



MMM Magazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Summer 2020





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Celebrating Pre-War Cars of the MG Car Company
Spring 2020

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



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The Triple-M Register
United Kingdom
www.triple-mregister.org



The Pre-war M.G. Register of Australia
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The Editor's Desk

Tom Wilson MGTCTom@gmail.com

It's not an MMM, but I've been out a lot in TC0273 this last week of May. Feels great to be behind the wheel of a fun MG in the springtime. Emily and I are kicking around a TC trip in the near future - wonder where TC0273 will take us? Just have to find time in my busy schedule. Oh, wait! I'm "retired!" I can go whenever I want.

The MG Car Club asked me to be a guest on their weekly podcast. It was an easy and fun interview. There are many good podcasts accumulating; I encourage you to listen to them; <https://www.mgpodcast.uk/episodes> is a link to them.



The classified section - for sale, wanted, for free - anything you need to find or find a home for can be found in this section, and this month it's on Casey's page (page 6). Mike Leckstein is the first to participate. With all he has going on with MMM projects, I'm sure Mike is always buying something - or has a piece that needs to go to a new home.

I've filled more space this issue in the Restoration Stories section with larger photos. Makes it easier to see details, and many readers study these intently. If you're interested in more information on the projects, contact the owners - email addresses are in the header of each article. Mike Jansen's story on his restoration of his and Doug's M type takes a lot of space in this issue - I didn't want to edit out what is an entertaining and fun story.

Progress on my cars continues - still slow. I ran into problems with the sheet metal scuttles not fitting well enough on the two TC tubs I'm building. I made a buck from a good scuttle and sent both to an extraordinary shop in the U.K. Two weeks later I have a pair of new, almost perfect scuttles. Wouldn't it be nice if it was all that easy (though don't talk about the shipping costs)? The "finish the tubs by the end of March" schedule was missed; looks like the first week of June now.

Be part of this newsletter!

-  Each newsletter has a section featuring progress on current restorations. If you're just starting, in the midst of, or just finishing a car, send me a story and some photos, and share your adventure. It can be short and simples, or long and complex. I'll help put a shine on the story and we'll publish it.
-  Send me photos and short stories about your MMM (or more modern MG) adventures this year. What's going on with you and your cars?
-  Let me know what you'd like in this newsletter. Feedback is great, and it's always nice to have conversations with fellow enthusiasts.

My email address is above and on the inside cover for you to use - or call me! Now back to building TC tubs ...

Safety Fast,

**Enter the MG Car Club photo contest!
Let Abingdon and the world see what
we are doing with our MGs!**

Click on the URL for a link.

<https://photos.mgcarclub.co.uk/>





Chairman's Corner

Jack Kahler MGJack@aol.com



I am greatly disappointed we will not be getting together in Colorado Springs to share our friendship and beautiful MMM MGs that bring us together each year for our National Meet.

To ease that disappointment for our membership I have begun the organization of our National Meet in Atlantic City next June. Our Register will join the other four North American MG Registers at MG 2021 International, being held June 14-17th at the Atlantic City Harrahs Hotel. Our Register's featured car will be the Airline Coupe. There are nine Airlines registered with our NAMMMR. What a spectacular display it would be if all nine make it to Atlantic City next June!

This beautiful event logo was created by Jack Schneider and will be used to promote our Register for MG 2021 International.

And don't delay - like on Lew Palmer's page, have your Airline Coupe delivered for Christmas - in time for the event!

Cheers,

Jack



MG INTERNATIONAL - ATLANTIC CITY 2021

SAVE THE DATE: 14 - 17 JUNE 2021

**Join us in Atlantic City for the
sixth ALL MG event hosted by
The North American Council of MG Registers**

The Council is comprised of
The North American MMM Register
The New England MGT Register
The North American MGA Register
The North American MGB Register



The Event will be based at Harrah's - Atlantic City (overlooking Absecon Bay)

As with prior All MG events, there will be Tech Sessions, Driving Events through scenic rural New Jersey, Chartered Bus Tours, and Register specific and combined Register events.

We expect the event website WWW.MG2021.ORG to be operational by year-end 2020.

More Info? MG2021INFO@GMAIL.COM



North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG



Treasurer's Report

Jack Schneider BritJack@comcast.net



Our 2020 budget is now fully funded. Thank you to all that renewed at a much earlier date than in previous years! Welcome to all new faces and cars to our membership ranks!

Not much to report from the money front this time around. Our Register resources are being maintained and kept up to date. The Register is fully insured for liability we might incur at our national events. It is so unfortunate that there will not be an event held this year.

We invest in certain inventories of our regalia ready for your purchase and a new supply of grill badges are currently available. New members – one of these would look great displayed on your MMM! We have limited supplies of clothing & other items for immediate purchase. Non-stock orders can be satisfied with minimal wait time. Go to our website - www.nammmr.org to have a look at the offerings. Please contact Cathy Gunderson (her contact information is on the inside cover) with your selections.

We continue to fund & support the Register website to keep it on line and up to date. The Register board holds quarterly video conference meetings on line so our board members residing across the country can all participate. We invest and fund our efforts to provide our members with a quarterly newsletter. We want to keep you informed of the current happenings within our Register.

Another major annual expenditure is the publication of our Membership Directory, the who's who of the NAMMMR! Thank you to Lew Palmer for this continuing, huge task of compiling and maintaining the Register roster!

We will look forward to seeing you all in Atlantic City, June 14-17, 2021 for MG2021, the quinquennial multi-register MG event!

Thanks for your participation,

Jack





Registrar's Ramblings

Lew Palmer

Lew@roundaboutmanor.com



Lew has nothing to report this quarter. As he's a former owner of an Airline Coupe, here's a suggestion for you to prepare for next year's event!

If you are at your wits' end for a gift this Yuletide may we offer an original suggestion? Make your gift...an MG Midget.

Q Your grown-up children will love it, your wife will find it a joy for her shopping, and for you it will be much handier than your big car for going to golf—in fact, one useful and jolly gift for the whole family.

Q Completely equipped and beautifully finished in a choice of most attractive colours, such as :—Ulster Green, Cambridge Blue, Carmine Red an MG Midget as a Yuletide gift could be described “as a thing of beauty and a joy for ever.”

May we deliver one in time for Christmas?

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DECEMBER 1934



Web Report

Casey Duncan

Casey.Duncan@gmail.com



Thanks to Greg Peek for setting up our vendor advertising program.
It's a good opportunity for our suppliers to be seen by their target market - us!
Information is on the facing page . . . meanwhile, here's a classified ad from Mike Leckstein:

Classified Ads - this month's only one!

