



MG Midget, Magna and Magnette 1929-1936



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

Read all about it: Lou Marchant Races Her MG's at the Brickyard!

When I received the invitation to race at Indianapolis in the very first amateur race, The 2014 SVRA Brickyard Invitational, I couldn't get the paperwork filled out quick enough. The issue, the invitation was only for my 1959 MGA. I shot a quick note off to Tony Parella, CEO of SVRA, letting him know I wanted to bring my 1934 MG J2 as a backup car. It is a long tow from Dallas to Indy and I wanted to make sure I was racing something! Tony quickly called and easily convinced me to race the J2 in the pre-war group along with the MGA in group 1.

Now, I was going to have both cars to race at the famous Brickyard. Like my mom has always warned me, "You have to be careful what you wish for!" First thing I did was start asking friends if they would join me on my adventure and help take care of the race cars. Of course my daughter, Julia, would orchestrate all pit activity since she has been in the pits the last 15 years helping me race. Julia also races a 1959 MGA with CVAR. When I got my invitation she jealously told me, "You are too old and too slow." My



Photo: The crew , Michael O'Connor, Lou Marchant, Patrick Walters, Julia Rogerson and Chris Cooper. Crew not shown: Michael Radford, Michele Wedel, Kim and Dana Hill, Agim and Luci Muka. She could not of done this event without them! Photo Courtesy of Michele Wedel

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Preferred format is:
Microsoft Word or text format
JPEG format for photos (Please do not embed with the text)

MMM Websites

Visit our Updated web site
at:
<http://www.nammr.org>

The Pre-war MG Register
Of Australia web site at:
[Http://prewar.mgccc.info](http://prewar.mgccc.info)

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

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Chairman's Corner July 2014

In a few short weeks we all will be on the road to Watkins Glen, New York. Road trips are what you make them. I enjoy taking my time, seeing this beautiful country we live in and arriving at the meet safe and sound. Our Watkins Glen National event team, made up of Sarah Richey, Peter and Rachel Ross, and Chris and Laurie Nowlan have all been working hard this winter and spring to make this an unforgettable Register National event. If you have not sent in your registration there still is time to join in the MMM fun in September. Just go to our website and all needed information and forms are there for your registration.



The NAMMMR Grill Badges are back in stock. We ran a limited quantity so send \$50.00 plus shipping to Cathy Gunderson and proudly

display this beauty on each of your cars showing your membership in our unique Register.

The MG 90 celebration is in full swing around the world. The big kickoff by the MGCC UK was a few weeks ago at the MGCC Silverstone event. Our Register will also add to the worldwide celebration by dedicating our National meet at Watkins Glen to show our USA love for these fantastic sports cars. Several dignitaries from the MGCC UK will be joining us at the Glen to help with the 90th birthday of the MG.

One last thought for this time is if you or anyone in the Register participates in any type of car event with your MMM motorcar let Randy and Sandy hear about it. Don't be shy to TOOT YOUR OWN HORN as all of your fellow members enjoy your MMM experience from around the world.

Cheers, Jack

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 toward the end of future newsletters for any interesting short articles, photos or perhaps a helpful hint and the care of our MMM cars.

Take a look.... NAMMMR Regalia

Please make sure to review the Regalia launch of the OFFICIAL MAMMMR clothing and accessory line in this issue of Newsletter. See items and ordering instructions in the Regalia Section. Cathy did a great job pulling together these items. Sport your MMM clothing around town or at the your next automobile venue!



It is always interesting to see who will be sharing a garage with at a big event. I was excited when a transporter delivered a 1939 single seater Maserati in the space next to the J2. In the past, I watched this car win the pre-war class at Circuit of the Americas in Austin in the fall 2013. I hoped some of the horsepower in the Maserati would rub off on the J2! My other garage mate was one of the first Indy race cars, a 1909 Alco Black Beast. What an amazing piece of machinery. Needless to say, my crew thought we were hanging with a pretty cool crowd! The cars were unloaded, passed the technical inspection and were ready to race.

My strategy, I would learn the track in the MGA on Wednesday and then practice in the J2 on Thursday. This plan worked well since it was raining when I was launched in the MGA in the first group Wednesday morning. Before I left Texas for Indy, I was watching the weather forecast and it looked like I would be racing a few sessions in the rain. I don't have rain tires on the MGA but my friend, Reed Yates, has them on his racing TF. I sent Julia over to remove his rain tires and pack them in the trailer. The J2 is always ready for all weather conditions with well studded Blockley tires.

I can't begin to tell you how excited I was the first time I pulled out onto the track at Indy. My heart was pounding so fast and hard, I could hardly hear the engine. Trust me, it is not a quiet MGA. It was raining and all I could think of was, don't screw up, don't miss the first corner and stay on the track. I went out four times in the MGA on Wednesday, got to know the racing line and felt comfortable on the road course so I was looking forward to practice on Thursday in the J2.



Practicing in the MGA driven by Lou Marchant. Photo Courtesy of Kim Hill

A little about the J2. I bought the car in Ft. Worth, Texas in 1996. I was the third owner to acquire this car in a set of boxes. Reed Yates helped me build a container and ship the car to the UK to the restoration shop owned by Len Bull. In the past, I had watched Len race his J2 numerous times at Silverstone so I knew he could build a good car. The J2, named Queen V (for Victoria) debuted at Silverstone in 2001. She ran great around the track and I was ready to bring her back to the USA and start racing her with CVAR.

At Indy, I was in awe of the cars pulling into the false grid for the pre-war practice. Besides my great garage mate, Paddins Dowling, in his 1939 Maserati more of my favorites were there, a P3 Alpha Romeo, a Type 35 Bugatti and a 1935 MG NB racer. The lineup was amazing with 35 pre-war cars all ready to race into history. I was having so much fun running the J2, I was howling every time I crossed the bricks. When the chief flagger gave us the checker, I wanted to cry, I didn't want to come off the track! The Queen was running really well and cool. One of the modifications made on the J2 is a fan and water pump so she can be driven on those 100 degree Texas days. With a great day of practices, I was ready to qualify on Friday. Little did I know I developed an electrical issue during qualifying.

J2 Racing at Indy driven by Lou Marchant. Photo Courtesy of Michele Wedel



MICHELE WEDEL

Before leaving for Indy, we took the hard wired transponder off of Julia's racing MGA and had it installed in the J2. Unfortunately, we had an issue with the instrument cluster and the transponder was not working during the qualifying session. I was starting last for the pre-war feature race, ugh. Catching the cars in front of me turned out to be a lot of fun. In the end, I had a great race and placed 13th in the pre-war class. After the feature race, we got to do exhibition laps on the famous Indy oval.



Very different experience running on an oval compared to a road course. In the J2, on the road course, I had my hands full working my pre-selector gear box to make sure I had the right gear, at the right time, to make the most of the corners. On the oval, when I got up to speed, I just drove in a circle as fast as possible. My foot got tired, but it was so much fun since I got to take Julia out in the J2.



*Pre-war Champion, Paddins Dowling, with his 1939 Maserati sharing a swig of milk with Lou Marchant.
Photo courtesy of Kim Hill*

Saturday night we had a fantastic driver and crew dinner then rocked with Grand Funk Railroad. After we put the cars away for the night, we watched a display at the track of fireworks which were better than most July 4th extravaganzas. We stayed so long we almost got locked in. That wouldn't have been so bad, but I had to get a little sleep before the group 1 feature race on Sunday.

With rain on Sunday morning, the group 1 feature race was delayed for a couple of hours. We were ready to put the rain tires on the MGA and race but the weather cleared and we had a nice dry track. I qualified 13th on Saturday in the MGA, so I felt good about the race. In the end I had a good race with numerous cars and placed 7th overall. I didn't

stand on the podium or get to drink the milk but I had a fabulous time. Some of my racing friends were saying, "It was a dream come true." This experience was better than any dream I have ever had. I am just hoping to get an invitation from SVRA to do it again next year!



Cheers to Lou's Success at Indy with her J2 and MGA Racers

A Great Lead in to: Start Planning!

GOF Central 2015 is
to be held in
Indianapolis, IN July
15 - 19, 2015 Indy is a
great "car" town.





All is well financially as Mr. Schneider pays early and pays often.

