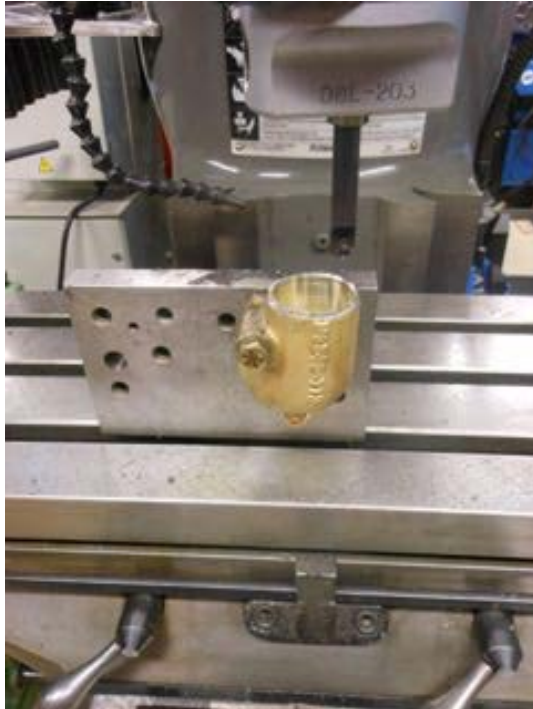
The following photo shows the extent of years of corrosion seen on most MMM water intakes.



The Lowly Water Intake, Cont'd

The tube can then be bored out removing all evidence of past corrosion and old solder. Some clearance should be provided for the solder to wick into the seam when soldering. Additionally, it is wise to chamfer the top of the bore which provides a terrace to puddle the solder and secure a water tight seal.

Boring



Chamfering

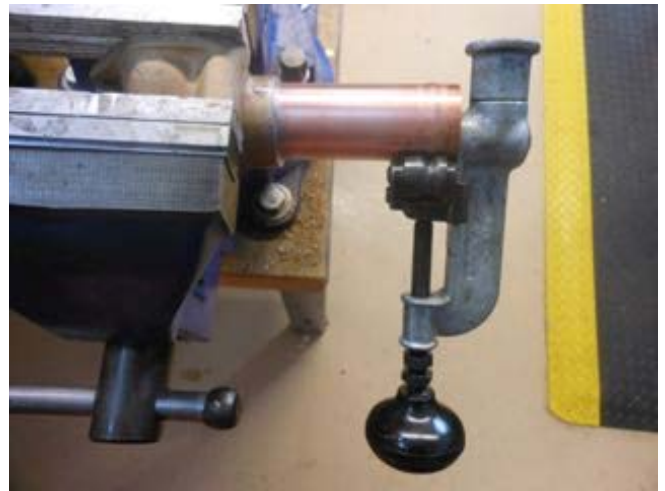


With the tube removed, you may be startled by residual bronze debris left from sand casting by the foundry. This obstructs coolant flow and is now accessible to remove by grinding and polishing.



The Lowly Water Intake, Cont'd

Copper tubing can then be cut at approximately 4 1/4" as a replacement tube and trial fit to the bore. With a quick scotchbrite to the tube and application of past flux, the tube is ready to be installed and soldered with 50/50 solder. Once the assembly has cooled and washed of residual flux, it is wise to run a bead around the end of the tube. This last step aids in creating a water tight seal when the hose is assembled to the tube as well as acts as a strengthening rib to resist the tube from warping out of round.



So the finished job should look neat and trim and if you've made it reading through this entire article, you are either equipped to enter advanced age more prepared, or if you are already there, you have forged new neuropathways to improve your mental health.



A Cold Dark Night on the Moors:

An English Christmas Ghost Story

Looking back, it must have been Christmas 1946. I had studied engineering at Sheffield during the war and after graduating I decided to take employment in this city of engineers. Although I was from the south my mother was a Yorkshire lass and as often as I could I visited her sister and family in the village of Skelpton, about two and a half hours travel by car. My father had given me his old M type MG Midget after he "fettled" it for me. With petrol available again it was a most welcome gift.



On the rolling roads of the moors it was difficult for the MG's tiny engine to maintain an average of forty mph but I loved that car. I had left Sheffield right after work, just a day before Christmas. The late afternoon was grey and chilly. As darkness came the weather became colder with freezing rain which occasionally changed to sleet. Of course the car had

no heater, but with warm clothes and the top up it was liveable. I stopped numerous times to clean off the windscreen, and at one stop I used an old trick of Dad's - I undid the bonnet catches and lifted each wing of the bonnet and placed a matchbox under each wing right in front of the windscreen. The weight of the bonnet held the matchboxes in place, allowing warm air from the engine to warm up the freezing tiny windscreen.

