



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

In This Issue:

NAMMMR National Event 2014

By Peter Ross and Chris Nowlan

Overview

Watkins Glen, New York, was the place to be in early September if you are an MG enthusiast. That is the time when the Sportscar Vintage Racing Association (SVRA) holds the U.S. Vintage Grand Prix. The Village of Watkins Glen goes overboard and organizes many activities to keep the enthusiast busy and entertained, culminating in a race re-enactment on the old course (1948 to 1952) when the downtown main street is closed off and turns into a street festival. The collective activities are called the "Stone Bridge Drivers" events so named after the tricky stone bridge on the old race course and where Denver Cornett rolled his TC into the river back in 1948.



Every year the SVRA designates a featured marque, and this year it was MG, which meant MG clubs and individuals with cars of all ages converged and celebrated MG's 90th birthday. NAMMMR went all out to attract as

many of our cars as possible, and an east coast record was set with 20 cars in attendance. So, to give credit right up front, here's who came with their cars and members not able to bring their cars. (cont'd on page 4):

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Editor's Note: Be sure to read *Sacred Octagon*, Oct 2014 Issue for Dave Lawley's outstanding coverage of our event, starting on Page 8.

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JPEG format for photos (Please do not embed with the text)

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

The UK Triple-M
Register web site at:
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Chairman's Corner

Hello my fellow MMMers! If you did not have the opportunity to attend our National Meet at Watkins Glen you missed one of the Register's most exciting and well attended National Meets ever. The camaraderie among our members was so deep you needed boots to wade through stories and ideas about our cars. The event team of Rachel and Peter Ross, Laurie and Chris Nowlan and Sarah Richey did an outstanding job ensuring every detail was well thought through and executed. The other group I would like to thank is you our NAMMMR members who attended this grand event! Without you we cannot have a successful Register National Meet. I am not going to go into detail about the event as it is well covered by several articles in this newsletter.

However, I do want to encourage each NAMMMR member to attend our National Meet next July 15, 2015 in conjunction with GoF Central at the Indianapolis 500 track.

Sarah Richey working with Jan and Reed Tarwater laid out the details in our planning meeting at Watkins Glen. Believe me you want to attend this event which is going to be fantastic. Make your registration today as only the first 100 registered for the GoF will have the chance to drive your MMM car around the Indy track. You can register on line at GOFCentral.com.

Cheers, Jack



Directors at the Watkins Glen International Race Track, discussing NAMMMR topics, including GOF Central

From the treasurer

The 2014 Watkins Glen event, I'm told was a fabulous success! Financially speaking, we ended a little in the plus column. The event did not cut into the NAMMMR Annual Budget at all. Thank you to the event committee for organizing and managing a great event. I was not able to attend Watkins Glen personally, as I was touring Scotland with my wife and another Minnesota MG T Register couple.

Immediately following that adventure, I met Jack Kahler and 4 others for a 2 week whirlwind automotive tour of England, Germany, France, Switzerland and Italy. Stops included a visit to the MGCC, the Goodwood Revival, many car factories, museums and a few historic racetracks. We each drove a couple of laps on Germany's Nurburgring, the real highlight of the trip!

The NAMMMR finances for 2014 are looking very solid against our initial year of budgeting. We will end the year ahead of projections. Thank you to all of the register members for the continued support!

Onto planning for a great 2015!

Jack Schneider

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

Take a look.... NAMMMR Regalia

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



Members who brought cars.....

Phil & Karna Anderson	Hovland	MN	1934	PA
Malcolm Appleton	Waitsfield	VT	1932	F1 - Stiles
Mike & Doris Bartell	Doylestown	PA	1934	PA
Peter & Pat Davis	Jonesborough	TN	1934	PA
Bob & Carolyn Grunau	Mississauga	ON	1935	KN
David Harrison	Chester	VA	1933	L2
Jack Kahler	Littleton	CO	1934	PA
Tom & Marge Keller	Manitowoc	WI	1933	J3
Clark & Pamela Lance	Long Valley	NJ	1932	F1
Alan & Kathy McCreery	Annandale	NJ	1933	J2
Tom & Kathleen Metcalf	Ashland	OH	1935	NB
Carl & Mary Meyer	Slingerlands	NY	1935	PB
Chris & Laurie Nowlan	Amherst	NH	1933	L2
Lew & Darlene Palmer	St. Mary's Point	MN	1936	PB - Airline
Peter & Rachel Ross	Bolton	MA	1932	J2
Bill & Sarah Richey	Bowling Green	KY	1932	J2
Reed & Jan Tarwater	Greenfield	IN	1936	PB
Jason & Holly Urban	Kintnersville	PA	1935	PA - Lester
The Revs Institute	Naples	FL	1935	PA - Leonidis
The Revs Institute	Naples	FL	1934	K3

Joe and Cathy Gunderson from Littleton, CO have a J2 at home but instead brought their unique MG factory racing prototype EX186 (1956), we think for the first time seen on the east coast. (Sorry, didn't get Joe and Cathy Gunderson, the EX186 and camera together at the same time.)



Members who were unable to bring cars.....

Randy & Sandy Copleman	Scottsdale	Arizona	1935	PA
John & Helen Gillett	Drysdale	Australia	1934	K3
Dick Sprafke	Providence	Rhode Island	1934	PA -Airline
John & Graham Welch	Chicago	Illinois	1932	J2



Thursday Activities

Welcome Dinner

We kicked off the weekend with a welcome get-together and buffet dinner for about 40 of us at the Radisson Hotel in Corning where a surprise guest was Burt (B.S) Levy the noted motoring author and journalist. We didn't intend to have any speeches but it didn't take much of an invitation for Burt to entertain us with a few of his renowned funny stories.

We did intend to hold a "drivers meeting" while all were seated to go over arrangements for the weekend and give people a chance to ask questions the answers to which might well benefit everyone. It transpired that everyone who had signed up for the Tour de Marque didn't want to run the whole tour so we adjourned to a separate meeting and luckily had the organizer of the Tour available by phone at the relatively late hour to work out solutions.

Friday Activities

Concours

Friday dawned with a good forecast and four of our members had entered the Concours d'Elegance to be held in the parking lot of Watkins Glen State Park on Franklin Street, the Main Street which was closed off to traffic for most of the day. This was a judged concours with entries accepted by invitation from any classic car, not just for MGs. The results were announced at the main part of the Friday evening festivities and every one of our members was an award winner. Joe and Cathy Gunderson with their EX186 prototype won the award for "most historically significant"; Dave Harrison with his L2 won an honorable mention; Tom Keller won second with his J3 and Best of Show was won by Malcolm Appleton with his Stiles bodied F1 Magna.

Tour de Marque

The Tour de Marque started with an early check-in at the Wings of Eagles aviation museum at the Elmira Airport about 25 miles south of Watkins Glen. All 120 entries were MGs which left around 10am to tour "in convoy" over country lanes to the Watkins Glen International race

track where their first activity was to sit down for lunch under a large tent for shelter from the blazing sun. After lunch, the whole group took a 2-lap tour of the race track and then headed downtown to join the festivities.

Each of the Stone Bridge Drivers groups had their own two-lap tour of the 6.6 mile old course, so it was a busy afternoon for those spectators gathered along the route. Didn't they ever tire of seeing hundreds of MGs speeding by? Apparently not, for they were still there when the race cars did their re-enactment in the early evening.