NAMMMR Operating Fund 2014				
07.06.14				
	Budget	Actual	Variance	
Income				
Member Dues (2013: N.America - 150 @ \$40; Overseas - 19@\$50)	\$ 6,950.00	\$ 5,558.64	\$	1,391.36
Misc. Income (bill pay return 6.4.14-Premiere Catering)	-	100.00		100.00
Watkins Glen 2014 Registrations	-	2,565.00		2,565.00
Hagerty donation to 2014 Watkins Glen Event	-	1,500.00		1,500.00
Moss donation to 2014 WG Event	-	500.00		500.00
Regalia Sales		265.00		265.00
Bank balance 12.31.13	-	1,696.41		1,696.41
Total Income	\$ 6,950.00	\$ 12,185.05	\$	8,017.77
Expenses				
General Operating				
Postage	\$ 50.00	\$ -	\$	50.00
Office Supplies	50.00	-		50.00
Web Site	100.00	-		100.00
Club Insurance	500.00	350.00		150.00
Banking Expense	100.00	-		100.00
Miscellaneous	100.00	-		100.00
Total General Operating	\$ 900.00	\$ 350.00	\$	550.00
Membership				
Printing	\$ 150.00	\$ -	\$	150.00
Postage	210.00	-		210.00
Membership Directory	900.00	907.43		(7.43)
Man Of The Year Award	100.00	-		100.00
Miscellaneous	100.00	-		100.00
Total Membership	\$ 1,460.00	\$ 907.43	\$	552.57
Newsletter				
Printing	\$ 1,200.00	\$ -	\$	1,200.00
Materials (software/envelopes)	200.00	244.12		(44.12)
Postage	400.00	19.28		380.72
Miscellaneous (printer cartridges)	100.00	462.96		(362.96)
Total Newsletter	\$ 1,900.00	\$ 726.36	\$	1,173.64
National Event				
Equipment Rental	\$ 300.00	\$ -	\$	300.00
Awards	500.00	653.61		(153.61)
Printing	100.00	-		100.00
Postage	80.00	-		80.00
Bibulous Gallimaufry	200.00	-		200.00
Miscellaneous (Dinner down pymts)	100.00	403.83		(303.83)
Total National Event	\$ 1,280.00	\$ 1,057.44	\$	222.56
Regalia				
Postage	\$ 140.00	\$ -	\$	140.00
Packing Materials	300.00	-		300.00
Miscellaneous	100.00	-		100.00
Regalia samples-paid to Cara Briskman	-	148.00		(148.00)
Regalia photography	-	200.00		(200.00)
Total Regalia	\$ 540.00	\$ 348.00	\$	192.00
Total Expenses	\$ 6,080.00	\$ 3,389.23	\$	2,690.77
Net Income	\$ 870.00	\$ 8,795.82	\$	5,327.00



2014 National Meet Watkins Glen, NY September 4 – 7th

There are now less than 90 days before hundreds of MGs of all ages will converge on Watkins Glen, NY for the US Vintage Grand Prix Festival. The concurrent NAMMMR 2014 National Event will attract what we anticipate will be the largest collection of Triple-M MGs ever gathered together in the US. This is made up of the members who have been good enough to send in early registrations, for which we thank you plus rumors of some who are definitely planning to come plus some who are entering the Collier Cup races. Please get your registration in asap so we can adequately plan for you.



Cunningham's K3



Miles Collier's PA, a.k.a. Leonidis

Thanks to The Revs Institute for Automotive Research for providing the two photos.

We have confirmation that the Collier Museum in Florida, now known as the Revs Institute for Automotive Research will be bringing their two MGs: the ex-Briggs Cunningham K3 (K3025) and the ex-LeMans PA (PA1667) rebodied in aluminum by Miles Collier and nicknamed Leonidis.

We will also have a reunion of all three known and US resident Triple-M cars raced by the Colliers and their friends in the Automobile Racing Club of America namely the ex-Miles Collier PA, the ex Barron Collier L2 and the ex-Tom Dewart J2.

Then we have the intrepid members who have entered the Collier Cup races: Bob Sterling and Reed Yates with their N-type specials, Jason Urban with his Lester PB, Bill Bartell with his recently acquired ex-Kevin Allocca PB and yours truly (Peter Ross) ceremoniously bringing up the rear with the J2. Maybe there are more entries yet to come now that some of us have taken the plunge.

Here is a review of the program:

Thursday September 4th : Most registrants have taken advantage of our low priced negotiated rate at the Lodge on the Green in Painted Post, 22 miles south of Watkins Glen. Please note for laggardly registrations that the \$67 rate is only available until July 31st after which any remaining rooms of our block will be released. After settling in to your accommodation head to the Radisson Hotel in Corning (3 miles from Painted Post) for registration and nattering followed by a buffet dinner with a cash bar. By all means take your MG if the weather is good.

Friday September 5th : This is the day of the Vintage Grand Prix Festival in downtown Watkins Glen and practice sessions for the racers at "the track". Several managed to enter for the "Tour de Marque" before the maximum entry number was reached and several have entered the "Concours d'Elegance" Both these groups will have organized tours of the "old circuit" prior to display parking downtown. Others can tour the old circuit or elsewhere in the morning and join in the Festival



activities in the afternoon. There will be parking for our Triple-M cars near all the activities. The day concludes with a spirited tour of the “old circuit” by the racers from “the track” after which they all park on Franklin Street amid thousands of spectators.

th
Saturday September 6 : This is a day at “the track”. We will have our own car show in two classes – 4 cylinder and 6 cylinder cars. Voting will be by those registered for this NAMMMR event. We will have a large tent to shelter us from sun or rain. We are very pleased to have received some financial help from Hagerty Insurance and Moss Motors, but we would like all registrations to be sent in soon so we can make sure we get a large enough tent. We will be located right next to the track between Turns 9 and 10 affording excellent trackside viewing of the races from the nearby Stewart Grandstand. We are also adjacent to the MG Vintage Racers paddock so you can rub shoulders with them and feel part of the racing scene.

In the evening we have been invited to hold our awards banquet at the International Motor Racing Research Center and they would like to see all our cars on display outside prior to the event. We are pleased to announce that J.C. Argetsinger, president of the library, will be our guest and speaker. J.C.’s father, Cameron Argetsinger was the driving force behind the establishment of racing at Watkins Glen in 1948 and drove his TC in the first race.

th
Sunday September 7 : Back to the track to watch vintage racing including the Collier Cup all-MG races. There may be so many MGs entered for the Collier Cup, two races will be held. Our Triple-M cars and MGTs will take to the track at 11:35, while the modern Midgets, MGAs and MGBs race at 2 PM.

Look forward to seeing you there,

Co chairs: Peter and Rachel Ross, Chris and Laurie Nowlan

Note: List of Glen Watkins signed up on next page....

Highlights from Watkins Glen, 2004





Gunderson's EX186 Goes to Watkins Glen

Encouraged by the positive results by the MG entries in the 1955 Le Mans race, Director John Thornley and Chief Engineer Syd Eneaver began the process of designing a new, competitive automobile. Because of the Mercedes Benz fatal accident at that Le Mans race, BMC management decreed that there would no longer be any factory backed racing. The MG marque was built on racing success and John Thornley believed that they would, in time, be back on the track. A secret kept by everyone at the Abingdon factory, progress on EX186 continued. A contemporary in-house design proved to have very low wind resistance. The dual overhead cam inline 4 cylinder engine produced enough power for a top speed in excess of 150 m.p.h. The modified MGA frame and alloy body was slowed by Dunlop disc brakes on all four pin-drive wheels. Completed in the Spring of 1959 it was eventually found out by BMC management and so spirited away in the middle of the night to Qvale Motors in San Francisco early in 1960.

Purchased in 1966 and driven on the road until 1967 (engine failed because of neglect), it was stored until we bought it in 1982 without engine, transmission, exhaust system, and some other small bits. The engine's location is known but unavailable. The transmission is now back in its mounts. The other bits we have recreated. The repaint is in the correct colors, although the boot and cockpit floors are still the original paint. There were enough windscreens pieces for a pattern to make a replacement, the headlight fairings and the door toppers are also original.

We are honored to be the stewards of this one-off piece of automotive history and particularly enjoy people's initial reaction to its uniqueness, engineering excellence, and sensuous design.

