



# MMMagazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Fall 2022





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Celebrating Pre-War Cars of the MG Car Company

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A Register of the MG Car Club  
<http://www.nammmr.org/>

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Cover: Mike Jansen, a club member, driving his J2 into the car show at La Crosse.

Photos in this issue courtesy of Greg Bollendock, Tom Wilson, Reinout Vogt, and Dan Shockley.

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The Pre-war M.G. Register of Australia  
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Please submit all contributions to the Newsletter Editor, Tom Wilson. His contact information is above.



# The Editor's Desk

Tom Wilson [MGTCTom@gmail.com](mailto:MGTCTom@gmail.com)

This issue is chock full of MG event news and history. The club's national meet in conjunction with GOF Central in La Crosse Wisconsin was fun, activity filled, and snag free. Lots of photos and reports are on the following pages. The Minnesota MG T-Register is to be commended for their great work. Just as adventuresome was my trip there and back in the TC. We had a nice group of four cars for the trip there, and all came back home separately. Quite the drive; we found out the MGAs sometimes have trouble keeping up with a TC and TF!



The 2023 National Meet returns to Indiana at the GOF Central. Mark your calendar to be in South Bend, Indiana the week of June 20<sup>th</sup>. The Olde Octagons of Indiana and Hoosier MGs are hosting. They hosted our 2015 National Meet (in combination with GOF Central) in Indianapolis/Carmel - an event people still talk of fondly. It's certain they'll do a repeat, with a birthday party to celebrate MG's 100 year centenary. Check out the website ([GOF2023.com](http://GOF2023.com)) and be sure to watch the promo video. Registration opens in late October. (Disclosure - your editor is "deep in the engine room" on the planning committee, along with Mike Jansen).

Speaking of him, one happy Mike Jansen driving his J2 into the La Crosse car show made for a great cover photo. So many good photos from the event to choose from, but seeing an obviously happy MG owner driving his car beats most any static picture. The J2 is a recent addition to Mike and Doug Jansen's growing MG collection, once again giving them more projects to do than there is time in the day. Sound familiar?

Courtesy of Dan Shockey, Win Gould, and the Vintage MG Car Club of Chicago, the last article in this issue is a spy mystery involving a PA. The event happened many years ago, but it's a good read, and a tale familiar to all too many of us.

Perhaps the most important thing on the club's agenda right now is to find the next newsletter editor. My term is up after the next issue - I signed up for three years, and with the amount of MG building I have to do there realistically isn't space in my schedule to continue. Should you be willing to step up to the position, or know of someone who could do a great job, please contact Jack Kahler or Alan Magnuson to discuss it with them. It's important!

All of my restoration projects continue on in reasonably good fashion, albeit slower than I'd like. I just had the floor in my studio refinished (the studio is actually the MG activity space, a room underneath my garage and driveway). The tile floor hadn't been properly cleaned, waxed, and buffed for more than 3 years and it was overdue. When I called to schedule it they said "How about this week?" Uh .. OK! Nothing like doing it now. But it involved removing everything except the shelving, coordinating the work crew, repairing their faulty buffering machine, and putting all the stuff back. The floor is so smooth and shiny, the tile colors pop, and it's cheerful once again. Then I read Bobbie-Frances McDonald's story of how Brian Kelly restored his PA in a shipping container. Boy am I lucky!

Here's hoping you enjoy some nice MG driving this fall before the weather turns too chilly, or salt hits the road.

T minus 1 and  
counting ....

Safety Fast,

Here's how Tom likes to use his 1945 TC0273 at car events. A summer a camp group came to the La Crosse car show; they were quite entertaining!





# Chairman's Corner

**Jack Kahler** MGJack@aol.com



WOW! The GoF Central Minnesota group provided our Register an outstanding National Meet in June in the wonderful city of La Crosse, WI. Thank you, and we look forward to joining the Indiana group hosting GOF Central next year in South Bend, Indiana!

It's almost BEAULIEU AUTOJUMBLE TIME!!! If you are involved with MMM MGs, I'm hoping you made plans and are going to England to enjoy one of the best car experiences of your life! The Autojumble is September 10 & 11 this year, and as usual at Lord Montagu's estate near the little village of Beaulieu. Beaulieu borders the New Forest right at the bottom central area of the UK; just across the water is the Isle of Wight. At the Autojumble you'll likely will discover most of the "BITS" you need or want for your MMM MG project. There is always a large group of MMM enthusiasts there; our editor Tom Wilson in recent years has hosted quite a lively MMM dinner Saturday evening. This year we'll be at the Rockingham Arms to quaff a few pints and tell stories.

My annual trip this year is with three MG buds. We are doing the Beaulieu event; the following week we visit the Morgan Factory and several great car museums, including Brooklands. Then we go to the Goodwood Revival September 16-18 for vintage car races. As is my custom we visit Kimber House, the MG Car Club headquarters in Abingdon. NAMMMR members and friends are always most welcome there.

Cheers,

Jack



# NAMMR National Meet GOF CENTRAL

*Gathering of the Faithful*  
Celebrating 100 years of MG Sports Cars  
South Bend, IN June 20 - 23, 2023



**GOF2023.com** for information  
[GOF2023.com](http://GOF2023.com)

Registration opens late October 2022

Be sure to watch the promo video on the website!



# Treasurer's Report

**Jack Schneider**

[britjack@comcast.net](mailto:britjack@comcast.net)



August 14, 2022

We had a very successful 2022 National Event along with GOF Central in La Crosse, Wisconsin in mid July. Our activities didn't break the bank; we actually came out a bit ahead. A new member joined us during the event, and some of our existing regalia inventory was sold. We had an auction of some special items at our Chairman's Breakfast during the event. Bill Tantau donated a wonderful original pencil sketch of an MG C Type on the production line in Abingdon. Tom Wilson was the lucky high bidder and proud recipient of it! Bobbie-Frances McDonald brought a load of Brian Kelly's library of collectible MG & various

automotive books and manuals. Many were raffled off free for the choosing. The more valuable books we auctioned off to the highest bidders. In all, everything turned out to be fantastic bargains! All proceeds from the auction went back to the Register accounts, and the club remains in very stable financial shape. Please continue to support our NAMMMR!

Thanks for your continued participation,

My J2 is shown below at La Crosse.

Jack



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Accurate Materials & Colors - custom made to match original colors and shading.

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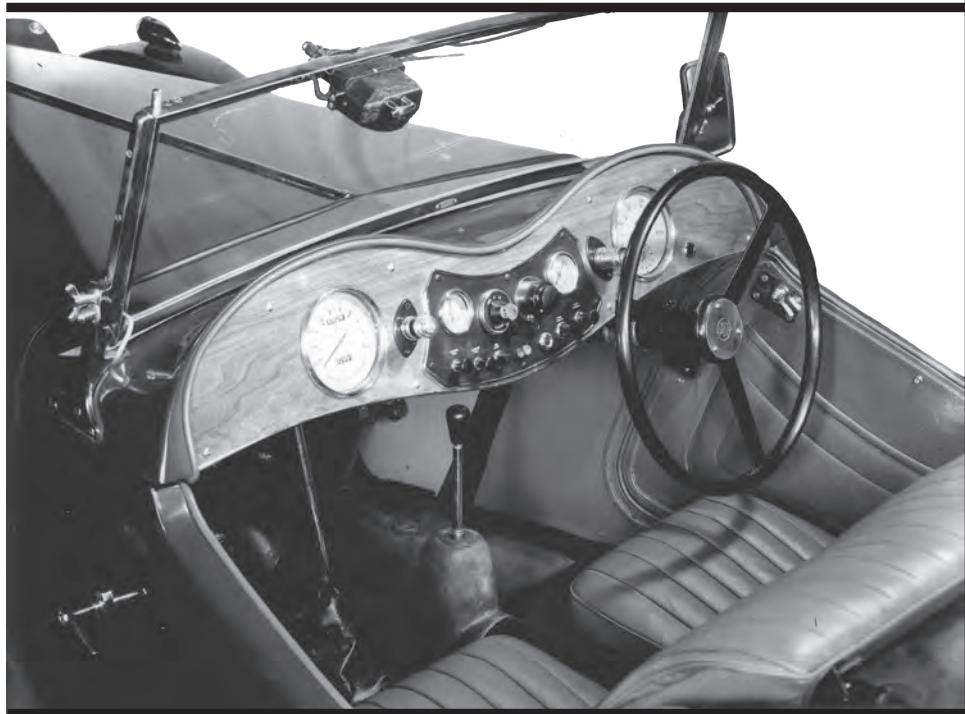
Accurate Fit - Kimber Creek can custom make interior trim panels for your MG to ensure simple and straightforward installation.

As of August 2022, production space is booked for the next 12 months. Call for details about scheduling your order.

**Tom Wilson  
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# Event News - 2022

Alan Magnuson alanmg1978@gmail.com



## 2022 GOF Central & NAMMMR National Meet La Crosse, Wisconsin

July 11-15, 2022



Jack Kahler, Mike Jansen, and Reed Tarwater - all MMM stalwarts, posing in front of Mike's newly acquired J2 at the First Timer's display.

We had a fantastic gathering in La Crosse, Wisconsin. GoF Central's committee picked a great venue and the event was well organized. MMM had 18 members attend, totaling over 40 people including family and friends. Total GOF attendance was 158 people with 88 cars. The convention site looked over the Mississippi River, with parks and bluffs to the west. We had wonderful sunny, cool days (for July) with spectacular sunsets. Wisconsin is green, especially compared to the drought affected west!

The week started off with four MMM's in the First Timer's Show and BBQ held Monday evening in front of the hotel under the shade of Riverside Park trees. La Crosse locals were stopping by to look at the cars and chat with the owners.

Tuesday was full of activities. Tech Sessions (one on LED lighting by Lew Palmer), a lively Swap Meet, and our overflowing MMM Bibulous Gallimaufry Dinner

anchored the day. Once our hectic, crowded dinner was complete, we walked through Riverside Park to board the La Crosse Queen paddle wheel boat for a relaxing trip up and down the Mississippi. We witnessed one of the few "Swing Bridges" in the US open for us and saw a Bald Eagle in a treetop next to the boat. At the end of our boat trip it was announced buckets of rain were soon to arrive, so we hustled to our cars to move them to the prearranged nearby covered parking to shelter them before the rain hit!



Dennis Klemm at the First Timer's Display with his D and 1925 Morris Cowley.

Wednesday's car show, on dewy grass bordering the Mississippi, was on Baron Island's Pettibone Park. The car classes were aligned surrounding a 100+ year old octagonal wooden gazebo. In the afternoon, Jack Schneider (our Treasurer) hosted the Funkhana. The only MMM car to participate was Carlyle Merritt's blown J2, driven by his son Parker. Parker had the second fastest time and the second-best score of all the MMM to MGB entrants. The fastest time was set by a TC!

For beer lovers, the Beer Tasting event at Turtle Brew Pub was not to be missed. We packed the pub and sampled nine beers, including one root beer. Everyone was raving about the fun afterwards!

Thursday morning's MMM breakfast provided an opportunity for us to remember Brian Kelly, a longtime NAMMMR member who passed away in October 2020. His wife, Bobbie-Frances McDonald, asked us to distribute his MG books to attending club members. A big "Thank You!", Bobbie-Frances.

Jack Kahler recognized Reinout and Henneke Vogt's 1931 M-Type as the *NAMMMR Chairman's Most Abingdon Original MG* of the show. We also raised money for NAMMMR by auctioning a Jim Dietz original artwork of MG Factory assembly line of C-Types. The artwork is based on a photograph taken by Henry Stone in early 1932.