Only Peter and Pat Davis in their blown PA took part in the morning tour, and by their accounts they enjoyed it despite the 90° temperature. Getting the other 7 of our entrants integrated with the Tour at lunch time was about the only stumbling block during the weekend but we found pictures of Tom and Sandy Copleman in the NB and Bill Richey and Derek Pretchl in the J2 enjoying themselves when crossing the Stone Bridge.



After completing their tour of the old circuit, some cars were parked on Franklin St. while others went to Lafayette Park close by where there was an MG panel discussion. One of the panelists was Dick Knudson.

Downtown MMM Headquarters

For those members not participating in the organized events we had a downtown headquarters and hospitality center at the Glen Manor Hotel very close to where the old circuit joins Franklin Street.



Saturday Activities

Car Show

On Saturday, the major attraction was our car show where all those registered were entered and could vote giving a "popular choice" set of results. We had rented a large (40 feet by 120 feet) tent with three open sides to shelter us from either sun or rain and it turned into an enclosure



which felt as professional as a trade show booth, such was the quality of the cars. At times it was almost thronged with spectators since we were located right next to the MG Vintage Racers paddock and alongside the track. Each car had an assigned space and first inside the entrance were our honored guests from the Revs Institute (The Collier Museum) with their K3 and PA/B special (Leonidis). Next to Leonidis was Dave Harrison's L2 and then the Ross's J2 representing a reunion of the three existing Triple-M cars in America which the Colliers imported in 1934/5 for racing in the ARCA series of road races. This was the first time they had been together since the 1930s. At the other end of the tent were two exhibition cars not included in the judging: The Gunderson's EX186 prototype race car and Moss Motors' iconic TC previously owned by the late Al Moss. In between was our magnificent display lined up in model order: Js, Ps, Fs, L, K and N. The winners were as follows, listed in the order of points they scored in the judging in two classes: The 4-cylinder Midgets and the 6-cylinder Magnas and Magnettes.

Class 1 - Midgets

	Points		
1st	35	Tom & Marge Keller	J3
2nd	25	Lew & Darlene Palmer	PB-Airline
3rd	22	Reed & Jan Tarwater	PB

Class 2 - Magnas and Magnettes

	Points		
1st	54	Bob & Carolyn Grunau	KN
2nd	39	Tom & Kathleen Metcalf	NB
3rd	36	Malcolm Appleton	F1-Stiles

Towards the end of the day, some light rain began to fall, but the cars would be perfectly dry and safe in the tent although some had their trailers parked nearby anyway. We are extremely



grateful for the financial contribution made by our sponsors towards the tent rental namely Hagerty Insurance and Moss Motors. We enjoyed the company of Derek Pretchl from Hagerty and Bob Goldman from Moss Motors during the weekend.

Awards Banquet

The International Motor Racing Research Center (IMRRC) invited us to hold our Awards Banquet in their library on Saturday evening. It was a fairly tight fit for the 58 in attendance but most enjoyable to be surrounded by an amazing collection of historic automobilia. The fabulous 1950 Ferrari 166MM Touring Barchetta which normally is on display in the center of the library was pushed back against the entry door. It's not often a Ferrari has to make way for MG folk! They had wanted us to display our cars outside prior to dinner but only the Lance's F1 was seen braving the light rain in the parking lot.

Our honored guests were: J.C. Argetsinger, president of



President of IMRRC, J.C. Argetsinger

the IMRRC and son of Cameron who organized the first Watkins Glen races in 1948; Dick Knudson, celebrating 50 years since he co-founded the New England MG T-Register; Glenda Gephardt, director of the IMRRC. J.C. spoke about how his father, Cameron, had been instrumental in starting the road racing in Watkins Glen in 1948 and how predominant MGs were in those early years. Cameron drove his TC in the first race and they would love to find his car wherever it is. Dick shared many anecdotes about the famous MG personalities he has been fortunate to meet through the Register.

A most professional audio/visual pitch by Reed and Jan Tarwater for next year's MMM National event to be held in Indianapolis was presented in the small theater while the caterers cleaned up.



Dick Knudson, co-founder of MG-T Register



Sarah Richey handing out the Door Prizes with her delightful Charm

We returned to the main lobby where Jack Kahler and Chris Nowlan presented the awards from the car show. And finally Sarah Richey created some light hearted fun by giving out the door prizes of English artifacts she had collected for the purpose so nobody went home empty handed.



Light Shades are one thing, but trash cans? Peter Ross and Chris Nowlan clowning around!

Sunday Activities

Collier Cup racing

Those who race their Triple-M cars saw this event as a dual opportunity and decided to enter the Collier Cup Race for MGs which is annually a part of the U.S. Vintage Grand Prix weekend. With MG being the featured marque there were 100 MG entries so they ran two separate races splitting the ancient (pre-war and T-Types) from the modern with the result we could enjoy racing at our speed (or lack thereof) without being harassed by the MGBs, Midgets and MGAs every few laps.

Four of us made the grid for the first practice session on Friday. Reed and Linda Yates brought their blown NA special all the way from Texas and would be consistently the fastest of us; Jason and Holly Urban had their Lester PA; new member Mike and Doris Bartell had their recently acquired ex-Allocca (Frank and Kevin) blown PA and Peter Ross drove their ex-ARCA J2. Unfortunately Jason suffered

a nasty noise from the engine which transpired to be a failed rear main bearing so did not compete in the Collier Cup on Sunday. In that race, Reed finished a few places ahead at a fastest lap speed of 62 mph while Peter and Mike ran very close at a lap speed of 55 mph, which we didn't think was too bad at all. In a Triple-M car like the J2 one discovers new hills that you didn't know existed.

Back on Friday evening the downtown activities were concluded with a race reenactment over the old course, now closed to public traffic. A selection of well over 100 of the race cars come down from the track under police escort and line up in order of age and in grid formation on Franklin Street. The J2 was the second oldest car racing so got a nice front row position with Mike Bartell's PA and Reed Yates's NA behind. After a period during which the public milled amongst the race cars and after the Concours d'Elegance award winners had been announced, it was time for the race reenactment to begin with the dropping of the green flag by NASCAR legend Bobby Allison, the Grand Marshall. Now it was really embarrassing to be on the front row because immediately after the right turn off Franklin Street there is a wickedly steep hill at least a mile long. The stock engine would not pull us up in third, but once at the top we were eventually able to catch up with the pace car, but having gone so far up, we had to come down some steepish hills. My passenger was John Gillett, the owner of K3030 visiting us from Australia and, being an active vintage racer, he soon took up the duties of brake man very well. You know or have heard about the effectiveness of the foot pedal at actuating the J2s 8 inch brakes. The famed stone bridge was after a long downhill but with John hauling on the brake we took it in style. A large crowd was watching and waving at the bridge as



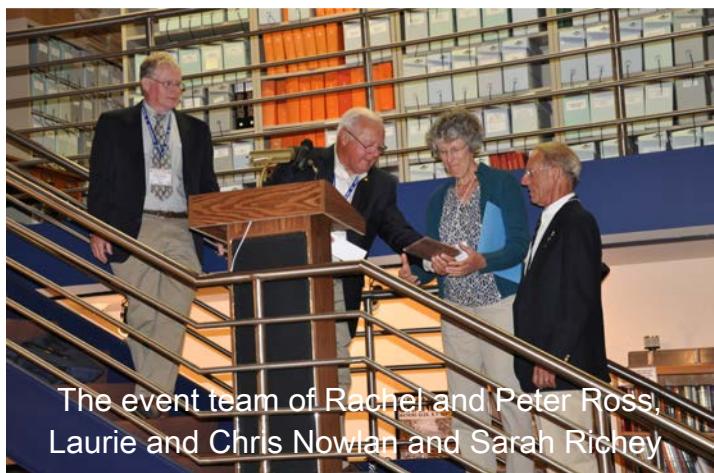
well as many groups of spectators at various strategic points like the railroad crossing where cars are reputed to take off. But no crowd was larger than back on Franklin Street where there must have been tens of thousands. John's wife Helen and Rachel were not left high and dry for they had a ride in the T-types of NAMMMR members Roger Morse and his wife Lynn Arnold who have a couple of J2s under restoration. At the end of three laps all the race cars headed back to the track just before darkness fell.