Joe and Cathy Gunderson



Sterling Moss with EX186

Current Registration List for Watkins Glen

Bill and Sarah Richey	L1
Peter and Pat Davis	PA
Chris and Laurie Nowlan	L2
Jack Kahler and Alan Magnuson	PA
David Harrison	L2
Joe and Cathy Gunderson	EX186
Lew And Darlene Palmer	PB Airline
Roy and Linda Crowninshield	NA
Peter and Rachel Ross	J2
Willie Williams, Mike Ells	J2
Alan and Kathy McCreery	J2
Peter DeBruyn, Cindy Evans	TC
Jason Urban	Lester P
Tom and Marge Keller	J3
Malcolm Appleton, Mike Eramo	F1 Stiles
Randy and Sandy Copleman	PA
Mike Bartell	PA



**North American MMM Register
National Event 2014
Watkins Glen , New York
Sept 4-7, 2014
INFORMATION**



Useful Web Sites:

Vintage Grand Prix Festival (Friday downtown)– <http://www.grandprixfestival.com/>
Watkins Glen International (the track) - <https://www.theglen.com/?homepage=true>
MG entry package to track - <http://grandprixfestival.com/documents/MGWGI.pdf>
Watkins Glen General Public Track Tickets - <http://goo.gl/JefGGo>
Tour de Marque - <http://grandprixfestival.com/marque.html>
Lodge on the Green - <http://www.lodgeonthegreen.com/>
Painted Post to Watkins Glen- <http://goo.gl/5HQLch>
Downtown to “the track” - <http://goo.gl/XZwQ90>
International Motor Racing Research Library - <http://www.racingarchives.org/>

Frequently Asked Questions:

- 1. Where do you recommend we park the trailer?**
At your accommodation on Thursday night, then we suggest the school parking near the Research Center. It is nearest to where you will “finish up” on Friday and Saturday.
- 2. Can we drive round the “old course”?**
You can, but remember the road is open to 2-way public use and the speed limits are rigorously enforced. We suggest doing this before noon on Friday. Those entered in the Tour de Marque and Concours d’Elegance will get their own escorted group tour.
- 3. Will we get a tour on the new WGI circuit?**
You will if you signed up for the Tour de Marque or buy the special MG Owners Anniversary package in advance both of which include two 3-day track passes.
- 4. Does the Lodge on the Green have a restaurant?**
No, but they do serve a complimentary continental breakfast and Applebee’s is close.
- 5. What happened to the Thursday winery dinner mentioned in the initial communication?** They were too far north of Watkins Glen for you to drive your MMM car after a long day’s journey and it would be dark to drive back. They were expensive and couldn’t guarantee a reservation. But we recommend you do visit one while in the area.
- 6. Why are you suggesting a contribution to the Research Center?**
They are an excellent cause to support for they do so much research into the history of motor sport during MG’s era. Plus they asked us for a donation for the use of their premises for our banquet. Any contribution you can make through the NAMMMR will offset our event expenses and may still be tax deductible by you.



North American MMM Register
National Event 2014
Watkins Glen , New York
Sept 4-7, 2014



Names (1) _____ (2) _____

for

Name Tags (3) _____ (4) _____

Address: _____

City: _____ State/Province: _____ Zip/Post Code: _____

Phone(s): _____

e-mail: _____

Car: Year: _____ Model: _____ Colour: _____ Chassis Number: _____

Where will you be staying while at the event? _____

Do you have special dietary requirements? _____

Are you already entered in: Tour de Marque? Concours d'Elegance

NAMMR registration fee: _____ Number _____ = \$70.00

Thursday night "Welcome dinner" \$40.00 per person X = _____

Saturday night "Awards Banquet" at \$50.00 per person X = _____

Voluntary contribution to the International Motor Racing Research _____

Center Total: _____

Please return this form with payment by check payable to NAMMMR to: Rachel Ross,
123 Nourse
Rd.,
Bolton, MA.
01740
h.rachel.ross@comcast.net



Technical Topics

Flywheel Lightening

Theory:

1. The effort is to reduce not weight but the flywheel's moment of inertia: in this case, moment of rotational inertia.

2. We suspect you all will remember Euler equations in calculus...well Euler was one of the first to develop the simple equation for rotational inertia: (mid 1700's). (Editor's note: Caution there maybe a pop quiz on Euler's Equation, better bone up!)

$$I = \int r^2 dm$$

3. The flywheels resistance to your right foot (I) is not just a function of its mass (m), but also how far that mass is from its rotational center (r).

4. So the reason for trying to hollow out underneath the face plate and machining as much of the OD as practical was done in consideration to r squared above.

5. And yes, a counterbalance crank will have more inertial mass simply because it is counterbalanced.

6. However, there is an added loss in a the four cylinder bent wire crank in that it can never be in dynamic balance

7. The real question is: how much will you have reduced the moment of rotational inertia?
Mmmmm !

Application:

1. Always use an adjustable chuck to center the flywheel on its original center.
2. To fixture the flywheel, use an old crank flange. We use our own specially machined bolts to make

them low profile as they protrude through the flywheel. (Otherwise standard bolts will interfere with your cutter shank)

3. Mount the flange normally. Run the lathe in normal direction CCW as seen from the bed, but mount your radiused cutter upside down, making sure to correct for the cutter being on centerline of the lathe. Set compound at 22 degrees and pocket out 2/3 the way to the clutch bolt holes. Make sure the finish is smooth. Keep 3/16" margin on the clutch surface face and bit off



a set at the flywheel flange face.

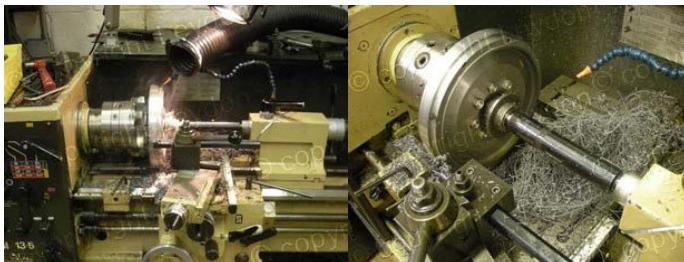
4. Remount flywheel flange onto other side of flywheel. RECENTER WITH INDICATOR. Machine off ring gear ... careful if using carbide because of the intermittent cut. We often set this up on a Bridgeport and mill rough mill first. Machine for the new ring gear allowing for a .020/.022" interference. You will notice that the ring gear will not fully engage if you go the original depth. We leave .050" proud and machine off the excess when shrunk on. We then make sure when assembling the starter that we adjust the





starter bendix to be clear as you know MG had these spacer plates on some models....

5. Measure the clutch plate OD and machine the OD of the flywheel to suit. No sense in having more than is needed than to hold the clutch.



6. Additionally, machine off the flange that captures the clutch bolt heads so there is only left what is needed.



7. I then machine a radiused trough between the clutch face and the flange left to locate the ring gear.

8. After heat shrinking the ring gear in place, go back with an end mill and mill out the clutch bolt bores where the ring gear intersects with them, machine the ring gear on the one side and then mount on the flywheel grinder and machine the face.

You are then left with a flywheel that is 10 pounds lighter, an engine that responds to instant acceleration without compromise to idle, and de-accelerates from 6800 rpm with reasonable speed for shifting and an entire garbage bin filled with cured metal shavings!!

Abbreviated Description:

You can turn the flywheel as per the photos

above, but a preferable way is to mill the outside diameter. This avoids the intermittent



cut caused by the clutch bolt holes which



wreaks havoc with the carbide tooling.

1. The channel still should be radiused afterward.
 2. It is only after all this work that the ring gear may be shrunk on.
- This is heated to 450 F, installed bevel facing clutch surface with an interference of .025"- .028"





3. But when done, leave an inconvenient cord intersection in the clutch bolt holes.



4. Centered back on the mill, these are milled out round again to provide bolt access.

5. At this stage, if one is using either the original



clutch or a new diaphragm clutch, accurately

center the housing on the flywheel and then spot drill and bore for pressed in hardened dowel pins.

6. So, finally the little beauty looks like this.

7. But it ain't over yet. Surfacing can only be done



after all of the above efforts as all the machining and ring gear pressing is sure to have created and relieved stress on the surface of the flywheel is



sure to not have been great to begin with.





8. It now looks like something more useable for the purpose.

9. All the work has altered the balancing of the flywheel and it is not usable until it is rebalanced. First the crankshaft has to be balanced because this is used as a convenient mandrel for the flywheel. One has presumably removed the timing



marks on the flywheel in the machine process, so it is good at this time to reinstall them.

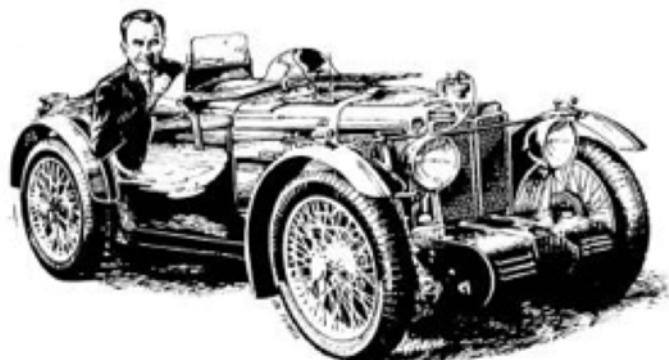


10. The trough is a convenient place for removing weight for balance.

11. And it IS possible to get it nearly perfect...This was done with a sensitivity of a half a gram / inch.



.... Happy milling!