I was having problems with landmarks in the sleety darkness and the headlights were only so so, the car having a very basic electrical system. I set the moveable third brush in the dynamo to maximum and crossed my fingers.

As I began to get back into the car I saw someone approaching. It was a man in Royal Air Force apparel, in fact he had insulated aircrew clothing and boots. In what I thought was an American accent he said "Not the nicest weather to be out in." I concurred and in an honest moment I told him I was heading for Skelpton but with no visible landmarks and most of the signposts still removed for the war. I was lost. With an engaging smile he said "My base is just down the road a bit, I'll show you the way and I'm sure the boys will put you up for the night, it's not worth carrying on."

Conversation wasn't easy in the noisy little car but eventually he directed me into a lighted area at the entrance to the base. Getting out of the car he held up the barrier for me and I



drove through to a well-lit Quonset hut he had indicated to me. As I closed the car door I turned to thank my saviour but he was gone. I thought perhaps he had gone to another hut.

As I opened the door of the Quonset I stepped into a warm mixture of cigarette smoke and food. Two men seated at one of the tables playing cards looked up, surprised. I explained I was lost and one of them said "I think you need warming up!". I was about to accept but I suddenly remembered that I had better drain the block on the MG before it froze. "No problem" said the smoker, "come with me". I followed him to a workshop where we put my car and he then produced a round squat safety kerosene car heater. He lit the wick, closed the gauze safety cover and slid the heater under sump of the MG. "She'll be fine all night" he said.

As we left the workshop I asked him where the airman who guided me in had gone, "What airman?" he replied. I told him about the new friend I had met on the road. "Well," he said, "first of all he's not a yank, he is a Canadian and his name is Gary. Let's get back to the kitchen". Once inside the kitchen my helper said to his partner who was preparing a meal for me on the stove, "He's seen Gary." The cook seemed startled and said "Give the young feller a scotch".

I can't recall what was on my plate, it must have been delicious but I was shaken by the story they told me. It seemed the base was home to Lancaster bombers during the war. In 1943 or 44, I can't remember which, Gary Miller was a Lancaster pilot. What I do remember was his age, he was just twenty-three, not a lot older than me. Returning late to the base from a raid over Germany, their plane was running low on fuel and badly shot up. Approaching where Gary and his navigator figured the runway should be, when the runway lights came on the damaged instruments had them off course and the engines were misfiring from lack of fuel. Gary stayed at his post and ordered his crew to bail out. They obeyed and watched the stricken Lancaster lose height and crash off the runway. Gary died in the cockpit.

My two companions said they were posted to the base only recently, and although they were told of the ghost of the young pilot they had never seen it. The pair were to mothball the base which had been closed a year ago, with the help of local labour. It was a while before I fell asleep that night.

I awoke to a bright sunny morning, the sleet was melting and dripping off the window frames. After breakfast we got out the Ordnance Survey maps and my hosts showed how to get back onto the Skelpton road.

My uncle and Aunt's home was the usual happy, riotous place I had come to know. After the youngsters were put to bed the three of us sat in the cozy kitchen and I told them about my encounter with Gary. My uncle said "Aye lad, there's bin all kind of ghosts on t'moors, there's bin wars fought since before the Romans come".

With my trusty little MG I often drove the narrow roads and at least once a year I would go to the outcrop about a hundred feet from the runway. The locals never disturbed the the remains



of the wreckage, however they did erect a cairn to Gary Miller's memory. On one of my visits to the site I ran into the farmer who grazed his sheep there. He said, "I see thee up here once int' while, thee might like to know there's a pub in Skipton on Swale were forces lads liked to go. Inside there's a glass mirror ont' wall. Along with other forces lad's names scratched ont' mirror thee'll find Gary's".

I found the pub, still there, and I was looking for the mirror. A young barman said, pointing, "If you are looking for the mirror, it's around the corner." I looked at all the names and there it was "Gary Miller". Returning to the bar the barman presented me with a fresh pulled pint. I reached for my money, but an older man behind the bar said. "Nay, man, it's on the house for them that remember."

The Last Word: This story is fiction, but if you ever get to Skipton on Swale, there is a pub with servicemen's names scratched on a mirror. And as far as I know, if someone is moved by it, the publican still pulls a free pint for them!