It should be mentioned that all day Friday, the two "Collier Museum" cars, the K3 and Leonidis were displayed in a place of honor at the start/finish line.

And finally,

A very special thanks to Rachel who made Peter and Chris look good while attending to a thousand details that made for such a well-planned event. It really was a tremendous challenge to host an event of this size during a major event that is almost oversubscribed a year in advance. To all of you who made the effort to attend with cars, our grateful thanks as it really is the cars that are the stars. Thanks to Sarah Richey for her contributions on hospitality and for contributing raffle prizes to the awards banquet and to Jack Kahler for producing the awards and dash plaques. Thank you to all those who made a voluntary contribution to the IMRRC, which turned out to be a great location, full of the right atmosphere, for a group such as ours. And big thanks also to Hagerty Insurance and Moss Motors whose generous support and contributions towards the tent rental ensured the event's success.

See you in Indianapolis!



The event team of Rachel and Peter Ross, Laurie and Chris Nowlan and Sarah Richey



Lew and Darlene Palmer in their 1936 MG PB Airline Coupe



Alan and Kathy McCreery's 1933 MG J2



Carl Meyer's 1935 MG PA



Phil & Karna Anderson in their 1934 MG PA



Clark & Pamela Lance's 1932 MG F1 Magna



Racing at Watkins Glen

Reed Yates drove his blown NB special #14



Jason Urban drove his Lester - PA #353

Mike Bartell drove his ex-Allocca

blown PA #277

Peter Ross drove his ex-ARCA J2 #255



Great track... great sound!



Jason Urban Lester PA in action

© Weil-O'Day Auto Images 2014



Mike Bartell getting a Little body roll



Go Reed Yates....



© Weil-O'Day Auto Images 2014



David Harrison's L2



Peter Ross finding the line



Checkin' in...



Urban's Lester PA, in discussion with Peter Ross



Peter Ross and Helen Gillett





The History of the IMRRC, by Randy Copleman



Welcome... Please come in...

While having our NAMMMR Awards Banquet at the IMRRC, I was impressed with the Center and its tie to Watkins Glen and the local racing venue. While there I met Glenda Gephart, Director of Administration and Communications. Glenda provided me with a Press Kit which provided the material for this short article on this fine organization.



IMRRC President, J.C. Argetsinger, discusses the history of Glen Watkins Racing and IMMRC

There are two strongly related racing elements in Watkins Glen. Of course, there is Grand Prix with its history going back to 1948. But what about all the racing history since 1948, such as race programs, posters, racing results, articles, rare and reference books, periodicals, films,

ephemera, trophies... references, etc? As the Grand Prix racing years were going by, it was recognized there was a lot of rare material getting lost. In 1999, The IMRRC (International Motor Racing Research Center) was established with a mission to capture this historical information, offering a unique mission as a research and archival center.



1950 Ferrari 166MM Touring Barchetta on display in the lobby. Beautiful!

The genesis of the IMMRC started back in 1987 with the opening of the Public Library. As part of the library, an alcove was dedicated to books on racing history following generous gifts from the Collier family. This small but excellent collection was outgrowing the space in the alcove and had attracted the attention of writers, historians and fans.

The collection in the alcove was expanding rapidly, so in 1996, John Sanders, then President of Watkins Glen International, proposed an addition to the Watkins Glen Public library to coincide with the 50th anniversary of racing in Watkins Glen. The dedication was held September 1998, with the Motor Racing Research Council formed in November of 1998.

The Center is a lasting tribute to racing, gathering the materials that might have disappeared into the mist of history had not the



leadership of Watkins Glen worked so hard to preserve them. Chief among these leaders was Cameron Argetsinger, whose youthful enthusiasm and persistence created the first Watkins Glen Grand Prix back in 1948. More than 50 years later his wife, Jean Argetsinger, as President of the Watkins Glen Public Library Board of Trustees, recognized the need for preserving motor racing history for the public before it became scattered to private collectors. Original documents and records were disappearing fast.

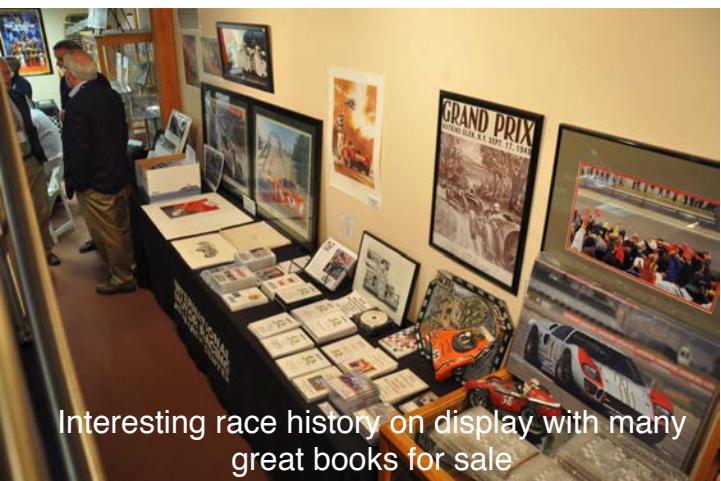
"There are many great automotive and racing museums around the world," Sir Jackie Stewart, three time World Champion, said as the honored guest at the gala opening of the Racing Research Center in June 1999. "But what has been created at Watkins Glen, a center of archives and real research, is truly unique and a tremendous asset to the whole community."

The IMRRC was established and has some 7500 visitors each year; its website averages more than 250 visits a day. Since the Center opened, well over 10,000 reference questions have been answered.

The current council includes Bobby Rahal as Chairman, John Saunders, Vice Chairman, President J.C. Argetsinger (son of Cameron), Jean Argetsinger, wife of the late Cameron Argetsinger, Michael Argetsinger and many other distinguished members.

Be sure to stop by IMRRC if you are in the finger lake area in New York for a visit. Meanwhile you can check the organization out at their website, <http://www.racingarchives.org/> and even engage in racing research.

note: I highly recommend the DVD on their website (Gift Shop) **Watkins Glen, The Street Years 1948-1952** ...Produced in 1999 by PBS



station WSKG in Binghamton, N.Y. This acclaimed, one-hour film includes interviews with Cameron Argetsinger, who had the original concept for races in Watkins Glen, and with some of the drivers who competed in those early events. Historians put the races into the perspective of the times, and local residents affected by the races recall the exciting moments.

A lot of good period race cars and history.

Reference: Conversation with Glenda Gephart, Director of Administration and Communications, and IMRRC Press Kit she provided. - Thank You!