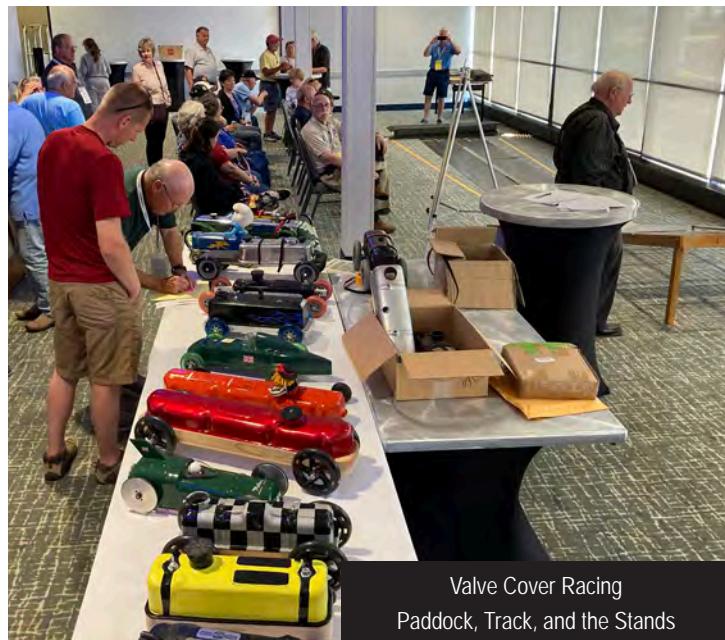
Our tour to and of Norskedalen, "Norwegian Valley" was beautiful. The land is an outdoor arboretum of wooden coulee, goat prairie, springs, creek, and fields, crossed over by 5 miles of nature trails. We walked among original log farm buildings built by Norwegian immigrants in the region, and artifacts. Who knew tobacco was raised in Wisconsin?

Thursday afternoon a large crowd watched competitive Valve Cover Racing heats. The competition was tight so multiple run-offs occurred. Most of us did a little packing in preparation for leaving the next morning and then enjoyed the banquet and awards.

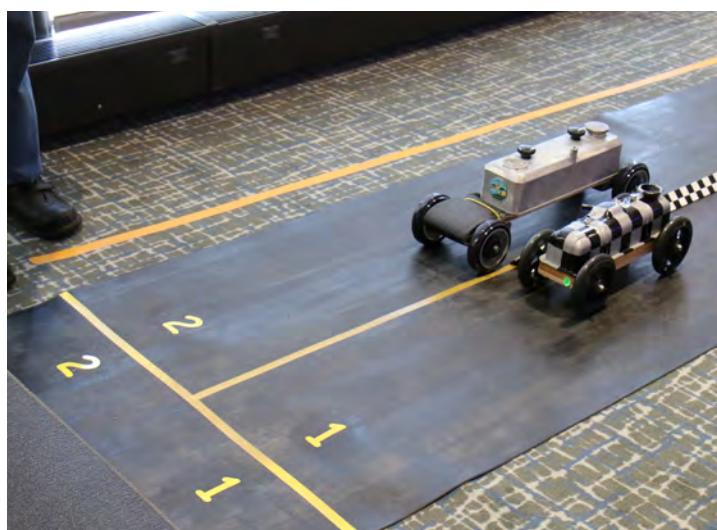
Thanks to the GoF Central 2022 Committee for the wonderful experience!

*Safety fast!*

Alan  
303-437-0527



Valve Cover Racing  
Paddock, Track, and the Stands



Headed to a photo finish  
Perhaps a Magna and Midget?



The Five MG-ateers  
Alan, Bill, Dave, Lew, Jack



Loads of photos of the event to peruse at:  
[mnmgtr.org/gof-central-2022-photo-gallery](http://mnmgtr.org/gof-central-2022-photo-gallery)



John Libbert's J2 is still a ways from complete, so he drove his sweet MGA

## GOF Central 2022 MMM Car Show Awards

### Early 4 Cylinder

- 1st in Class - Reinout & Henneke Vogt 1931 M
- Class Award - Jack & Kathryn Schneider 1932 J2
- Class Award - Gary & Gwen Krukoski 1933 J2

### Late 4 Cylinder

- 1st in Class - Jack Kahler 1934 PA
- Class Award - Phil & Karna Anderson 1934 PA

### Late 6 Cylinder

- 1st in Class - Bill & Greg Bollendonk 1935 K3/KN

### Chairman's Award

- Jason Klemm - 1926 Morris Cowley Bullnose

## ART SHOW AWARDS

### Photo Contest

- First in Class - Alan & Laura Magnuson

## FUNKHANA AWARDS

### Before 1956

- Class Award - Parker & Louisa Merritt in 1933 J2



Greg & Bill Bollendock K3/KN





Mike Jansen in his J2 - one happy dude!



The heart of Merritt's J2



James & Alice Hester's M type.  
One of 273 metal bodied Ms.



# Registrar's Ramblings

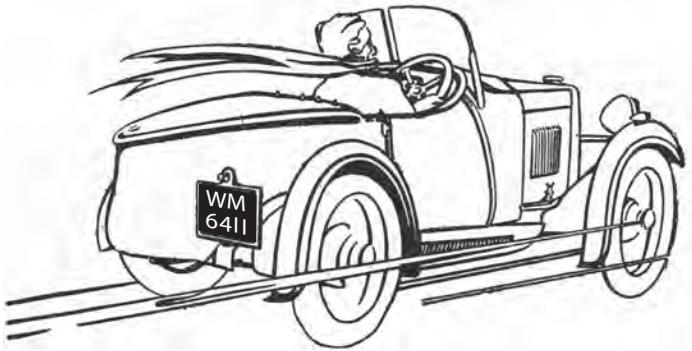
Reinout Vogt

reinoutvogt@gmail.com



As you know, the NAMMMR is closely related to the U.K. based Triple-M Register of the MG Car Club, Ltd. and I have seen many of you, our NAMMMR members, active on their discussion forums. And just in case that you haven't, it is the source of historical and technical MMM information and definitely worth exploring and participating. You can find the forums at <https://www.triple-mregister.org/forums>. While some of the forums are open, you need to register for four of them (arguably the most important four): *Technical Information*, *Parts for Sale*, *Cars for Sale* and *MGCC Members Only*. You can register by clicking on the link in the upper right-hand corner of the screen, entering your name and contact information, and creating a password. Although the Triple-M Register considers us (NAMMMR'ers) eligible for the MGCC Members Only Forum many of our members had to send a request to the secretary and/or webmaster to get approved (because many MMM drivers this side of the pond are not dues paying members of the MG Car Club Ltd.). That extra step, which wasn't widely known, has now been eliminated. The webmaster knows that you are a NAMMMR member based on your email address, and automatically approves you for the MGCC Members Only Forum. It is usually not the most active of the forums (as of the time I am writing this, the last post was July 25) but to keep up with MMM related topics in the 'mother club' this is the place to be. I hope that you'll take advantage of it and enjoy the information; please let me know if you encounter any problems.

Please give me a call at (847) 342-9804 or send me an email reinoutvogt@gmail.com with any questions or suggestions about your membership or the register records of your MMM MG.



Changes in membership and car ownership the past several months:

- Peter Boot (membership #381) from Portola Valley, CA re-joined, after a short hiatus, with PA1529.
- Phil and Carole Hall (#516) from Oro-Medonte, Ont., Canada, found a racing special M-Type to keep their L2 in their garage company. 2M1653 comes with full documentation of 19 previous owners. It was owned by the factory for the first seven years of its life. The last owner, before Phil, raced the car in England, South Africa, and Canada.
- Roger & Tilly Garnett (#119) from Lansing NY, who already had PA1509 in their garage, purchased PA0726. This beautiful two-tone blue 1934 car was previously owned by Tom Bowman and Don Sass (deceased) both former NAMMMR members.
- Ken and Melody Klemmer (#573) from Farmington Hills, MI purchased 2M1281 from Lew Palmer (#271), who recently restored it. They are very active in the Michigan Chapter of the NEMGTR and Wiggy, as they named the M-Type will join a TC in their garage.

MGreetings,  
Reinout





Phil & Carole Hall's  
battle tested M



Roger & Tilly Garnett's  
PA0726

Ken & Melody Klemmer's  
new M type

# Emma Receives an Award

Reinout Vogt



## The 2022 Chairman's Award for the most original Abingdon MG

After Jack Kahler announced the Inaugural NAMMMR's Chairman's Award for the Best Abingdon Original MMM MG in the spring issue of MMMagazine, I quickly forgot about it.

Generally we don't really chase any awards with Emma, our 1931 M-Type. And although Emma has several very nice original Abingdon parts: lights, dash, brass SU, etcetera, we have been focused more on driving her than entering her in shows. Those of you who have attended NAMMMR Meets know that she runs very well but smokes even better. The smoking is getting progressively worse and a new motor and four-speed gearbox are awaiting in the garage. Jack, who also had M-Types and owns one of the few real factory double-twelve replicas, used to say that Emma gets driven more than all M-Types in the NAMMMR combined. There is no scientific evidence

for that claim, but I have always felt good about just the idea alone. In the 20 years we've had Emma, she's been on rallies, afternoon drives, multi-day trips, and tours in Chicago and here in Atlanta. We drive her into town for dinner, ice cream, or a beer at one of the many craft beer brew-pubs. She really gets out!

Therefore it came as a complete surprise when Jack announced at our breakfast meeting in La Crosse that Emma was the selected recipient for the Inaugural NAMMMR's *Chairman's Award for the Best Abingdon Original MMM MG*. Maybe, they not only looked at the originality of the car and its parts, but also at the original spirit of MG: a sportscar to be driven. As shown in this period advertisement, there is no mention of parts or unique features. It is all about driving, and that's what Emma does.

### GETS A WHOLESOME RESPECT FROM THE BEST

THE driver of the big sports car has no regard for the mere "sports models" he meets on the road. Theirs is no serious rivalry.

But for the M.G. Midget he has a wholesome respect. For here is no challenge to be shaken off with a flick of his accelerator. He has seen the breath-taking acceleration of the Midget... seen it rush, with unabated speed and with a steadiness he envies, at corners where even he must tread with care... watched it climb, scorning the gearbox, on hills where bigger engines clamoured for second...

From whatever point of view you judge, you will find that the M.G. Midget commands respect from the best of sports cars... commands... and gets it.

Even to read the catalogue of such a car is refreshing. Write for one to-day to Publicity Dept., THE M.G. CAR COMPANY LTD., ABINGDON-ON-THAMES

THE FIRST MIDGET CAR TO DO 100 MILES PER HOUR



Mr. G. E. T. Eyston, who drove the M.G. Midget which recently secured every International Class H Record from one to 100 kilos

Following that breakfast meeting was an organized tour out to Norskedalen, a Norwegian settlement some 20 miles up the road, which also means up the hill if you're in downtown La Crosse by the river in the Mississippi Valley. The photo below shows the first lineup of cars ready to leave. The first is your editor's 1945 TC, then Emma, and the rest all newer MGs, ranging from the 50's to the last 1980 MGB. Emma was the only MMM car on the tour and proved her recognition true. In the afternoon, when we returned to the host hotel, the driver of a TF came over and, similar to the headline in the advertisement, said something along the lines of "Wow, we could barely keep up with her" ... respect. (I must admit that the TF followed us on the more flat section of the return trip. The long incline to get out of town was a different story which required second gear.)

I can take no credit for putting Emma together with all those Abingdon Original MMM MG parts. That honor goes to Barrie Dean in Nottingham, England. We just maintain, repair, and oh, yeah ... drive.





# When I Was Your Age

Phil Anderson [PAnderson@northpark.edu](mailto:PAnderson@northpark.edu)



## A Half Century with PA1212

I wonder how many of us in the NAMMMR have owned - or more accurately, been custodians of - our Triple-M cars for a very long time? Perhaps more than twenty, thirty, forty, fifty, or sixty-plus years? I have taken some pride with a few of my "modern" vehicles to have bought them new, maintained them, and after a quarter-million miles and twenty years or more drove them into the ground. Collector cars—especially those owned with pride and passion—can remain, however, members of the family for a long, long time, even into the next generation(s). But even that is rare. Most cars tend to have a history of changing hands often through the years.

