



Once in a great while someone makes an automobile that is a thing apart from all others, an impersonal machine possessing a definite personality.....many a man competent to know will argue that the most completely appealing and unforgettable personality ever built into a car was put into the smallest of them all: the MG Midget."

Ken W. Purdy, The Kings of the Road

Appleton's 1932 F1 Stiles wins the Biltmore Concours in Arizona!



Thirty of these custom aluminum Stiles Special Threesome bodies were made for the 1932 MG F1 Magna chassis. Five of the original body/chassis combination exist. This car is the only one in North America.

The body was designed by Fred W. Stiles who was the British Concessionaire and Racing Team Manager for Alpha Romeo between 1927 and 1931. He designed many exciting Alfa Romeo bodies during that time and used James Young of Bromley as the coach builder who also fabricated the Stiles Threesome for this 1932 MG.

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The North American MMM Register

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Of Australia web site at:
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Chairman's Corner

THE OLD "JOHN DEERE" stopped by my garage the other day! What a beautiful sight to see Bob Riche's creation again on the road by its new owner, my friend Bill Bollendonk. Bill has restored the L1 to a very fine, ready for the road, machine. It has a new engine, restored body and a removable steering wheel for driver access. Now labeled "JEAR SPECIAL" and Bill indicated it is a candidate to run the COLORADO GRAND in September. Good going Bill!!!

We are only three months away from going to INDY for another exciting NAMMMR National meet. Sarah Richey, Reed and Jan Tarwater have been working diligently to assure all our members will have an outstanding experience at this historical venue. It has been a long winter and hope everyone has spent time getting your MMM jewel ready for the summer. I have re-plumbed my PA fuel delivery system so I don't have another embarrassing trip around the INDY track as I did on the hook at Watkins Glen!

I wish to encourage all of you to read the "mark your calendar " article in this issue for the MG 2016 all register meet in Louisville, Kentucky. I dream of having fifty MMM cars on the field!! So, finish those restorations, get your cars ready to join your friends in Louisville in June of 2016!!!!

Cheers, Jack



Bill's detailed and complex restoration of his L1 ready for the "Colorado Grand"





From the Treasurer

Treasurer's Report, effective April 8, 2015.

Overall, financially, 2014 was a successful year for the Register.

Our initial year of budgeting and expense tracking did prove successful. We fell a bit short of projections in member count of 169 total from 2013. 2014 budgeting was formulated from 2013 membership. The Register had residual funds from previous years (pre-budgeting) to give us a needed boost. That residual plus the actual membership monies closely funded our anticipated 2014 budgeted expense allowances. We had an anticipated Net Income projection of \$870.00, by end of year 2014.

Membership of 139 paid members, down 30 from 2013, the basis for 2014. But what has been collected for 2015 to this point is almost equal to member dues collected for 2014.

We are making adjustments to the Register's Annual budget based on what was learned from 2014. We were lax in some of our budgeted expense areas but strong in others. A slightly more balanced approach leads us to our published 2015 budget. The Register has an anticipated Net Income projection of \$120.00, for 12-31-15.

Membership dues have been an issue of contention during 2014. The Register Board has been discussing this topic.

The introduction of a solely electronically distributed newsletter results in cost savings in printing and postage, now one size fits all.

We remain to publish a hard copy membership directory and post both domestically and internationally to our membership. We feel this is a definite benefit to our members.

We will still budget to partially fund our primary national annual NAMMMR event.

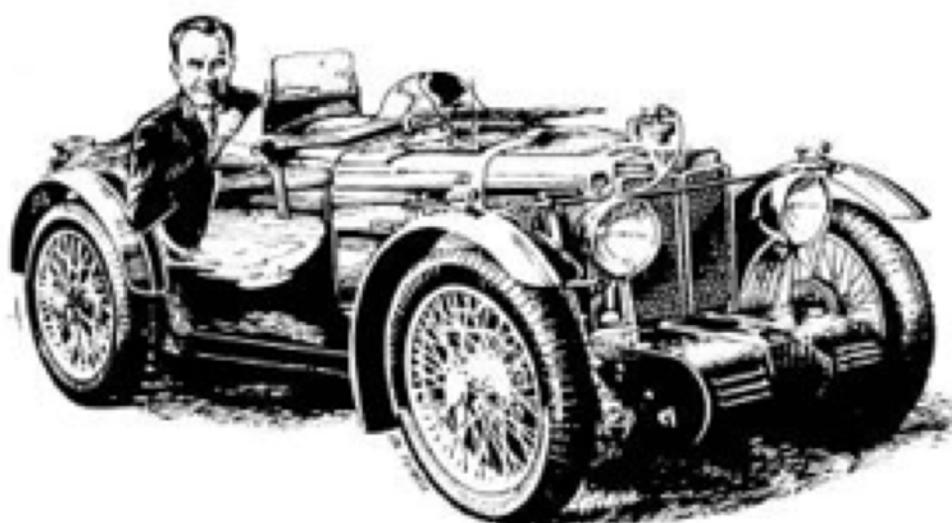
We have other fixed costs in areas of General Operating and Membership, we must retain.

In 2014 we began a NAMMMR Regalia program. There are some costs we bear for creation of certain regalia items. These costs will be recouped upon sales. We also budget an amount for postage and shipping of regalia items.

The conclusion of the Board, for 2015, dues levels will be and have already been collected at the two existing levels, North American \$40.00 and International \$50.00. Beginning for the year 2016, it has been agreed, dues will be at \$40.00 across the board.

During this year, I am doing a test for comparison budget, parallel with the actual 2015 budget, with actual 2015 member count, using the reduced dues rate to see how we will fare.

Jack Schneider





Registrar's Ramblings

Spring 2015

Another renewal period has come and gone, and I'm happy to say that we are at 139 active members. Unfortunately, we lost a few members this year, due to cars selling, the passing of a few members, and various other reasons. However, we more than made up those losses by members who rejoined from years past.

I do have one request for some of the members. PLEASE PLEASE PLEASE try to get your membership renewals in within the first month of receiving your renewal notice. Many do, but there are too large a number of you who don't renew until February, March, and even April. This delays the publication of the Membership Directory and puts the work of publishing until my busiest part of the year. Hopefully, everyone that is going to renew has done it by now, as the new directory is just about to hit the printers and you may have it in hand by the time you read this.

I, for one, am looking forward to another great annual event, this year in Carmel, Indiana including the opportunity to once again take a lap or two around the Indianapolis Speedway. Here in April, we already have over 130 registrants including 18 Triple-M cars. If you haven't already signed up, be sure to do so very soon. The host hotel is already full, but I am told there are plenty of hotels in the near area.

The winter weather has just about broken and warmer weather is just around the corner here in the frozen north. I can't wait, as the seven year restoration of PA1169 is complete (I hope) and need to get some miles on it before the Annual Event. The Airline will have to stay home this year.

Again, thanks go out to those who got their renewals in by January 31st, and to those who didn't please try harder next year. Meanwhile, join me in welcoming the following new members.

Clark & Pamela Lance
Long Valley, NJ

Philip & Carole Hall
Oro-Medonte, Ontario
L2032

Randall J. Sr. & Suzanne Morgan
Lebanon, PA
PA0660

Peter & Kerrie McCormick
Pittsburgh, PA
J2517

Octagonally,
Lew Palmer



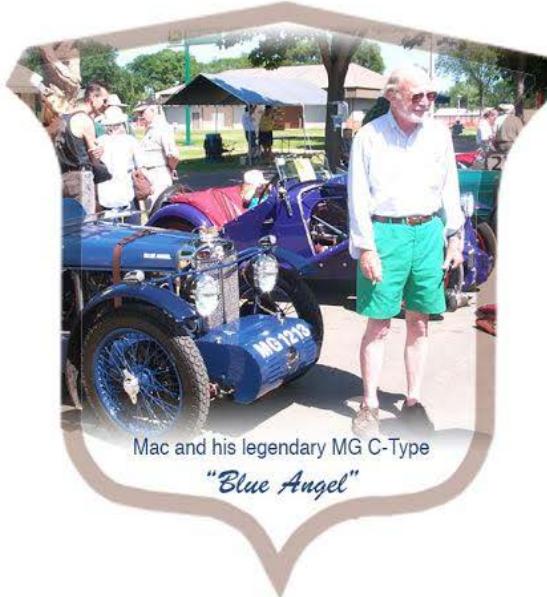
In MMMemory

William 'Mac' McMillan Reynolds
April 4, 1929 to December 31, 2014

From Joan Reynolds:

Mac loved the MG cars....we still have the photos of all his work, all his trophies, his articles to the local VMGCC bulletin, even the paraphernalia that comes with the GOFs... He taught me to appreciate a fine automobile and he taught his children the same....they were in awe of his cars!! His children used to help us plan rallies!! Once we had 24 MGs parked on our front lawn!

We had SO much fun with his cars and with the people who shared that love of MGs with us! We made many friends through our MG interests, and now I treasure those friendships even more because I know those MG guys and their wives will still be there to talk with if I need them! Life was good then and will continue to be good.