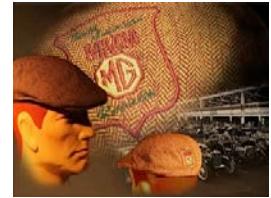
NAMMMR Regalia



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 Sheild is in a lighter color.

*Also available is the beautiful Grill Badge as noted in Jack's Chairman Corner. Please use the order form and with it send a check to me soon, so we can get the embroidery done in time of us to wear them at the September event at Watkins Glen. Time is running out,
..... Cathy*





NAMMMR Regalia Order Form

Item	Color	Embroidery	Size	Cost	Total
Long Shirt Twill Shirt	Stone	NAMMMR Sheild 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



The "Art of the Car Concours"

Don and Sandy Bonar, who live in Prairie Village, Kansas, showed their beautiful 1935 MG PA at the, "Art of the Car Concours" held at the Kansas City Art Institute and School of Design. This top notch concours was held June 22, 2014. This concours is by invitation and there were 220 cars, with 186 entries from 15 states. Don has played an active role in organizing this even, which is in it's 8th year, which is sponsored by Marshal Miller. BTW, the Kansas City Art Institute is Jack Kahler's alma mater and he has been active recruiting cars for this event, including his own in past years.

Editors Note: Like most car aficionados, I have found a lot of cars to be pieces of art and the swooping wings and flat radiators of the MGs sure qualify. Cecil Kimber, who was an artist in his own right, was a key part in all aspects of the Pre-War MG and worked carefully on the designs to insure the cars had the correct balance and flow. A quote from, "The Cecil Kimber's Centenary Book", "I must confess that I am old fashioned in my ideas and deplore the growing disappearance of the radiator proper and with it the individuality of the marque. No doubt the streamlining expert, when designing the enclosed coachwork, will sweep aside my desire to see my distinctive radiator design retained; but I will go down fighting." Cecil Kimber



Don and



Sandy Bonar



Beautiful School



Ready for the day!

Photos by Jack Kahler, input from Don Bonar



Behind the Wheel

Road

Cars 1934 MG-K3 Magnette

Owners John and Helen Gillett

There is a delightful little white mouse painted on the scuttle of Johns ultra-rare K3 Magnette as well as matching shoulder patches on his and wife Helen's jackets, and while this might be dismissed as just a fanciful quirk of the owners, its link to the royal family of Thailand is so significant to this K3's early colourful history that visitors from Thailand actually asked permission to touch the car when they saw it.

In the world of precious collectables you wouldn't find an historic race car with a better provenance, so here I will defer to John to recount its history.

"K3030, better known as the ex Bira car was manufactured in 1933/34 and was the last to leave the factory. It was originally ordered by and painted red for the Italian racing driver Pelligrini for his entry in the 1935 Mille Miglia



race, however Mussolini banned its import and the sale lapsed. In late 1934 or early 1935 it was purchased by Prince Chula Chakrabongse of Siam (the white mouse racing team) for his cousin Prince Birabongse (Bira). Bira raced it six times at Brooklands and Donnington in 1935/36, lapsing Brooklands at 109 miles per hour. John Snow brought the car to Australia and ran it at the 1936 Australian Grand Prix at Victor Harbour. Colin Dunne bought the K3 in 1937 and raced it at Lobethal in 1938/39; the AGP at Bathurst in 1938 and Philip Island. After the war the K3 was driven by Ron Uffindel and John Barraclough; after which it passed to Lex Davidson in 1949. The car competed in the 1950 AGP at Nuriootpa and the 1953 Albert Park AGP (where Andy Brown came third) and the 1955 AGP at Port Wakefield. In 1958 the car was bought by Tim Brady of South Australia and raced by him. His son Peter and grandson Phillip became the long term owners of the car for over 51 years. Phillip used it enthusiastically in





Australia and overseas. In 1988 he accepted an invitation from the King of Thailand to take the car there to celebrate the king's birthday and the achievements of Prince Bira. The car also travelled back to Europe in 1996 for the Mille Miglia re-enactment as well as other historic races."

Pheww! What can I say? I am about to climb into an MG revered by enthusiasts for their Giant killing performances in the hands of motor racing mega stars such as Tazio Nuvolari and into a cockpit once the office of Lex Davidson and Prince Bira! John's K3 has a remarkably originality, presentation and patina. Not only does this K3 ride on its original undamaged chassis, it has the original driveline, engine and supercharger.

In keeping with the acquisition of any national treasure or significant artwork the story of John's purchase of the K3 in 2009 would do justice to a Peter Fitzsimons historic novel. Suffice to say he bought the car from Phillip Brady of SA, after protracted negotiations in which his skill as an engineer in applying calculated pressure along with feats of posturing and a promise the car would remain in OZ with its South Australian identity and history preserved, finally prevailed. You get the feeling this car had to go to the right person and with eight MGs in the garage including his first (uni-student) TF, four prewar cars including the Jack Brabham race TC and an equally rare TA Tickford, you get the feeling he is the bloke for the job. While John hasn't restored the K3, (how do I put this) he has refurbished it from one end to the other to ensure it performs as it would have in 1935,



as a factory prepared race car.

I particularly like the way John has managed to retain the car's original look and feel, despite, or perhaps because of the way it's driven hard and regularly, with dedicated attention to maintenance. He recently drove it to Bathurst and back for heaven sake to attend the pre-war gathering just the way it would have been used in its day. And, when I say original, I do not mean like a highly polished static and soul-less museum piece, but rather a car that sweats and breathes oil and coolant stains around its handmade pipes and fittings. Thankfully John's deep admiration for this car hasn't made him overly precious about jumping in and using it.

The K3 MG is a very serious factory race car much like today's V8 supercar where it might look like the one you drive every day, but instinctively know none of the parts actually match your road going Commodore or Falcon. There were just 33 built, which included 2-prototypes, the early cars fitted with slab fuel tanks and rear mounted spare, while the latter had streamline tails, incorporating a larger tank and a side mounted spare, although some were later converted. Five K3s reside in Australia with three located in Victoria.

Built specifically to tackle long distance road racing events and in particular the grueling Mille-Miglia the K3 was not only powerful, thanks to the forward mounted crank driven supercharger, which multiplied the standard six cylinder Magnette's output three fold, (that's 120BHP@ 6,500rpm compared to 42BHP @





5,500rpm) it also came with comprehensive endurance modifications. These included a two gallon sump and reserve oil tank, 24.5 gallon (111 litre) fuel tank, Bigger radiator, huge finned brake drums and a strengthened (stiffer) chassis. Three diff ratios were supplied with a new car and John has noted when stripping something down that you can't simply substitute parts from the standard six cylinder Magnette.

That phenomenal power increase was far more significant than any modest weight penalty imposed by the endurance modifications and when John demonstrated his K3's performance before I took the wheel, it literally took my breath away. You see John recorded a 15.8 second standing quarter mile run at the recent Geelong sprints which is identical to the figures we've just recorded on the current Alfa Romeo 1750 Giulietta QV!

I'm staggered by the instant start and incredibly smooth tick-over as this K3 warms up in the driveway. We climb over the door-less race bodywork and squeeze down into tiny hip hugging and closely set bucket seats (drivers were smaller back then). John blasts the car to a quiet back road on the Bellarine peninsula, mindful that I might need some instruction in the pre-selector gearbox. Suitably coached, I place the selector lever in first, tickle the throttle then press and release the clutch pedal in a positive manner (there is no actual clutch) which launches the car with the slightest amount of rear wheel slip. The performance delivery is strong and immediate, there's a massive amount of torque available

and a particularly quick throttle response that propels the K3 seamlessly. There's little time to contemplate the emotive ingredients of a huge steering wheel with arm flaying elbow room, a spare wheel strapped to the slender body shell, the dinky yet effective aero screen or the massive tacho directly in front and the inability to read any of the other gauges tucked under the cowling. It's now all the about that intensifying engine bark and how rapidly the tarmac is disappearing under those open wheels. Time to concentrate on the road ahead, because each gear up or down is selected before you need it and engaged with rifle bolt precision by clicking the clutch pedal. This precision in today's terms is like flicking the paddle shifts on a Formula One Ferrari.