MGs have always inspired intense loyalty, for many of us bitten at a young age and at a time when these "foreign" cars could be acquired cheaply by current standards, to be worked on and driven regularly, and perhaps restored over several years, even decades. Quite often, marriage, growing families, financial considerations, or lack of space led to their reluctant departure to new custodians, perhaps only to repeat the cycle. Maybe that restoration, with bits and pieces scattered around garage and house, eventually died of changing interests or by sheer inaction. It was either sold or might still be languishing, awaiting a coming-together resurrection of bodily parts someday.

This pattern of long-term ownership is increasingly unlikely to be repeated, especially with pre-war MGs, but that probably includes most later models of the marque as well. Triple-M cars are prohibitively expensive for

younger people, even those in rough and incomplete condition, not counting, beyond the purchase price, the seemingly bottomless costs of parts (plus hunting for them) and labor. Not impossible, but highly improbable. With some exception, we may well be the last generation in this regard, still dreaming about elusive barn-finds, especially those with notable histories or coveted rarity.

I acquired PA1212 on 28 October 1972, when a desperate young man my own age reluctantly accepted my 1959 Jeep three-quarter-ton pickup with a snowplow as trade. I recounted a bit of the story in the Winter 2002 issue of the *Newsletter*, "Thirty Years with PA1212," reprinted at the end of my column. An additional twenty years and a few thousand mostly trouble-free miles have quickly passed, during which time I have been able to learn a bit more about the car's largely missing history prior to 1972.

What more I have learned about PA1212 has been enlightening in filling some gaps, but is also tinged with abiding regret—regret, because I likely could have discovered and spoken with the first owner of the car when delivered in 1935, as well as the last before it came to the United States in the fall of 1972. For the first two decades, despite living in England between 1975 and 1979, and then returning often, I obviously could not benefit from Internet searches, only telephone directories and blindly sending off letters into space. Over the next couple decades, however, digital searches could well have provided leads, but only to the degree such information was uploaded and accessible. In time, I learned that the first owner, one "A. Clinch, Esq." on the MG works guarantee card, passed away in 1995. The last British owner, R. J. Mostyn, died relatively young in 2002.

Albert Charles Clinch (1905-1995) not only lived in Tunbridge Wells, Kent, his entire life, he lived in the same neighborhood. According to the 1911 census, when he was six months old, he lived at 36 Weave Road, and when he purchased the MG in London on 3 June 1935, he lived with his new bride at 17 Gordon Road, just a third-of-a-mile distant. In September of the following year, he moved to 1 Great Brooms Road, just a half-block from his birthplace. It is not known how long he owned the car—it could have been a short time or for several years. Probably like others, with the gap from 1936 to 1961, I have often wondered where PA1212 was during the war years and what stories reside in the mostly original



Phil's daughter Anna-Kajsa  
A true MG Girl on her wedding day in 2016

bones of the car. Having been through Tunbridge Wells more than once, armed with this information then, I may have had the pleasure of meeting Mr. Clinch, listening to his memories and perhaps finding early photos.

Richard Jan Joseph Mostyn (1942-2002) owned the car from September 1961 until April 1971. Just nineteen, he learned of the recently formed Triple-M Register and joined in January 1964, with the register number 285. The address at the time, 113 Wigginton Road, Tamworth, Staffordshire—likely his parental home—was the only outdated hint I had to pursue. He and his twin sister were born to Hermione Mostyn and her husband, Lt. Col. Joseph Mostyn. During WWII Mostyn was a colonel in the Polish Army and was one of many officers who migrated to serve in England. He soon met and married Hermione. Born in the Ukraine, his name was Joseph Tuzinkiewicz. Naturalized in 1949, he took his wife's maiden name; she was descended from the Baronet of Talacre, established in 1670 on the coast in North Wales.

Sadly, I had put the search aside until early 2016,



Circa 1966  
Jan & Annette Moysten



when I discovered online the record of Mostyn's death, and following that lead was able to write to his widow Annette. I received a wonderful reply to my letter, delighted to learn about what happened to "the lovely BYF" and see a photo of the restored car. They were married in 1966. She wrote: "Jan brought the car to London when we met—you could park on the street in those days—and we went in it all over the place. We often went up to Staffordshire where Jan's family lived, and I remember when we had just got engaged (I was 20 and he was 23) going to see my father and step-mother for lunch in Fleet, Hampshire. They definitely thought he was the right person for me,

partly because he wore a flat cap and tweed jacket!"

Annette sent me copies of her few photos of that visit, the only ones she had of the car. They went several times to Silverstone, and though Jan did not race the MG, they watched her cousin Anthony Askew race his vintage Alfa Romeo. "We had a terrific time in the car," she wrote, "and a lot of mechanical adventures. . . . Indeed, this has spurred wonderful memories, which I am so grateful for." I also wrote to Jan's younger brother Paul, a retired judge who has restored several vintage cars. He had few memories, because Jan had left home, but did recall the oil-soaked dynamo and that "there was something happening with the headlights, but none of the details." It is likely, therefore, that Jan replaced the L140s with the period "Anti-dazzle Centre" Lucas FT67 lamps (which he mounted low) that are still on the car, retained as part of its historical provenance—with a nine-inch look.

I hope to have more decadal updates of my life with PA1212 in the future. Meanwhile, perhaps fellow register members will contribute their stories and we could begin fleshing out the custodial records of cars owned for long periods of time. Several have been recounted in the past in the newsletter, many still owned and driven. Please contact me with any information about the longevity of your car's ownership ([panderson@northpark.edu](mailto:panderson@northpark.edu)).

*Laudes Augete Piores!*





# NORTH AMERICAN MMM NEWSLETTER

North American MMM  
Register  
Midget, Magna, Magnette

Winter, 2002



*"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*

## Thirty Years With PA 1212

By Phil Anderson

My love of MGs goes back to the late 1960s. By the time I was married in 1971, I had owned over a dozen cars (but only five since). In the spring of 1968, during my freshman year at the University of Minnesota, I purchased a very clean '61 Corvette for \$1,400, money earned as a night-shift switchman at the Soo Line Railroad. Some of my buddies who shared the passion for cars were getting into British marques: two Austin Healey 3000s; a TR3 and a TR4; an MGA fixed-head coupe and an MGB roadster; a bug-eye Sprite; a Jag XKE coupe; a Sunbeam Tiger; and a Lotus Elan. Most of these cars needed work and were not terribly expensive at the time, so it gave me an opportunity to join in on engine rebuilds and other assorted repairs. Having been bit by the bug, I decided without much hesitation that my Corvette was hardly a sports car and had



to go (though I have often wished I still had it). I found an ad in the *Minneapolis Star* for a '52 TD basket case, placed by the guy who before me had had my neighborhood paper route as a kid. I got the MG plus \$750 in exchange for the 'Vette. We removed windows to get the chassis out of his basement. I also managed about that time to find an MG1100 for not too much money, but my bargain turned out to be the biggest lemon I ever owned. I had more or less finished restoring the TD in 1970, but then sold it for \$2,000 to buy furniture! I did, however, with my fiance's blessing, purchase a '59 Jeep 3/4 ton pickup with a snowplow for \$700—a good source of income dur-

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**Season's Greetings**

### Special points of interest:

- Be sure to visit our web site at <http://www.nammmr.com/>
- Note register folks **E-mail addresses** on page 4.
- Check out the **Classified Ads** for great deals—page 14

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ing Minnesota winters.

In October 1972 I saw another ad in the Minneapolis paper for an MGPA. I had no money, but had never seen one either. So on an autumn evening in cold and freezing rain I went to check it out. The guy, about my age, who had bought the car in London, was desperate for cash. He wanted \$1,500, but those who had come out to see it had no idea what they were looking at. "Where are the windows and heater? Why doesn't it run?" (It had a crack in the block between the water jackets; the seller told me it didn't start because he had taken it through the car wash!) Some were too wide to squeeze into the narrow seats. It also showed some evidence of a thorough search by American customs officials. I offered to trade the Jeep for the MG, telling him that with winter coming he at least could make money with it. He laughed and told me to get lost. But I left my phone number, and sure enough, a week later he called. We transferred the titles on October 28th, and because he kept complaining about needing cash, I gave him a \$20 bill. Well, a mostly original PA for \$720 probably wasn't too bad in 1972.

What was the car like? It had been re-sprayed red a couple of times, but apart from a few missing items (wiper system, horn, interior door panels, dog-bone petrol cap, carpet, front apron), everything was there and seemed original to the car (except the 9" Lucas headlamps). I managed to get the engine running and then promptly dismantled the vehicle without documenting or photographing a single thing. I took only eight photos before the whole car came apart, and threw some things out. In hindsight, I was young and stupid at 23, and kick myself today for such an oversight. I didn't know anyone who had these old cars, but did manage to find, through the New England MGT Register, Sheldon Ripley of Cohasset, Massachusetts. I still have the lengthy hand-written letters he sent me, full of information and encouragement, with hand-drawn sketches of many items on the PA. He introduced me to Blower. A couple years later, while a graduate student at Princeton, my wife Karna and I drove up to meet the Ripleys, and he let us drive his beautiful green PA (0477, I believe), just handing us the keys and saying not to hurry back. I can recall my awkward introduction to the crash gearbox. I subsequently carried a photo of that car in my wallet for well over twenty years (inspiration!), because after about eighteen months of work, my PA went into storage while my studies took us to New Jersey, then England, and finally a teaching position in Chicago in 1979. As an aside, the college where I was a member while doing my doctoral work at Oxford University, owned the old MG shop on Alfred Mews, now called Pusey Lane. I recall a pleasant visit from Dick Knudson (who was living in Abingdon on sabbatical leave), in part to see for one last time this historic spot as it was soon to be demolished to make room for married housing.

PA1212 accompanied us on our move to Chicago inside a U-Haul truck, along with the rest of our earthly belongings. And there it sat in the garage (and other parts of the house) until the fall of 1993, when I made the renewed commitment to finish the car. When I began two decades earlier, Ripley was the only MMM owner I knew, along with the contact I had made with Mike Dowley to buy spares. I still have his thin, typed catalogue from 1973, and the finished PA sports several parts acquired then. I quickly realized that things had changed quite a bit since the early '70s, at least from my perspective, with the range and quality of new and second-hand spares available. I am sure that there were well-established networks of owners and suppliers then, but they were unknown to me. My major discovery, of course, was the MG Car Club's Triple-M group and especially the NAMMM Register; I immediately wrote Jerry Keuper and received a prompt and welcoming reply. During the past nine years, right up to the car's completion this past October, the newsletter and e-mail discussion list, along with personal advice and help from several members, have been invaluable. MG truly is the "Marque of Friendship." In the final stage of the restoration I am grateful that Rey Navarro introduced me to Bob and Sonja Sterling, their great NA Special, and his highly skilled expertise. Though the car has a new body tub, Bob was able to bring the rest of the original wings, petrol tank, etc., miraculously back to life, along with superb duo-tone red paint. The darker Carmine red was matched from original paint under the bonnet latch brackets. Even though it took a long time, the restoration presented no serious problems or challenges that were out of the ordinary. In fact, the most extended search for a needed bit was for a single brown Bakelite dash helmet. In the end, after a few years, it turned out that my Chicago neighbor Rey had an extra from his PB!

What is known of the car's history? Very little. When acquired, it included a photocopy of the Registration Book going back only to 1961. The earliest owner listed there is Jacqueline Rice of Tolworth, Surrey. In September of that year, Richard J. J. Mostyn of Tamworth, Staffordshire, purchased the car. He owned it for ten years and probably was the one who registered it with the new Triple-M Register, because it has the relatively low number 285. Then in 1971 it passed quickly through the ownership of two Americans living in London, before being brought to Minnesota in 1972 by the latter.

The factory file is still extant for PA1212. A red two-seater, with red upholstery and aluminium colored wheels, it was delivered to University Motors in London on September 1, 1934. Because of the Depression, and perhaps the fact that it was red (Terry Andrews has shown that red and blue were the least popular colors), the car languished "S.O. R." (whatever that means) for nine months before being sold



mains a twenty-five year mystery. BYF is a central London registration, and these records sadly were destroyed.