Early type engine block (M,D J types) (#32650B) that came out of my J2.

It was a replacement engine in the 1980s. The block has no leaks or cracks externally.

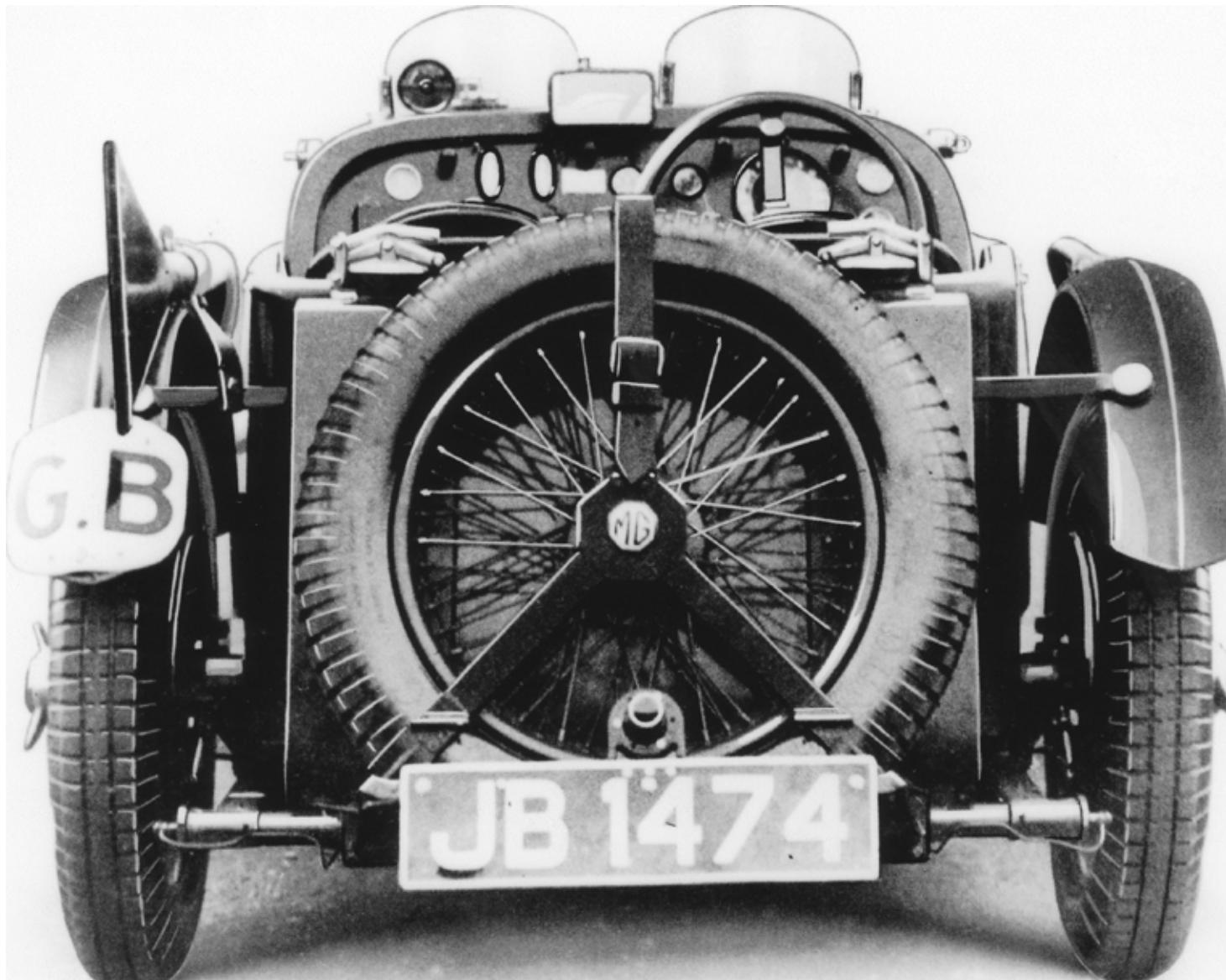
Number 3 piston broke apart and ruined the cylinder so the block will require new liners.

The original crank is still in place, condition unknown.

Will consider reasonable offers.

Call 732-804-3283 email mgleckstein@monmouth.com

Mike Leckstein





Advertise With Us!



Fall, 2019



MMMagazine now offers display ads within its quarterly issues as well as the opportunity to advertise in the Resource Directory on the NAMMR Register Website, NAMMMR.org.

Size	Per issue	Per Year (4 issues)
Half Page:	\$50	\$200
Full page:	\$110	\$440
Business Card:	\$20	\$80

Your ad on the NAMMR website : \$50 /year

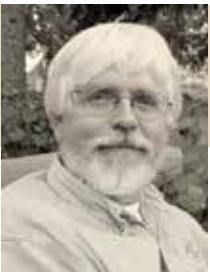
Contact:

Greg Peek gpeek001@icloud.com

Overhauling the M.G. Midget

**North American
MMM Register**
Colorado Springs, CO
June 1-4, 2020

Early Summer in the Rockies!



When I Was Your Age

Phil Anderson panderson@northpark.edu



Tom and I have discussed having a section of our newsletter highlighting past events and history of our Registrar, and with this issue we're starting.

The first NAMMMR newsletter appeared in 1988. Its editor, register founder Dr. Jerry Keuper, personally typed, copied, and mailed every issue. This selection from the third number featured an interesting "special" piece by Jean Kimber Cook, daughter of Cecil Kimber, on the 100th anniversary of his birth, which received much attention in the world of MGs that year. The second piece is by Bryan Jones on the history of his ND (NA0304) and the notable story of its life. The car was the third of twenty-four NDs built. NA0304 is no longer on the club's register, has a striking registration (LJ9999), and was last reportedly owned by Mike Grosso. It would be good to learn of it whereabouts today. Also - enjoy Jerry's editorial below that opened the second issue (P.S. - find Jerry's typos!).

ROAST DUCK

Welcome to Vol.1, No. 2, North American MMM Newsletter. Our thanks to Reed Yates for his fine article on the "N" type. Sadly enough though, Reed was the only North American to volunteer any input to this second issue.

As we noted in the Newsletter, we have 124 subscribers who own 171 MMM cars. This represents a great potential for all kinds of interesting commentaries since we all share the same interests. Surely all of us have had some unusual or interesting experience in restoring, racing, or just plain driving our MMM cars that we could share with our colleagues. Surely most of us are giving shelf space to MMM spares and bits and pieces we no longer need and would be willing to sell or trade to those who need them.