Thanks to Revs Institute for sharing two very special Collier Brothers cars with Watkins Glen

Article provided by Revs Institute, Authored by the famous John Lamm, Revs Images provided by Keith Gray and Revs Coordination by Scott George

Having been 60 years since the first Collier Brothers Memorial Trophy Race at Watkins Glen, it was fitting to find two 4-wheel honored guests--a 1934 K3 Magnette and "Leonidis"--at the 2014 Glen gathering. The pair reflect the spirit of Sam and Miles Collier.

The brothers' heritage lives on today at The Revs Institute® in Naples, Florida. Known for its extensive archives of facts and photos, the heart of Revs is the Collier Collection. Miles Collier (Miles' son) has assembled a museum of over 100 automobiles that range from an 1896 Panhard et Levassor, to a 1995 McLaren F1, to one of the most historic Porsche displays this side of Zuffenhausen.



1934 K3 Magnette in the Wild

As Sam and Miles Collier were the original MG importers to the U.S. it's no surprise that marque is represented in Naples and made the trip to the Glen. Revs' 1934 K3 Magnette is serial number K3025, which was delivered to C.E.C. "Charlie" Martin in April 1934 and had, in a sense, two lives. Delivered with the traditional pointed-

tail body and raced successfully in England by Martin, it was later fitted in 1937 with a handsome, full-fender Jensen body for road use. Twenty-two years later MG (Abingdon) swapped that coachwork for the original body, which had survived. This is one of many cars in the Collier Collection that was displayed for years at the famed Briggs Cunningham museum in California.



1935 PA "Leonidis" in Captivity

It's easy to recognize the classic bodywork of the Magnette, but the other Revs MG at the Glen has a unique look and is arguably the most famous prewar MG in the U.S. It also has a nickname, Leonidis, possibly for a famed Spartan king. Originally a 1935 PA, the car was updated to 939 cc and PB specs. When Miles Collier bought the car, MG fit it with a Marshall supercharger. He raced the car in events organized by the Automobile Racing Club of America, which Miles and Sam helped found. After World War II, ARCA was the basis for today's Sports Car Club of America.

It wasn't a track mishap that ruined



Revs Institute, Naples Florida

the PA'a bodywork, but a run-in with a taxi in New York City. Miles had another ARCA member, John Oliveau, pen an aerodynamic body that reflected the shapes seen on many of the big Lagondas, Delages and Delahayes of the day. Miles won a number of races with Leonidis and took it to Le Mans in 1939, becoming the first American to race on the Circuit de la Sarthe in a decade. Paired with Lewis Welch, Miles was a class leader when the gas tank ruptured after eight hours.

A tour through the Collier Collection at Revs is worth a trip to Naples, which is an easy 2-hour straight shot from Miami across Alligator Alley. Wander through the collection and learn more about how the automobile has shaped the world, as well as the link between The Revs Institute and the Revs Program at Stanford University. Or make a virtual visit via www.revsinstitute.org.



Revs Institute Research Library



Editor's Note: It was a great experience working with Revs Institute on this article. Scott George was very instrumental and timely coordinating the article. Revs looks like a great place to visit while in Florida. Thanks to Revs!



The K3 and Leonidis out and about...



How did Racing Start in Watkins Glen? by Randy Copleman

Watkins Glen racing got started after the war. Why this small community located in a glen (a deep, rocky ravine cut by eighteen waterfalls) at the south end of Lake Seneca, one of the five finger lakes in New York?

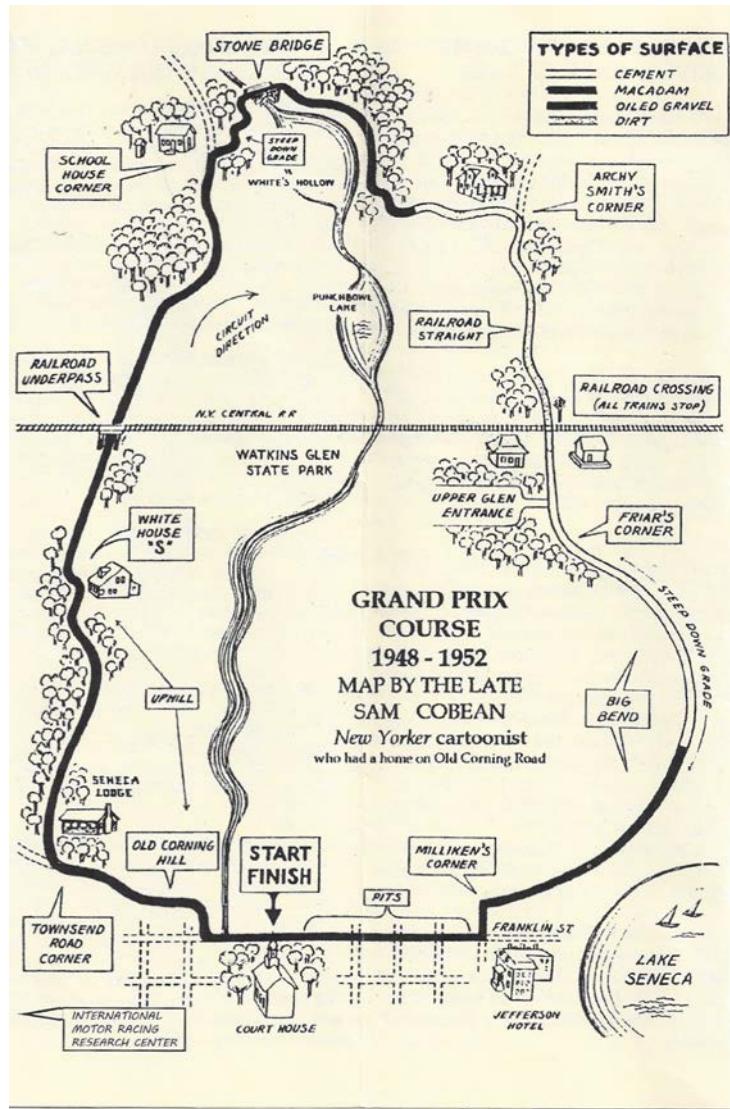
Well, it so happened a gentleman named Cameron R. Argetsinger spent his summer vacations while away from his studies at nearby Cornell University at Ithaca, driving his MGTC around the village of Watkins Glen. He soon established his own little race circuit which ran through the back roads.

Mr. Argetsinger envisioned doing something which had not been since before the war, collect sport car drivers across the country for a race. This would not be a race around a closed track, but like the open road European Grand Prix courses, through the village and out to the country side with rolling hills, windy corners and tree lined lanes.

After a lot of convincing of the Watkins Glen Chamber of Commerce and coordination with the SCCA the race was approved, Cameron established a 6.6 mile course which started and ended downtown at the Schuyler Court House, ran through the village streets, winding through the country side with an assortment of asphalt and dirt roads... and of course plenty of turns and corners. The race would halt the New York Central Railroad from running, closing the village to traffic and closing local roads and the local state park. Indeed, a lot of coordination. American Road Racing was on! So it would be the first road race was held on October 2, 1948.

Although Mr. Argetsinger's family thought he had a good chance of winning the race as he was well practiced, the first Grand Prix was won by Frank Griswold in his Alfa Romeo.

The road races continued yearly for the next four



years, but crowd control was difficult. There were large crowds, around 10,000 the first year and the popularity of the event allowed it to grow, making crowd safety a priority, but challenging. Spectators would look around each other hoping for a glance at the passing cars, placing them in harm's way and there were spin outs in town. As a result, a car accident caused the death of Miles (or Sam?) Collier in 1950 and the unfortunate death of 7 year old spectator in 1952.