I wish now that I had pursued the car's ownership history long ago in an effort to fill in some of the missing pieces of the story. Perhaps the car and its known English owners will be recognized by someone, for which I would of course be grateful. Now at last I hope to enjoy MG motoring in a new way, in a completed car that actually moves under its own power. There has, however, been consolation along the way. I have realized that I am not alone in pursuing, in fits and starts, a thirty-year restoration (a shorter time when compared to some others), and have discovered that there is a generous and supportive group of enthusiasts out there. I know, too, that the work is never really finished, and that is as it should be.

on June 3, 1935, to "A. Clinch, Esq." of Tunbridge Wells, Kent. The transaction was handled by the dealer Pass & Joyce, located at Euston Road, London, with University Motors (the agent) assuming the guarantee for six months. John Thornley had to sign off on this, because the standard nine-month warranty had been exceeded. It was registered as BYF 537, and it is likely that the battered rear plate I have is original to the car. The file's correspondence indicates only a few warranty matters: the replacement of a seat's perished bladder, the radiator shell's honeycomb grill, and the gearbox; rebuilding the steering box; and sorting out the wiring. Clinch refused to pay for parts and labor on the decoking, and ten months later was delivered with reluctance to Collection. Thus the trail goes cold in September 1936. Who owned the car between Clinch and Rice re-



GoF West show field - a stunning background

# Event News - GoF West

Dan Shockey magnut\_dan@hotmail.com

GoF West 2022 was another spectacular and fun MG event! Held June 26<sup>th</sup> - July 1<sup>st</sup> at the Santa Ynez Valley Marriott in Buellton, California, it was a special occasion as this was the 50<sup>th</sup> year vintage MG owners gathered at a GoF West to share their love of MG marque cars. The first GoF West event was in Santa Barbara in 1973, so it was apropos for the 2022 event to return to this part of California.

With 100 registrants and 78 cars, participants hailed from eight states, including Washington, Oregon, California, Nevada, Arizona, New Mexico, Kansas and Hawaii – in addition to three beautiful MGs from British Columbia, Canada!

MMM cars were represented with Daniel Shockey's red/white PA and Eric Baker's blue PB – both superb examples of MMMs. There were many

other NAMMMR members attending; most were driving TAs or TCs. Eric's PB was placed in the Premier class for the car show judging, and Dan's PA tied for 1<sup>st</sup> place in prewar class (competing against two TAs).

Dan ran his PA on the rally (placed 6<sup>th</sup>) and in the funkhana. He, Eric Baker, and J2 owner Bill Trailor roomed together - a formula for laughter and little sleep!

The event was unusually full – with activity, cars, fellowship, and fun. A good one to repeat...



Marsha Crawford roping in the Funkhana.



Dan Shockey with his PA2108



Eric Baker and PB0381



# Technical Topics

Gary Krukoski [GaryKrukoski@yahoo.com](mailto:GaryKrukoski@yahoo.com)



## Rear Axle Oil Seal Installation

The installation of a rear axle hub nuts with an integrated lip seal on your MMM (or TA-TC) car is a fairly simple process, and nowadays is the standard method to keep rear axle oil from leaking into your brake drums.

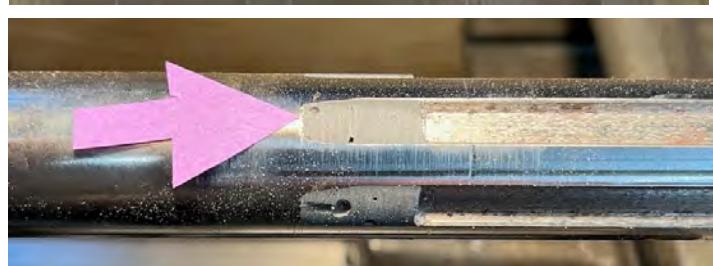
The nuts with integrated modern seal, and tab lock washer are available from Bob Grunau in our club; Roger Furneaux is a UK supplier.

You'll also need some JB Weld, a 1" speedi sleeve (National part #99100 is a good choice since the installation tool is longer, making install easier), and perhaps a thread restoring tool.

Big tools - a lathe to take off some material on the inside of the hub to clear the thicker nut and a press to remove and reinstall the hub on the axle (unless you have tapered axles and hubs, which is an excellent thing to do)..



Check the fit of the new nut threads on the end of the rear axle housing. If the housing threads are rounded from a damaged nut in the past, use a thread restoration tool that will clean up the flattened/rounded threads.



The new nuts are thicker than the original castellated nuts. It's best to fill in the axle splines that don't go into the hub with JB Weld. Use a Sharpie to mark this point on the axle and press it out of the hub. Then fill in the splines that don't go into the hub. Once dry, chuck the axle in the lathe and remove the excess JB Weld.



The thicker nut requires some material to be removed from the inside of the hub. Calculate the amount to take off, then remove with the lathe.



Press the speedi sleeve onto the axle before putting the hub back on the axle. Install it to the location where the seal will ride. A small amount of RTV is applied to seal the speedy sleeve while installing to stop leaks.

Now press the axle into the hub. The axle and hub work is done.



Install the greased bearing (better yet, use a shielded, permanently greased bearing) in the bearing carrier, then install the unit onto the axle. Put on the locking tab washer, screw on the nut and tighten to proper torque.

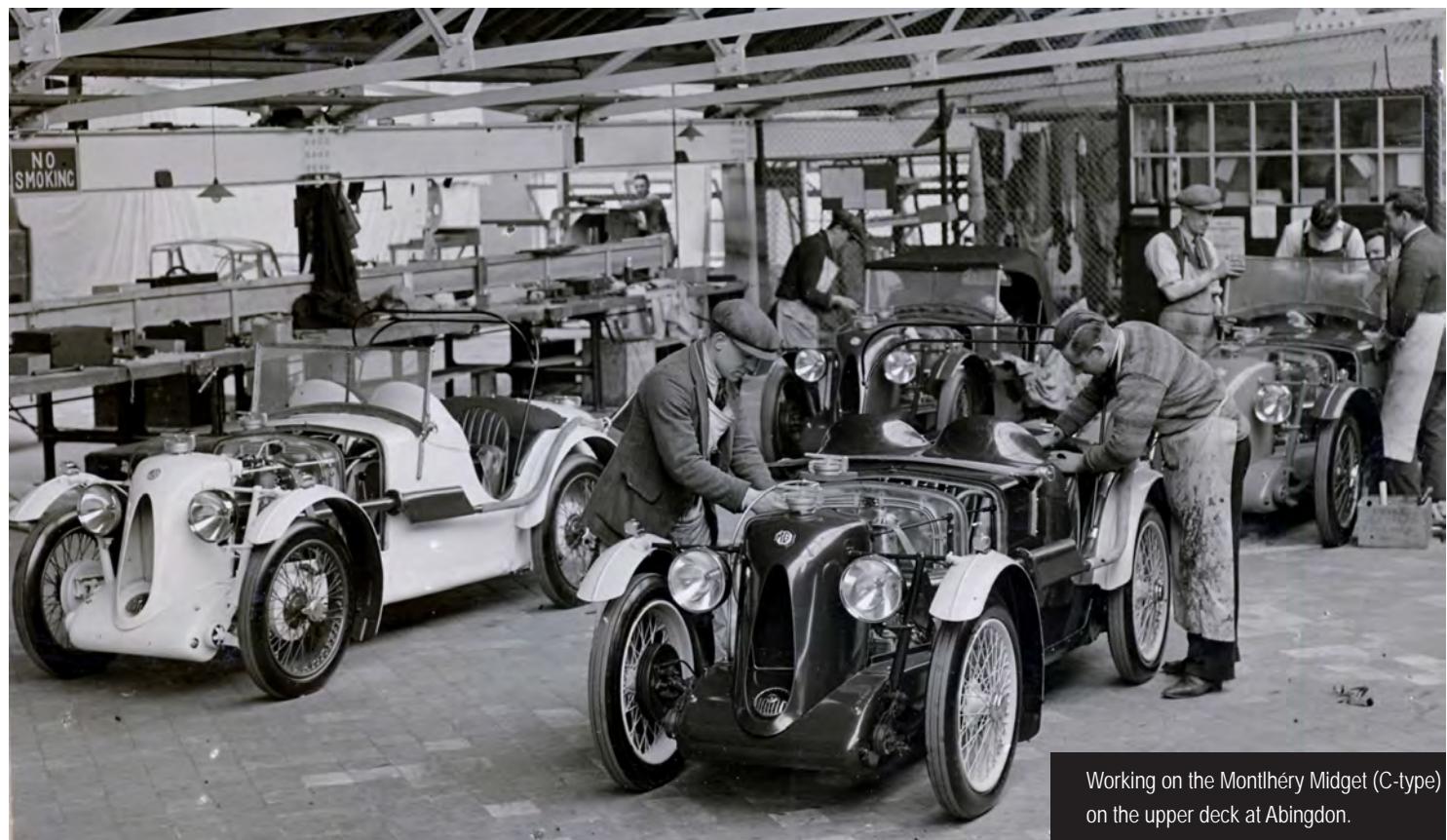


Gary, our Tech Editor, discussing his J2 with John Libbert and Tom Wilson at La Crosse

# Working inside the Octagon

MMM History

Reprinted, courtesy of the MG Car Club,  
from the March 2014 issue of Safety Fast.



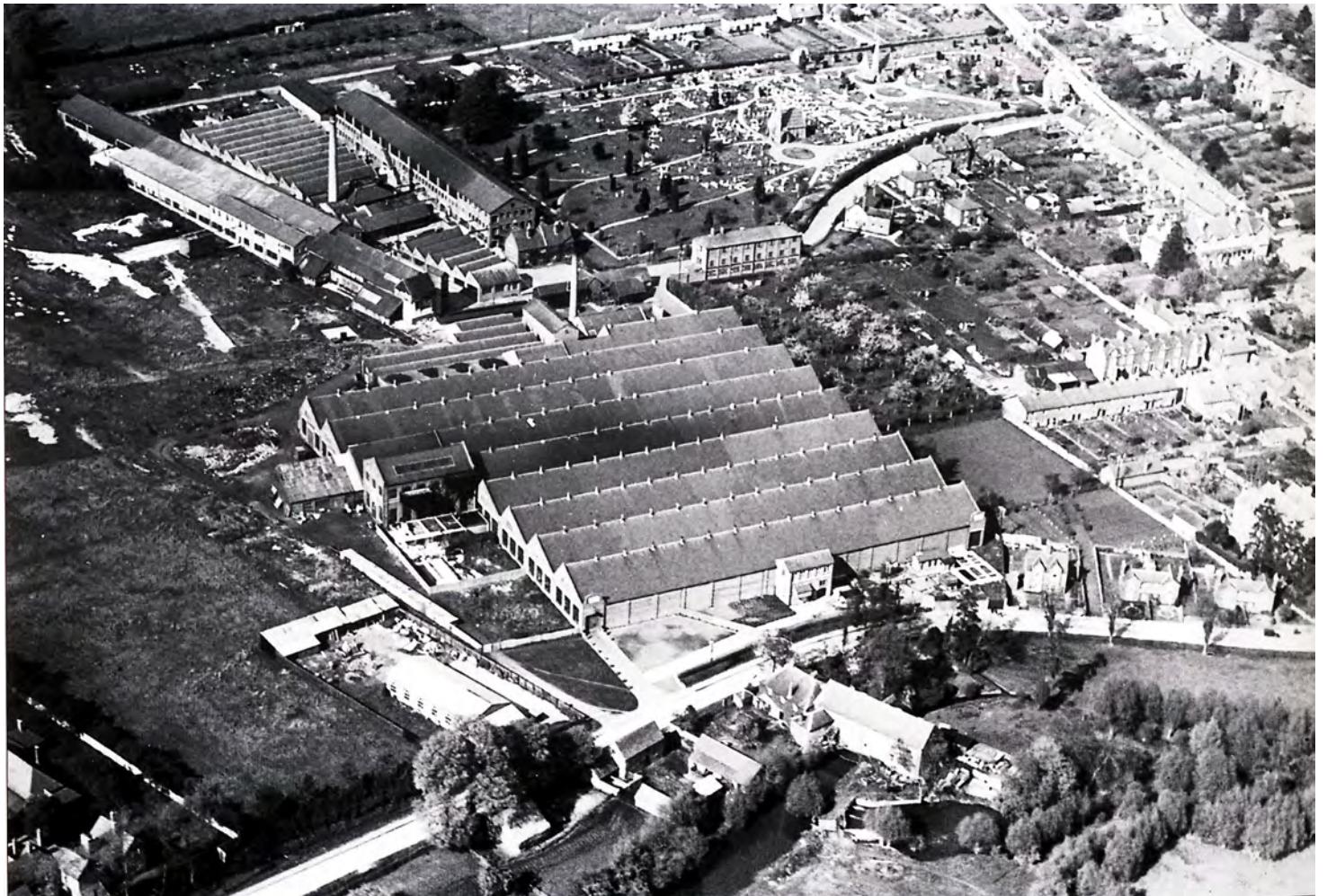
Working on the Monthéry Midget (C-type) on the upper deck at Abingdon.