So, let's hear from you. Modesty is a virtue but let's not overdo it. We promise to print anything you send us, (well, almost everything)

Your editor feels somewhat like the Chinese peasant who, according to proverb, "must stand on the hillside for a long long time before a roast duck flies in his mouth." I am going now to rent a larger P.O. Box to accommodate all those "roast ducks" that I know will be coming my way soon.

.....Editor

P.S. Next year is the 20th anniversary of the MMM motor car.
Let's suit up and go for it !

NORTH AMERICAN

MMM

NEWSLETTER



Post Office Box 394
Melbourne Beach, FL 32951

JERRY KEUPER, Editor JERRY GOGUEN, Assoc. Editor

VOLUME 1, NUMBER 3

THE CECIL KIMBER CENTENARY IN RETROSPECT

Jean Kimber Cook

(Special to the MMM Newsletter)

Better to be born lucky than rich! It is only in the last few years, as more and more dedicated enthusiasts rescue the MG's I saw being built as a child, that I have realized just how very lucky I was to be old enough to understand the thrill of the first M-Types winning at Brooklands. The excitement in the paddock, in the pits, and standing on the iron bridge over the track is still vivid after all these years. As I grow older and understand more, so I came to love the J's and the lovely K3's and the N-Types.

I loved reading Jack Armstrong's memories of his first M.G.'s (MMM Newsletter, Volume 1, Number 2), as I covered hundreds of miles in the back seat of my mother's Sportsman's Coupe- the saloon version of the M-Type, but I don't remember any disastrous breakdowns on our long journeys (Oxford to Manchester, to visit Granny and Grampa, was quite a distance in those days!) No doubt dear Reg Jackson saw to it that WL7900 was kept in peak condition for the boss's wife. Jack also mentions the racing driver, Hugh Hamilton - I worshiped him, and when he was killed, his mother sent me his lucky mascot - a tiny pierrot with a tinier chain you pulled to make him dance, which I treasured for years. He was handsome and dashing, but kind-hearted to a tiresome little girl!

It has been so wonderful this year to meet Triple M owners in South Africa, Australia, and America, and realize the friendly links that join all these enthusiasts together. One link that meant a lot - being given a ride in Bill Dever's M-Type at the Capetown Natmeet, and hearing from how much Flip Scholten, N-Type doyen of Holland, had helped him with advice during the restoration period, "I remember having a ride with a charming Dutchman in an M-Type in 1967", I said, and when he got to Nedeburg Wihe Farm for the Concours, there was my charming Dutchman and, of course, it was Flip! I was sorry to hear later that he was ill.



Another astounding link - the enthusiastic Australian we remembered from the MG party given by the late Pat Green in 1977, came up in Canberra to give me a big hug and turned out to be the legendary Rod Hyley we had read about! We shall never forget the Observation Run with Wally Magilton either! Wow - me hanging on for dear life and telling myself: "Your Dad designed these cars to hold the road; so don't panic!" And Bill Bennett and Graeme Paine saying: "Jean, you must have a ride in one of your father's Midget's!" So Den and I were driven around Canberra in their beautiful P-Types as the final flourish of a wonderful NatMeet. And Chairman Brian and Marie Darke, our hosts, could show us a beautiful N-Type. I first met Jerry Keuper and his wife, Natalie, at Canberra, and now feel very honored to write something for your Newsletter. Now that I realize we are all linked together in a MaGic chain of friendship, I send you my love, and the very best wishes for more happy MG-ing in 1989.

MG MG

1934 ND (NA 0304) REG. LJ9999

Bryan Jones (ND)

After being out of sight for almost ten years, NA 0304, a 1934 Magnette with a K2 body reappeared on the scene at a New York City car auction in December 1985. The event was billed as the "History of Transportation Auction" and it contained a number of cars from the Rockefeller collection purchased in 1979 by a Mr. J. Muscarelle. Most of these cars, including the ND, had been in storage for the last 6 years. My interest in vintage MGs had gone back to the 1940's when I watched them race in New Zealand and Australia where I grew up. I could not resist the opportunity to buy this car and it now resides in Wilton, Connecticut.

The car has a very handsome K2 body, largely alloy, with the slab petrol tank and flowing steel fenders. It has 18" wheels and when I made my purchase, it also had both a 16" wheel and an 18" wheel as spares in the back. I'm told that at one point the car ran with 16" wheels on the rear and 18" at the front. The two different spares would have been necessary for that kind of setup. The car is also fitted with dual fuel pumps and a large supercharger giving a 5 to 6 pound boost, mounted on the right side of the engine under the hood. All the instruments seem original (except the supercharger boost gauge) and are dominated by a large 125 MPH speedometer. The car is painted a very nice dark blue with tan colored interior. The records show the car was originally painted green with green upholstery.

With the help of Don Stephan, who owned the car before it went to Pocantico Hills, Dick Knudson and also Leonard Goff, in England, I have been able to put together the ownership records so that I know have a fairly complete history. There are one or two fuzzy periods but overall I think the record is reasonably accurate. However, I would welcome any additional information or corrections from anyone who knows the car.

NA 0340, Engine No. 599AN and registered as LJ 9999 was the

third ND made according to the MG Car Company records. It was originally described as an NK2 and was first registered on April 30, 1934 by E.H. Banfield who lived at 715 Christchurch Road, Boscombe, England. He had purchased the car from Knotts Brothers Garage in Bournemouth. Banfield had the engine modified to NE specifications and also had an 8/36 rear axle fitted. Apparently he had some arrangement with the MG Car Company to demonstrate the ND at various meets.

In March 1935, the car was passed to S.M. Horrocks, 44 Dunkeld Rd., Bournemouth and in January 1936, J.A. Middleton of Springfield Rd., Yeovil, became the next owner for about 18 months.

Paul Zere on ZN Motors purchased the car sometime around the middle of 1937 and retained ownership for nearly 28 years! During that time he completely rebuilt the body and chassis (it had then gone 118,000 miles) and apparently went to a great deal of trouble as the files contain letters in 1951 borrowing coachbuilder drawings from the factory. He also had the Centric supercharger fitted when the car was rebuilt.