The race was moved to a temporary 2.3 mile course in 1953 and a 2.3 mile course, designed in part by engineers at Cornell University, was



built in 1956. This track was built a few miles outside of Watkins Glen Village. So racing continued and in 1957 the first professional race, a NASCAR Grand National Stock Car event was held and won by Buck Baker.

The first US Grand Prix, Formula 1 race started on October 8, 1961, which ran through 1980. The US Grand Prix and other racing venues ran for 20 years until 1980. From 1981 to 1984 only a few private SCCA events were held to allow the renovation and renamed the Watkins Glen International.

Watkins Glen keeps memory of the early racing years alive and each year with the annual Grand Prix Festival. This one day free event includes a parade around the old course and Watkins Glen is busting of cars and spectators. It's an event not to be missed. During the weekend, there is vintage racing at the Watkins Glen International, where one can experience all levels of racing classes.



This year, MG was the hosted marque and there were MGs from pre-war, T-Series, MGAs, MGBs, along with period speciality MGs. The race track was busy as the town with a large participation of racing MGs. Revs Institute, related article, displayed their two early Sam and Miles Collier's cars which have a significant place in early Watkins Glen racing.

If you plan on attending one of these festivals, or are driving through Watkins Glen, you should plan on visiting IMRRC (International Motor Racing Research Center) which usually has a very rare car on display, along with great racing displays and rare books and information on all sorts of racing related material.



References:

1. Brochure "Self Guided Tour of the Original Watkins Glen Grand Prix", from the Watkins Glen Area Chamber of Commerce, www.watkinsglenchamber.com
2. Watkins Glen Racing - Images of Sports", Kirk W. House and Charles R. Mitchell, 2008



2015 Upcoming Events - GOF Central, GOF West and GOF South (Will anyone make all three???)



July 15th - July 18th



Registration Instructions:

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

Activities Notes:

The IMS Motor Speedway Track Experience:



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

The Main Car Show:

Only a few miles from the Renaissance Hotel is the Indianapolis Executive Airport where the main car show will be held.

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



Car Detail Raffle:

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

1st Timers Show and Hoosier BBQ:

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

GOF Tentative Schedule

Wednesday, July 15th

- Early Registration
- Self-Guided Tours
- Movie Night

Thursday, July 16th

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

Friday, July 17th

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

Saturday, July 18th

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

Sunday, July 19th

- Winner Photos



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



Registration Form

July 15th - July 18th



Name(s): _____ Car Club Affiliation: _____

Street: _____ City/State/Zip: _____

Home Phone: _____ Mobile: _____

E-mail: _____

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

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

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

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

Yes Yes

Yes Yes

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

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

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

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

 Number of Cars for the Rally** Valve Cover Race Entries Photo Contest/Scale Model/Craft Entry Funkhana Entry Movie Night Driving Tours Participant Workshop/tech sessions MG history/technical/crafts

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

Do you need Trailer/Truck Parking? Yes Do you have an item to contribute for the live or silent auction? (We will contact you): Yes **Registration Events and Fees**(Deadline for Registration is July 5th, 2015)

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

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

1st Timers "Hoosier BBQ" x \$20 per person \$ _____Saturday Awards Banquet x \$45 per person
____ Beef ____ Chicken ____ Vegetarian \$ _____Indianapolis Motor Speedway Track Experience
(Includes a one person pass to the museum) x \$45 per car \$ _____

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

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

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

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

Size	XS	S	M	L	XL	XXL	XXXL	XXXXL
Color								

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

Size	XS	S	M	L	XL	XXL	XXXL	XXXXL
Color								

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

Men's Shirts: Quantity of Each Size:

XS	S	M	L	XL	XXL	XXXL	XXXXL	XXXXL

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

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

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

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

(Be sure to check out our Regalia Page!)**Total of Registration Events and Regalia: \$ _____**

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

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

You can register online at: www.GOFCentral.com or mail this registration form and your check or credit card information to: Mike and Brenda Jansen, 1303 N. Lima Road, Kendallville, IN 46755. Any questions? Call or e-mail Mike (260-347-4680) GOF2015Central@gmail.comNOTE: This Registration May Not Be Transferred To Another Person And Is Not Refundable after the Deadline of June 15th, 2015.

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



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

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

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

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

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

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

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





GOF SOUTH MK XLIX



A photograph of the Mission Inn Resort & Club, a large, white, Spanish-style building with red roofs and multiple towers, situated along a canal with palm trees in the foreground.

The Classic MG Club of Central Florida invites you to GOF South 2015
to be held in the hills and lakes of Lake County Florida
where a premier golf and tennis resort is located.



mission inn
RESORT & CLUB
10400 County Road 48
Howey in the Hills, Florida 34747
April 17 - 19, 2015



This hotel is a jewel in amongst some of the best driving roads in Central Florida with lots of adventures available. We have lakes, bass fishing boat rides, seaplane rides, water skiing, antiquing, restaurants, interesting businesses, plenty of golf courses, museums - farm tractor, horse carriage, automobile and, the infamous Dora Canal, German bakery, Lake Ridge Winery, historic Mount Dora plus all of the amenities that Mission Inn has to offer.

More information will be provided as it becomes available on our website GOF South 2015:

www.classicmgclub.com

or contact us at the email address: arcpa@mpinet.net



Classic  *Club*
Since 1957

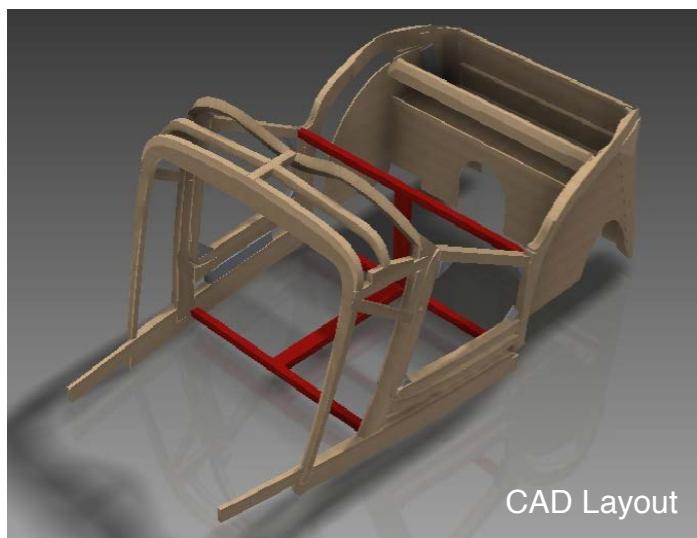


Input for GOF South was provided by Lonnie Cook of the Classic Car Club (www.classicmgclub.com). Lonnie noted to please include the GoF South website on which attendees can register, book rooms, and learn about the event. The site will be fully operational early next month at <http://www.gofsouth.com>. Book Soon!!!



Growing up in a home full of MGs and having initials that were intentionally derived from an MG PA (Phillip A. Metcalf), I had little chance of escaping youth without becoming obsessed with these vintage cars. I currently own a MGB-GT and recently acquired a MG PA two-seater. In recent years I have become much more involved with these old cars and intend on living a life packed full of them!