I'm using around 3,000 rpm, screaming down the road with the wind whipping at my shirt and struggling to comprehend the mechanical cacophony that would be inflicted on the occupants at 6,500 rpm. Those large skinny wheels are skipping and dancing over an irregular road surface; while the slight chassis flex causes the body to gently squeeze your hips





and well-sorted steering and suspension, this K3 stays committed to the chosen cornering line, and the ease with which it rolls into the turns and powers out under absolutely instant throttle response is intoxicating. There is no question it would happily adopt that easy to regulated classic cornering drift if provoked, and deliver competitive times all day long.

Historians will tell you the rapid fire pre-selector gearbox was instrumental in the K3's race victories, and while I don't disagree, it's hard to ignore how well that sledge hammer power and preselector gearbox complement each other, and you can't ignore the fact that overall the K3 package was a dedicated factory race car designed and built to outlast any fragile competition.

Thailand loyalists might feel privileged to touch this K3 because the 1935 "white Mouse racing team" were Thailand's motor racing royalty, literally, living the life on the European racing circuits, but not only have I touched MGs greatest factory race car, the K3, I have felt its iron fist in a velvet glove spirit.

Ernest Litera

Editor's Note: Provided by Willie Williams, from Melbourne, Victoria, Australia. "I belong to the MG club in Melbourne, Victoria, Australia. Their latest newsletter had an article on a friend's K3 which has an interesting history. I asked their editor, Frank Burke for permission to send it to you for our newsletter and he said ok and sent the article file.", input provided by Larry Long

Editor's Note: Jack Brabham, 1926-2014, mentioned in this great article, died May 19th at the age of 88. He played an important role in pre-war MG cars and racing. Mr. Brabham went on to work with John Cooper to be an integral part of the late 50's Grand Prix rear engined cars revolution, culminating in back-to-back Grand Prix championships in 1959-60. In



1962, he split from Cooper to start his own Brabham Racing Organization, which grew quickly into a competitive and efficient operation, with Dan Gurney winning for the marque in 1964. In 1970, Mr. Brabham retired after the death of his Cooper protege Bruce McLaren and from wishes of his wife. He regretted getting out of racing in later years.

Referenced from article in Autoweek, COMP/Checkered Flag, June 8th, 2014.

RIP





Provide by Larry Long, Former Editor, with Permission from the Group D Dispatch

DGROUP DISPATCH

NUMBER 43
SUMMER 2014

www.mgdgroup.org

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

NEWS AND VIEWS

Well at least here in UK we've had a few decent days of weather in the last couple of months.

Drive it Day back in April was at least dry in most places albeit fairly cold, but I must admit I was working on my D so went in the MGA. I was lucky enough in early May to visit Luxembourg and had a ride in the only surviving Jarvis bodied D Type. This is D0360, beautifully restored by owner Carlo Schmitz, and this was one of only a couple of Ds which had a supercharger fitted by the factory.



As these pictures show it is a remarkable restoration with many Jarvis original and authentic items. Indeed there is every reason to believe this is probably the most original Jarvis bodied Triple M car in existence. The ride was equally impressive as the looks with a more throaty D sound and it was very sure footed on the corners. Be good to see it in the UK some time, maybe one Silverstone?

And talking of Silverstone, as you are probably all aware it is the 90 anniversary of the start of MG in 1924 and the MG Car Club are putting on a display of 90 cars representing one of each model and type made over the years. D Types should be well represented with a tourer for Saturday and another for Sunday and both accompanied by a very unique D – do go and have a look!! It is on June 21 and 22nd June.

As usual I intend being in front of the Triple M Register desk in the main Club marquee at 12 midday for 20 minutes or so on both days; if you are attending do come and say hello.

Also in June, 6th to the 8th is the PreWar Minor Network's 'Olde England' Rally in Suffolk to which the D Group have been invited. This is quite short notice but it has been on the diary page some time. See www.prewarminor.com for all details.

Our other big event is PreWar Prescott here in Gloucestershire on July 19th where we again plan having our own small marquee – do come and use it in case of rain or if you just need a chair. You don't have to come in your D of course if you are still working on it as there is ample parking and spectator facilities and you are free to wander the paddock. For further details and entry forms see www.prewarprescott.com. If you need any help with directions, accommodation or anything else do let me know. Those

who have attended previous PreWar Prescotts will know of the garden party atmosphere and the chance to have leisurely, or even spirited, drive up this famous hill climb track in your own car. Let's have a good turnout of D Types!

OURWEBSITE

As some of you may be aware having a website is one thing – maintaining it is another! This is no reflection on my son, his business partner, or their firm (thinwhite.co.uk) – purely time on my part to get information and changes to them. Our site is now quite a few years old and a couple of the 'pages' haven't changed! The 'Diary' has always been renewed of course but 'Publications' for example is now seriously out of date.

Over the course of the next few months I will do my bit and review all 'pages' that need it but please, if you have any pictures which would be useful for others to see on 'Restoration Images' do let me have them. Also if the picture of your car is completely out of date under 'Survivors' do let me have a replacement.

Parts for sale – a few price increases have to be put through. I will check on some of the parts that have been shown for some time that they have not been sold. The 'Wanted' items were checked about a year ago but I know some have been fulfilled since – my intention is to remove all the current list now and await any notification that a part or parts are still required – Please let me know! Do remember however that if you have, or hear about, any parts for sale suitable for a D Type we are always interested and I am not opposed to buying and holding D parts here in case any owners have a need in the future.

BITS AND PIECES

Oil pump gears have been around on and off for a number of years now but that was all. Now thanks to Vintage MG Parts (see link from our website) the whole pump is available and all parts are interchangeable with originals. So if you are missing any parts or just need to replace worn components they should be available from stock!

See you at Silverstone and don't forget Prescott!



This is not red.

This is MGA Chariot Red, Code RD.16 5758

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Tidbits: From the Editor - I will use this section to provide information I have received from various sources & MMM members. Just from simple conversations with fellow MMMers, there are a lot of technical topics, simple hints, resources, interesting books, etc. Please share with the Register by providing an input to me (contact info on page 2). I am currently working on a publications list.

From: bu9474@gmail.com
 To: Emgeeguy@aol.com
 Sent: 12/27/2013 1:23:17 P.M. Pacific Daylight Time
 Subj: Re: NA MMM Register Newsletter--Winter 2013 Issue revised

Hi Larry. Season's Greetings. Hope your holidays are going well.

This is an excellent newsletter. Well done. Great pictures and articles.

For a future issue? I am working on converting VW Beetle generator to replace the original unit in the PB.

There is a tech article to read via the MMM forum to get you started. The Dutch MMM website also has a tech article but they used a C40 or C39 Lucas generator. Current output would suit the MMM amp meter but too much machining. For the Beetle generator I will be making a custom fork. The MMM Register article retained the Beetle bearing and used the original MG bearing for the bottom. Reason i mention this as I enjoyed the article in your last newsletter by Chris Leydon. So much so that I e-mailed Chris.

Still at the CAD stage but if you and the membership might find this interesting/useful I'll treat to make into an article(s).

FYI. I have 2 kits for either a P or J type MG for sale if anyone is interested in rebuilding their brake cross shaft. \$290 plus postage.

"Getting a Cracked MG J2 Crank in the House", by Randy Copleman.

One of the amazing technical details I discovered early on through my readings rearding early Pre-War four cylinder MGs, was they only had a two main bearing crankshaft. So, wanting to see what one of these two main bearing cranks looked like, and not being able to afford an MG J2 to restore, or even a J2 engine, I set out to buy one. Through my search, I stumbled across a cracked J2 crank for sale. So I purchased the cracked crank off eBay, from a gentleman who probably thought I was cracked as well. Now that I had a cracked crank, I wanted to put it on display in the house for the world to see. This is tough because the review committee composed of Sandy and myself (my wife Sandy get's 51% of the vote) had to approve.

After great thought, I came up with a justification based on

"Industrial Art". So I made a nice display and casually placed in the entry in the house, as a way to introduce it to the committee, knowing she would soon see it. Oh, she did! After some discussion and highlighting the popularity of Industrial Art, the committee approved. This cracked crank is now on display with another piece of "Industrial Art", a Jaguar XK transmission laygear with a very worn out first/reverse gear.

You know... items should be displayed in odd numbers and there are now only the cracked crank and the worn out lay gear... Looking for third piece of Industrial Art. Perhaps a over spun Supercharger ?????



Industrial Art Displays

I came across this very fine and interesting watch -

The MG Watch From concept to reality

FIRST LOVE

My very first car was an MG B 1964 model – the bodywork in old English white. I bought it in 1975 for 1,000 DM and in only the third year it ended up in a barn, because as a student I couldn't afford the urgently needed spare parts.