The car was sold to Mike Haire in 1965 and he rebuilt the engine and brake system. He later sold the car to Peter Thomas who refinished the interior sometime in 1967. About the same time, the car came to the USA in the hands of a Mr. Lewis who had an MG dealership. The record is not clear at this point, but it seems the ND was in storage for about 4 years, then it was purchased by Don Stephan, who at the time lived in San Diego (now living in Reno). He rebuilt the clutch, gearbox and rear end and showed the car with some success on the West Coast. He sold the car in 1976 to J. Canzeri who was manager of Greenrock Corporation, Pocantico Hills, New York, the company managing the Rockefeller holdings.

The car remained in the Rockefeller collection until 1979 and the registration made out in the name of Nelson Rockefeller dated November 1978 is in my possession. I am told that Nelson Rockefeller used to enjoy driving this car on the estate roads, and did so regularly.

The car today runs extremely well, particularly after fitting Champion L-82YC plugs as per "Reflections" in the MMM Newsletter, Volume 1, Number 2. The engine begins to smooth out around 3500 RPM and easily continues to rev with its heavily drilled flywheel. Oil pressure with the Exxon 10W-40 runs steadily at 75 PSI and the temperature seldom gets over 80 degrees. A new clutch fitted by Dave Raymond recently gets the car off the mark very quickly, although not quite the performance Mike Allison gets with his car! The ride is surprisingly soft and except for the whine in second gear (not unusual I'm told) you would never know you're driving an almost 55 year old sports car.

MG MG

MMM Stories

Dave Harrison DavidHarrison2003@yahoo.com



Gas Pains L2068 reg. JB2265

It was the best of times; it was the worst of times. No sooner had JB2265 been placed on display in the Moss Motors showroom in Petersburg Virginia, than I got a call. The L2 was smelling of petrol and had been banished to a remote corner of Moss' vast warehouse. It was the worst of times.

A quick inspection showed a slight weep from the bottom right corner of the tank. I took the L2 home and removed the tank - so much easier than on a modern car. The corner had been fiberglassed many years ago, probably after the L2's original sympathetic restoration by David Laughton in the 90's. Today's aggressive fuel now required a permanent solution. There was no question of buying another tank, no one reproduces them and it was unique anyway, part of the Alpine specification of the car. I needed someone to fix the leak without any visible change or threat to the tank. No naked flames if you please.



Weeping tank - not an uncommon occurrence

Fortunately, I was recommended to Kenney's Radiator, on Staples Mill Road in Richmond, VA, one of the few old timey radiator shops. Kenney specializes in repair of radiators for Duesenbergs and the like. He impressed me enough to leave the tank with him and promised to fix it in a week or two. A couple of days later he called me to pick it up. On investigation, he determined the tank had developed pinholes under the fiberglass. He came into work early and cold soldered them up. Kenny touched up the repair with some leftover paint from the 90s. Once back on the car, the repair was invisible, and the weep was gone.

I had planned to take JB2265 to the Kimber Festival this spring and give a presentation on its history this spring, but it was not to be. Maybe Moss will invite me back.



Kenny and the repaired tank



A Very Important Number!



My L2 on display at Moss Motors in June 2017.

JB2265 was in the showroom of cars at the inaugural induction of members of the British Sports Car Hall of Fame
BritishSportsCarHallofFame.org



A Brief History of L2068

JB2265 is the ex-Watkinson 1933 Alpine Trial MG. The car raced at Brooklands in the 1933 Light Car Club Relay Race (garnering a team win) and the 500 miles BRDC (British Racing Drivers Club), co-driven by "Eddie" (Lord) March.

Watkinson bought the car from MG, competed extensively in trials in Britain in 1934, then sold it back to MG.

Sam Collier then purchased L2068 from MG in 1935, and shipped it to the United States. The Colliers then drove it in pre-war ARCA events.



Back together after the adventure.

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MMMagazine®

Pole Position...



The US MG community lost a valued member this spring. Hank Rippert passed away on May 16, 2020.

Though your editor knew him only by reputation and at distance, it was obvious Hank was a valued, much loved, and active stalwart of the MG community. Many had contact with him six times per year from his column in The Sacred Octagon - Pole Position.

Hank, we will all miss you. Rest peacefully.

[Click here to read Hank Rippert's obituary](#)

T Factory Production Record	
Chassis No.	TD8888
Original Engine No.	XPAG/TD/LHX9675
Build Date	09-Jul-1951
Production Car No.	TD/8888 EXL/NA
Note	Hank Rippert's TD



Hank Rippert with Len Johnson - another Safety Fast inspection in 1990

Meanwhile, the worldwide MG community also lost an important leader, visionary, friend, and organizer with the passing of Peter Green early in May. Many of you knew him well; others by reputation only. Peter was an MMM enthusiast through and through, generous with his time, advice, and help in keeping all of our MGs on the road. Information and tribute at <https://peter-johnthomas-green.muchloved.com/>



Peter and Thelma at the 1983 Mille Miglia



Peter's Funeral Flowers



Restoration News

Mike Jansen M.Jansen@mchsi.com



The story of the most recent restoration of M-type 3415, now owned by Mike and Doug Jansen, started in late 2014. Mike has generously documented the process in a 3-part saga. Here is part 2 ...

Back to Life - Again for M3415 Part 2

Aug. 2016 to Aug. 2018

If you are just tuning in, this is the second third of a three-part article describing the most current restoration of M-Type 2M/3415. This isn't a restoration guide, but simply our story of a pre-War MG restoration. Part one told of our purchase, known provenance, goals of the restoration, teardown, chassis and chassis component restoration up to having a rolling chassis.

Note: The term "we" in this article refers to Mike and Doug Jansen; we co-own 2M/3415 and share an admiration of all things MG, as well as the costs of restoration. Our roles in the project are pretty well defined. I (Mike) do most all the physical restoration work and Doug makes all the important decisions - like what colors and finishing materials are to be used as well as when the restoration work I do is acceptable. It's a great relationship for a couple of brothers.

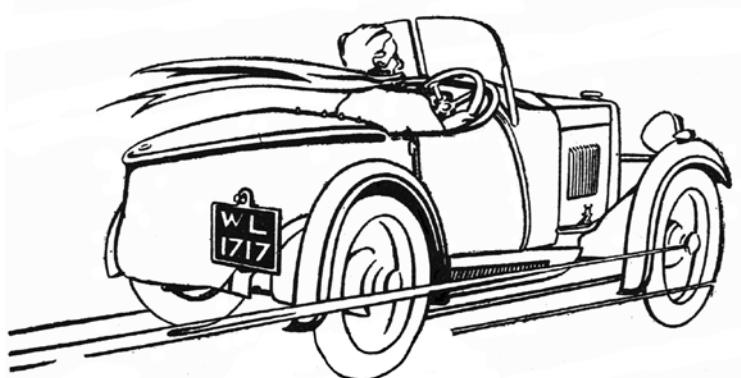
One of the biggest days so far in 2M/3415's restoration was when we were notified that the new tub had arrived from Steve Gilbert. It was exciting to think we would finally have a body to sit on the chassis.