While in college I have revisited *The Red Car*, *The Motor Tramp*, *The Insomnia Crew*, and the likes of every Barre Lyndon and MG history book I've gotten my hands on. Something I realized about reading all of these books while studying Entrepreneurship and Management is that all of the vintage car world is related to the business world. In a way, art, cultures, economies, politics, manufacturing, wars, technology, competition and innovation all influence the business world the same way that they influenced the cars that we love. As a result of this revelation I was able to link both my passion of vintage cars and interest in business on a higher level.



CAD Layout

Last Fall I was assigned a semester long project: to create a full-length business plan and pitch it to a panel. For a few weeks I stewed about the business plan. The idea hit me during the Fall AACA event in Hershey, PA where I observed a manufacturer making new steel bodies for 1930's American cars. After dissecting many old body tubs in my dad's shop (Tom Metcalf, Safety Fast! Restoration) and going through the

Classic Carbodies Ltd.: The New Kid on the Block

By
Phillip A. Metcalf

motions of writing the business plan, I decided that remanufacturing and restoring body tubs was a feasible business idea.



A Body in need of help.. Carbodies to the Rescue!

The idea of reviving the ancient art of coach building is unique in a crowd of modern tech start-ups usually favored by business students. However, I went on to win a campus-wide followed by a statewide business competition, which provided the validation I needed to finally move forward and chase my love of coach built cars. I started by seeking woodworkers in our local Amish community. Eventually I was led to a picnic table maker per suggestion of a shop owner. The picnic table maker then referred me to a cabinetmaker, who then referred me to another cabinetmaker, who then referred me to his brothers-in-law who were coach builders by trade. After seeing the lavish coaches that these brothers were constructing it was obvious that we had found our guys.

We had a few trial runs and even went as far as constructing an entire J2 body tub kit in a 3D AutoCAD program on my computer. The 3D AutoCAD files were used to mill the entire J2 body tub kit with a CNC machine. It was later decided that it made the most sense to allow our coach builders to put their full talents to work. After many meetings in the wood shop (which is powered by a single diesel engine) our first prototypes were created.



Prototype in the Workshop

The structural metal pieces and sub-frames are made locally, the high-quality hinges are sourced from Europe, and the body tubs are skinned by some amazingly talented metal workers. To this date we have made body tubs for both J2s and two-seat P-Types. We are now taking orders from the public for both of these models and are currently developing TA (late) and TB body tubs. TC, TD, and TF body tubs will follow and are expected to be available for order before the end of the year. Information on pricing, availability, and bespoke work is available upon request.

I look forward to growing in the MG world and making many new friends along the way!

Please feel free to contact us if you would like to talk with us or place an order.



The Final Product

Like us on Facebook: www.facebook.com/ccbodies

Surf our website: www.ccbodies.com

E-mail us directly: classiccarbodies@gmail.com

Call Phillip Metcalf at: (419)-202-3804



My First MMM Car - By Phillip Metcalf

The owner of PA0560 was a good family friend and would stop into our restoration shop from time to time. He passed away a few years ago and his family wanted to find a new home for the car.



My dad and I went to check it out one weekend and I was absolutely in love.

The car lived in an old Gulf station that was later turned into a MG dealership. I passed the building that the car lived in every weekend for two years and I would always slow down to see if the garage door was open for a glimpse of the car. A few weekends ago I got an email that the car was up for sale, so I went and checked it out. I bought the car that day and the next weekend my buddy and I picked it up.

The metal is pretty good aside from the bent front apron and rusted fuel tank. It's missing a couple gauges and is a recipient

of a juice brake conversion. Aside from that the thing is loaded with a lot of original goodies and the original engine (AP810). The tub is littered with Cambridge Blue over spray from the factory and is pretty solid for being what seems to be all original wood.

The day I got it home I rigged a make-shift fuel tank, fiddled with the fuel pump and the thing lit right up! It actually runs very well! The brakes are terrible, the steering is as good as any MW box will permit, and the crash box works as it should.

It is undeniably rough around the edges, but what the heck I've already got a few miles on it. The honeycomb radiator is out for some solder work and a new stainless fuel tank is on the way. Other than that I'll slap some cable brakes on it and just DRIVE it.

I'm 22 years old and having fun, it's absolutely awesome. All I know about the car at this point is that it was originally duo-blue and it has a NEMGTR dash tag the reads VM-10. Down the road I'll restore it to original spec, unless I find a Marshall side mount along the way. For now, it's a cool old beast and I'll enjoy it as is.



Editor's Note: While working with Phillip on his Classic Carbodies venture, he mentioned he recently purchased an MG PA. Well, that sounded like another point of discussion. Is Phillip the youngest owner of a MMM car in the US?



Technical Topics

Notebook
Sections: 2.1.2 & 2.1.7

Preparing the Crank and Oil Pump

When advising MMM members on engine rebuilds, I have recognized procedures that may be overlooked. Much has been written on both the four cylinder and the six cylinder engines by experienced rebuilders, however, here are two tips that might prove of interest from one who does not consider himself an authority.

The Crank Flange:

The J, P, K, L, N, F, and R all have a flange fitted to the rear of the crankshaft secured by a tapered fit, a woodruff key and a large nut. It is imperative that the taper of the flange and the taper of the crank be a perfect fit for the flywheel to be secure. This is achieved by hand lapping these two components with garnet. This applies to both original MG cranks as well as new Phoenix cranks. The sequence that I use is the following:

1. I start with a 220 grit garnet oil base paste to which I add additional oil to make a slurry. In order to keep the abrasive from entering the oil passage of the crank, I use modeling clay to plug the hole. (seen as the red dot on the crank.)



By Chris Leydon, Salida, CO

2. Using a flux brush, I paint the crank rear spigot with garnet to make an even coat. I then install the rear flange and rotate the flange back and forth two or three times, rotate the flange 30 degrees, again rotate the flange back and forth, advance the flange 30 degrees, rotate the flange back and forth.....and continue the sequence until the sound of the lapping goes from harsh to smooth. I realize this is an imperfect description in differential sound, however, it is quite perceptive when you engage in the effort.



3. When the high spots are reduced, you will discover that both the crank spigot and the internal bore of the flange will develop a matt finish. I then clean both mating surfaces and finish the lap with 320 grit garnet.



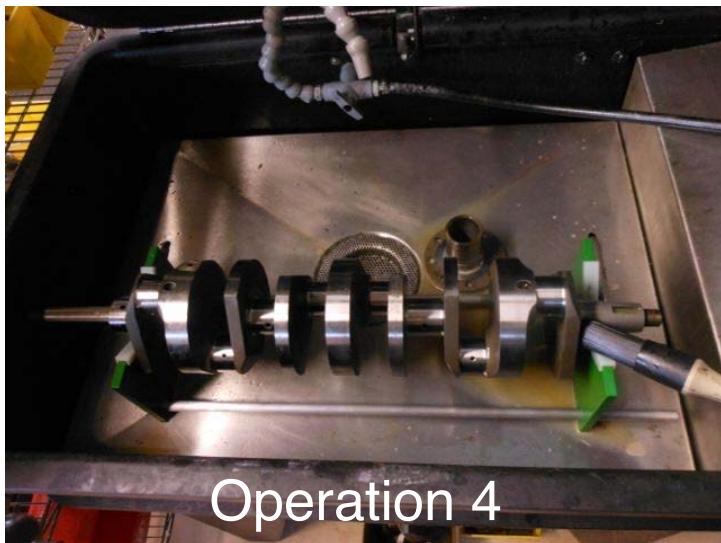
Operation 3

wet-dry with WD 40. Only remove the distress marks on the key so as not to change the key's dimensions.