The Cecil Kimber

It wasn't until 1985 when I had finished studying could I indulge myself and restore the car rom scratch. I will never forget the moment when it was front of me, bright red with its shining chrome. From then on the car was a source of fun and pleasure. I associate it with wonderful memories of holidays in southern England, Scotland or the Alps, as well as trips with friends who shared my enthusiasm for MG vehicles. In the 80s I discovered an inexpensive quartz watch, whose case was modelled on the grill of an MG TD model. Although the watch was very simple and the case's coating worn, it was my companion for many years. In the long winter months that my MG spent in the garage, the watch was like a bond to the



vehicle I loved.

P E R S I S T A N C E I S R E W A R D E D

I had already given up my search for a newer, attractive MG watch, when the possibility of realising my watch dream myself emerged, thanks to a friend who manufactures watches. From then on a 5-year-long process began. Designs were discussed and scrapped, technical drawings were refined with the watch maker, the licensing rights for using the MG logo had to be settled and eventually the first case and dial prototypes were on the table.

S W I S S M A D E - H A N D M A D E Q U A L I T Y

When I look at the finished watch in front of me today, it bears no resemblance to my old quartz watch. Everything about the new MG watch is defined by first-class quality. From the Swiss manufactured mechanic movement to the perfectly polished stainless steel casing, right down to the detailed MG emblem on the case and crown. The dial partly shows the stylised structure of the TD grill and slightly deepens the actual dial, with its three hands and date display. On the back of the case there is a striking MG logo and the engraved individual number.

The small-scale series allows us to precisely manufacture each MG watch individually by hand. The leather straps produced in Germany are made of the best cordovan leather, and provide excellent comfort and quality. I have been wearing the watch for a few weeks and am impressed with its quality, elegance and comfort. It is a unique piece of jewelry on any arm and a special treat for MG fans. We will produce around 100 watches a year and preference will be given to MG fans. I am personally excited for everyone who will wear this watch.

Signature...

Ernst Graaf

A C K N O W L E D G E M E N T

John Yea of British Motor Heritage and Julian White from MG Car Club in Great Britain made notable contributions towards the realisation of the watch. I also found support and advice from Sven von Soosten (MGDC-D) and Andreas Pichler (MGCC-D). I owe many thanks to them and everyone else who encouraged and supported me during the development.
Thank you



The MG Cream Cracker

Editor's Note, either from a Horologists or functional perspective, this is a very fine piece of workmanship. If interested, contact Mr. Graaf. This article was provided and approved for this newsletter as noted below.

Dear Randy,

There are no copyright problems with the texts and photos you can find in my Dropbox. The rights to the MG-Octagon and "Safety fast" are clarified. I would be very happy if I would find my watch in your newsletter.

Best regards

Ernst

Info at:

<https://www.dropbox.com/sh/ln840a0bcapjstc/50mU7IS7Wq>

<https://www.dropbox.com/sh/ln840a0bcapjstc/50mU7IS7Wq>

<https://www.dropbox.com/sh/ln840a0bcapjstc/50mU7IS7Wq>

Recently sold at Bonham's Auction -

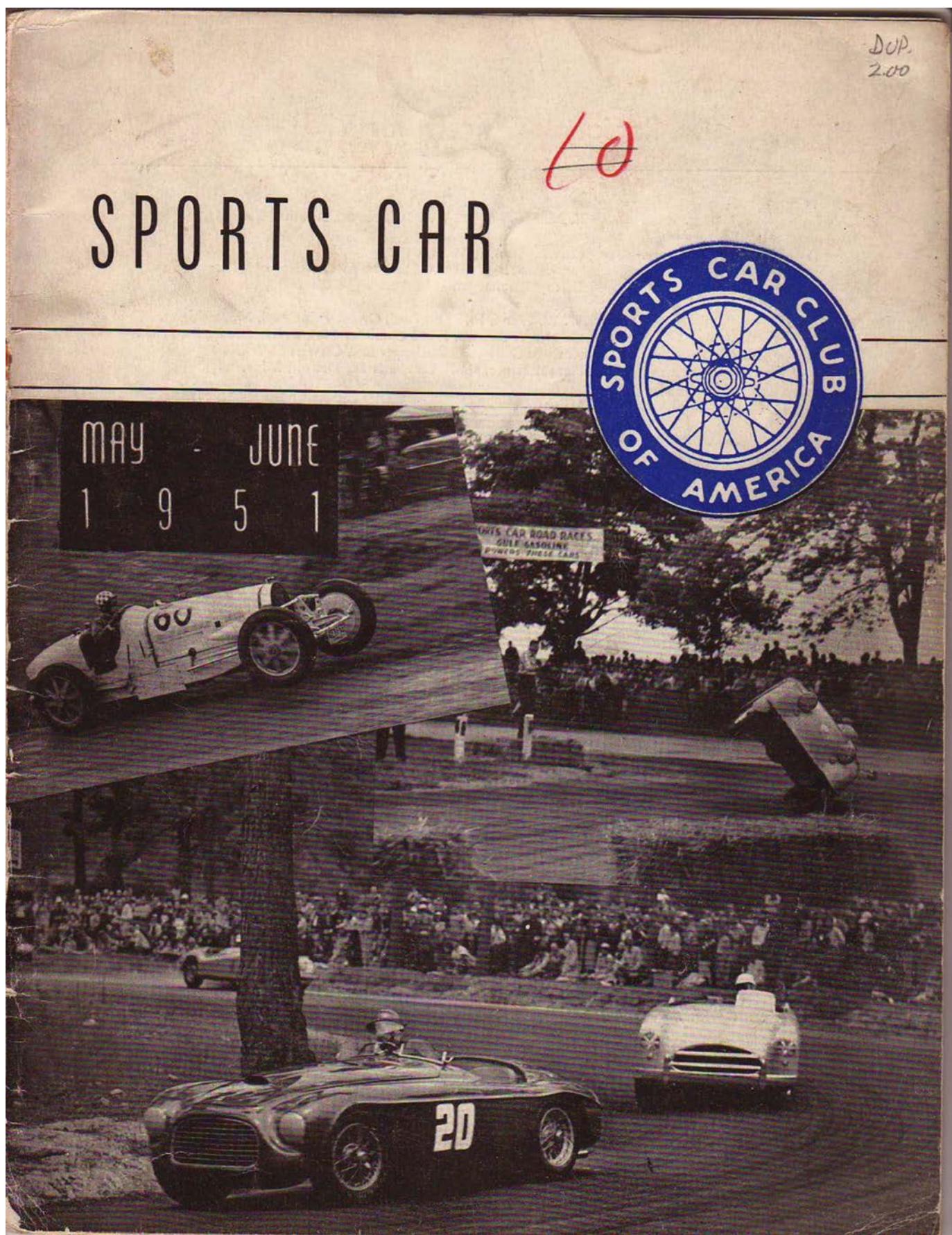
The ex-works, Samuelson/Kindell, Le Mans 24 Hours 1930 MG M-Type Midget 'Double Twelve' Le Mans Sports

Registration no. RX 6796 Chassis no. 2M 1647

Engine no. 1403 A

This car is one of two specially built by MG at Abingdon for the 1930 Le Mans 24 Hours race. Based on the 'Double Twelve' M-Type Midget, it is reputed to be the earliest 'works' racing MG in existence and is featured in most books on the marque.



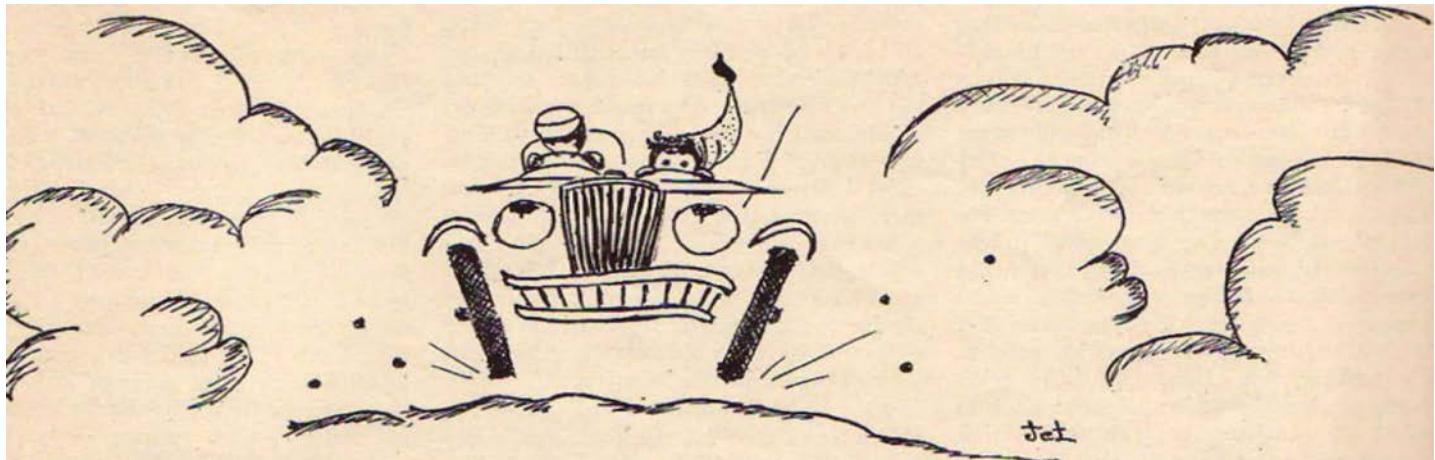




BY JEAN E. TWIST

2'74ila4ie mg

May - June 1951



A humorous article from Sportscar, June 1951, provided by Chris Leydon could apply to any vintage MG!