Mac was an expert in the restoration of pre-war MG automobiles and received many awards at antique car shows. He was a long-time active member of the North American MMM Register, Vintage MG Car Club of Chicago and the Vintage Sports Car Club of Chicago.

Safety fast! **Mac**



Cont from page 1



According to Dr. Rachel Geogina Evans, the daughter of the original owner Dr. Frankis Tilney Evans, the car was a gift to her mother for her birthday on May 2, 1932. Dr. Evans told us that her family had a vehicle Registration Number that dated back to her grandfather's first car in 1908. The number, AN26, is still used on her car to this day and that this number would have been used on her mothers Stiles MG. She gave us permission to show the car with the Evans family original British Registration number.

The Stiles Company of London Sales Brochure from 1932 offered the color scheme presented on the car today. They match the colors found on the body, chassis and upholstery during the restoration. We wanted to restore the car to the original colors as selected by the Evans family in 1932 - Ocean blue metallic body with beige wheels & brake drums, chassis and belt line. The two tone interior scheme was also found in the car during restoration.

We have traced all the previous owners back to 1932.

Awards

Saratoga Auto Museum Spring Invitational Concours – Dennis Gage Award.
Misselwood Concours d'Elegance, The Misselwood Award,
Best in Show at the Watkins Glen/Corning Grand Prix Festival Concours.
Hemmings Motor News Concours – First in Class Pre War European.
AACA National Award recipient
2015 Arizona Concour d'Elegance - Best in Class Pre War Sports and Racing Cars Class





“Battle of the Bills; Austin-Swallow vs MG M Type Midget”, David Harrison

Editor’s Introduction: The Oldest Jaguar in the America! 1929 Austin-Swallow. David and Una Harrison’s Swallow taken in Williamsburg, VA. Following is an article written by David, chronicling



By 1929 two Bills were offering rival light sports cars on the British market. Bill Lyons was selling his Austin Swallow, based on Austin Seven mechanicals and enhanced with Lyons’ stylish body and interior. Bill Morris’s MG subsidiary had just introduced the MG M Type Midget, based on Morris Minor mechanicals. Each car was highly successful and provided the financial and technical foundation for the future of their respective companies, and both had enduring impacts on the British sports car market.

The Austin Swallow debuted in 1927, three

years after the Austin Seven was introduced. The Austin Seven was Britain’s equivalent to the Ford Model T, and was a basic 4 seater aimed at the first time car owner. Ford was selling the Model T in the UK but the high RAC rating, based on cylinder bore, resulted in a high annual road tax. The Austin was cheaper and the annual road tax was lower due to its tiny 748 cc side valve engine RAC rated at 7 HP. The appearance, flimsy chassis, weak brakes and 12 BHP of the Austin 7 were adequate at the time, and superior to competing cycle cars and motorbike



combinations, and made motoring available and affordable for the masses.

In 1927 Bill Lyons was ready to progress beyond Swallow sidecars and persuaded Herbert Austin to sell him Austin 7 rolling chassis with complete mechanicals for 99 pounds. Lyons styled a handsome body in attractive colours, added a luxury leather interior and a well-instrumented walnut dash . Due to a fortuitous deal with Henleys in London, Lyons was selling Austin Swallow coupes and two seat roadsters at a annual rate of 500 cars per year by 1929. The financial success of the Austin-Swallow provided the foundation for today's Jaguar enterprise.

In 1929 William Morris introduced the Morris Minor saloon to compete with the Austin 7. The Minor benefited from advances in car technology since the introduction of the Austin, and was powered by an 847 cc engine of 8 HP (RAC rating) of Wolseley origin. This had an advanced OHC engine generating an actual 20 BHP. Kimber designed a light and sporty boat-tail body for the Minor chassis, and tweaked the engine slightly. The MG M type was rushed into production just as sales of larger MG models were falling due to the depression, and was an immediate success, helped by MG's successful racing program.

MG and Austin both produced racing versions of their sports cars, MG introducing the 12/12 Midgets with power boosted to 24 BHP, and Austin producing the Ulster series of 750 cc racing cars. The Austin's racers were more attractive in appearance than the somewhat boxy MG Midgets (both are highly sought after today), but the Austins were handicapped by their less advanced engine. The rivals swapped speed records at Brooklands back and forth for several years much to the delight and amusement of racing enthusiasts.

By 1929 the Austin Swallow was handicapped by Austin's engine and chassis technology dating from the mid twenties. The styling was continuously updated by Bill Lyons but the mechanical specification remained the same. Lyons introduced

other Swallow variations, notably the 6 cylinder Standard-Swallow and the sporty Wolseley Hornet Swallow. The Austin Swallow lasted until 1932 then gave place to the SS1, which was based on a updated and sturdy Standard chassis and a powerful (for its day) 6 cylinder side valve Standard engine. The SS1, styled by Lyons and with many mechanical improvements suggested by his team, was a sensation, looked like a thousand pound car but only cost a few hundred. It was Lyons' first "real" car and led to the famous SS cars of the thirties, culminating in the SS100.

Approximately 2000 Austin Swallows were produced, 800 tourers and 1700 saloons. 147 have survived, 58 are two seaters , including 17 of the 1929 two seaters. There are 4 Austin Swallows in the US. My Austin Swallow is chassis C88424, leaving the factory on Sept 29 , 1929, and is the oldest of the four. It was registered with a London license plate, UV 4851, and is almost certainly a Henley car. Its prewar history is unknown, but I was recently sent a photo and article from the March 1951 issue of Motor Sport. UV 4851, driven by a Mr E.C.Davies won the under 1½ litre class in the VSCC rally at Bisley The Swallow has a rally history !

The MG M type only lasted until 1932 but was successful in its class at Brooklands and other race venues , and in the popular road rally events of the time. It evolved into the highly successful MG J2, over 4000 of which were sold over the next two years.

Who won the battle of the Bills ? The MG M type was a better car in 1929. But Jaguar pulled ahead in 1932 with the SS1, entering a market epitomised by its motto " grace, space, pace". The two Bills thereafter diverged in their market targets, with the exception of a brief period of overlap in the late '30s when MG brought out the SVW series of large saloons. MG concentrated on the "cheap and cheerful" end of the market while Jaguar went upmarket into the carriage trade. So who really won? Well, MG made more cars but Jaguar still makes cars.

See performance comparisons on next page....



Specifications for the MG and Swallow road cars are interesting to compare.

	1929 MG Midget Swallow	1929 Austin
Capacity cc	847	748
BHP	20	12
Compression ratio	6.2	4.8
Valves	Overhead, OHC	Sidevalve
Carburation	1" single SU	Updraft Zenith
Gearbox	3 speed crash (no synchro)	3 speed crash
Brakes	8" dia, Bowden cable	6" dia, bare cable
Braking dist from 40 mph	72 ft	What brakes ?
Max speed mph	55-60	45
Accel 10-30 secs	7 secs (2 nd gear) 15 secs (top)	
Wheelbase	6' 6"	6' 3"
Track	3' 6"	3' 6"
Weight lb	1200	800
Chassis	Ladder	A frame
Price (pounds)	175	175



Technical Topics

Notebook
Section: 2.1.3

Reflections of the MMM “Valve Job”

Author - Chris Leydon

Over the past few decades, I have sensed a subtle divide within the vintage car hobby between participants who delight in the form of the auto, its aesthetic, and those that prefer to focus on its function, how it works. To illustrate the weight of each camp, one only has to view the last ten issues of Sports Car Digest and discover the total absence of photography that could potentially highlight the fabulous mechanics of all the cars profiled. What a pity, because the beauty lies within.

Warning: The following "tech share" is a bit esoteric, so if your interest lies less with function and more with form, you might want to skip to the next article.

A month ago, one of our MMM members expressed concern that in racing his P, there was a substantial loss of power as he hit 5000 rpm. Of course the power curve flattens out in the upper register but there may be more to the story. Our cars are now approaching eighty years old and many of the engines have gone through multiple rebuilds which have included "valve jobs." Each of these procedures lowers the valve seat into the combustion chamber, shortens the length of the valve in order to gain valve clearance, and unless precautions are taken, reduces valve spring compression. The result permits the valve to float at high rpm sapping both compression and performance. In addition, the valve adjustment for clearance, where the eccentric is rotated on the rocker, yields varying valve timing on each and every one of the valves. What follows is a prescription of how to remedy salvaging an abused cylinder head with severe valve seat recession. **Caveat:** The following is only how I address this issue: it may be performed better and more expediently by those more gifted than myself. When rebuilding my first K3, I received a letter from Cecil Cousins who roughly outlined a similar process used by the factory which follows what I forthwith describe. Additionally, Bob Jones outlines his procedure in the "MG Road Cars, Vol. 2" which is similar and conveniently less burdened by words.



To Begin:

In addressing most challenges, it is best to first assess "what you got." The photo on the right is of a New Old Stock cylinder chamber in an N head. The valves are nearly co-planar with the chamber bottom. The photo on the left is of another N head with severe valve pocketing (recession). Notice how recessed the valves are below the chamber. (Modifying the combustion chambers varies the volume of each chamber which then need to be measured and balanced with the other chambers ... but that is a story for another issue.)