This was indeed a big milestone, and a huge step in completing the project. Doug and I made a day of picking it up. We traveled to the Tiger Shipping Depot near the Detroit, MI airport (3 hours) with trailer in tow. Once there we inspected the shipment, paid the nice lady, and headed back to Kendallville where we were met by family and friends who wanted to see first-hand what all the fuss was about (and of course to help unload).

What a "beaut!" An English Ash frame wrapped in aluminium, a real piece of art (thank you Steve!). Most importantly, it fit like a glove. Soon we would learn that not everything on 2M/3415 fits so easily.



8/8/2016 Tub pickup, unload, and ready for fitting.





Blockley tyres on the rims!



Windscreen, seatback, petrol tank fitting



New dashboard made to match the original.
Mahogany, complete with ogee edge.



A couple of proud M-type owners.

So with tub on chassis it was off to the races with work that could be completed before the engine arrived (windscreen, battery box, dashboard, wiring, steering, preliminary interior, door latches and so on).

I mentioned in the first article it was important to us to use as many of the original components as possible in this restoration. When it came to the battery box, as much as we wanted to repair and reuse the original, it was obvious a new one was in order. With help from the MMM forum, the original box and a buddy who happened to own a sheet metal fabrication business, we had a new one made (rivets and all!).

Now progress began to slow... things as simple as the location of the battery box had to be investigated. The location of the box installed in 2M/3415 did not line up with the hole in the floor of the tub. After some research we learned the box had been moved from its original M-Type location to a flange on the chassis near the rear of the car, which was the proper location for a Morris Minor. It was probably done when the floor was replaced years ago. After more study of period photos, a bracket was fabricated and the new box mounted in the correct location.



New box in proper M type location

Old battery box in Morris Minor location



Engine, gearbox, and driveline in place

At this point we are two years into the restoration. It seemed like there was a lot happening, but nothing was really getting completed. I was not too concerned; what was important was that I continued working on something most every night, always making progress.

Then another call we had been waiting for came in... the next big milestone.... It was from Phil at C & P Machine, they were finished with engine - how great! During that phone call I asked if they'd worked up the final price for all the labor; I supplied virtually all the parts. Keep in mind they had the engine for more than a year (mostly waiting for the parts) and we had been making some payments to try and lessen the blow at the end of the engine build. Phil from C & P said, "Mike, this is one of those business deals where you won't be happy and we won't be happy." I thought; "How bad can it be? Perhaps I should have negotiated the price up front?", and "I hope Doug understands," among other things. As it turns out the balance of the labor cost ended up well under budget (in my mind), so all was good.

With engine in hand it was time to finish the drive line. Once again, everything was assembled to make sure it fit before being disassembled, painted, and reassembled again.



Fitting interior wood and components, then finish coated



Painted engine with shiny parts



What a great project!

As far as protecting the wood frame of the tub was concerned, my research found nothing concrete about how the wood was treated. The wood of the original tub was obviously painted several times, but some of it behind the dash appeared to have been stained. We opted to use black stain and a water based flat polyurethane by Lenmar for the final finish. The end result looks period (to me) and was tough enough for horses to dance on. Done.



One of the best parts about a project like this is the number of great people you meet and who help along the way. One of those on this project is Bob Probst. Bob, a retired judge, has a wealth of automotive knowledge and is a great help as well. He spends his Mondays working at the Auburn-Cord-Duesenberg Museum in Auburn, Indiana. Bob and a bunch of his friends service the cars on display and periodically get to take one or two of them for a drive. Bob owns a couple of modern MGs – one an MGA he bought new from the showroom floor while in law school. It still has original paint and the driver instructions attached to the window. He also has a TD which he purchased when the car was only 6 years old. Again, still original paint.

One would think that by the time one got to a rolling chassis, one would have closely inspected one's wheels to make sure they were correct for one's car. Nope. Turns out we had two different hub styles, one larger than the other. It didn't take long to find out there were two styles of hubs made for the M-Type. A smaller, less stout style was used in early M-Types. It was changed to a stronger design (as I understand) because of wheel failures that turned up during trials. In any event we had two of each style. Try as we might we could not locate two of the new style hubs, so we moved forward with using what we had on hand. Our painter was adamant that rims, spokes and hubs should all be painted separately, then assembled. During wheel disassembly it was apparent that the spokes were too worn-out (refer to the safety goal in article 1); they had to be replaced. After a lengthy search we found a shop in California (Buchanan's Spoke and Rim, Inc.) who duplicated them perfectly.

The last wheel spoking project I tackled was on my Stingray bike when I was ten years old. It ended up a disaster. Mom had to buy me new wheels (in return I had to use the hand trimmer to trim grass around the yard for a month, bless her heart). This time I solicited help from the MMM Forum as well as a local motorcycle



Doug and Judge Probst

expert. The lacing and truing process required a jig to be built (see picture) and many, many hours. The final product turned out great and put another life skill in my pocket.

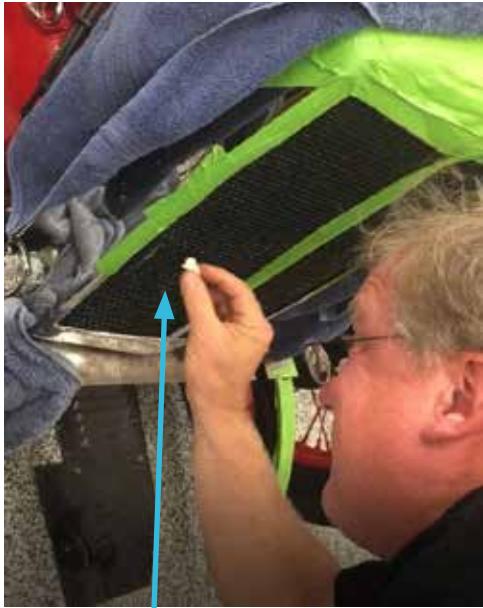
Of course, once the wheels were painted and assembled, two wheels with the correct style of hubs came up on eBay. Needless to say we bought them along with more spokes (from Buchanan's) and had them painted. Now we had one for the spare (with the wrong hub) and one for wall art.