As the wife of a bona fide sports car enthusiast I have felt for some time that more should be said or rather that something should be said about the gals who stand behind these tinkering Thomases with the ten-to-one compression complexes.

Mind you, I am all for sports cars and would starve before I'd sell one little grease-laden screw off our suped-up MG but because of this I think some appreciation is due the girls who've gone to the trouble to learn the difference between a carburetor and a hole in the ground.

To begin with, it's most unusual to find- a girl with a flair for things mechanical. True, we can usually manage to open locked doors with hairpins and our sixth sense always warns us of impending disaster, but when it comes to a blown head gasket—boys, we're stumped!

Now the general: opinion is that we're not only stumped but beyond the reach of ever acquiring knowledge of cars and what makes them go. To A lot of husbands it doesn't matter. A lot of husbands don't know a carburetor from a hole in the ground. But having married one who does and one who intended to have his wife likewise enlightened, I have learned—but the hard way.

This article is about my escape from Mechanics Anonymous and my attack of Sports-Car Fever. My reasons for

writing are mixed. I expect to point out to the men that their wives, too, can be converted into happy, little grease-monkeys. If I have any female readers I would like to point out to them that, though it may be greasy,, it can be fun.

My initiation into this world of pistons and gear ratios has been a gradual one, I must admit. In the tender, early years of our marriage, we unfortunately were able to afford nothing more than a two-wheel bike, a simple device which though it carried my husband to work did little to assuage the hunger for a classier mode of transportation. In two years, however, we were the proud owners of a '37 Chevy coupe which was at that time seven years old but in quite good shape. We have added seven more years of hard use to this lovable old wreck. It has carried us from our home in Washington, D. C. on many trips including several as far south as Sea Island, Georgia and as far north as Toronto, Canada and as far west as Ohio. For seven years it has known no garage and there have been innumerable cold mornings when it took plenty of pleading and a lot of pushing to start her but I don't think we can ever say she let us down.

Well, I seem-to have drifted into a sentimental vein About our almost-vintage Chevy—but to get on—while Tom tinkered happily every spare mo-

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knowledge but I felt rather let-down at dinner when Torn said I had Completely missed the boat. That, I shouted, was gratitude for you, after I had nearly ruptured a brain cell to learn something just to please him!

For some time I had wanted to learn to drive. Many members of my family had given up teaching me after they had been subjected to what they termed "severe nervous shock". Tom, however, was sure I could learn. He felt, though, that to be a good driver one should know something about the car itself. So I was resigned to learn about the mechanics of the car if I expected driving lessons in return.

Gradually I rewarded him with little choice bits of intelligence such as what the carburetor was and which things were the pistons, etc. Gaily, he began driving instructions. •

As all my friends will agree, I married the sweetest, gentlest, kindest, mildest, most understanding of men; but during the time I was learning to drive, my husband became the meanest, nastiest, most sarcastic and vicious creature I have ever known. He addressed me only in snarls and his criticism was so vitriolic as to strike absolute terror in the breast of a mere girl. Had I not been so absolutely furious most of the time I would have burst into tears but I never gave him that satisfaction.

Whenever one of these "jolly driving sessions" was over, he would stalk solemnly into the house leaving me to back the car off the front lawn. I stepped on the accelerator instead of the brake at odd times. Finally he refused to engage in what he termed "premeditated slaughter of pedes-trians"—by which he meant my driv-Mg—and I was forced to go to a commercial driving school.

I found that without benefit of husband I was actually a cool and collected driver and managed to pass the driving test after three weeks of parking lessons. Tom was really quite pleased about it though he wouldn't ride with me until I had soloed for several months. At this point I felt that our domestic bliss had hit a new high. I had managed to bluff my way through a most difficult course in automobile mechanics and above all I could drive. This fact in itself soon presented its

troubles however. It was a problem to divide the car equally between us when we travelled in opposite directions, which we both did daily enroute to our jobs. We began toying with the idea of getting an additional car. Nothing very definite came to pass since to be perfectly frank we had no ready cash for said purchase. But during this period of frustration I perceived a new note which had entered our automotive discussions. Somewhere in the dark corners of Tom-mie's little mechanical mind he had come across a long-stored, smoldering desire for a "sports car". Little did I realize how soon this small ember was to be fanned into a bonfire.

My idea of the car we needed, though we had no money, was something big and long with white side-walls, blending nicely in color with my new coat, seating eight or nine people comfortably and having several gold-plated ash trays strewn about casually for the convenience of overnight guests. Tom blatted on doggedly about sports cars in such veiled language that I became inquisitive enough to accompany him to the local emporium for said cars to look at something called an MG.

My first impression is hard to relate. I can only describe what I saw as a manmade flying grasshopper with the only difference being the addition of wheels and headlights. Only the charming English accent of the salesman kept me from having a convulsion. I never could resist an English accent. While I stood around intrigued with the salesman's accent, Tom was obviously intrigued with the car. He ran his fingers lovingly over the steering wheel, caressed all of the MG's peculiar angles with dreamy eyes and sighed with pure delight over such little refinements as bucket seats and electric windshield wipers. I was horror struck! My husband was without doubt in love with this thing. How

could I possibly hope to compete with such a contraption. Even Portia couldn't have faced this.

Our conversations became monologues from Tom, listing at great length the practicality and possibilities of the MG. It consumed almost no gas. In fact he insisted that it would run like a greased rabbit on only a few drops a month. It was rakish and sporty — definitely in a class of its own. It completely solved having to take unfriendly relatives on Sunday jaunts. It would fly like a bullet, turn on a dime and I expected to be convinced next that it would also bake cakes and wash clothes. He couldn't conceive of my lack of enthusiasm. My ace in the hole was lack of money — no money — no car. I triumphantly thought I would see this sports car fever slowly drop out of sight.



Torn had a bad case though. He began to frequent the MG show room the way a drunkard frequents a bar. I tagged along patiently waiting for the fog to lift. I was startled one night to

find that as I looked at the MG from one particular angle something about it caught my fancy. However the thought of riding with my derriere so close to earth and the possible result of grazed slacks shook off the momentary change of heart.

Not too many months later we discovered that a local used-car dealer was sporting a yellow and green you-know-what on his lot and the price was not so high as to prevent you-know-who from financing it. Tom was willing to sacrifice everything if necessary to own that flying grasshopper. Up to the last minute I kept out of sight thinking that I might be included in the down payment. Tom was living under such a strain at this point that I think he might have cracked up completely if he finally hadn't driven it off the lot at last the proud possessor. No one can speak to me of the idiocy of new



fathers. Side by side with a new sports car owner they are paragons of poise and dignity. As for myself — I was forgotten

— just a wife — some one to eat with, sleep with, share the bills with and kiss goodbye in the morning.

Some mornings he kissed the dinette partition by mistake and didn't notice. I didn't deserve this, I told myself. I'd learned what a carburetor was and I'd learned to drive. I hadn't even bashed in any fenders yet. And still I wasn't appreciated. My marriage had gone to pot and all because of that little green and yellow four-cylindered demon. Mulling over this, I realized, was getting me nowhere. Action had to be taken. My first impulse was to wreck it. My second was that this wouldn't bring about a favorable reaction from Tom. There was only one thing to do. I had to make friends with my rival.

I began my campaign that very day. At dinner I casually announced that I'd love to drive the MG to work the next morning. This brought immediate results. Tom was delighted. It was all mine. He wanted me to get acquainted with driving it. I could keep it as long as I liked. He briefed me for an hour on how to run it — slow running control turned just so far, choked until temperature reached such and such, check oil temperature, rev up motor to so many RPM, signal for take-off and watch out for flying saucers.