Over time, each valve grinding has steadily moved the valve further into the combustion chamber, and as a



result, has pushed the valve stem up toward the rocker. In order to adjust for clearance, the valve must be shortened, which at the end of the day (or decade) makes for much less purchase of the keeper to retain the valve spring retainer. Notice the difference between the well shortened used valve on the top and a new valve on the bottom.





Because the valve keepers (or cotters if you are British) are retained in the newly purchased valve stems at the same location as the old valves, the effect is to permit the valve spring to be less compressed as the valve is pocketed. This, as can be seen in the above photo, can be appreciable and decreases the valve spring's ability to close the valve at high rpm by over 25%.

What to do? One solution is to machine spacers to be installed under each valve spring, carefully measuring to insure that each spring delivers the same compressed load to its respective valve. With minimal valve recession, this is manageable and the spacers would be more like shims for fine adjustment. When the valve pocketing is more severe, a more elegant approach is possible that insures not only nearly perfect matched compression loads between valves, but also ensures identical rocker geometry and valve timing once the job is executed.

This approach starts with appropriately machined valves which have no keeper grooves installed: machined from the correct material (21-4N and stainless in my case), correct head diameter, and 9/32" stems with the original length. The sequence is as follows:

1. After the valve guides have been installed and sized to correct intake and exhaust stem clearances, and after the valve seats have been machined and valves lapped to their respective seats, each valve is numbered to its respective guide. **Note:** My process for machining the seats utilizes valve cutters (not grinding stones) with 60, 45, 30 degree angles to position the valve onto the seat with a .065" for exhaust and .050" contact on the head: wider for the exhaust to enhance cooling.





2. Valve stems are then coated with machinist dye and located in a numbered valve carrier so that no mistake can be made in keeping track of each valve's position in the head.



3. The object of the game is to machine new keeper grooves into each valve stem to produce the correct loading to close the valve. The required spring load for competition and supercharged engines is slightly greater than normally aspirated engines used for touring. My rule of thumb is: (This differs slightly from Blower's manual which does not take into account the spring retainer inner boss)

Normally Aspirated

Supercharged/Competition

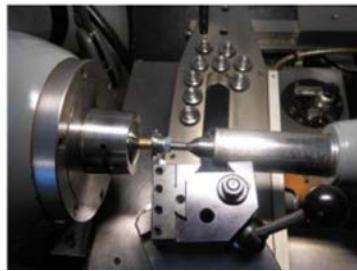
Installed 48-50lb

58-60lb

It might be noted that for competition use, I machine my own valve spring retainers from titanium and use single groove classic Mini Cooper keepers. This combination reduces reciprocating weight and thus requires the valve springs to do less work. This helps ensure against valve float at higher rpm.



Machining titanium retainers



Single groove keepers



It is also good advice to start with a matched set of springs, all producing the same load at the same installed height. In the MG world, there will be variations within each spring set. I separate each spring, record its compression at the installed height and mix and match until I find uniformity.

Testing spring load



Duplex + Inner helper spring



4. Knowing where the keeper groove now needs to be located to produce identical valve spring heights for the correct installed load, each valve is installed into the head and marked for keeper groove location. I machine a tube which fits over the valve and the guide to a length which is the desired installed valve spring height moderated by the thickness of the retainer and how it is positioned by the keeper. OK, this may seem abstruse on first reading, but it just



describes an effort to get the valve spring at the correct installed height....and it depends on what variety of retainer and keeper you select to use. With the valve held firm against its seat, I mark the position to machine the keeper groove.



5. OK, if I told you that machining the keeper groove into a stainless or 21-4N valve is easy, you would not believe me and I would be lying. That said, this is how I do it.

- a. I use carbide insert tooling ... and for the Mini radius keepers ... a radius cutter .106" diameter.
- b. I set up on a Hardinge toolroom lathe with digital readouts, follower bar, and a live tailstock machined to take the end of the 9/32" valve. (I ain't sure how I would do it otherwise ... but there are thems that know better and are more clever ...).

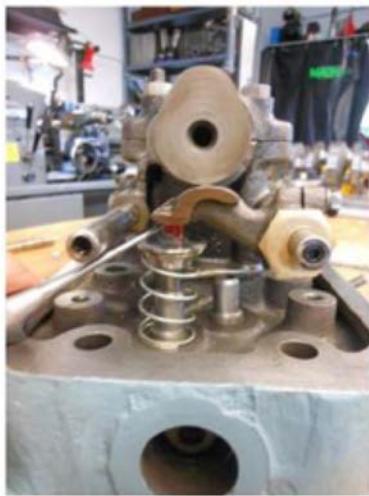




The photo on the left shows the product of one's effort. A rule of thumb is to have the combination of keepers and retainer such that when assembled and pulled tight, the retainer stays in position held by the wedge action of the keepers. The photo on the right shows the finished valve with new retainer next to an original assembly. The new retainer is machined to more positively locate the valve springs, whereas the original allows for substantial unwanted radial movement between the pair of springs.



6. With each valve now machined with a keeper groove in the appropriate position, the valve must be machined for length to gain the required valve clearance. Parting off the end of the valve requires only a suitable chuck in the lathe and a carbide cutoff tool, however, locating where to cut is a bit more involved. The following assumes that all attention has been paid to the cam bearings, camshaft, rocker bushings, rockers and shafts. Next, install the valve into its designated guide and using a light spring, assemble the keepers and retainer. Coat the end of the valve with dye and install the camshaft into cam carriers. With the eccentric on the rocker oriented in the correct position (**Caution:** the J differs from the K/L/N/ and P), slide the rocker onto its shaft tucking it under the heel of the cam lobe. The valve can now be scribed for shortening. This will, in most cases, produce zero clearance which is then more finely tuned by a grinding fixture on the end of a valve grinder. This last operation has the increased benefit of producing a very fine finish on the end of the valve which prevents abrasion with the rocker and a surface that is precisely orthogonal to the axis of the valve stem.



With each valve done, in turn, the valve job is now complete and final assembly and timing can commence. The described process is a lengthy one ... both in process and description ... but the result can be satisfying when the RPMs rise and the power is faultlessly generated. It also might salvage a head deemed to be unusable! A perspective often missed by novices to the marque is that the design of the prewar MG cylinder head is complex: to rebuild the top end of a prewar Maserati, Delahaye, Miller, Alfa Romeo is SOOOO much easier ... no complicated rocker geometry, eccentrics, etc., etc.. But, in your core, if you're a "MG Man/Woman" you may have to rise above the complexity to compete with the rest of the prewar field. This is written as an encouragement and guide to help pilot your way.

GOOD LUCK!

Chris Leydon



Bringing PB 0362 back to Life...By Ron Jackson

While attending the 2014 Watkins Glen Festival, I met Ron Jackson who has multiple interests, including the restoration of cars. One car happens to be a 1935 MG PB. Following is a peek at the times and tribulations of the MG PB and what the current owner has been up to. Editor



owners. The trail went from Florida up the east coast of the USA and then

into Canada. One owner had the engine rebuilt twice in one year with a new engine block fitted during the second rebuild. In total I have parts documents or work orders that suggest at least 6 rebuilds in the car's 42,000 miles. The photos in this article were part of documentation.



My wife and I had a major move across the country followed by our building a custom straw home which put the project on the back burner. After the house was livable I started going away for Aircraft Maintenance contracts and have found some time to work on the car.

I have made progress in a number of areas. I inspected the engine block, rods and crankshaft that had been repaired ready to install and rejected them as not suitable to continue with. (In time I could write an interesting article in what I found wrong in the engine). I am waiting for a new crankshaft to arrive and then it will be united with new rods and engine block. This made a mess of my budget!



I picked up my 1935 MG PB in pieces in 2005 in Alberta Canada. The car had been apart for an engine rebuild at a sports car shop. The body was damaged and the project was terminated. The basket case was offered to me. I had narrowly missed out on a TC project a few years previously so this was interesting. I had previously owned Jaguar E Types so was used to English cars.

The car came with a box of paper work that included a second registration booklet from England and then various paper work and receipts from different





I had repaired the chassis and then decided to build my own wood body. It was an interesting challenge and still requires the wood doors to be completed.

I have most of the suspension and steering work finished and the central lubrication is fabricated and waiting to be installed. My wife and I have brought new wire wheels back in our suitcases from England during holidays. I have rebuilt instrumentation and most chrome parts are ready to install.

Once I have my engine back together I hope this provides the push to find more time to finish the car. It will have to compete with our Porsche 356's for schedule.





Brooklands Racing Circuit to get \$10.8M Restoration

The following article regarding some history and planned upgrades was found at the Hemmings Motor News link below. This article was written by Daniel Strohl on February 20, 2015. Make sure you stop by Brooklands if touring England and support the project! Brooklands has a great Museum too. Thanks to Hemmings News for this great article.