# MG Comes to Abingdon

By Peter Neal

In 1929 Cecil Kimber was at a key point in pondering the future of his MG Car Company. With the introduction of the Morris Minor based MG Midget he had unwittingly become the victim of his own success. Edmund Road was now at breaking point. Even the acquisition of the old tram terminus building at nearby Leopold Street as a paint and body shop would not be enough to solve the problem. As well as heading up his own car manufacturing company, Kimber was still nominally responsible for the Morris Garages. This side of the business had also continued to expand, bringing with it its own set of problems. As a result the Morris Garages had leased (with an option on the freehold) an unused part of the Pavlova leather works at Abingdon-on-Thames for the storage of used cars. Kimber decided that in spite of the extensive

renovations that would be necessary, this site, with its large and relatively new factory building, would be the best solution for his expanding car business. Edmund Road could then be utilised as the used car centre for the Morris Garages group. With the renovations completed, the move to Abingdon took place over the final months of 1929, with an inaugural luncheon being held on January 20 1930 attended by the great and the good including of course William Morris. Kimber had no difficulty in persuading his management team to make the move to this new location. Headed up by works manager George 'Pop' Propert, ably supported by Cecil Cousins overseeing production as well as the experimental shop, there were the likes of Ted Colgrove looking after sales, Messrs. Maynard and Vines taking care of purchasing, George Tuck responsible for publicity, with John Temple taking care of the service department. Somewhat surprisingly most of the workforce also opted to make the move in spite of being offered alternative jobs at the nearby Morris works. H.N. Charles, who had been assisting Kimber for some time on all matters technical, now joined the Abingdon management team as Chief Draughtsman. At the other end of the scale was a promising young mechanic who had transferred from the Cornmarket workshops by the name of Syd Enever who was put to work assisting Reg Jackson in the experimental department. Syd, as we shall



An early aerial photo showing the Pavlova and MG factories in Abingdon

see, would become a major player in the years to come.

The very fact that Kimber was building cars of a sporting nature made them attractive to those individuals who wished to take part in competitive events. For example an 18/80 was prepared at Edmund Road for Francis Samuelson to use in the 1929 Monte Carlo Rally. This was followed by the same factory preparing three Midgets for the Earl of March, Leslie Callingham and Harold Parker to drive in the JCC High Speed Trial at Brooklands that June. All three drivers gained gold medals on that occasion, as did two privately entered M-types.

Charles's first job when he arrived at Abingdon was to produce a road racing version of the 18/80 to be known as the 18/100 (sometimes referred to as the Tigress). The body styling was reminiscent of the racing Bentley of that period (a marque that Kimber had always admired). Its first outing was to be the Brooklands 12/12 (24 hours over two days) in May 1930, in the hands of Callingham and Parker. A couple of hours into the race the engine ran its bearings and had to be retired. However, five Midgets were prepared for the same event with special bodies and revised camshafts. The cars ran faultlessly for the 24 hours and went home with the team prize. The factory followed

this success by marketing a Double Twelve replica at £245. The 18/100 however failed to find a market with only five examples eventually being manufactured. This was not altogether surprising, given that the price had crept up to £795 at a time when the country was experiencing a serious economic depression.

It can be seen from the foregoing that Kimber was rapidly being drawn into the motor racing scene. This was compounded when a young racing driver by the name of G.E.T. (George) Eyston, colleague Ernest Eldridge (a one time World Land Speed Record holder) and fellow Cambridge graduate Jimmy Palmes approached Kim in the summer of 1930 with the proposal to build a special car, using the Midget engine, with which to attempt to achieve 100mph with a 750cc car; something the Austin Motor Company had also been trying to achieve. Charles was already working on a new design of chassis frame which had a three inch longer wheelbase and was listed in the Project Register as EX 120. This was made available with Kimber's blessing for Eyston's record breaking project and Cousins was instructed to make Reg 'Jacko' Jackson available to build up the special car in conjunction with Eyston's team. An area next to the experimental shop was partitioned off to provide a makeshift (but highly secure) race shop. An attempt was made to streamline



MG Management team during the MMM era.

(A) Muzzell, (B) Charles, (C) Colegrove, (D) Cousins, (E) Kimber,  
 (F) Propert, (G) Lord Nuffield, (H) Maynard, (J) Pennock

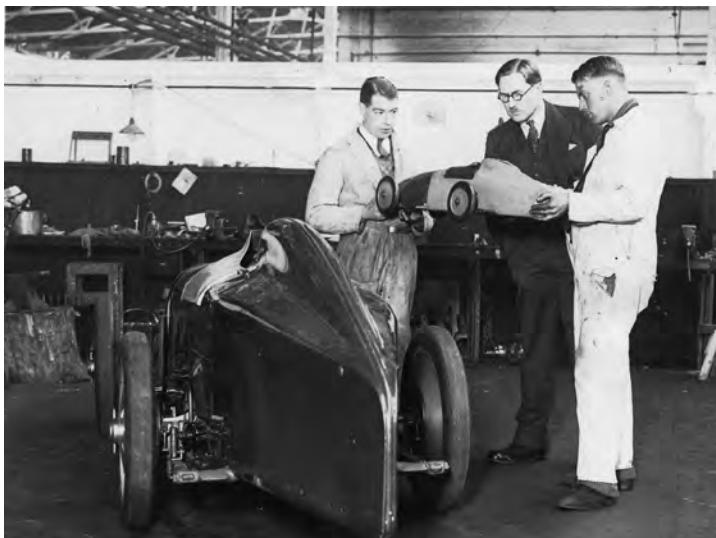
the bodywork but it must be said that the appearance was functional rather than beautiful! Nevertheless it was the engine that was considered to be the important item and it was to this that Abingdon directed their energies. Although Eyston began breaking records with this car in December 1930 it was not until February 1931, on the banked circuit at Montlhéry near Paris, that he became the first to put 100 miles into the hour with a 750cc motor car.

In the meantime H.N. Charles and his colleagues had been busy back at the factory designing a racing version of EX120 to be known as the Montlhéry Midget or C-type. Remarkably, in the space of just two months 14 of these cars had been virtually hand built and readied for the Brooklands Double Twelve race meeting. The 12/12, in common with most of the races at Brooklands at that time, was run on a handicap basis and at the finish five C-types occupied the first five places. The Montlhéry Midget would gain many more successes on the race track but more importantly its simple but effective chassis design would form the basis for all future two-seater MGs up to and including the TC. The first production cars as such to feature this new design were the D-type four-seater, which utilised the M-type's 847cc engine with its three-speed gearbox, and the rather more sophisticated F-type Magna (also a four-seater), which sported a six cylinder 1271cc (basically Wolseley Hornet) power unit with a four-speed gearbox. Both of these models were offered in open

and closed body configurations. Available from October 1931 both cars sold steadily but neither would repeat the spectacular success of the original Midget. To be fair this was the year in which the great depression had reached its height and even the M-type only achieved half of its previous year's sales. The outcome was that MG ended the year making a small loss. A total of 1,354 cars had been sold against almost 2,000 the previous year. With sales of the M-type falling off rapidly, Kimber reasoned that a new two-seater, following more closely the specification of the C-type, might be the shot in the arm that was desperately needed. August 1932 saw the unveiling of the new Midget, designated the J2. With its 7ft 2in wheelbase, cross-flow head, twin SU carburetters, four-speed gearbox and sporting a rather neat remote gear lever that would become a standard fitment on all subsequent MG sports cars,

it was, at a basic price of £199.10s, outstanding value for money. Interestingly, an open four-seater and a closed salonette were offered on a similar chassis and designated J1 Midgets.

Thanks to these new models and with the F-type Magna sales picking up, Abingdon managed to sell some 2,376 cars in 1932, whilst making a healthy £25,000 profit. In the October of that year Kimber introduced a new chassis with a wider (4ft) track on a 9ft wheelbase. With a new six cylinder 1087cc engine based on the current Wolseley Hornet unit, output was, however, a disappointing 38.8bhp. Its best feature without doubt was its pre-selector gearbox, controlled, not from the steering wheel as was generally the case, but from a gear lever style remote control on the gearbox. Designated the K-Magnette, it was available initially with a four-seater pillarless saloon body. Although quite an attractive car with its long sweeping wings and sliding roof, this new MG was not a resounding success and it was quickly followed in February 1933 by long and short chassis two- and four-seater open versions. These too failed to capture the imagination of the buying public, influenced to some extent maybe by their somewhat high prices. The range was relaunched later in the year with a larger (1271cc) engine but these too only managed to find a handful of customers. Earlier in the year Kimber (and Morris) had been persuaded by Earl Howe and his good friend Count 'Johnny' Lurani to build three special road racing cars to be entered as a team in the 1933 Mille



George Eyston with his record breaking MG EX120

Miglia. A great deal of pre-race testing was done over the actual course which paid off handsomely with two of the cars finishing first and second in their class. Although the third car failed to finish, MG were nevertheless awarded the team prize, having outpaced, and more to the point outlasted, much of the opposition. These were of course the famous supercharged, 1087cc K3 Magnettes about which so much has been written.

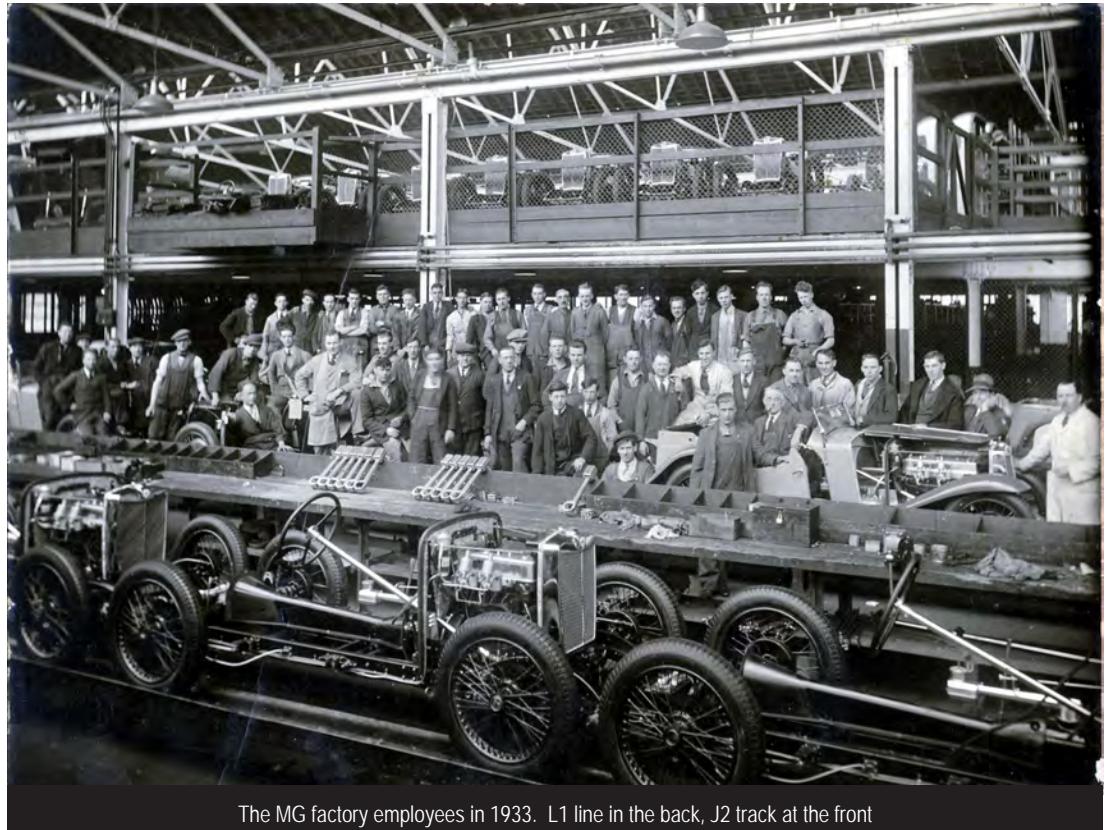
Meanwhile George Eyston had been busy on the record breaking front. Even as he was achieving the magic 100mph with EX120, MG were busy building him another special car. Listed as EX127 – Single Seater Racing Car, it too would have the 746cc supercharged engine but this time the target would be 120mph; the even more magical two miles a minute. This time however the body was properly streamlined with just sufficient room to accommodate George's large frame. By December 1932 and once again at Montlhéry, with the car having acquired the name 'Magic Midget', Eyston had raised the International Class H record to 120.56. His personal mechanic and co-driver, Bert Denly would push this figure up to 128.62mph over the flying mile and kilometre in October 1933. Not bad for a 746cc supercharged version of the 847cc four cylinder engine originally