Joe Carroll
Canadian Classic MG Club

Credits: Special thanks to Jennifer Orum for working with our member Dan Shockey for permission to print this wonderful story.

Jennifer Orum

Senior Editor, "Classical Gas"

Chair, Heritage 2016

Canadian Classic MG Club

Canadian XK Jaguar Register

I hear this is a very good event to attend:

**The Canadian Classic MG Club
& the Canadian XK Jaguar Register
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"Very soon, we will be posting more details of Heritage 2016 and a registration form at www.jaguarmg.com . In the meantime, for more information, contact SSTs member Jennifer Orum at jlorum@shaw.ca"



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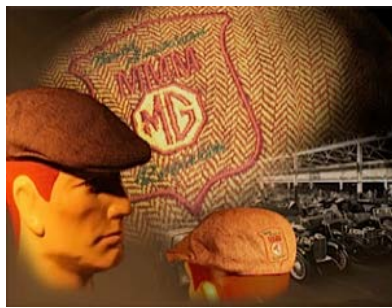
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If you are registered for MG 2016 you will receive 1 of these T-shirts. If you want more than one or are not attending the event, you can order them on this form. For those attending, if you are not a M, L or XL, please let me know so I can special order your size.

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Item	Color	Embroidery	Size	Cost	Qty	Total
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Polo Shirt- Short Sleeve, 5.6 oz, 60/40% cot/poly		NAMMMR Shield on Left Chest	Adult_Women_S_M_L_ XL_XXL_XXXL or Tall	\$30 Add \$2		
Cabby Hat	Blk Grey Cream	NAMMMR Shield on back	S/M_L/XL	\$15		
Ball Cap Two Tone Mid-Profile	Brown/Black Cream/Black Navy/Cream Dark Green/ Cream	NAMMMR Shield on Front	One Size	\$17		
Fleece Jacket Full Zip 13.8 oz 100% poly	Black, Grey, Red, Royal, Choc, Navy, Dark Green	NAMMMR Shield on Left Chest	Adult_Women_S_M_L_ XL_XXL_XXXL or Tall	\$30 Add \$3		
NAMMMR Grill Badge				\$50		
Stadium Blacket 50" x 60"	Black, Grey, Red, Royal, Choc, Navy, Dark Green	NAMMMR Shield		\$25		
MG 2016 T-Shirt	White	Screen Print Back -Lq, Frt -Sm	Adult S_M_L_XL_XXL	\$18		
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	Ea. add'l item	\$4.00				
Total						