<http://blog.hemmings.com/index.php/2015/02/20/brooklands-racing-circuit-to-get-10-8-million-restoration/?refer=news>



Photo by John Chapman/Pyrope

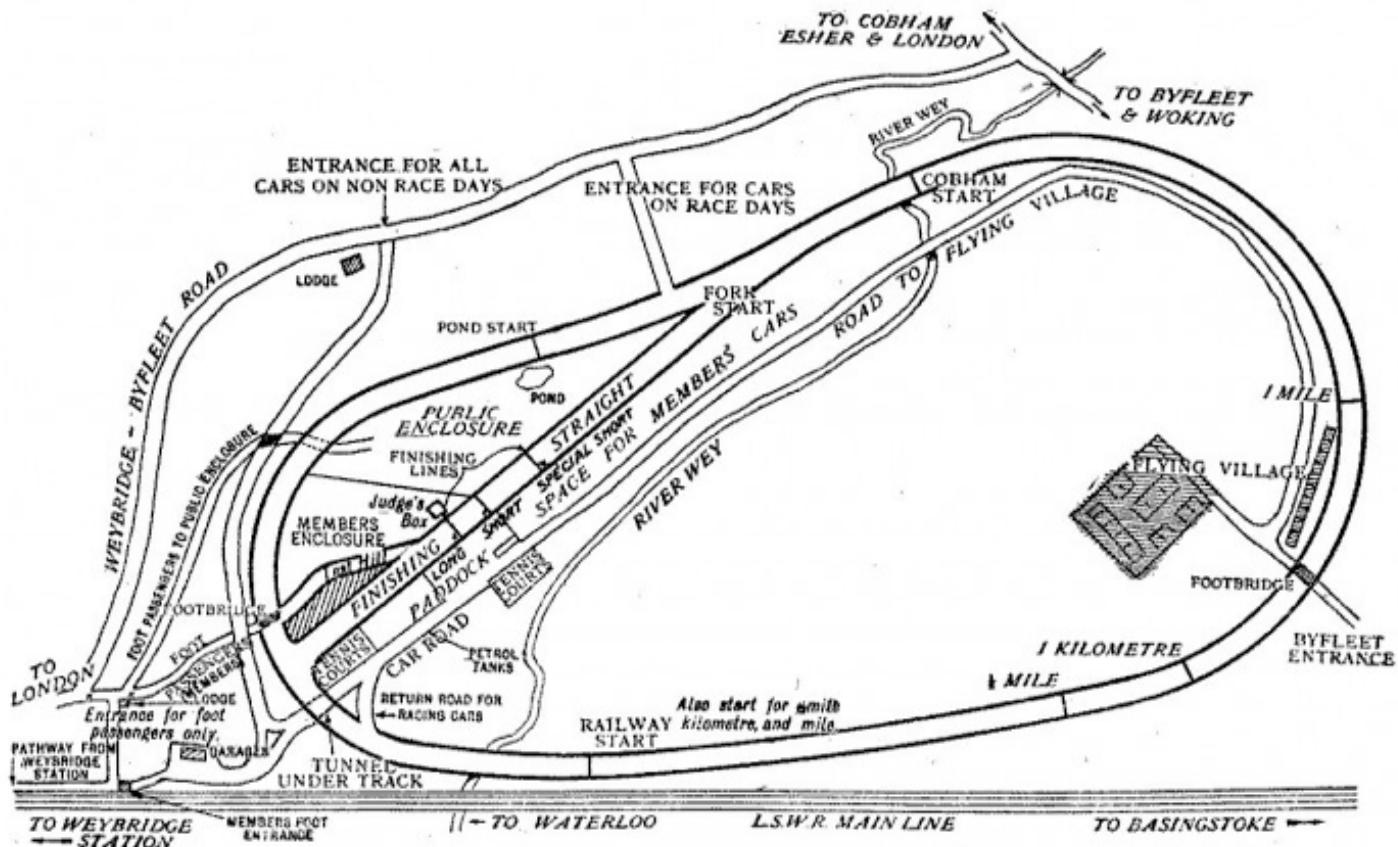
Brooklands, circa 1919, via the Autocar Handbook, Ninth Edition

British landowner Hugh Fortescue Locke King first conceived the idea of a dedicated racing track in 1906 in response to Britain's strict early Twentieth Century laws forbidding racing on public roads. According to a [history of Brooklands written by Lord Montagu of Beaulieu](#), Locke King was a motoring enthusiast who took in early racing events around Europe and noted a dearth of British racing drivers and British automobiles among the top finishers of the events, a situation that he ascribed to the lack of high-speed testing facilities in Britain.

In response, Locke King surveyed a section of his land near Weybridge in Surrey and laid out a 100-foot-wide, 2.75-mile track of roughly oval proportions with two sections of extreme 37.5-degree banking on about 300 acres of property. Because asphalt wouldn't set at such an angle, Locke King specified that the track be made from reinforced concrete. He formed a club for the circuit and formally opened it in June of



the following year, making it the world's first dedicated racing circuit; not long after, record runs and auto racing commenced, with drivers finding that the banking – when approached correctly and at the right speed – actually guided their cars around the track without any steering input.



1
930's, Image courtesy of Brooklands Society

Racing at the track paused for World War I – during which it rose to prominence as an aviation center and housed a number of aircraft manufacturers – and then resumed afterward. The first British Grand Prix took place there in 1926, and speeds would increase far beyond the guesstimated 120 MPH maximum safe speed, particularly when John Cobb set the track record at 143.44 MPH in 1935. The onset of World War II in 1939 brought another pause to the racing at the track, though this time the pause turned permanent. According to Montagu, airplane manufacturer Vickers demolished part of the high banking to give its Wellington bombers more space to take off; meanwhile, [bombing damaged other parts of the track](#), access roads to the aircraft factories [cut across the Byfleet Banking](#), and efforts to camouflage the track by planting trees erased other portions. In 1946, Vickers ended up buying the entire circuit.

Industry began to sprout up throughout the area and even within the track during the 1950s, but it wasn't until the late 1960s that Bill Boddy's Brooklands Society began preservation efforts for the remaining sections of track. In 1991, the Brooklands Museum Trust, an organization independent of the Brooklands Society, opened its museum devoted to the circuit's automotive and aviation heritage, on a 30-acre portion of the track. It is to the museum that the Heritage Lottery Fund granted the restoration money.

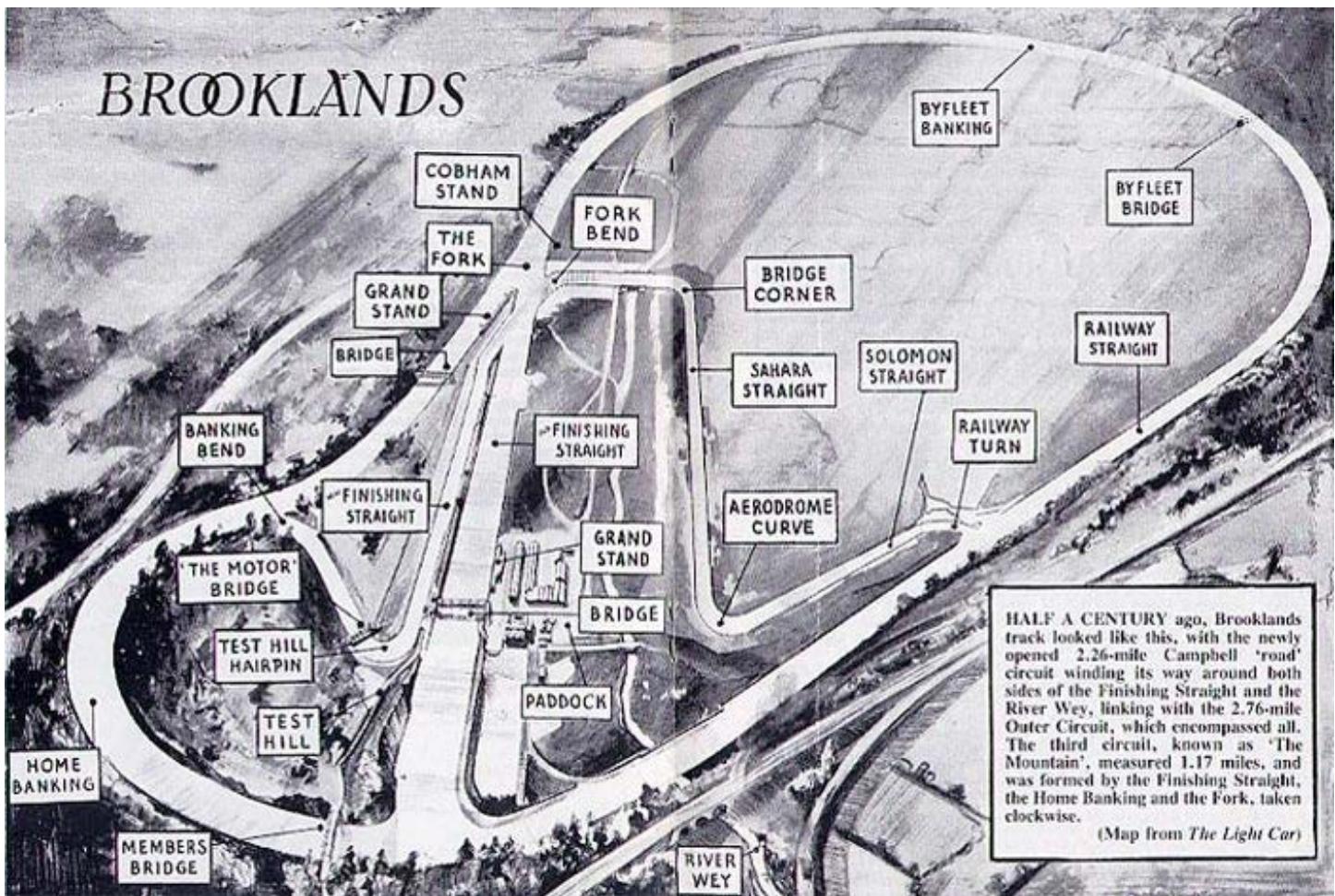


Image Courtesy of Brooklands Museum

"We're going to recreate as much as we possibly can of the glory days of Brooklands, both as a motor racing circuit and also as an aircraft factory," the museum's director, Allan Winn, told the BBC. The museum has already raised £1.2 million (about \$1.85 million) in match funding and still has another £750,000 (about \$1.16 million) to go, estimating the complete cost of the project at £7 million (about \$10.8 million).