Two blocks from home the following morning I stalled said MG. I checked oil temperature, water temperature, wind direction and looked in the gas tank. Since there was gas there, I was determined to start it. The five cars behind me began to take a dim view of all this and made loud noises. After twenty minutes I discovered that the choke was still out and the motor was flooded. I took back all the filthy things I had said about the car and proceeded to the office. Already I was beginning to warm up



a little about it. It has a right hand drive which I love. It steers around corners with a flick of the wrist, has a hand brake that really stops the car dead when you need to and causes enough mild attraction as to be most beneficial to the fairer sex. There are little idiosyncrasies to which I had to accustom myself though. Large apartment houses which apparently drive up beside you turn out to be Greyhound buses or trucks. The car has more bounce to the ounce than a pepsi and once you get used to this a large, soft-sprung car will make you sea-sick. The only other 'disadvantage' is that with the top down at 70 miles per, your toni takes an awful beating. But these are minor things. I did not realize it but I was coming down with a mild case of Sports-Car-Fever.

You would think at this turn of events that all my problems were solved. They were just beginning. As a freshman at this game I had a lot to learn.. It's not just a matter of learning to like your husband's hobby, of donning overalls and helping to adjust the points or replace a gasket. That's the simple part. Your real problem is the 'reaction of people — friends, relatives and perfect strangers — to sports cars. You are now on the defensive. I had to learn that

once you become a sports car fan there's no turning back. You're afflicted- for life. For some time you spend sleepless nights thinking up ways to convert the non-believers in sports cars. Since the majority of people don't know what a sports car is, one of your first duties as an owner is to work up a good spiel on honest-to-god sports cars and why you wouldn't be without one. Without saying a word though you can convince a lot of people that they have more to learn than they think. Just let a few of them break their necks trying to follow you around curves. Warning: Make sure the necks don't belong to cops.

Besides this competitive spirit which you encounter in other drivers there are the passengers with whom you must contend. These can be divided into several groups. There is the "Oh, this is the cutest car and I've been dying for a ride" type. They keep up a gay flow of conversation and think everything in the car is "darling." Later they tell their friends that you loosened their molars going over bumps. Then there is the "How did you ever learn to drive on that side" type. They are amazed at everything including the fact that the car runs. The last group composes my pet peeve. They either hit their shins or butt supporters off their girdles getting in or out. In a sticky voice they purr that they shouldn't have eaten so much lunch. They are the most likely to ask sweetly on greeting you "And how is the little-bitty car these days?"

After the passengers come the side-walk curiosity seekers: They think every day is Feel Day. You can return to the car after any shopping expedition and find them pushing and pulling everything on the dashboard, peering under the bonnet or casually kicking the tires. Upon being discovered some will walk sheepishly away while others will pull their heads out of the motor and ask how many cylinders there are. My stock-in-trade answer is that there are 96 with 12 spares of the rocket-type concealed under the fenders.

Now that I had become a so-called enthusiast myself, I began studying sports car fans objectively. These are my conclusions. Sports car enthusiasts are a race with all the general characteristics of people: Separated from their cars the resemblance to ordinary human beings sometimes fools you until they open their mouths. In their devotion to the CAUSE (no pun intended) they will expend life and limb in its defence. This fervent manifestation is discernible in their wild eyes

and blank expression. Though their heads seem to be all skin and bone this is merely a covering for a small factory of little wheels within wheels all busily engaged in figuring out dual carburetors, intake manifolds and compression ratios. If you are awakened by any of these strange creatures in the wee hours of the morning or



otherwise, just calmly listen to what he wants to tell you and agree with him. He'll go away quietly after a while without setting fire to the house or harming the children.

You get a good cross-section of these people once you attend an indoor rally. They are generally tightly packed into someone's living room — overflowing into the dining room, kitchen and porch. With fates slightly flushed they stand nose to nose, each simultaneously explaining in reverent tones what kind of car he has and what he has done to make it faster and better than any other car of any other make or model. If they should pause long enough to catch what the other is saying and discover that they have the same kind of car they fall on one another and weep for joy.

The MG owners are usually the junior contingent of the group. They make the wildest statements, expound the most radical theories and haven't quite gotten to the stage where they feel ashamed of bald-faced lies. The Jaguar owners stroll around with indolent, supercilious sneers knowing full well that they're above that sort of thing — well, almost. The senior contingent who own Cadillac - Allards, Bugattis, etc. can afford to indulgently grin at all of this, secure in the knowledge that they've got the goods and can enjoy listening to the children babble about their toys.

Having become a member of this strange brotherhood has been most educational. You can see that already I have digested a great deal of what I've swallowed. My post-graduate course began when Tom said in a matter-of-fact tone one night that he'd like to put a supercharger on the MG. I calculated mentally that We could spare five or ten dollars from our budget for any little bauble that might make him happy and generously said "Well, go ahead and get one." Tom smiled at my girlish innocence, decided it wouldn't be cricket to take

advantage of this loophole and announced that a supercharger roughly cost about \$300. The house was very quiet for several days.

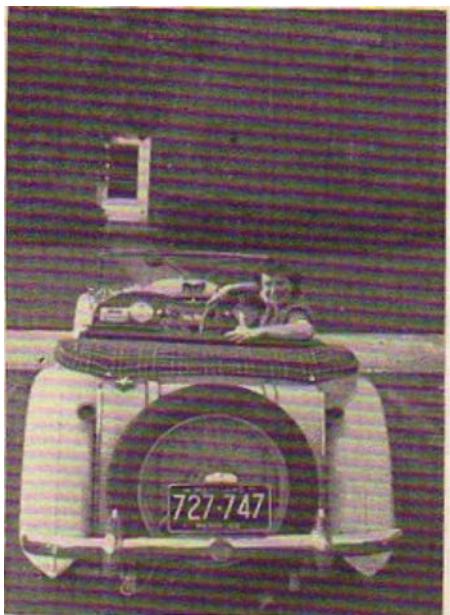
I guess I should point out to any female readers at this time that a supercharger (as I learned) is a device which you pay a tremendous price for, work like a slave to install and then find that it may or may not work. Tom began to plead like a Philadelphia lawyer for the installation of one of these things. He led me to believe that the MG was hopelessly crippled without one. He would come home and say sadly that a Grosley had passed him going up-hill. I found this rather unusual since for me the MG ran like scared lightning. My resistance was finally worn down, however, when he agreed to my purchase of a fur coat.

I won't go into the gruesome details about the agonizing weeks which followed the order of the supercharger. There was an almost never-ending waiting period, the discovery that all the instructions for installation were in Italian, which was Greek to us, the fact that not one connecting part of the supercharger fitted any other connecting part on the MG, the four days and nights that Tom and I and half our friends spent installing it and the final awful moment when it was done and nothing remained but pulling the starter to see if it would ever run again. We suited by, dirty and greasy, with fire extinguisher in hand while Tom started the motor. And the incredible happened! It ran. The sound (to us at least) was as beautiful as a 200 piece symphony orchestra. There was dancing in the street that night.

Well, fellows, I could go on: I could elaborate on the social life of the Sports car owner, the hill climbs and rallies, the parties and banquets and exciting races, the joy of the great brotherhood and so on. However, I don't want you to get all choked-up,

just wanted to show you how much

we girls have to absorb in order to be the pinnacles of perfection you expect us to be. If your girl isn't as interested as she should be just give her a set of Stillson wrenches for Christmas and she'll have your car apart before you know it!





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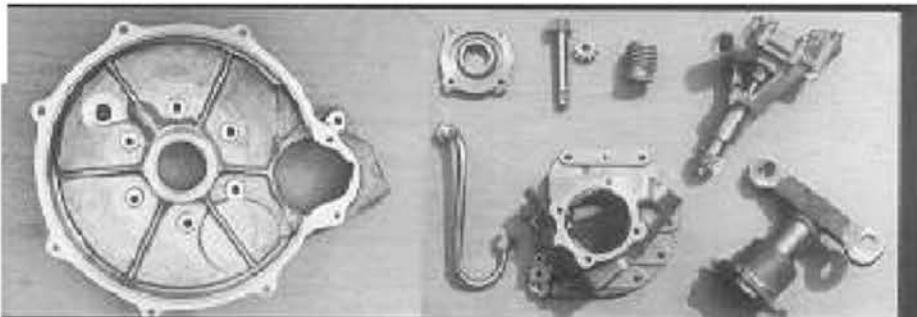
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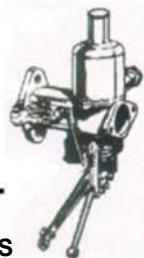


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