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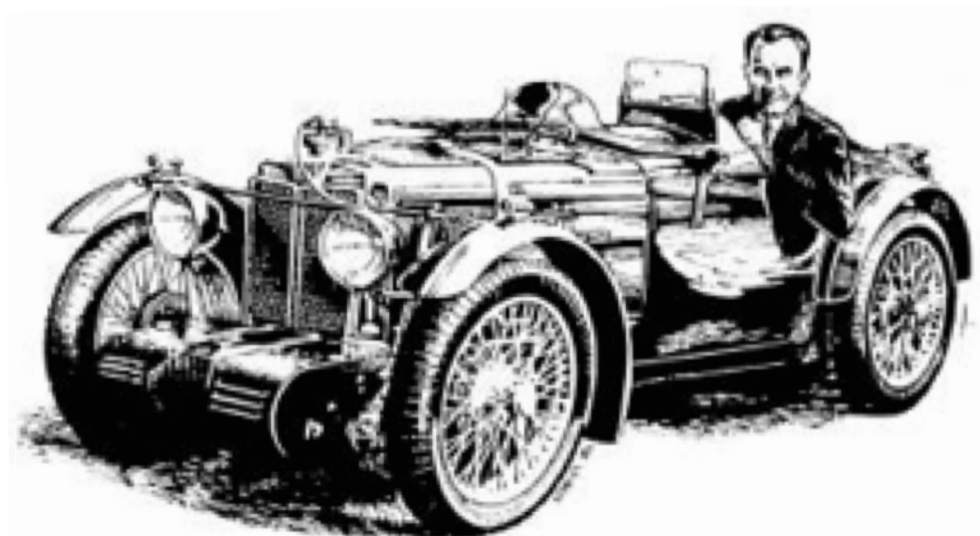
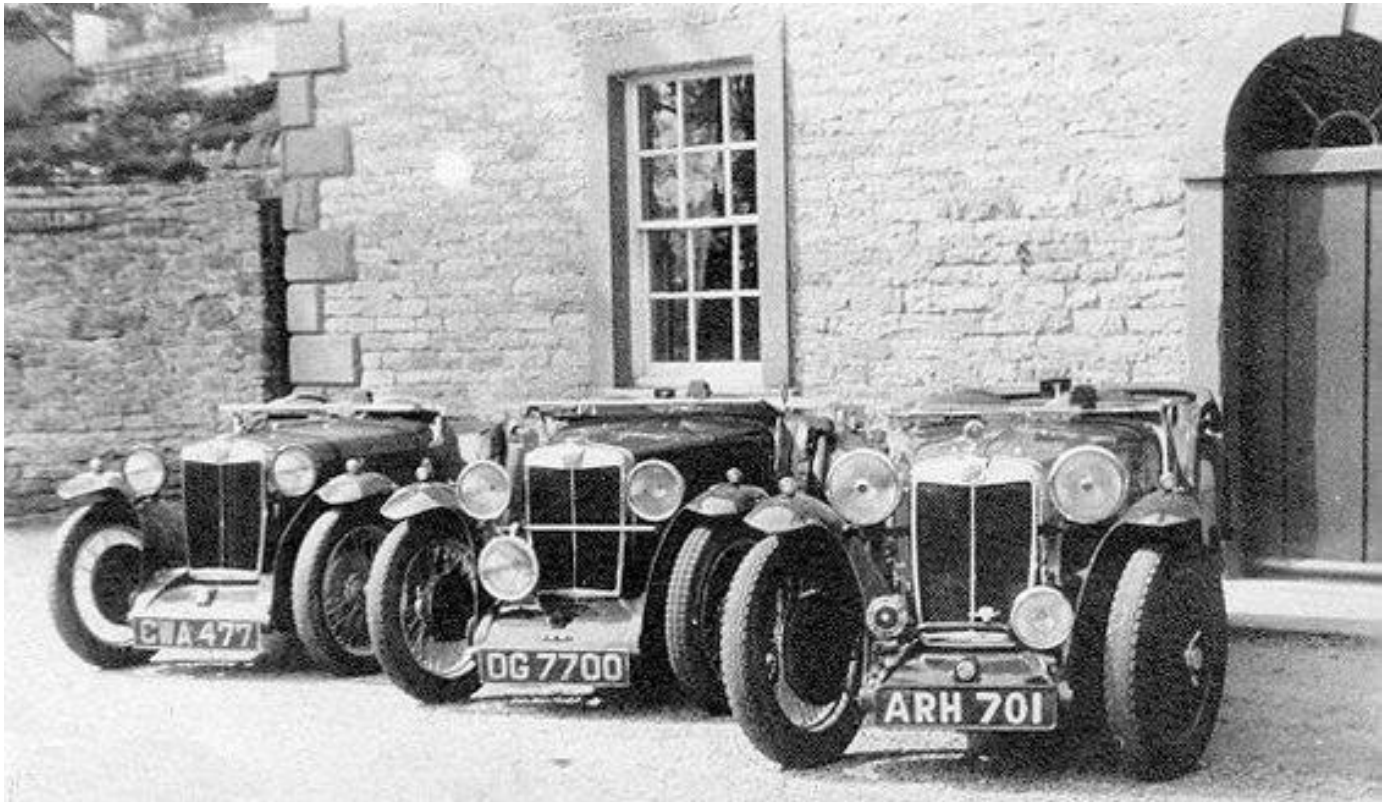
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Any questions call 303-791-4902, or email j-cg@juno.com

Tidbits: David Harrison came across this delightful photo of three J3's, I nicknamed them the "Three Amigos". David was wondering if any of our readers know about any the the cars or the Photo.





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

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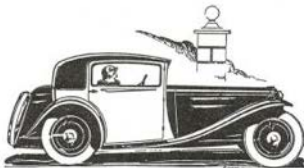