According to a museum statement, work on the project will start in the next couple of months and is projected to wrap up in the summer of 2016.





2015 Upcoming Event - GOF Central



July 15th - July 18th



Registration Instructions:

- Register online at www.GOFCentral.com.
- You may print and fill out this registration form and send it with your check or credit card information (payable to 2015 GOF Central) to:
 Mike and Brenda Jansen
 1303 N. Lima Road
 Kendallville, IN 46755
- We will send you a letter confirming your Registration and Registration Number.
- 1st Timers Show – To enter your car, it must be the Car's first time at a GOF Central or the first time at a GOF with you as the owner.
- In the space provided on the registration form, please be sure to list the names of the participants as you would like the names to appear on their name badge(s).
- Be sure you check the regalia page for determining you shirt size to insure you get the proper fit prior to placing your order. We cannot promise shirt delivery at the GOF for registrations received after 6/20/2015, but we will do the best we can!
- Make your hotel reservation! Call the Renaissance Hotel (317-816-0777) at 11925 N. Meridian St. Carmel, IN. We have negotiated a room rate of \$129/night; be sure to mention GOF Central when you register.

Activities Notes:

- The IMS Motor Speedway Track Experience:

It's a short drive to the Indianapolis Motor Speedway for a once in a life time opportunity to drive this historic race track; which is truly the greatest spectacle in racing. Limited to the first 100 MGs, the price includes entrance (for one) into the Hall of Fame Museum. Have a photo taken of you and your MG on the famous "Yard of Bricks" as you cross the start/finish line! Thursday, July 16th.



- The Main Car Show:

Only a few miles from the Renaissance Hotel is the Indianapolis Executive Airport where the main car show will be held. Joining our display of MG automobiles will be pre and post WWII vintage aircraft. This has the makings of a very special day. Lunch will be available. In addition to the vintage aircraft display, there will be a group from the Academy of Model Aeronautics, headquartered in nearby Muncie, IN. The group will demonstrate the latest in RC aircraft technology which includes 1/4 scale aircraft. Wheels and Wings! Saturday, July 18th.



- Car Detail Raffle:

Enter our pre-event raffle to win a professional wash and detailing of your car while attending GOF. Compliments of Jimmy Buff-it's Auto Detailing. They'll detail your MG (or your towing vehicle if you choose). Drawing July 14, 2015.

- 1st Timers Show and Hoosier BBQ:

This year's 1st timers show promises to be a special event as it is combined with a Hoosier BBQ. You won't want to miss this dinner which will feature BBQ and fresh vegetables prepared Hoosier style! Thursday, July 16th. (8/4/2014)

GOF Tentative Schedule

Wednesday, July 15th

- Early Registration
- Self-Guided Tours
- Movie Night

Thursday, July 16th

- Registration
- Guided Tour - Indianapolis 500 Track Experience
- Self-Guided Tours
- Technical Work Shops
- First Timers Show/Hoosier BBQ
- Movie Night

Friday, July 17th

- Rally
- Guided Tours
- Technical Workshops
- Auction
- Movie Night

Saturday, July 18th

- Car Show
- Valve Cover Races
- Technical Workshops
- Funkhana
- Committee Meeting
- Banquet

Sunday, July 19th

- Winner Photos



For the Most Recent Updates & More Information go to www.GOFCentral.com



Registration Form

July 15th - July 18th



Name(s): _____ Car Club Affiliation: _____

Street: _____ City/State/Zip: _____

Home Phone: _____ Mobile: _____

E-mail: _____

(Note: We will provide event information via e-mail and on our website www.gofcentral.com. Your e-mail is important for easy communication prior to the GOF; please print it legibly, if you do not provide your e-mail address, event information will be mailed to you.)

Please list the first and last names of any young person(s) (under18) who is/are interested in being a Youth Judge for the Main Car Show:

1. _____ 2. _____ 3. _____ 4. _____

Which car(s) will you bring? Year Model Class Winner in Last Five Years? First Timers Car?

_____ _____
_____ _____

Yes Yes
Yes Yes

Please list the first and last name of each participant as you would like it printed on their GOF 2015 Badge:

1. _____ 2. _____ 3. _____ 4. _____

Important for GOF Registration: Please check the various activities you are interested in, to help us better plan!

Note: There are NO fees for any of these activities!

Number of Cars for the Rally** Valve Cover Race Entries Photo Contest/Scale Model/Craft Entry

Funkhana Entry Movie Night Driving Tours Participant Workshop/tech sessions MG history/technical/crafts

*All Registered Members are invited to participate in the Rally. Only Registered cars qualify for awards (You will register for the rally at GOF 2015).

Do you need Trailer/Truck Parking? Yes Do you have an item to contribute for the live or silent auction? (We will contact you): Yes

Registration Events and Fees

(Deadline for Registration is July 5th, 2015)

Registration Car #1 (\$45) \$ _____

Registration Car #2 (\$20) \$ _____

1st Timers "Hoosier BBQ" x \$20 per person \$ _____

Saturday Awards Banquet x \$45 per person \$ _____
 Beef Chicken Vegetarian

Indianapolis Motor Speedway Track Experience
 (Includes a one person pass to the museum) x \$45 per car \$ _____

Car Detail - Pre Event Raffle x \$5 \$ _____

The Indianapolis Motor Speedway Experience is only available to the first 100 MGs that register. However anyone who wishes to participate in the trip to the track will be able to visit the IMS Museum (admission is \$5). The Track Experience is dependent on track availability as IMS prepares for the Brickyard 400. As of 8/1/2014 the event is a go! We will let you know if the situation changes. Rain or shine event.

Regalia

Sport-Tek Side Blocked Micro Pique Polo Shirts: (Black/True Red/True Blue)

Men's: Quantity/Color of Each Size: (\$30 each)

Size	XS	S	M	L	XL	XXL	XXXL	XXXXL
Color								

Women's: Quantity/Color of Each Size (\$30 each)

Size	XS	S	M	L	XL	XXL	XXXL	XXXXL
Color								

Cotton Digital "T" Shirts: (\$26 each)

Men's Shirts: Quantity of Each Size:

XS	S	M	L	XL	XXL	XXXL	XXXXL	XXXXL

2015 GOF Poster x \$20 per poster \$ _____

2015 GOF Fidel (Mechanics) Hat x \$20 per hat \$ _____

2015 GOF Baseball Cap x \$18 per hat \$ _____

2015 GOF Pin x \$6 per Pin \$ _____

(Be sure to check out our Regalia Page!)

Total of Registration Events and Regalia: \$ _____

Method of Payment (circle one): Check enclosed (payable to GOF Central 2015) -- VISA -- Master Card -- American Express -- Discover

Card Number: _____ Expiration Date: _____ Cardholder Signature: _____

You can register online at: www.GOFCentral.com or mail this registration form and your check or credit card information to: Mike and Brenda Jansen, 1303 N. Lima Road, Kendallville, IN 46755. Any questions? Call or e-mail Mike (260-347-4680) GOF2015Central@gmail.com

NOTE: This Registration May Not Be Transferred To Another Person And Is Not Refundable after the Deadline of June 15th, 2015.

This Page Must be returned with the appropriate Check/CC Information



Come join in the fun at GoF West, June 15 - 19 2015. Located 50 miles north of San Francisco in the fine city of Rohnert Park

"GoF West" is the name given to a regularly held "Gathering of the Faithful" for owners of MG cars in the western United States and Canada. Until the early 1970s, assemblies like this had previously been held exclusively in the eastern United States. Outside a few local clubs in western North America, the only way to regularly interface with other MG owners was to travel long distances to places like New York, Illinois or Pennsylvania, all in the East.

Sometime in 1972, members of several Southern California MG clubs got together and decided to begin their own version of the east coast gatherings. A committee was formed, preparations were made, and the first GoF West was under way. Santa Barbara was the site chosen, and word was spread to MG car clubs throughout the western states. News of the initial event in 1973 was welcomed by MG enthusiasts and the first GoF West established a tradition of annual gatherings that has not been interrupted since.