designed for a cheap and cheerful Morris Minor! At this point Austin retired gracefully from further record attempts.

Now that the K3 was available, Eyston was keen to move up a class and got the boys at Abingdon to build him a new record breaker based on the 1100cc engine and a K3 chassis. Looking like a scaled up version of EX127 it was officially known as EX135, but its distinctive brown and cream striped paintwork earned it the title 'Humbug' after the popular sweet of that name. On its first outing at Montlhéry in October 1934, Eyston duly secured six records in class G. Although this would be Eyston's only outing in this car, EX135 would become even better known (and take many more records) in the hands of another driver, more of which later.

Back to 1933 however. At the beginning of the year the Abingdon factory had updated the Magna range with the four-seater now designated the L1 and the two-seater the L2. Visually the main change was the use of the swept wings from the K-type. Under the bonnet, however, was to be found a new version of the K-series 1086cc power unit. This was a much improved version of the Wolseley Hornet engine which had been completely redesigned by Charles and his small team and actually gave more horsepower than its 1271cc counterpart. Whilst steady sellers, these cars sadly did little to really excite the buying public.

At the 1933 Motor Show Cecil Kimber announced a new two-door saloon on the L-type chassis which he called the Continental Coupe. Describing it as an 'ultra-fashionable town carriage in the best French style for the



The MG factory employees in 1933. L1 line in the back, J2 track at the front

'discriminating motorist', it in fact proved to be the joker in the pack and because of its styling remained extremely difficult to sell.

The end result of this plethora of models that had been marketed by the company in 1933 (some 14 or 15 in all) was that the MG Car Company ended the year having sold a reasonable amount of cars but had slipped into the red once more, albeit by only a small amount. The reality however was that it had been the ever popular J2 that had accounted for almost two thirds of these sales, thereby just about keeping the Abingdon factory's head above water.

Obviously aware that the two-seater Midget was the company's bread and butter and fully realising that the J2 couldn't go on forever, Kimber announced its successor in March 1934. One major problem with the J2 had been its rather vulnerable two bearing crankshaft. It liked neither sustained high rpm nor too much load at low speed. Broken crankshafts were becoming something of an embarrassment at Abingdon so chief designer Charles and his Wolseley counterparts came up with a brand new three bearing 847cc engine, which whilst giving marginally less horsepower than its predecessor was a much sturdier and thus more reliable power unit. This new Midget, to be known simply as the P-type, slightly larger than the J2 and a little more comfortable, had lost nothing in the looks department and at £222 represented excellent value for money.

This new Midget was quickly followed by a new Magnette, the N-type, which in effect replaced both the K Magnette and the L-type Magna. With a new and rather more sophisticated chassis frame and sporting the redesigned KD engine, it represented good value at £305 for the two-seater and £335 for the four-seater.

1934 also saw the launch of the Q-type two-seater racing car. An amalgamation of many K3 and N-type components, it sported a supercharged P-type engine reduced to 746cc fitted with a pre-selector gearbox. The Zoller supercharger enabled the engine to give some 100bhp in standard trim (using special fuels) and it's something of an understatement to say that the car became rather more than a handful when driven at high speed!

1934 had been a better year for the MG Car Company, having produced an £18,000 profit, most of which had been derived from the 'P' and 'N' types. Things were, however, moving fast in the motor industry and Kimber and Charles were aware that independent suspension systems were beginning to appear on many Continental cars. Next time we will look at how they planned to face up to this challenge and how unforeseen events would head the Company in an entirely new direction.



The three Mille Miglia K3s about to depart the Abingdon factory.



Cecil Kimber pictured in one of his favorites, a special bodied Magnette



### 1933 MG J2

A really well built J2 ready for all this summer's events. One to be driven with Phoenix c/balanced crank & rods new block and all new head gear. Full weather gear, de-luxe dash. 2 tone-blue with Collingburn Cerulean blue leather. It's just a super thing and rather underpriced for the spec of this car. Come and try it.....£33,750



### 1946 MG TC

Looking for an MG you can get in and drive but improve it at the same time? A nice original car with excellent mechanics, all new mohair weather gear, lovely patinated Collingburn interior with a chance to improve when winter comes, but it's a get in and drive car with the right smell.....£26,750



# SOLD

### 1934 MG PA 2-SEAT SPORTS

An older but very good restoration which accounts for its condition. All new weather gear. Genuine patina throughout and perhaps only needs a little cosmetic improvement for those that enjoy tinkering. An all-round nice car, to be driven!.....£26,500

## WE OFFER THE WIDEST RANGE OF NEW, RESTORED & ORIG. MMM & T TYPE PARTS. HERE ARE JUST A FEW + LAST MONTH'S AD

• Just in - MMM engine oil drain & feed pipes	from £45 ea.
• Pr. Original J2/F2 cycle wing stays: fronts	£330 pr.
• C/K3/TQ front wing stays (carry h/lamps)	£385 pr.
• Lower front stays (& rears) for all models	£168 pr.
• Long thin MMM battery fixing kits	£69.50 each
• MG J1/J2 Exhaust manifolds - new	£220 ea.
• Copper Composite head gasket sets for all MMM & T series	
• NEW 1st time - MGTA flywheel ring gears	£165 ea.
• D/F/L/J/P front & rear axles (v. good eyes & ends)	£various
• D/F/L/J/P Accelerator c/shaft assy	£175
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• L/C/J4 Double plate clutch assy	£375
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# Help Wanted



## Panel Beater

Use of BFH not required, but should be skilled at tapping out a tune with a body hammer.



## Engine Installer

Experience with chain hoists and spanners required.



## Photo Model

Beauty required. Must be of a proportion that makes an MG Midget look big.



## Pattern Maker

Duplicating concept parts. Also need to be good at making balsa pieces for Cecil Cousin's model airplanes.



## Front Axle Installer

Strong left foot required, unless you'd rather wear out your arms.



**Windscreen Installer**



**Motor Car Washer**

Best done wearing Wellies. Attention to detail and good aim with a hose critical.

## MMMagazine Editor

This is the important one. Tom Wilson, your current editor, finishes his three-year service with the publishing of the next issue (December 2022). NAMMMR is looking for someone to take over.

A familiarity (or better yet, fluency) in publishing software is important. Adobe Creative Suite (InDesign, Illustrator, Photoshop) is the platform of choice. Good writing and

editing skills are important. Perhaps most important are a good sense of humour, love of MGs, and an ability to search out good material.

If you fit that mold and are willing to help the club flourish, please don't hesitate; contact Jack Kahler or Alan Magnuson. Tom is more than happy to help you transition into your new role.





# Cars for Sale

## ... the opportunity you've waited for!



### Little Red's Story (PA0512)

#### Time for a new home for Brian's PA

It all began in 1972 with a 1934 PA "Cream Cracker."

Brian had just purchased a home in Heaton Moor, a small village in the Manchester suburbs. Yes, this is where the ancestral home of Cecil Kimber is, in a lovely enclave on the edge of the moor. The car was in need of a total restoration but he got it for some ridiculous price like 15 pounds sterling. His home had an unusually large plot which included a workshop! I don't know how long it took but he restored it all by himself. There was a picture of him looking really proud. He then went to work in North Africa for many years and traveled extensively while the Cracker lingered in the garage. He sold it to his German friend who he met at Bealieu; it has once again been restored and is now on the road in Bavaria.

Brian came to America in 1985 and I was living in southern California. There was a monthly paper called the Penny Saver we picked up. It was statewide but distributed regionally as it featured things for sale. By mistake, a collector in San Francisco advertised a PA for sale in our area's paper. The seller had completely dismantled the car and then decided he wanted to work on Italian cars. Brian immediately phoned and the next day we took a 15' U-Haul up to see the "car." Or rather to see the bits and pieces. The night before Brian filled pages of a legal pad with all the parts he knew he would have to see to for it to be complete right down to door handles, bolts, etc. Satisfied that all was present and



### Brian Kelly's Love Affair with the MG

accounted for we began to load the U-Haul with boxes, paper bags and coffee cans of bits. It took 3 hours and filled the entire truck from floor to ceiling. I cried. How would it ever be a small car again?

It took 10 years with Brian working every free minute in a sea cargo container on a vacant plot in Huntington Beach. The entire restoration happened inside that container, even powder coating and spray painting 12 times.

We were very proud to have "Little Red's" debut at the 1995 GOF in Ventura, California in. Brian has driven the PA to all but one GOF ever since, no matter how far away from the event we lived, nor what the weather conditions were. He drove through smoke in Colorado to get to Durango and more to get home again. The only time the car was trailered was that trip. On the way home it broke down at the Colorado/Kansas border (smoke inhalation?) and had to be trailered home with the help of Larry Long who lives in western Kansas.



Brian with Little Red 1995 GOF in Ventura

*Little Red is looking for a home where he will be cherished.*

*If that is you contact me at (785) 749-2687*

**Bobbie-Frances McDonald**

P.S. Brian's K1 Tourer is also available.

Some assembly required, batteries not included.



On the way to another GOF . . .