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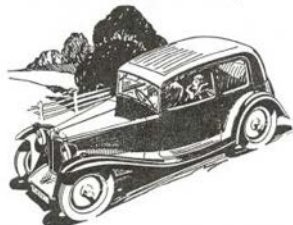
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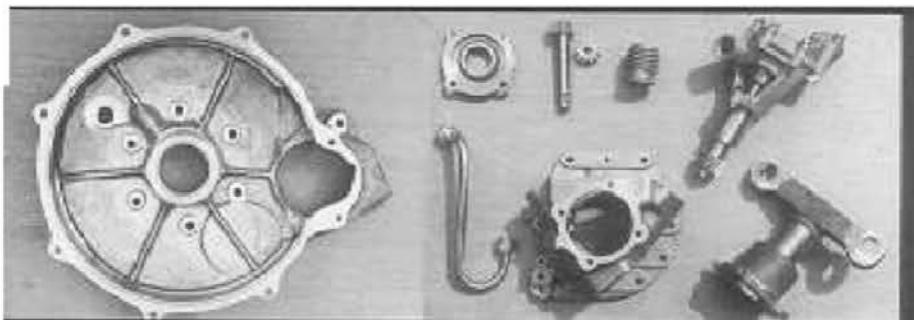
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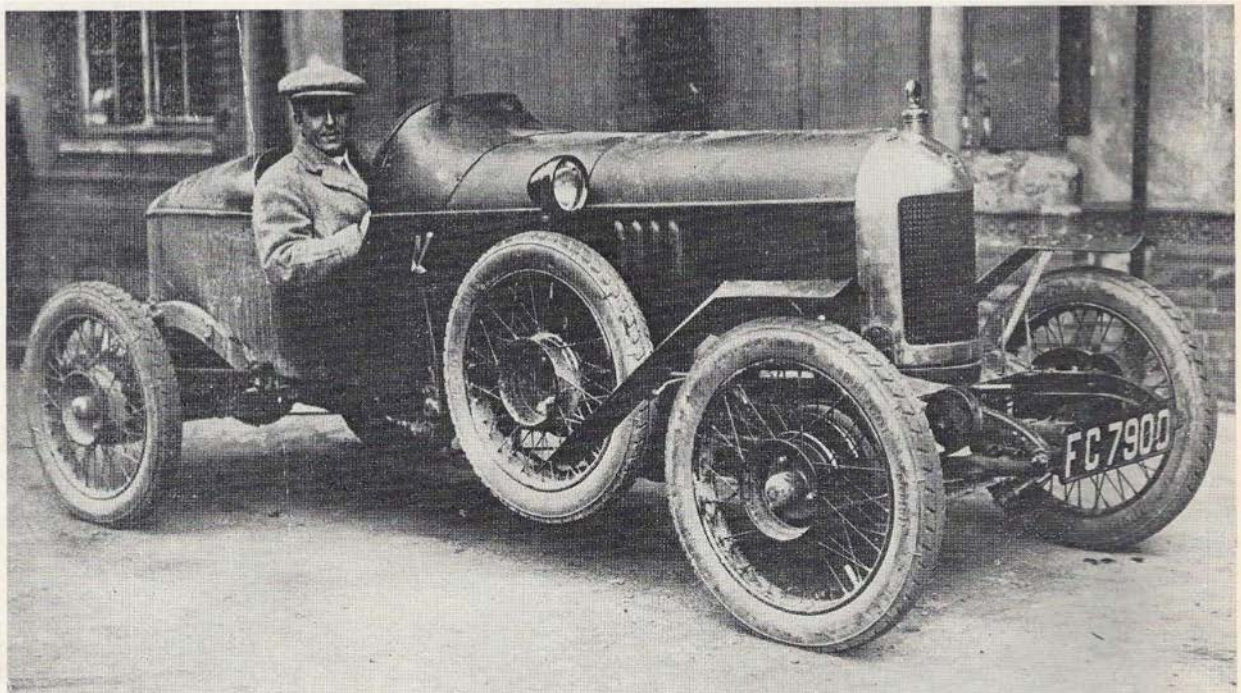
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Source: Veteran and Vintage Magazine, October 1975. This photo was included in an article F. Wilson McComb authored, "The Cars that Kimber Built"