Initially the Gatherings were for owners of pre-1956 cars as MGs were still being sold in the US. However, as the years passed and MGs were no longer being imported, it was realized that excluding cars built after 1956 meant a lot of MG enthusiasts had nowhere to gather unless they attended the national meets of such groups as NAMGAR or NAMGBR, many of which were held the other side of the Rockies. Now, GoF West welcomes owners of any car wearing the MG octagon.

As a result of these annual festivals, held only in locales in the western U.S. and Canada, thousands of MGs have been seen by other MG owners and the public. Most come from the western U.S., but there are usually several driven from around the country, and some even from overseas! From the very first GoF West, where most of the cars were "drivers" that had not been restored, each succeeding year has produced many more MGs that have been restored to pristine condition. Nowadays, several of those brought to these events are better than when they rolled from the assembly lines at Abingdon-on-Thames! This gives everyone who attends a GoF West an opportunity to see MGs at their finest, to inspire them to work on their own cars, and show how a properly restored car should look.

However, don't think that these events are just for show cars! Most attendees drive to a GoF West, some folks traveling many miles and making the journey a several-day adventure in company with friends and fellow club members. While the Car Show does give an opportunity to show off and admire perfect restorations, most of the MGs present are still "drivers" and there are several events during the week catering to cars of all conditions. All they have to do is run – and if trouble should strike, there are always willing hands and knowledgeable experts to assist with needed repairs.

*For more information and to sign up, visit
www.gofwest.org, then click on the link to GoF West*





Save The Date! June 13-17, 2016

MG2016 – A Run for the Roses

The North American Council of M.G. Registers is pleased to announce that MG2016 will be held from June 13th-17th, in Louisville, Kentucky!

Join the North American MMM Register, the New England MGT Register, the North American MGA Register, and the North American MGB Register for four fun-filled days of MG camaraderie. Louisville is home of the "Louisville Slugger" (the official baseball bat of major league baseball), Churchill Downs (where the "most exciting two minutes of sports" is held each May), and is the source of 1/3 of the world's supply of bourbon. Louisville will have something to offer to everyone in attendance.

Louisville is centrally located for the majority of the host registers' members. The mid-week event will allow for travel to and from Louisville on weekends! Contracts have been secured with a group of seven hotel properties (essentially across the street from each other) that will meet your budget and expectations.

Plan to arrive in Louisville on Monday afternoon as you will not want to miss our opening ceremony that evening at Churchill Downs, home of the Kentucky Derby. (This event will have limited seating, so register early!)

Event information, registration, regalia sales, and hotel information will be available at www.mg2016.com in the fall of 2015.

Mark your calendar today to save these dates. We know that you will want to be a part of MG2016, the fifth all-M.G. Register gathering held in North America!



“Car Guy’s Trip of a Lifetime”, by Scott Kahler

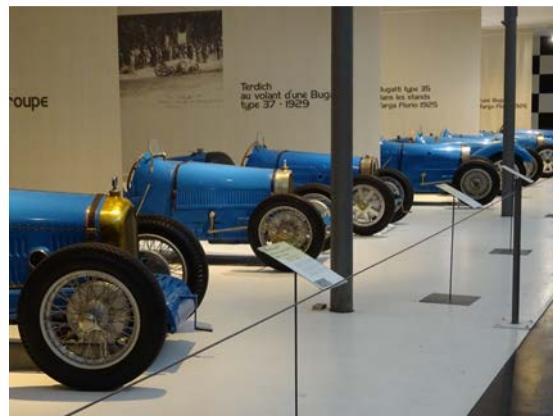
This is an epic story of 6 guys traveling around Europe going to car factories, a racetrack & museums. 2 Jacks, 2 Bills, 1 Phil & me, my name is Scott Kahler and after several small travel miracles took place I managed to meet my Dad (He's one of the Jacks) and the other guys at the Munich Airport in Germany. That's where the story begins for me. The five other guys met me there after doing a whole bunch of car stuff in England that I wasn't there for...that's their story to tell.



Upon meeting up at the car rental desk at the airport and renting our 2 mietwagens (rental cars in German) 3 guys in each car - we were off and driving the autobahn, it took the first couple hours of driving to drop our American driving habits and learn the ways of the infamous Autobahn, where you drive as fast as you can and yet you still get stacked up on from behind by high end Porsches, Mercedes, BMW's and a lot of Audi's, driving about 100km/h faster than our Citroen or Volvo would comfortably go.



Driving to southern Germany our first night was in a small town named Singen where outside the hotel was a full size concrete Porsche 911...This is when it really hit me that we were in Germany and this is where Porsche's were designed and built, and there was a very rich history and love of these beautiful cars.





In the morning we headed off to Mulhouse, just across the border and a beautiful city situated on the Rhein River in Eastern France. Our Goal – The Cite' de' l'Automobile also known as The National Automobile Museum, which houses the Schlumpf Collection, Over 120 Bugatti's and at least a couple of every other European car ever made from steam powered cars to Formula 1 Racers. We arrived in Mulhouse around noon and it was decided by the group that the time left in the day was not enough time to do this massive collection justice. We decided to spend the afternoon at an interesting motorcycle museum just on the outskirts of town, called the La Grange a becane. This turned out to be a great collection of a type of motorcycles that none of our group had ever heard of. One man's personal collection of Ravat's – A motorcycle that seemed to be an early contender as one of the iconic motorcycle companies, but then wasn't able to make it past the fifties for some reason. Overall great museum in a quaint French country town with a lot of class. Next morning, Bugatti heaven! We arrived in the parking lot and after a short walk towards the building, the first thing one notices is amazing architecture with a multitude of suspended cars flowing through the glass facade of the entrance. The breathtaking entrance is overwhelmed upon walking down the ramp into the heart of this great collection. A collection that spans the earliest of vehicles, the steam powered works of art, all the way through to the Veyron. And everything in between, including the Majestic Royale, one of six ever made and it was bought by the Schlumpf brothers from Ettore Bugatti. The elegant display around the Royale shows not only the car but also the original wooden forms that the long sweeping fenders were formed on. There are too many things in this museum to touch on everything, it must be seen to truly appreciate.



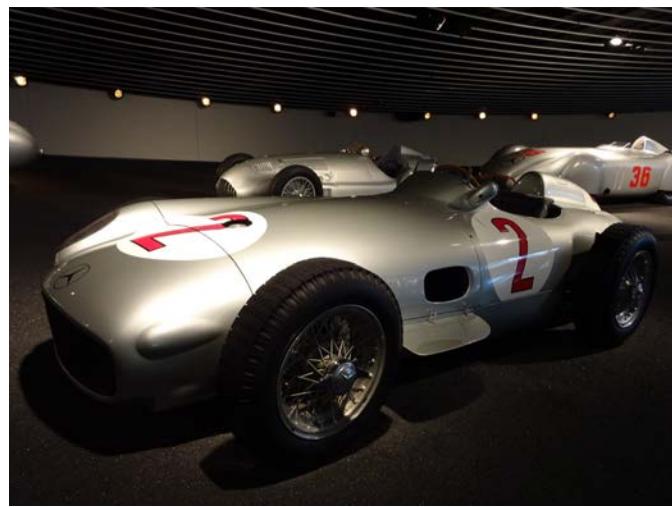
Next stop...Nurburgring! Several 100km north from Mulhouse and back in Western Germany, A strange mixture of medieval and leading edge automotive racing technology. This is the track that Jackie Stewart termed the Green Monster. After driving it, we knew why he called it that. When we got there it was Porsche day, they had the track, it was theirs, hundreds of high end Porsche's flying through the beautiful autumn countryside taking the 16km laps around the ancient castle that is perched high on the hill in the center of the track. This is a race town if ever there was one, it looks, smells and sounds like racing. Every historic home in this town has a Porsche GT3 or some other car built for racing parked in front. We had to wait for the Porsche owners' club to finish their track day, while we waited we sat through the orientation at one of the several race car rental companies near the track. It was explained to us that this was a very dangerous track, people crash and people die, there were no run-offs on the track (meaning if you lost traction, you were hitting something), there would be supercars passing us and there would be RV's that we would be passing, we were also told how to react to an accident, how to put on our safety vests, stay in the car until it was safe to get out and then run to the side of the track and get to the upstream turn and flag oncoming drivers to alert them to slow down. On any given day the Nurburgring is a public toll road and people from around the world come to Nurburg to drive



the Ring, with whatever they happen to be driving, which only adds to the danger. I walked out of the orientation/driver training, just a bit nervous, but yet still very excited to jump in our late model VW Scirocco's unlike I've ever seen in the states, and get started. My Dad and I in one, Bill and his dad Phil in another, the other Jack and the other Bill in a Renault that was just as quick as our Scirocco's. After a short drive from the rental company to the track entry gate, where the lap pass is swiped, much like exiting a parking garage, and suddenly you're on the track. Everyone comes through the same gate onto the same straightaway, but this is where the race starts, even though we were told in our orientation that we weren't racing, just sightseeing and there are no Formula One talent scouts at the track, still everybody is racing, it's impossible not to, this is the chance of a lifetime and that orientation seems so far away and I forget I'm not a race car driver, and I drive as fast as I can, it's the most exhilarating thing ever, with 154 turns and dips that take your breath away like roller coasters do, all you can do is smile and the four lap pass that came with the rented car seems to go by so fast even though it takes an hour to complete four laps.