On to other things With 2M/3415 correctly shod and firmly on the ground it was time to tackle the wiring. First the electrical components all had to be mounted, then wire run and connections made. In order to minimize any surprise visits from the Prince



of Darkness no corners were cut here. The ends were all soldered and no splices allowed anywhere. All wire was black, since we learned that color wiring schemes did not begin until sometime in 1933. I found a source for wire (The Brillman Company) that had automotive wire with a PVC jacket and a woven cloth cover. Very "period looking" and safe. Wiring of the M-Type is pretty simple: Battery to Chassis, Battery to Starter Button, Starter Button to Starter, Starter Button to Dash, Dash to Headlamp, Side Lamps, Tail Lamps, Coil, Distributor, Horn, Starter Switch and Generator. Not to forget... the most important Engine to Chassis Grounding Strap. Not too much trouble here, except to say that the Ammeter was wound backwards by whoever did the previous restoration. We sent it in for repair, but it was returned because there were no cores available, so I ended up reversing the coil windings myself (another new life skill).

It is now the late in the summer of 2017. Lots of progress made, and it's finally time to start the engine. With the sump full of oil (and the distributor cap off) we check for oil movement to the overhead cam area as well as the pressure. Perfect. One last thing... water in the radiator. The radiator is one of the few components restored by the previous owner. Although it was painted and chromed to show quality standards, it wasn't until we filled it with water that we learned one important thing - it leaked, and in about 5 places. Nothing that chewing gum could not fix for the short term, right?



Juicy Fruit to the rescue!
Yes, this really happened.

With the radiator leak temporarily fixed, a makeshift gas tank, distributor cap installed, both our wives (Brenda and Susan) present, we switched on the ignition and fired up the engine. Success! What a great sound!



Testing components before assembly



Shouldn't the ammeter be showing a negative charge under load? Note the temporary fuses.

More than two years into the project we not only had a rolling chassis and tub, but now a working engine! After a check to make sure we had good oil pressure and the charging system was charging, we ended the night toasting our success with a bottle of champagne.

What ensued was several test drives to sort out the mechanicals prior to completing the assembly and final fitting of the balance of components for. There were a few issues, the biggest being an interference issue between the tunnel and the drive shaft u-joint at the rear differential. Additional space needed to be created so the fasteners wouldn't rub against the tunnel.

With the mechanical issues sorted out, it was time to move forward with final assembly of all the metal (wings, aprons, hood, top, etc.) and chrome bits.

The leaky radiator was placed in the good hands of the fine people at Ace Radiator (Ft. Wayne, IN) who disassembled it and sent the core off to England to be duplicated. Then we tackled other things. Much of the time during the next 8 months was spent on interior and the hood frame. Both had to be done at pretty much the same time in order to make sure everything fit correctly. We started with the original wooden seat back, spring set, and photos generously supplied from folks on the



Doug at the wheel for a late summer 2018 test drive

MMM forum, then created a new seat back and bottom. I wanted the seat to be adjustable so we built it with adjusting pegs and slots. The seat back was patterned after the original and included the metal pegs that fit in the floor adjusting plates. The bottom was made different than original. Once finished, these went to Kimber Creek (Zionsville, IN), who did the upholstery and interior panels.

The hood frame was a different issue. Hood frames changed during M-type production. The first ones were removable and disassembled into pieces for storing under the boot lid, held in place in a Rexine envelope. On later M-Types the hood frames were attached to the tub and folded down behind the seat back. Interestingly, the hood always stayed affixed to the Lift the Dot studs even when folded down. The tonneau cover, attached at the front to the seat back top, covered the hood when folded down, and attached at the back on top of the hood on the double height Lift the Dot studs.



Seatbottom with slats for adjustment.



Dennis Klemm's hood frame test fit

I'm guessing that there were only a handful of M-Types that had a hood frame like ours did (perhaps 300 or less?), and of course 2M/3415 did not come with one. Ouch. Well, at GOF Central 2018 I learned that Dennis Klemm not only had a couple M-Types, but one was a late model which still had its retractable hood frame. How great was that! Imagine how excited I was when Dennis offered to let me use it as template. With an original frame in hand all that needed to be done was to fabricate one from an original. Simple, right?

Fortunately, I work for an engineering firm that uses 3D modeling for machine design purposes, and after a few short weeks, plans were eagerly developed from the Klemm Hood Frame, brackets machined, and bows were fabricated. We had to make a couple of changes to the brackets and bows to accommodate the apparent differences in tub dimensions (remember everything on an M-Type must be fitted), but the finished product turned out great. This would be a good time to also shout out thanks to Allan Judson (MMM Member) who supplied great advice and a number of very useful photos.

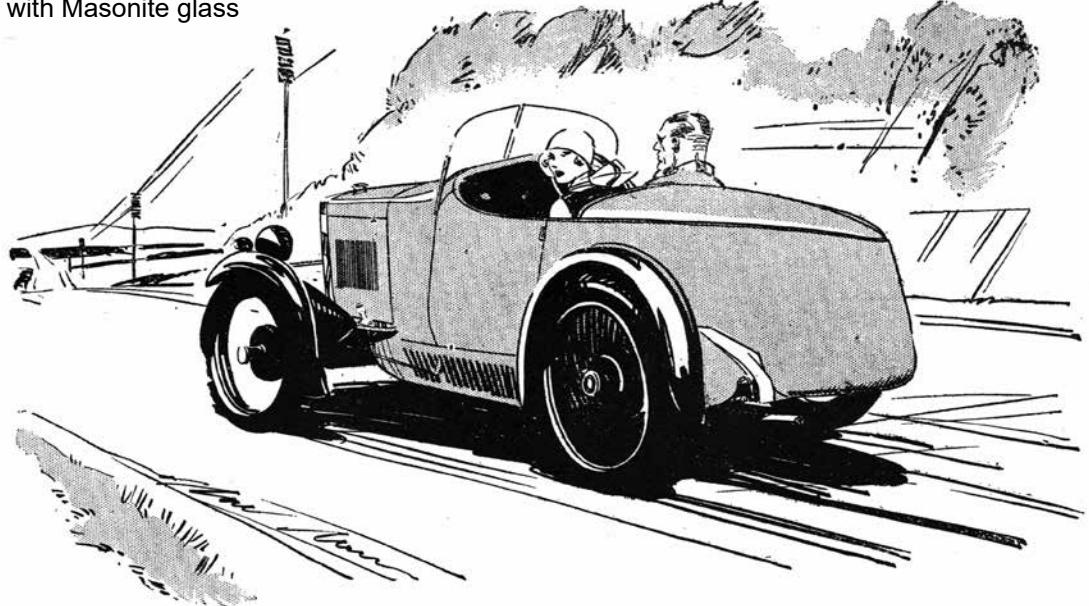
Next was windscreen fitting. Like the hood frame this took some doing, but patience and persistence paid off in the end. 2M/3415 was beginning to look more and more like a sports car.