Operation 5

assembling the flange to the crank, fit both the woodruff key to the crank and to the flange. Out of habit, I usually lap the edges of the key where it fits to the flange slot to insure that there is no interference.



Operation 4

5. The woodruff key often has burs from engine disassembly. Lap the key lightly on plate glass onto which you have laminated a sheet of 400



6. The last procedure is to chamfer the leading edge of the crank flange. The lapping effort may allow the flange to be installed slightly further onto the crank and this insures that the flange will not bell where it will meet un-lapped material.



Operation 6

Oil Pump Lid:

Much has been written on the MMM oil pumps i.e.: gear depth, radial clearance, bushing the shaft drive, etc. etc., however, little is mentioned about the oil pump lid aside from lapping it flat on a glass plate. The lids, at least on the N,P,L, and K, have an aluminum plug that is often hard to see and usually obscured by many coats of paint. Through decades of use, the cavity behind this plug builds up with sludge and often glass beads from previous efforts of cleaning. The following is a description of how to address this issue.

1. Mount the lid into a vice with soft jaws installed. I use wood as an extra protection to the



Operation 1

machined side. Dress the boss with a flat file until it reveals the diameter of the soft aluminum plug.

2. Remount the lid in a drill press or vertical mill and center the spindle on the center of the plug. Bore the plug with a drill size suitable for an

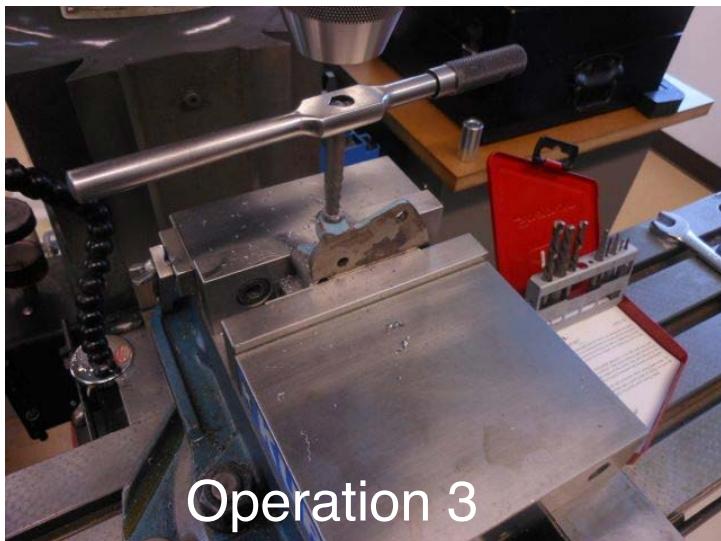


Operation 2



available extractor.

3. Using an extractor, remove the plug. The



Operation 3

threads are normal right hand.

4. Inside the bore you will discover an accumulation of debris which you would probably care not to have enter your oil pump.



Operation 4

5. Clean the internal bore thoroughly using a stiff bottle brush of the appropriate size.



Operation 5

6. It is now necessary to machine a new aluminum, 1/8" x 28 British Standard plug to replace the one that was removed. It is important to remember that the thread form is 55 degrees.



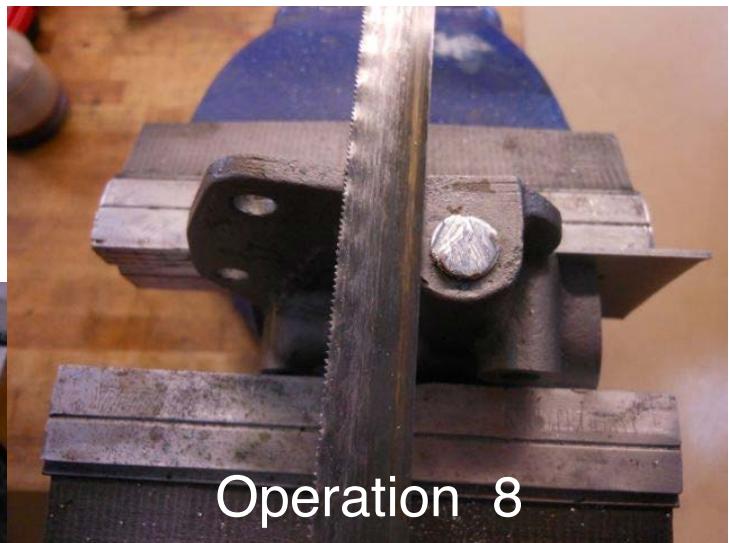
Operation 6



7. This plug is now installed into the cleaned threaded pump bore. I use old fashioned aviation sealer applied to the threads. Caution: when installing the sealer to the threads, insure that you start your application three threads from the end of the plug. This is done to insure no sealer enters the bore.