Nurburgring adventure done, it was time to move on to Stuttgart. After a morning drive in torrential rainstorms in the German countryside on the autobahn, which most of the way from Nurburg to Stuttgart was under construction so our lanes were narrowed in half, but we were on a mission, because we had an appointment! Another important appointment, this one at the Porsche Factory, set up by Phil and one we could not be late for otherwise we would have to forfeit our tour. We made record time given the circumstances. Our Nav system led us to an area of Stuttgart that is historically and purely Porsche. Upon pulling up to the intersection with the factory on our left and right and the museum straight ahead, we were surrounded by beautiful German cars. We made it in time for our appointment, we gathered in the museum and were introduced to our guide, we gave up our phones and anything that could take pictures, and we were led across the street by a friendly and knowledgeable guide who spoke fluent English and was available for whatever questions we happened to have. After an elevator ride, we walked out on to the production floor yielding to robots towing parts carts. We were led through the factory, watching different models of Porsches come together seamlessly from beginning to end, watching chassis & body go up & down on elevators, out on conveyors and by the end of the tour we were watching finished cars roll off the line. After a great informative tour we were led back to the Porsche museum where we explored this awesome futuristic building that contains an extraordinary collection of Porsches from the early twentieth century to the present.



Not yet overwhelmed with the Stuttgart car experience, we drove through the city to the Mercedes Museum, a giant spiral that looks from the outside like silver Guggenheim Museum. When you enter this museum there is an elevator ride to the top of the spiral where it all begins. Literally, with the first Mercedes ever built. Then spiraling down through the years, there is everything from motorcycles to airplanes to racecars.



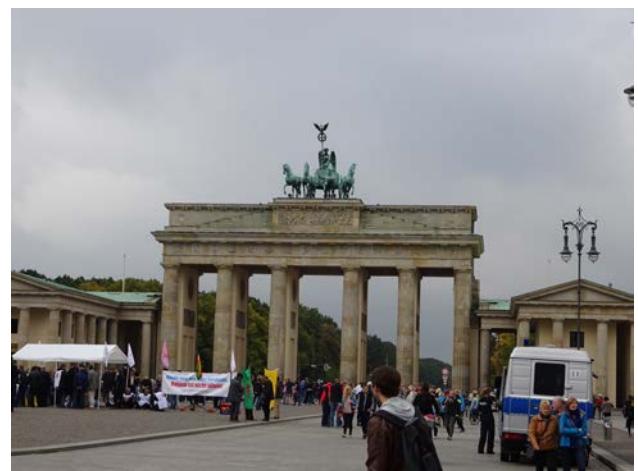
Next stop – Italy! After a beautiful drive through Swiss Alps, Gotthard Tunnel, Lake Como, we arrived in the heart of yet another historic car town. This one Maranello, the town where Ferrari's are made. A town where new Ferrari's are test driven through the city streets.





Our appointment was set for 1pm, which gave us time to first go through the Ferrari Museum, and also drive to Modena where the Enzo Museum is located. After soaking in the beauty and rich history of Ferrari at these two museums, we drove back to Maranello for our appointment.

The factory tour at Ferrari started in an old brick building at the entrance to the factory. Once the group of people gathered that were there to watch their Ferrari roll off the line, we joined them and got on a bus that took us deeper into the factory made of red. An amazing factory that lives & breathes beauty. Very different from Porsche's approach. While Porsche's supply chain is completely outsourced – Ferrari, is all in-house. Every detail is Italian design down to the architecture of the factory, open and airy with gardens on the factory floor. In the museums we had visited earlier, we were introduced to the history of Ferrari of Formula 1 Racing. That did not however prepare us for the unexpected tour of the Formula 1 aspect of the factory. This is where race cars are built, tuned & tested on a track. Each driver has his own stall where his cars are worked on, after walking through those shops, we were taken into a warehouse, where we were shown previous years of Formula 1 Race Cars that were for sale. Each one having a different price on it, nothing under 1 million Euro, but that comes with a year of having your car flown with a team of service techs to any track in the world, so that as a proud new owner of a Ferrari Formula 1 Race Car, you can drive it anytime you want.





It was there in Italy that, as planned, we parted ways – Phil & Bill left for Rome, my dad & I took Jack to the airport in Milan. We then set off alone by way of Venice and Prague to get to Wolfsburg, Germany. One last car museum, before heading home. Volkswagen!



After a bit of a confusion on trying to find the Volkswagen factory, mostly because of the size of it, my impression was that Volkswagen was Wolfsburg, we stumbled onto the Autostadt. Autostadt translates into car city. And this place is the ultimate German designed car city. This is the place with two twin glass spiral towers that hold brand new VW's waiting for their new owners to come claim them. It also has its many Pavilions – Porsche, Audi, Lamborghini & Skoda, and what is called the Premium Clubhouse, which contains a chrome, Bugatti Veyron. Each Pavilion is an Architectural Marvel / Museum. Also there is the Autostadt Museum, which contains design icons and their histories. Everything from a 13 Window VW Bus, through Jaguar and also some Cadillac's. This factory, open to the public, begins on a barge on the River Aller. The barge takes you to a bus that takes you through the factory which is the height of automated car production in the world. After a great tour of admiring pure German engineering, my dad & I ended our trip.

All said and done, this was the trip of a lifetime, with some great people. 6 guys on a trip, driving from town to town in Europe, we drank some wonderful wines, ate incredible food as we explored the history of European cars. In the end though, the best part of this trip for me was getting to spend a month with my dad, traveling around Europe and doing what he loves most – driving, looking at & talking about CARS!

Scott Kahler





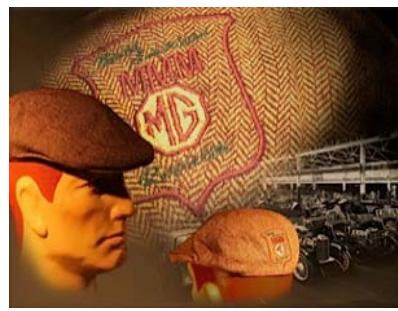
NAMMMR Regalia



Order your NAMMMR Regalia now! We have a selection which we hope will please our Members.

Each item will be embroidered with the NAMMMR Shield in a complimentary color scheme. The shirts, polo and ball cap are in a light stone color. The full-zip fleece jacket is in a dark brown, but the NAMMMR Shield is in a lighter color.

Also available is the Grill Badge Cathy





NAMMMR Regalia Order Form

Item	Color	Embroidery	Size	Cost	Total
Long Shirt Twill Shirt	Stone	NAMMMR Shield on Left Crest	Adult_Women_S_M_L_XL_XXL_XXXL	\$49	
Polo Shirt- Short Sleeve	Stone	NAMMMR Sheild on Left Chest	Adult_Women_S_M_L_XL_XXL_XXXL	\$31	
Cabby Hat	Stone	NAMMMR Sheild on back	S/M_L/XL	\$19	
Ball Cap Mid-Profile	Stone	NAMMMR Sheild on Front	One Size	\$17	
Fleece Jacket-Full Zip	Dark Brown	NAMMMR Sheild on Left Chest	Adult_Women_S_M_L_XL_XXL_XXXL	\$49	
NAMMMR Grill Badge				\$50	
Postage	1 Item	\$12.35			
	Each additional item	\$5.80			
Total					

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email address: _____

Phone Number: _____

Make Check out to NAMMMR and mail order form and check to:

Cathy Gunderson
6160 W Lakeside Ct
Littleton, CO 80125

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



Tidbits: From the Editor - I will use this section to provide information I have received from various sources, which will hopefully be useful and fun to our readers.

NAMGAR Articles, News and Event Information

///////////////////////////////

MG Racing Events - 2015

Posted: 01 Feb 2015 04:57 PM PST

http://feedproxy.google.com/~r/namgar/all/~3/KQSLCchzb9o/?utm_source=feedburner&utm_medium=email

2015 is shaping up to be a great year for MG vintage racers and MG enthusiasts! There will be many vintage races around the country, with various racing organizations, where MGs of all vintages will be competing in vintage races. But four of these race events will have a "Special Focus" on MGs. They are as follows:

April 10-12 Vintage Drivers Club of Americas

13th Annual "Wild Hare Run" at Virginia International Raceway. This is also the MG Vintage Racers designated "Focus Event" for 2015, with MGVRs special awards and socials.

June 19-21 Vintage Automobile Racing Association of Canadas

"Canadian Historic Grand Prix" at Mosport, Ontario. It will include the MG-Triumph Challenge and the "Simms Cup" for vintage racing MGs. Canadian hospitality is wonderful!

July 23-26 Sportscar Vintage Racing Associations

"Glenora Wine Cellars Grand Prix" at Watkins, NY. Always a favorite for MG racers and MG enthusiasts. It will include the historic 31st running of the all MG "Collier Cup" race.