Finished new hood frame



Windscreen frame with Masonite glass



With these details out of the way, all that was left to finish before paint were the wings, aprons and top. Early on we decided to have Steve Gilbert fabricate the side aprons. The pair that came with 2M/3415 were complete but worn to the point that it simply would have been too expensive to save them. They ended up making more excellent garage wall art. A note on the side aprons: during the course of production there were three different styles of side aprons used on the M-Type. The aprons made by Steve constitute a fourth style. Not exactly what we expected, but later we learned that when you order side aprons from Steve, you get the side aprons that Steve fabricates. Lesson learned - no harm no foul. We also purchased a set of new rear wings. The originals did not come close to matching, and it was less expensive than having a local fabricator duplicate them.

When it came to the front wings, we spared no expense and had the metal pounded, straightened, cut, stitched, stretched and welded until they matched. It is no exaggeration that they were removed and refitted at least 30 times. Again, patience and persistence paid off. The result looks great and we were getting ever so close to being ready for paint.

As we were getting closer to paint it was obvious we were missing a number of bits and pieces that simply were not available through the MMM forum, eBay or any pre-War MG parts dealers I was familiar with. Right or wrong, I was convinced the parts we needed were out there, but they were being "saved" by folks who were convinced they would be needed for a future project.

The list included:

<i>Grease zerts</i>	<i>Vacuum wiper motor</i>
<i>Spark plugs</i>	<i>Registration badge holder</i>
<i>Tools</i>	<i>TF201 tail lamp</i>
<i>Petrol shutoff valve</i>	<i>Side lamp covers</i>
<i>Damper indicators</i>	<i>Jack</i>
<i>Lamps</i>	<i>Dashboard fuse</i>
<i>M-Type gearbox remote</i> (to replace the J2 style remote we had)	
<i>And the ever elusive horn cover</i>	



Silly shirt gets the job done

It was during the GOF Central 2018 I made the decision (with the coaxing of Jack Kahler) to fly to the U.K and attend the Autojumble at Beaulieu in order to collect the bits and pieces we needed to finish the project. Doug was immediately on board with the idea and Tom Wilson graciously offered to be our guide and trip planner. We made a week of it. What a great trip! We spent the first 2 days at the Autojumble. Once there, Tom disappeared and showed up 30 minutes later with the elusive horn cover (I think he works magic). We found everything - yes everything - we needed. If you ever get the chance, this event is highly recommended!!!!

I am one to hope for the best but plan for the worse. To that end we had special Beaulieu shirts made to let everyone know we needed M-Type parts. It did not take long before we realized everyone knew we were Americans, and yes, some people openly made fun of our shirts. I will say however that the shirts paid off; it was late morning on our first day at the Autojumble that a tall gentleman tapped me on the shoulder and asked if I was interested in an M-Type gearbox. Although I didn't purchase the whole gearbox, I did manage to purchase the remote! Another prize possession, which was only made possible by our silly shirts.

We also had dinner at a pub with a number of NAMMM members and U.K. friends during Beaulieu; that was great fun too.

We used the balance of our time to visit a number of MG sites including Brooklands, the MG Car Club (thanks to Adam Sloman for his hospitality), Front Line Development (where Tom Wilson's LE50 came from), Oxford (Morris Garage, Eagle & Child pub - a J.R. Tolkein hangout, Oxford University, etc.) along with numerous pubs, towns and historic hotels. One of the other big highlights of the adventure was a trip to Andy King's place. Andy manufactures MG components, performs restorations, sells parts and of course has a number of MGs. His collection includes, among other things, the



Beaulieu Booty!



2M3150



2M3415



Tonneau cover test pattern

prototype TA and five or so M-Types, including 2M/2805 which is famous as a Rotax M-Type complete with K701 Headlamps. Certainly a lot to absorb.

The winter of 2018 was spent wrapping up the finish work before painting.

In March 2019 it was finally time for hood fabrication. For this effort we selected Thomas Upholstery in Garrett Indiana because of their reputation for work on Cords and Duesenbergs in the area. They did a great job recreating the top from nothing but photographs and skill.

Final assembly work continued through the Spring 2019 until we were ready for Paint.

In the final installment we will cover the last disassembly, paint, final assembly, final interior, and a few other surprises.



Look Mom, wings and lights!