Little Red racing towards the finish line  
at the Indianapolis Motor Speedway

Brian Kelly with  
Little Red, PA0512  
Indianapolis 2015 GOF Central





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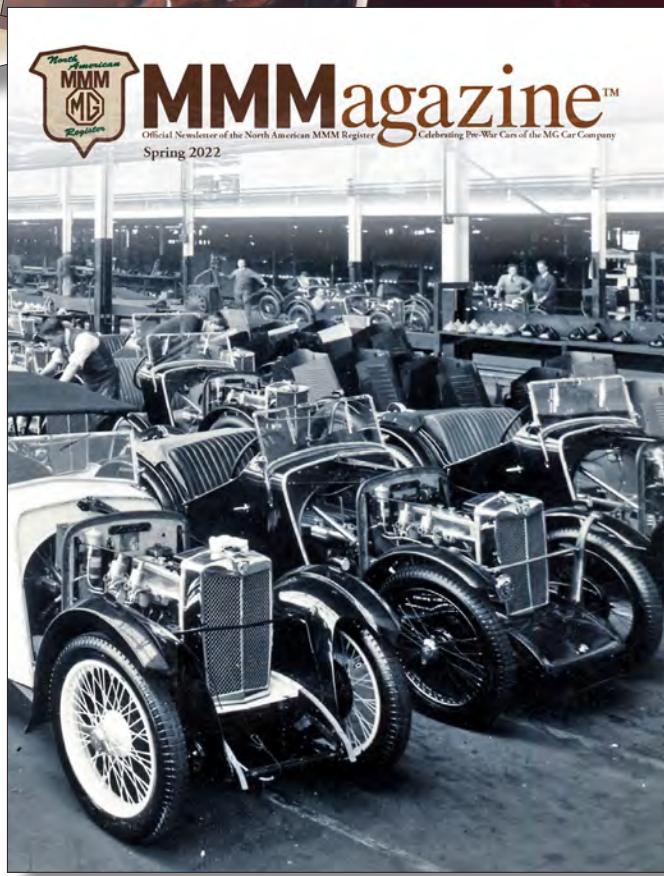
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The car park of the Roebuck Hotel, Stevenage on October 12 1930, this was the inaugural meeting of The MG Car Club



## THE MG CAR CLUB, IN THE BEGINNING

In September 1930 Roy Marsh had a letter published in a popular English motoring magazine, *The Light Car*. The piece of correspondence read:

### WHY NOT AN MG CLUB?

*Being a very interested reader of *The Light Car* and *Cyclecar*, I notice that a number of one make clubs have been formed lately with very satisfactory results. Now Midget enthusiasts, what about an MG Car Club? There are hundreds of you and surely some very enjoyable social runs and trials could be arranged. Perhaps MG owners would let me have their opinions on the idea.*

Quite brief and to the point, it took immediate effect. You cannot have a lot of people rushing round the country in cars like MGs without wanting to get together.

Various people wrote to various other people, Her Majesty's Post Office was enriched by numerous pennies as stamps were bought, and more letters started to appear in *The Light Car* magazine.

The upshot of it all was an announcement in that journal of an inaugural rally on October 12, 1930 for the purpose of formally bringing the Club into being. The rally duly took place at the Roebuck Hotel, near Stevenage, on the Great North Road. Over 30 MGs turned up, all but two of them Midgets, and the car park looked rather like the dispatch bay at the works. Inside the pub everyone looked a little awkward, felt it was up to them to do something but didn't quite know what. Co-conspirators Roy Marsh and John Thornley stepped into the breach, however, and a meeting was soon in full swing.

To be continued....

The MG Car Club is based in Abingdon, England. Established in 1930, the club caters to enthusiasts of all MG models, from 1920s Vintage to modern SUVs. We invite you to join us. For details, visit [www.mgcc.co.uk](http://www.mgcc.co.uk)



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# The Mission

Win Gould, former President of Vintage MG Car Club, Chicago



## THE MISSION, APRIL, 2013

(Names and location withheld. Dates and times may have been changed to protect the guilty.)

I pulled off the road at exactly 0700. The gravel crunched under my tires as I drove slowly through the misty semi-darkness to the designated rendezvous point under the pine trees. The place looked deserted, just an old two-car garage attached to a shed. All seemed in order. I assumed the perimeter of defense was in place, but the unsettling thing about security in a situation like this is that to be effective it's always unseen.

At any rate, Lou (not his real name) had already opened the removable wall inside the garage and rolled the AXO 58 (not its real designation) out of the secret assembly room and into the large unmarked white trailer. The AXO 58's duo-tone blue camouflage coating shone under the dim interior trailer lights. It looked deceptively peaceful lashed down for the move, but we all knew it would soon be much more impressive once it was united with its "heart" – the ultra top-secret Abingdon Flux Capacitor.

We would be traveling unarmed and without an escort. The planners were nervous about this, especially since the President would be along. Some argued this wouldn't be safe, but after all, it had been his project from the start, and he had insisted on being a part of this journey. One of the secrets of success in an unauthorized project like this one is to make it look as innocent and everyday as possible.

We had been looking forward to this ever since the project was started six months ago. The vehicle itself had been assembled in this remote location. Parts had been sourced from numerous suppliers both in the USA and abroad to maintain secrecy. Few questions were raised, although the distributor of the power source for the project's electronics noted that he had never seen a power source of that particular size and shape. Our cover story was that this power source was being tested as a possible replacement for the problem-plagued Boeing Dreamliner batteries.

For security reasons, the project had been divided between two locations. The vehicle was assembled here in the development lab in River Forest (not its real location), while the super-secret Abingdon Flux Capacitor was assembled in the Andover secret lab in Western Illinois (not its real location). Our mission today was to transport the AXO 58 westward to install what was to be its most powerful energy source ever. If successful, the

entire course of history would be changed, but should we fail, it was understood that the government would disallow any knowledge of the project. It was all up to us now. With another careful glance around us, we locked up the trailer, climbed aboard the innocent-looking tow vehicle and nervously pulled out for our journey across the state.

The weather was clear and traffic light once we got out of the metropolitan area. Good for travel, but not ideal for security. An inquisitive reconnaissance satellite or opposition drone could spot us easily. Our advantage was that to the untrained eye, we were just another truck and cargo trailer heading west – nothing out of the ordinary – nothing you might not see any day on the highway.

Lou (not his real name) drove, keeping us at, or just slightly over the speed limit. We didn't want to attract the attention of any over-eager state troopers who might be curious about our cargo. As I noted before, no government had authorized this project. We stopped twice for gas but attracted little attention. Rather than charging fuel to an official account, the president used his personal credit card, which, of course, is not under his real name.

The countryside grew more and more rural – peaceful and quiet. The president and Lou (not his real name) kept a watchful eye for any signs of unfriendly activity. If there were to be any ambush, we knew fully well it would be out here in the wide stretches of flat, scarcely populated farmland. (Remember the scene with Cary Grant and the crop dusting plane in the movie North by Northwest?)

Three hours later, after a tense but otherwise uneventful journey, we pulled onto another gravel driveway leading to what the casual observer would think was just another farm, complete with house, barn, outbuildings and two cats. We were met by Bob (not his real name), the genius who had assembled the Flux Capacitor. After a short exchange of pleasantries, it was time to unload the AXO 58 (not its real designation). After checking that no reconnaissance satellite



would spot our movements, we quickly pushed the AXO 58 into the secure shelter of what appeared to be an ordinary barn.

And there it was! In all its glory! The fully assembled Abingdon Flux Capacitor sat waiting to be installed in the AXO 58, resplendent in fearsome red paint, stainless steel, and polished brass. What an energy source! Far more powerful than the original and exceeding all expectations!

We would have liked to have stayed and helped with the installation, but that was not to be. Bob (not his real name) would take over this phase of the project. We discussed some of the issues we had faced in the project thus far, picked up some parts we would need for the next phase, and then parted, anxious to return as soon as the installation was complete.

### **AXO 58 SPY PHOTOS SURFACE! JULY, 2013**

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

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

Of course I was skeptical at first since this project is known by so few, but upon examination, the photos appeared to be genuine, and show the AXO 58 with its super high tech Abingdon Flux capacitor energy source installed and operational!

What is even more shocking is the clever way this vehicle has been disguised. The photos show what appears to be simply a pre-war MG-PA roadster, but those of us in the know realize it's far more than that. But we can't discuss that.

Our analysts have studied the background in the pictures and have assured me it is no longer in the secret western location where it was moved earlier this year. The photos show it in or near a residential garage, but of course specifics cannot be revealed to the general public at this time. To the uninitiated, the instrumentation on the dashboard would appear to be that of a stock MG PA, but high definition photo analysis shows that those dials show far more than just speed and oil pressure!

The Abingdon Flux Capacitor is cleverly disguised as a stock PB or PA gasoline engine, and only those with the highest security clearances will ever suspect otherwise.

Obviously we have launched an extensive



The Abingdon Flux Capacitor

investigation of what appears to be a serious security leak here, but I must admit some of us are pleased that the completion of this project appears to be in sight. As usual we will keep you posted on further progress on a need to know basis.

### **SOME ASSEMBLY REQUIRED, AN MG ODYSSEY**

*By Win Gould, Former President, Vintage MG Car Club, Chicago*

**Win says that due to leaks by certain trusted local officials, there is no further need for secrecy about this project.**

It all started at the All British Meet in September, 2012. My fellow VMGCC member Lou Louchios said he had something for me. It seems Lou knew of an MG PA for sale that he thought I might be interested in. The only catch was that it was completely apart. Well, while I was interested, there was no way I was going to be able to afford something as rare as a PA – even in pieces. However, Lou thought it might be reasonably priced and he offered to send me some pictures of the car.

The second barrier to my doing anything about buying such a car was the fact that I already had my TC, and there was no way I could afford or have the space for two MGs. Selling my TC might help, but as we all know, selling a sports car near the end of the driving season is a challenging endeavor. Fate intervened however, and towards the end of the meet, I met Steve Kranz of Steve's British Connection, who had just purchased Rich Rauch's TC. Out of curiosity I asked Steve if he wanted to buy my TC. He expressed a passing interest and took my name and phone number.

Monday I received a batch of pictures of the disassembled PA from my friend Lou. It looked like the parts to one of those model car kits we bought when we were kids – a stack of wheels, blue fenders, a beautiful dashboard, chrome headlights, and bags of miscellaneous small parts all laid out ready to be

put together. I immediately fell in love with the car. By Tuesday I had more pictures and my love for the PA had turned to lust. I had to have that car!

Wednesday morning I e-mailed a picture of my TC to Steve's British Connection along with a detailed description of all its features. Two hours later my phone rang. It was Steve and he was interested. We agreed on a tentative price and Steve said he would be at my house that afternoon. He arrived as promised with trailer and checkbook. We haggled a bit, then made a deal. We loaded the TC on his trailer; I bid it a fond farewell, and held in my hand a check that would make the purchase of the PA possible.

I sealed the deal with the owner of the PA that evening. Lou and I drove across the state the following Friday and filled Lou's trailer with a partially assembled chassis and boxes and boxes of MG PA parts. It appears that almost all the parts are there, and are either new or freshly restored and painted. The seller will finish assembling the engine and I will spend the winter learning how to assemble a PA. Fortunately Lou has offered to help since he owns a similar car.

It's going to be a challenge, but I'm looking forward to it. Unassembled the car looks fabulous. (A couple of photos are on the next page.) Let's see what it looks like all put together. The adventure begins!

## PROGRESS REPORT, NOVEMBER 2012

In the last issue of the newsletter, I related how I had said goodbye to my TC and acquired a beautiful 1934 MG PA, beautiful but all in parts. Thanks to Lou Louchios's help, progress has begun in the car's reassembly. Lou faced the firewall with engine-turned aluminum and hand-crafted a lower fume excluder. I restored and installed the starter switch, put rubber padding under the body mounting points, bolted the tub to the frame, and have spent hours refinishing the brake drums.



My basement ping pong table is covered with parts as is an adjacent table. We've sourced and ordered a number of missing parts and I suspect there are others we still don't realize we need. Last week Lou and I spent a day with the PA. We installed a few parts on the car, but then discovered the windscreens brackets will need some work before the windscreens can be put on. And we've run into a major problem with the fit of the dashboard. However, we shall overcome.

I'm learning a lot about MG PAs and am thankful I have Lou's expertise to guide me. That's another reason that it pays to belong to the VMGCC. You can almost always find someone willing and able to help you solve your MG problems!

## PROGRESS REPORT, DECEMBER 2012

On a warm Saturday just before Thanksgiving, the MG PA was loaded into Lou Louchios's trailer and moved down to his heated workshop in Rolling Meadows. There Lou and I will be able to continue working on the PA without suffering frostbite. As for progress, we've gotten the radiator shell re-chromed and the radiator has been tested and restored. We will be adding an electric fan to aid in cooling.



The windscreens brackets have been re-chromed and new glass has been installed in the windscreens itself. Hopefully it will have been mounted by the time you read this. The other project that should be completed shortly is mounting the rear fenders. This needs to be done before the fuel tank can be installed.

And speaking of the fuel tank, we found the original PA fuel tank was a major disaster underneath its beautiful paint job – full of leaks and patched with bondo. Fortunately, a metal fabricator in Surrey, England had a new PA tank on his shelf, and it has now made it to us across the pond and is in the paint shop.