August 31st -September 2nd

The "Put-In-Bay Road Races Reunion". This year featuring MG. Put-In-Bay is a vacation island on Lake Erie, Ohio, where they raced sports cars many years ago. Now they are re-creating those races and the "party atmosphere" of them on this historic island. This is as much a vacation as vintage racing for both racers and spectators, plus they have a car show!

So there will be lots of MG racing going on this year! Mark your calendars! Please contact the sanctioning organizations for more information on each event. Also take a look at the MG Vintage Racers website for more information on MG vintage racing.

"Safety Fast" to all in 2015!

Editor's Note: Yes, please send us MMM related events you attended, they make for great articles. In addition, I am adding a "Tid Bits" section towards the end of future newsletters for any interesting short articles, photos or perhaps a helpful hint and the care of our MMM cars.



Tidbits: From the Editor - Continued

This link provided by Jack Kahler. A wonderful collection of some very rare and rough cars.

<http://jalopnik.com/youll-never-see-a-car-collection-like-this-14-million-1678005288>

The Ballion collection recently [discovered in France](#) is basically like if the [Sultan of Brunei's insane supercar hoarding](#) was done in secret in an open barn only to be found fifty years later. Now, here are all those derelict wonders as they were discovered.

Monsieur Ballion's much neglected collection is getting auctioned off [at the Rétromobile 2015](#) by Artcurial Motorcars on the 6th February. Here are all the Ballion cars (most of which without a reserve) you can start saving up for, including the Ferrari California they expect to sell for no less than €9.5 million:

A couple of the many examples. Didn't see any pre-war MMM MGs.....





The following article, provided by Dan Shockey (PA2108), from the Sorry Safari Touring Society, regarding the cure for piston slap by the factory. This was written by Skip Kelsey, who was quoting Henry Stone. Dan's factory documents on his PA indicate it was returned to the factory for replacement. Did Dan's pistons just get the cure instead?

The Wind Machine

The Wayback Machine - con't

FROM THE OPEN COCKPIT:

By Skip Kelsey

It was a happy day yesterday as Evangeline Hamblen and her daughter picked up their bright shiny '55 TF 1500 - resplendent with refurbished engine, transmission, and 4.1 gears in the differential. Vancie has just registered for GoF West in Sun Valley, and is looking forward to driving the TF. She called about 3 hours later to let me know that the drive to Sacramento went off without a hitch, and her car ran splendidly. This is the first car that I have outfitted with the "Carl Cederstrand" second FAN modification. It works as advertised.

I just received the second letter in a month from our good friends Henry & Winnie Stone of Abingdon, England. Henry sent me a very nice poster advertising this years "Wings" run. I'm thinking of having it framed. In the most recent letter Henry says that in looking through a recent article in the "Wind Machine" (Feb '89, ed) he wanted to address some "historical" comments. The reprinted article by Dennis May was very "informative" according to Henry, but somewhat inaccurate. To whit, on page 14 (3rd column, next to last sentence ed), there was a

comment about getting the "PB" extra capacity. Syd (Enever) had the cylinders made "OVAL". The PA bore was 57mm and the PB was 60mm. The bores were not oval.

The confusion was that they changed to "Aerolite" pistons which are "Cem" ground (oval). In any event Henry wants to set the record straight. He further wanted to tell an interesting story about an early "factory" cure for piston slap. John Thornley was the service manager at the time. And he remembers it well!!! When a car came in with piston slap, the pistons were withdrawn and rings removed. The pistons were then annealed by heating in a gas soldering iron heater, then dipped into a bucket of water. The pin re-fitted, the piston was then gripped in a wooden lined hinged contraption in a vice and squeezed across the pin pushing out the thrust faces. The pistons became a push fit in the bore - no more piston slap - ingenious what?

I think this was another of MG suck it and see experiments. Of course the car owner was never told that we had squeezed his pistons!!! They would have had a fit. Sufficient to say it did the



The Wind Machine

The Wayback Machine - con't

COCKPIT (Continued):

job.

Thanks Henry for this bit of MG History. Lord Nuffield must have rolled over at this!

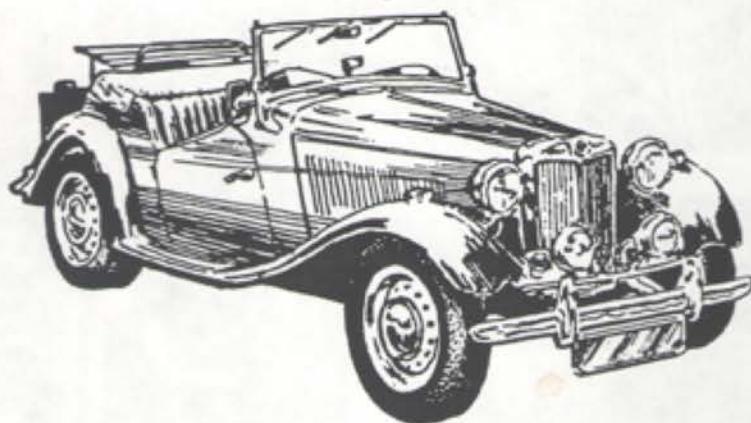
TECH TIP OF THE MONTH IS:

When was the last time you serviced the steering rack of your MG? All TD, TF, Y-types, Z-Types, MGA's and MGB's have a "steering rack." If you look under the front of your car, below the radiator, you will find it. There should be two accordion looking boots (rack seals), one at each end. These help

keep "gear oil" inside. Yes! I said gear oil. Right in the middle is a "grease" fitting. It calls for SAE 90 Gear Oil. You will need a bulk loading grease gun which can be filled with oil instead of grease. First check that both "rack seals" are solid and not leaking. If they are replace them. Next apply the "oil" gun to the appropriate nipple and add approximately 1/2 pint of oil. Your cars steering should improve straight away.

That's all for now folks.

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THE WIND MACHINE Vol. 17 No. 5 JUN 89



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NAMMMR NEWSLETTER – Winter 2008 - complete restoration story.

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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Note: Lew Palmer asked us to publish this to help our MMM friends across the pond. This looks like a great project!





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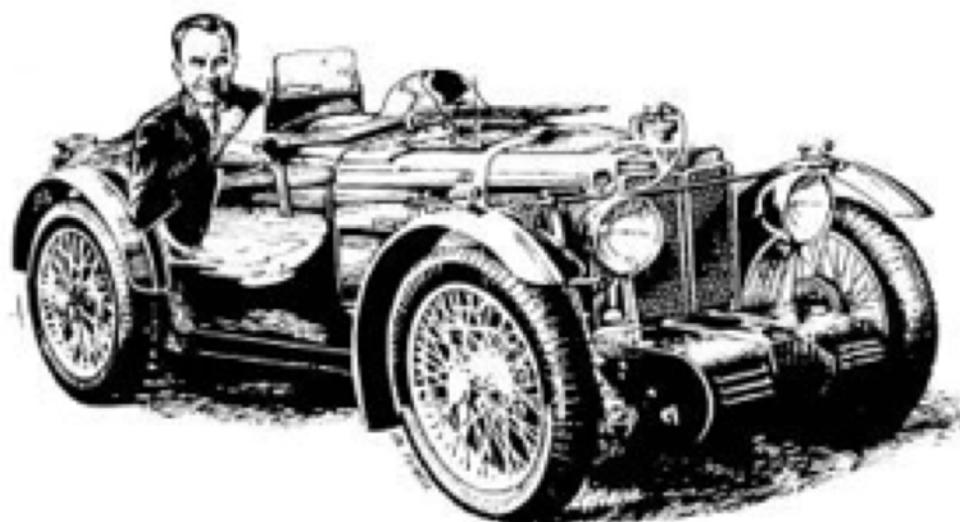


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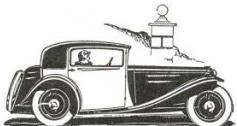
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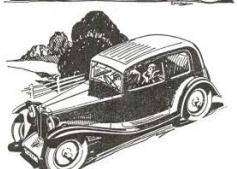
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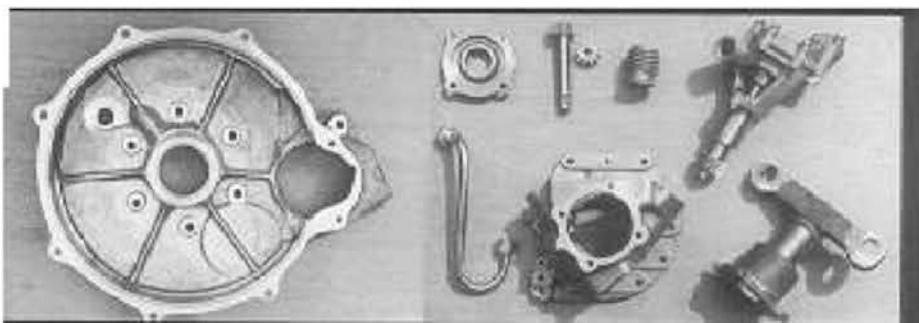
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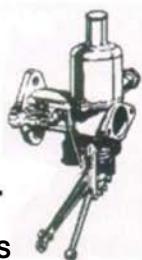


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