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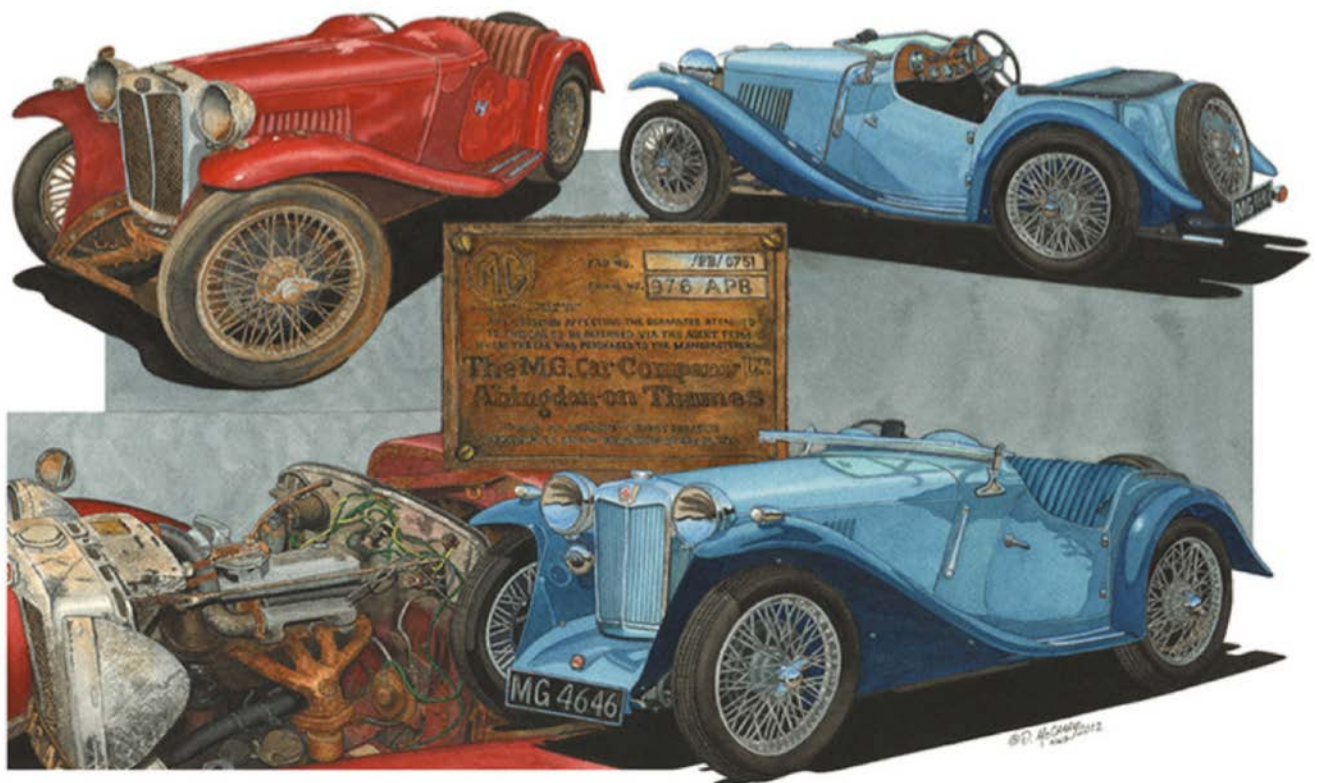
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I also have facebook pages, under my name - Dan McCrary - and also one as Dan McCrary Automotive Art...





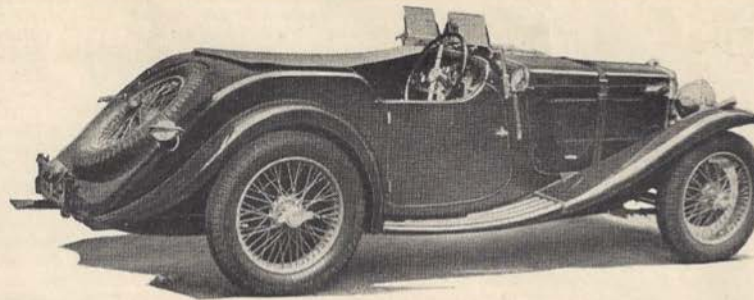
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Advertisement from the past!

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THE NORTH AMERICAN TRIPLE-M REGISTER

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

1. PURPOSE

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

The objectives of the Register are:

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

2. OPERATION & MAINTENANCE OF THE REGISTER DIRECTORY

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



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

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

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

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

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

3. TRIPLE-M REGISTER REGISTRATION AND REGISTER NUMBER ALLOCATION

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

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

3.1 Guidelines for Register Listing

Definitions.

For the purposes of these Guidelines:

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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



listed under that number unless it is later proved otherwise.

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

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

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

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

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

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

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

3.2 Guidelines for the Allocation of Register Numbers

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

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

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

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



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

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

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

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

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

Notes

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

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

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

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

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

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

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

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



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

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

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

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

5. COMPETITION RULES

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

6. REPLACEMENT ENGINES AND CYLINDER BLOCKS

For various reasons it may become necessary:

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

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

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

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