Restoration News

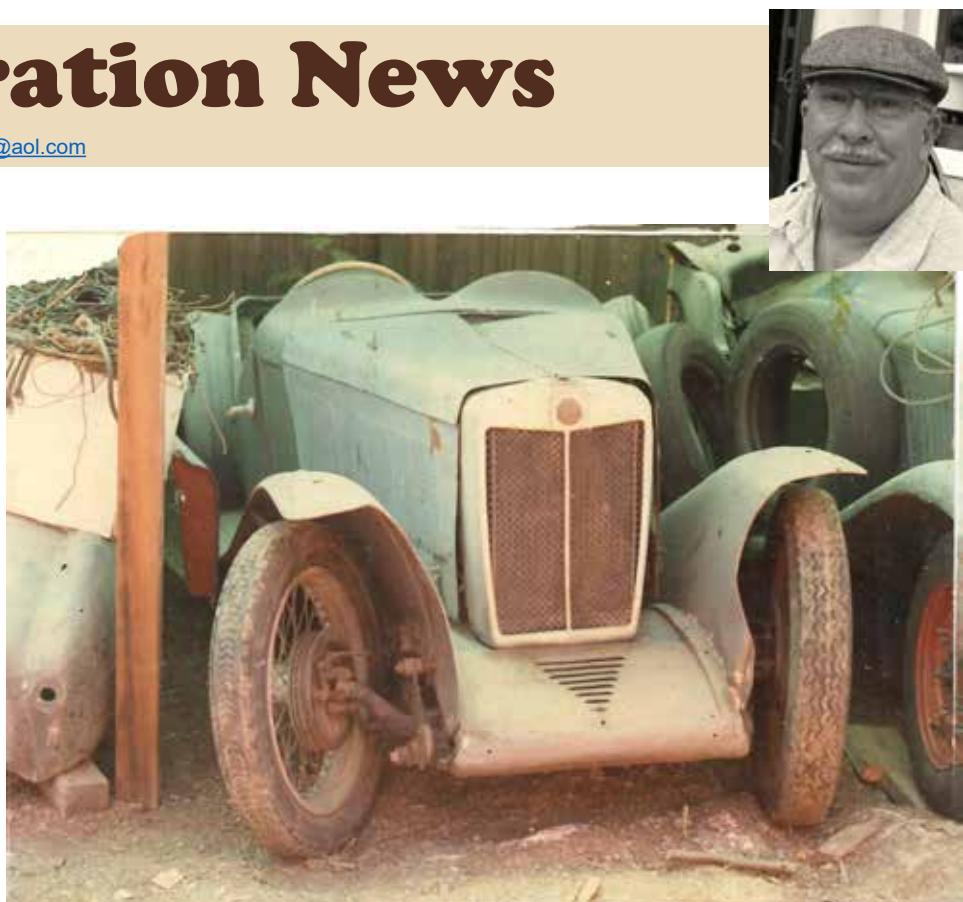
John Libbert jorolibb@aol.com

My J2 has been “under restoration” for 33 years and counting. What’s taking so long? Sometimes I’ve felt like Mr. Dave as he talked to Opie about putting off trimming Andy Griffith’s hedges: “*It’s the most perfect day to start any job – tomorrow. Most marvelous day that was ever invented. Why, there’s absolutely nothing a man can’t do – tomorrow.*” J3118 and my story isn’t quite like that – I think!

Not that this is a contest for the longest restoration, and even if it were, I certainly would not want to be the winner. Here is a brief story of my many years of the on and off restoration of my J2 - chassis J3118, as I am bringing it slowly back to life.

My path to buying and restoring a J2 Midget starts with a ‘72 Midget I purchased in 1978. It was my daily driver for a time when I was in my early 20s. After attending the 1981 Cincinnati Concours d ‘Elegance as a spectator I knew I wanted to get another MG - this time an older one that I could do a full restoration on. Two weeks later (sometimes I actually do things fast!) a basket case 1960 MGA was in my garage. The MGA turned into a three-year project and was quite the learning experience. It was also a lot of fun. Finished with the MGA (which I still have and enjoy) I set my sights on an older MG to restore. Starting to see a pattern here?

At a local British Car show in New Jersey in 1987 (where I was living at the time) I came across a photo display of several cars for sale next to an MGA. One was definitely an older MG, and appeared to me to be a TC. Turned out it wasn’t a TC, but a 1933 swept wing J2 located in California. I’d never seen a J2 with swept wings before, having previously only seen two J2s, both with cycle wings. We struck up a conversation, I expressed interest in it and asked the seller to send me more photos after he returned home.



Here is the photo that came in the mail.
Note the TR2/3 body to the left, TD to the right.

Several weeks later a small package of photos arrived in the mail from him. They showed a sad looking car missing a few parts. I didn’t fully realize at the time how many parts were actually missing (sound familiar?), but the original engine and gearbox were there. The most important thing was that it was within my budget, though just barely. I arranged a time to fly out to see the car in mid-August, and at that meeting reached an agreement on a price which included some new spare parts and delivery to New Jersey by the end of October.

A month later (September 1987) I went to the Vintage Fall Festival races at Lime Rock, Connecticut, and to my delight someone was racing a beautiful green J2. While I was admiring the J2 a couple stopped by and introduced themselves - Jim and Debbie Perman. Jim invited me to visit them in Connecticut and look at the two J2s he owned (Jim and Debbie, also NAMMMR members, still own a pair of J2s). This was the beginning of a friendship that continues to this day. Jim was also the person who told me about a basket case TC that I subsequently purchased from someone in Connecticut. That TC is still a restoration project for me.

As one is supposed to do, the first thing I did when the J2 arrived is disassemble it – or most everything that wasn't already disassembled. Then started the process of cleaning, repairing, painting, hunting for parts, and that whole shebang. I worked slow and steady - that's my normal speed.

In December 1987 I received a phone call from Jerry Keuper. He was just starting our Register (NAMMMR) and wondered if I would like to join. Of course I did! Along the way I also joined NEMGTR as a Vintage member, and the England based MG Car Club and Octagon Car Club. One can't have too many friends and contacts when trying to restore an MMM car.

A lot has happened since I bought the J2 in 1987 that's kept the project on a very slow track. A job transfer back to Cincinnati, then another change of jobs when



Loading J3118 to move to Cincinnati

that company closed its doors. Robin graciously married me in 1995. We bought a house and raised a family. I've spent a lot of time working on the TC (still not done), and all along the way acquiring needed J2 and TC parts as they were available and budget allowed. And I've regularly attended numerous MG events (including the very first NAMMMR event at Harpers Ferry) – time with friends is more than a fringe benefit of our hobby.

For close to thirty years I'd been dabbling in J3118's restoration. Tomorrow had come, and friends and fellow MG enthusiasts encouraged me to 'just do it!' I caved on the body, admitting to myself that I really needed to just buy a new one, and in 2016 with the drop in value of the British Pound vs. the Dollar, I had the impetus to go forward.

I ordered a new J2 body tub from Steve Gilbert. He consolidated some of my other MG parts purchases from UK sources with the tub into one fairly large crate and shipped it to me in Cincinnati. When the crate arrived in late 2017 I set aside the TC restoration to focus on the J2. While there aren't a lot of hours available in my life for the project, it's amazing how much I've accomplished since then.

One benefit of taking so many years on this project is finding more sources for parts (original and reproduction) and learning new or better ways to restore original parts. That's led me to review some of the work I did many years ago and redoing many things. Sometimes it feels as if the restoration is starting all over from the chassis up! While it's certainly added more time to my project, I believe it's worthwhile, and in the end will produce a much better car. Of course, time has also allowed to make more contacts and friends.

You'll see in these photos that good progress is actually being made. Perhaps tomorrow is here!

I should mention one good friend who's been a tremendous help (and really pushed me to finish the J2) – that's our editor, Tom Wilson. With his knowledge and encouragement along with everyone else in the MMM community (including Tom Metcalf's many years of encouragement), I will finish this J2 restoration.



The new tub arrives!



Fitting up everything. This is the current status of J3118's restoration.
While it came with swept wings I've returned it to its original cycle wing configuration.





John "riding mechanic" with Jeff Newey at the wheel of a PA
at the Indianapolis Motor Speedway - 2015.



Reed & Jan Tarwater's J2 and PB