As noted in the last issue we were having a problem fitting the dashboard that came with the car to the new

body tub. The ultimate solution was to have a new dash fabricated to fit and that should be delivered in the next few weeks.

My next big project is starting the rewiring of the car. I'm finding that reading 78 year-old wiring diagrams can be a real challenge, but I have most of the winter to figure it out. In the meantime, I'll keep you posted on progress. Here's to a completed car by next summer!

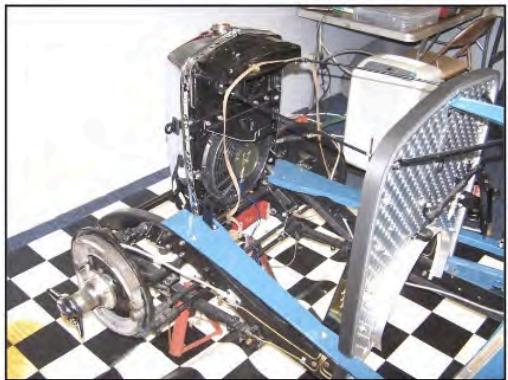
## PROGRESS REPORT, JANUARY 2013

Just to keep you posted, progress continues on the reassembly of my 1934 MG PA. The windscreen is finally on and looking respectable. The newly restored radiator and radiator shell have been mounted on the frame, along with an electric fan to facilitate cooling. The new gas tank is now painted and mounted, along with the rear fenders, spare tire mount, and spare tire (or should I say "tyre"?)

We have started on the handbrake assembly and have ordered a few missing parts which should enable us to complete this project. The new dashboard is scheduled to arrive soon, so I am currently attempting to complete the junction box wiring.

I finally gave up trying to restore the badly weathered horn assembly but found a man in Massachusetts who specializes in the restoration of Lucas horns and wiper motors. Thanks to his efforts, my horn is now operable and looking brand new. I recommend this guy if you ever have a similar problem. His name is E. Lawrie Rhodes, and he can be reached at 508-359-2077.

Much still needs to be accomplished, but hope to have the car on the road for the 2013 driving season.



## ALMOST A CREAM CRACKER, FEB. 2013

Late last year I wrote to The MG Car Club Ltd in England and obtained copies of a number of original factory documents on my newly acquired MG PA. According to these records, my car, PA0392, was one of five cars coming out of Abingdon March 3<sup>rd</sup>, 1934.

Now that in itself was nothing too exciting. In fact, it turned out that my car was originally a four-seater, black with a green interior. What I found interesting was that two PAs of the MG works assisted Cream Crackers racing team were manufactured not long before my car, and another was commissioned by the MG Competition Department just a couple of months after my car. The first two, chassis numbers 0336 and 0337 were both duo-tone blue, like mine is today, and the third was said to be British Racing Green. PA0336 and PA0337 were purchased by R.A. Macdermid and J. Maurice Toulmin respectively, and Jack A. Bastock got chassis number PA0682, the green one.

Macdermid, Toulmin, and Bastock enjoyed considerable support from the MG works as they competed as a team in the many hill climb and other trials that were rapidly growing in popularity in England at the time. The all P type team ran for the first time in the M.C.C. Buxton Trial in October 1934. Toward the end of the year the cars were taken back into the Competition Department for major modifications and lightening. Cycle wings were fitted, brakes improved, and special clutches installed. The team then took two of the thirteen class awards at the Exeter Trial December 29th, with Macdermid winning a Second Class Award.

To attract publicity, early in 1935 the cars were repainted in the now familiar MG Car Club color scheme of cream and brown. The team went on to enjoy continued success in 1935 with Macdermid and Toulmin fitting superchargers to their cars that year. The team switched to supercharged PBs toward the end of 1935.

Now as I said before, my PA was originally a four-seater, so it didn't have much chance of becoming a Cream Cracker. However, it certainly came from the same pedigree. What does all this mean? Not much, but it was fun reading about my car's relatives in MG's early racing days.

There was one other interesting thing I learned from the factory documentation I

obtained. John Stewart Robinson, the original owner of my car, had a great deal of trouble with it the first year. He bought it on March 24<sup>th</sup>, 1934, and was back in the MG Service Department in June for new pistons, piston rings and gudgeon pins. In July Robinson complained of low oil pressure and a new oil pump was fitted. In August, the car was in again for a valve job and other repairs. Was it a lemon, was this typical of MGs in the 30s, or did Robinson just drive his four-seater much harder than it was ever designed for? Who knows?

Well, no matter. None of this concerns me. While I appreciate originality, after reading of the myriad problems the original owner had with this car, I am pleased to know that I do not have the original engine. My PA possesses a PB engine, with more power and hopefully fewer problems. We'll see.

### **PROGRESS REPORT, FEBRUARY 2013**

As of this writing, my PA now has brakes (or at least what are called brakes on a PA), the new fuel pump has been mounted, and the fuel lines have been fabricated and installed. The new dashboard and steering column are in place, we have a new battery, and the wiring will soon be nearing completion. We even put the wheels back on this past week. It won't be long before the car will head back to western Illinois to be reunited with its engine, that is, once the engine-build is complete. Hope Springs Eternal.

### **PROGRESS REPORT, MARCH 2013**

The first major stage of re-assembly is now complete.



During our last work sessions, Lou and I finished the rather complex PA wiring, installed the battery, and tested circuits. Despite all my concerns, the work I did wiring the junction box did not blow any fuses or start any fires, and all the circuits to the headlights, side lamps, tail lights, trafficators, and brake lights worked!

That accomplished, we mounted the last of the instrument panels, put the steering wheel in place, cleaned all the wheel hubs and remounted the wheels, then let the car down off the jack stands for the first time since we moved it to the heated workshop.

The pile of parts I purchased last fall is beginning to look like a real car, and will soon journey across the state where it will be reunited with its engine. Let's hope the

majority of the headaches are over. I'm looking forward to driving what will be a jewel of a 1934 MG PA this summer.

### **PROJECT UPDATE, SEPTEMBER 2013**

A record number of club members journeyed to Lake Bluff August 24<sup>th</sup> for the annual President's Picnic. The weather was perfect, of course, the beer was cold, and the brats and hamburgers were palatable. What else can you ask of a picnic!

As an additional treat, attendees were all cleared to view the super-secret AXO 58 project I've written about in previous issues of this newsletter. As many have suspected, this project turns out to be my MG PA, acquired



in parts last September, and now looking almost like a 1934 MG. While it didn't make the road this summer, I actually drove the car out of, then back into the garage after the picnic. I am now confident it will be on the road next summer.

### **SOME ASSEMBLY REQUIRED - REVISITED, OCTOBER 2013**

I got a call today from our editor, Greg Hoeft, reminding me that my article for the newsletter was due. Desperate for an idea, I took a look at what I wrote last year at this time. There I told of my seduction by a sensuous 1934 MG PA for sale. It was beautiful, almost affordable, but – and here was the catch – completely unassembled.

Well, it's been a year since that duo-tone blue PA caught my eye, and as I have been reporting, a lot has happened. I divorced my trusty 1947 TC after a long marriage, took the money from the settlement, and purchased the PA. On September 21<sup>st</sup> last year, Lou Louchios and I drove out to the Quad Cities area. I sealed the deal with the seller and we brought a frame, tub, wheels, fenders, and boxes and boxes of parts back to the Chicago area in Lou's trailer.

Thanks to Lou's knowledge of PAs, the parts have slowly come together. The project hasn't been without

problems. Of course, unlike a kit, there were no assembly directions. The beautifully painted gas tank turned out to be full of holes, and the brand-new dashboard didn't fit the tub. As we worked, we found that many smaller parts had disappeared over the year or so the car had sat unassembled. Now you can't just call Doug Pelton or Moss Motors for missing parts for a 79 year-old MG, but we found much of what we needed in England – including a new PA gas tank sitting on a shelf in Surrey. Many other parts we had to fabricate.

The engine was reassembled by Bob Sterling, the man from whom I had purchased the PA. In April, Lou and I made a second visit to Bob's, hauling the partially completed PA across the state so Bob could reinstall the engine. (This journey was related somewhat fancifully under the title "The Mission.")

Once the engine was installed, the PA returned to my garage and as those of you who attended this year's President's Picnic observed, is beginning to look like a real car. I've gotten the floors in and the rear lights and license plate mount in place, and have test-fitted the brand-new seats that came with the car.

Getting ready for the next step, I found a guy in England, Brian Purves, who made a tonneau cover for the car. Amazingly, I contacted Brian on a Tuesday and the completed tonneau arrived at my door the following Monday. I have now taken the car to the upholsterer who will install the tonneau along with carpeting and the interior.

There are still a few issues to complete and sort out. The dynamo needs to be rebuilt which means taking the radiator back off for access. There appears to be a minor electrical glitch – but then it's Lucas, what do you expect? Carbs need to be balanced, front fenders, headlights and running boards put on, and I'm sure a lot of little details cleaned up before the car is ready for the road.

So, what do I think of this project in retrospect? Am I glad I got seduced by this little blue car? You bet! This is the nicest and most interesting vehicle I have ever known.

If you ever have the chance to go through an exercise like this, I highly recommend it. Yes, you'll run into disappointments, frustrations, and days when you'll wonder why you ever got into this. You'll spend hours on the computer sourcing hard-to-find parts, you'll go crazy figuring out how some things go together, and your budget will get stretched more than once. However, if you're lucky and persistent, you're going to have a vehicle you know inside and out. It's an educational process second to none, and you're going to end up with an MG that's going to give you hours of satisfaction and fun. Try it! It's a blast!

## UPDATE, JANUARY 2014

To keep everyone posted on the progress, or sometimes lack thereof, of my 1934 PA, as I noted at the last meeting, we discovered there was water in the oil just as we were

about to finish reassembling the front end of the car. Now I'm no mechanical expert, but I understand that's not good. The engine builder picked up the car last month, took it back across the state to his shop, and hopefully will have the problem solved soon enough so I can get the car finished for the 2014 driving season. I'll keep you all posted on developments.

## PROGRESS REPORT, JULY 2014

For those of you who are unable to attend our VMMCC meetings, I'd like to report that my 1934 MG PA project has not been abandoned. Last winter saw little progress since, as some of you know, in late summer we discovered there was water in the oil of the rebuilt engine. Back to the engine builder it went for more work. We never did determine what the cause of the problem was, but it appears to have been solved.

My thanks go out to ever-willing Jerry Cihak for volunteering his trailer and help to bring the car back to Lou's Louchios' workshop a few weeks ago. Since then Lou and I have made some significant progress. We fitted the bonnet – an interesting challenge involving much adjustment of the radiator shell, prayer, and a bit of wonderment as to how they ever did this in Abingdon in the first place. Not surprising, the front fenders weren't particularly easy either, requiring a little surgery to fit right, but they are now on the car as well. Our work revealed an interesting surprise - the tub and all four fenders of this MG are aluminum!

Since then, my little blue car, known in previous issues of this newsletter as AXO 58, has now made another journey – back to its home garage at my house. I've put the running boards on and she's looking much more like an MG now. There's a lot of detail work and sorting out yet to do before she hits the road once again, but it's my somewhat optimistic hope to get it to the British Car Festival at Oakton Community College in September. We'll see.

## THE REST OF THE STORY, JUNE 2022

Not long after the above report, Win grew frustrated with fixing the problems and offered it for sale at the Chicago-area British Car Festival. He received a fair price there by a dealer who specializes in early MGs. The PA is now in Germany where it is being driven and enjoyed. Win was later seen (secret source not identified) driving a V8-powered MGB. After Win's wife passed, he downsized and moved to a non-disclosed location in Florida. There he ordered a new SS-100 replica from England. Last summer, at age 88, Win sold the Jaguar. He is living near the water, reportedly, accompanied by an ever-vigilant guard dog.

"I live in Florida with a large Doberman as a roommate. I had a lot of fun putting together the material for the newsletter and appreciate your reminding me of it. I think the Top Secret rating has probably expired by now."



# No GPS. No problem.

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