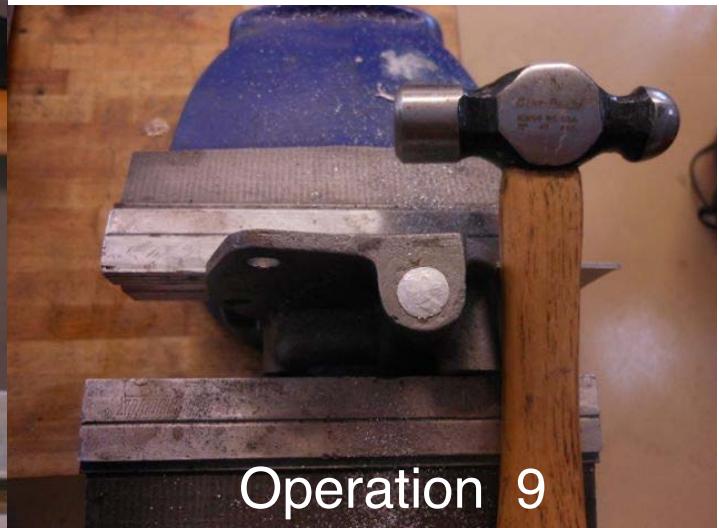


Operation 7



Operation 8

9. Slightly ball peen the end of the plug to finish the job.



Operation 9

8. Remount the lid in a vice and hack saw the end of the plug off its shank.



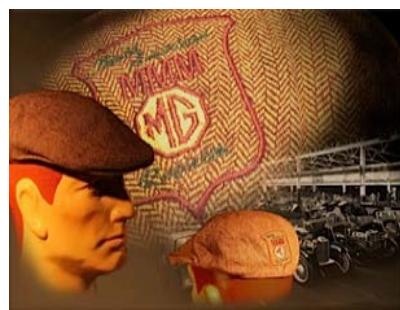
NAMMMR Regalia



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

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

Also available is the Grill Badge Cathy





NAMMMR Regalia Order Form

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

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email address: _____

Phone Number: _____

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

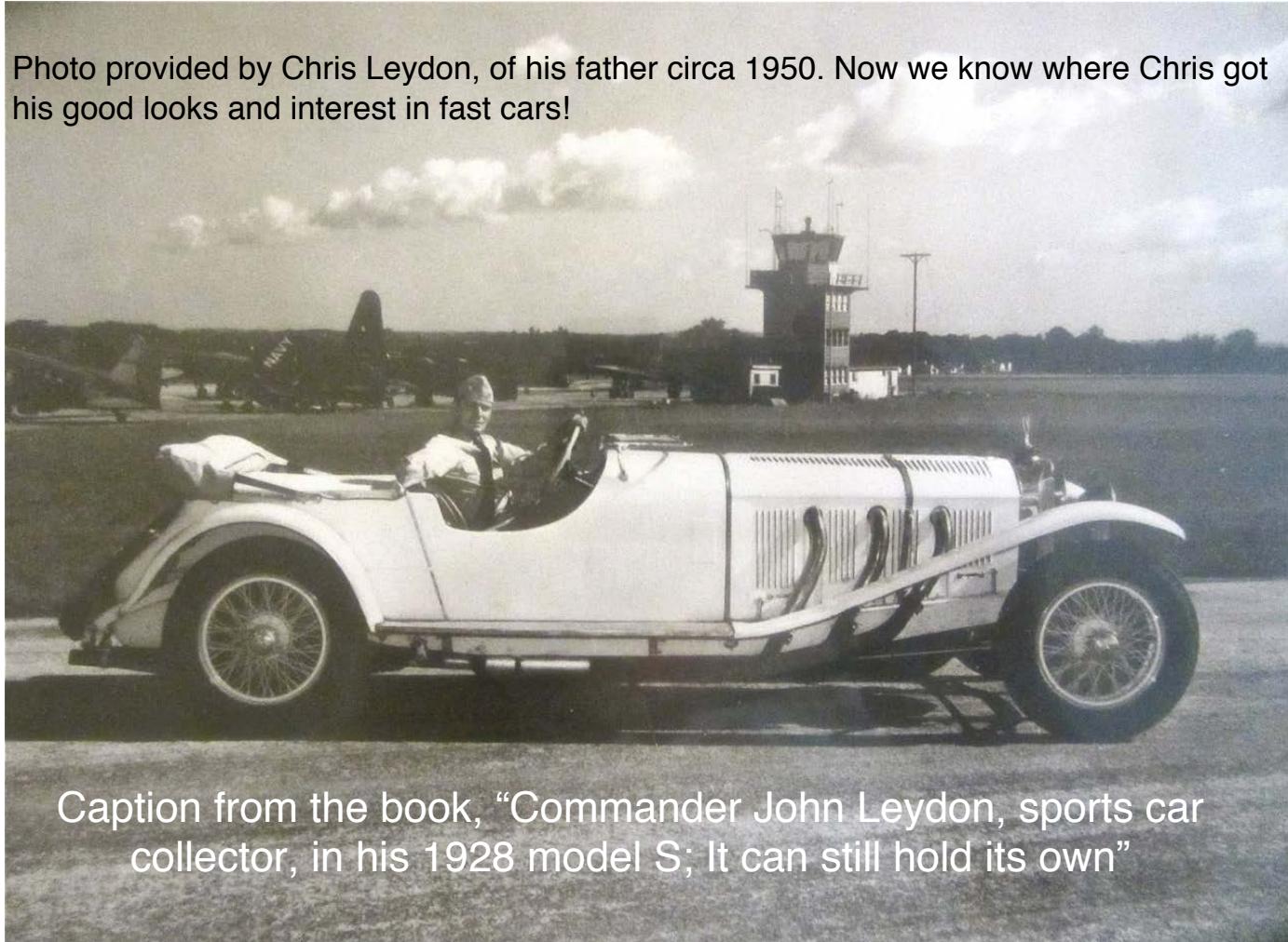
Cathy Gunderson
6160 W Lakeside Ct
Littleton, CO 80125

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



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

Photo provided by Chris Leydon, of his father circa 1950. Now we know where Chris got his good looks and interest in fast cars!



Caption from the book, "Commander John Leydon, sports car collector, in his 1928 model S; It can still hold its own"

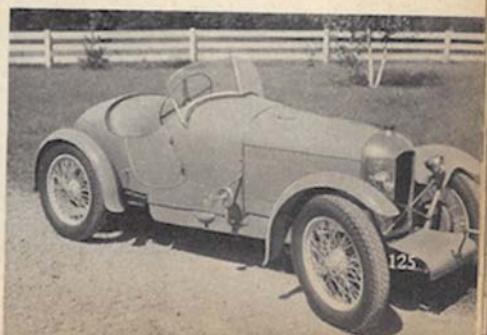
These photos were also published in a very interesting book titled "Sports Cars in Competition", by Hank Wieand Bowman in 1952 (Fawcett Book #164, \$0.75). Really good book for a collection, with a history

Amilcar

ONE of the most popular cars of the 1920's was the French Amilcar, a Petit Sport two-seater with a Skiff body and a four-cylinder side valve engine. It competed in French and other continental events, and was the principal rival of the popular French Salmsons. One of the tiny Amilcars was clocked at 116 mph at Brooklands, and the one-time Class G record of 115.5 mph was held by an Amilcar. •

This Amilcar almost looks like a "M" Type

This 1921 model Amilcar is owned by Commander John Leydon of Salt Acres, Lahaska, Pennsylvania.



of all the major race tracks and cars of the era. Great period photos, even some of the early Formula 500 cc cars in which Sir Sterling Moss got his start in the late 40's. Mr. Bowman was also a neighbor of the Leydon family and was into racing speed boats.



Cars and Parts for Sale - Good time to make some extra cash and clean out the garage, barn or back room!

MG J2 1933, restoration project for completion. Chassis number J3037, reg number WJ 7385, known history, V5, old brown log book, chassis file, on Register. Much work done including chassis, reconstruction of the original body tub to a high standard, petrol tank, steering column etc. Lot of new parts including tyres, wings, valences, exhaust, front apron, seat buckets. firewall, undertray, spare wheel carrier etc etc. Plenty of work still to do including engine and gearbox and some parts for example cylinder head are needed. Much more than a rotten barn find. View West Sussex. Telephone 01243 573580



Price 17,850 GBP

Email tholden@supanet.com

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





This is not red.

This is MGA Chariot Red, Code RD.16 5758

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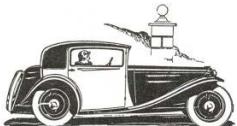
**SAFETY
FAST!**



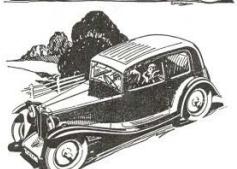
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New Season's Models



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Two-Seater . £199 10s.



THE M.G. MAGNA
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Two-Seater . . £285
Four-Seater . . £299
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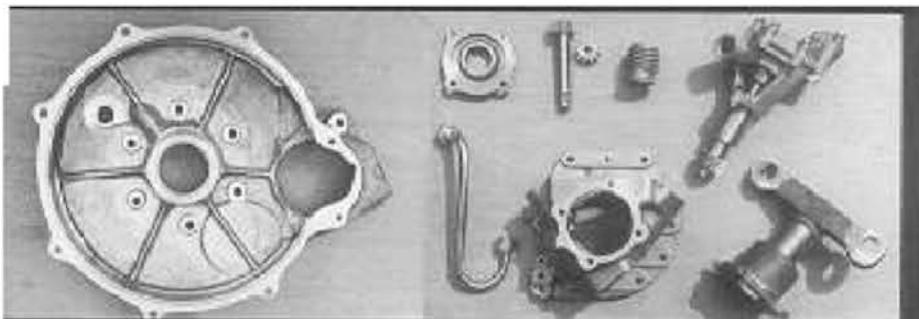
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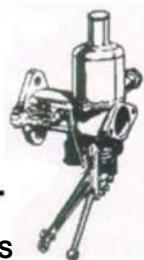


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