



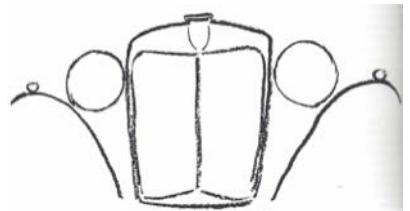
North American MMM Register Newsletter

MG Midget, Magna and Magnette 1929-1936



Fall 2015

"Then there is the radiator. I must confess that I am old fashion in my ideas and deplore the growing disappearance of the radiator proper and with it the individuality of the marque. No doubt the streamline expert, when designing the enclosed coachwork, will sweep aside my desire to see my distinctive radiator design retained; but I shall go down fighting. I like the individuality of a car to be distinctly recognizable and not submerged under a bulbous exterior. From a purely commercial aspect alone, I think what publicity value is lost!" Cecil Kimber, from book, "Cecil Kimber, The Kimber Centenary Book", The New England MG "T" Register, 1988. Excellent book to read about Mr. Kimber



In This Issue:

An Expedition to England

Over the years, Jack Kahler has organized a trip to England, to share with a small group of British car enthusiasts, some of the special events, museums and companies supporting our dear hobby. After nearly a year of organizing and planning by Jack, four of us converged on Heathrow Airport. The four were Jack Kahler, two of his friends from Colorado, Larry Frakes, Rich Weiskoph and yours truly, Randy from Arizona. Larry has a variety of English iron, including Jaguar XKEs, MGB, an MGB under restoration...., a cool lorry and tractors. Rich co-owns an MGTD with his father, an MGB GT V8, an MG Midget that he is going to start vintage racing within a year, almost British,



Article Continued on page 5

An Expedition to England, by Randy Copleman	1
Chairman's Corner, by Jack Kahler	3
Treasurer's Report, by Jack Schneider	4
2016 Event - Louisville	4
Lord Montagu	14
Tech Topic #1 - "Take Your Pick", By Chris Leydon	17
Tech Topic #2 - "Setting Crank Thrust", By Chris Leydon	21
NAMMMR Regalia	27
Members Profile	29
Tidbits - No More MG Racers	30
Cars for Sale	42
Parts Wanted	43
Advertisements for your MMM needs	44
NAMMMR - Guidelines	51

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The NAMMM Register Newsletter is published quarterly beginning in March of each year. The deadline for "camera ready" contributions - stories, technical reports, ads, and general information - is the end of February, May, August and November.

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MMM Websites

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

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

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

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Chairman's Corner

Home for two weeks from another outstanding Car Guys Trip to England! Four guys who enjoy all makes of cars and the adventures they provide traveled 13 days taking in many different venues. It all started with three days looking for "bits" at the Beaulieu Auto-jumble in the New Forest region of this beautiful country. The following week we visited the Morgan Motorcar Works, the SU Carburetor manufacturing factory, Haynes International Motor Museum, British Heritage Museum, and Brooklands Race Track / Museum. The last overwhelming venue was The Goodwood Revival for two days. On Wednesday the week between Beaulieu and Goodwood we spent the day in Abingdon meeting with Julian White MGCC UK and his staff to renew our Register's association with the mother ship. That afternoon, we visited with Jim and Iris Simpson at their home in Abingdon. Jim worked all his working life at the MG Works and has been a dear friend since I met him at the NAMMMR National Meet in Minnesota. This was a most special visit as Jim had

just celebrated his 100th birthday. I presented him a Register long sleeved shirt as our congratulations for his outstanding achievement. He is most proud of his birthday card from Queen Elizabeth. Jim started to work at the works in October 1930 and my 1930 Double Twelve Brooklands Racer came off the line December 1930.

I encourage all of you to someday make the journey to Abingdon and walk the land where our beautiful MMM cars were born.

Don't forget to include in your 2016 schedule our National Meet in Louisville, KY!! Sarah Richey, Tom Metcalf and I are busy at work planning another outstanding NAMMMR National Meet. Lets make this one the best attended ever. BRING YOUR CARS!!!

Cheers,
Jack

**UPDATE:****Register Address:**

North American MMM Register
P. O. Box 271825
Littleton, Colorado 80127

**New Information: Please find
NAMMMR Guidelines on Page 51
of this Newsletter**



From the Treasurer

Treasurer's Report - No changes during the last quarter. Next update in the Winter Newsletter.

Mark your 2016 - We Are Going to Louisville



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

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

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

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

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

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



Volvo P1800. You will note that neither Larry nor Rich are caretakers for any pre-war iron. Jack and I worked on them for the duration of the trip and maybe we will add one or both to the NAMMMR register in the future.

As we picked up our rental car for our travels, nobody was fighting over the wheel, so Jack offered up. Those who had previously driven in right hand drive countries, know the learning curve of driving. For those who haven't, it is truly a challenge until one gets in the groove. The first thing we did was update Jack's iPad with the latest module allowing GPS navigation. Of course, finding the store without the application installed, then finding parking and finding the store, took some spiraling around the town and blocks, but we made it.

Interesting there was an ad for an iPhone with an



MGA as the centerpiece. We knew we were in the right country! As it turned out, Rich did most of the driving and Jack was the navigator.

With navigation and navigator in hand we start our 12 day adventure. The following is a summary of our path through England:

Day 1: Beaulieu Auto Jumble all day, dinner hosted by Tom Metcalf at Milford-on-Sea Pub

Day 2: Beaulieu Auto Jumble and Beaulieu Auto Museum

Day 3: Beaulieu Auto Jumble

Day 4: Visit the Morgan Car Factory (Randy's pick)

Day 5: Tour the Haynes International Motor Museum (Larry's pick)

Day 6: Go to the MGCC in Abingdon

Day 7: Travel to Brooklands Museum (Rich's pick)

Day 8: Travel to the SU Factory in Salisbury and then on to the British Motor Center (Jack's pick)

Day 9: Attend the first day of Goodwood Revival

Day 10: Attend the second day of Goodwood Revival

Keep in mind; these days were full of driving the countryside of England, tasty lunches at pubs and finding our favorite Pub meal at dinner. Not to mention it was just as difficult deciding on what pint of beer we were going to have with our meals. For those who are considering such a venture, find the time of year when the event, which you find most interesting line up and organize your day trips around them. Jack had years of experience, which served us well on this trip.

We settled in to our hotel in Southampton, where we stayed the first two nights due to the close proximity to Beaulieu. It was not until the final night we could successfully navigate back to this hotel, given it was on a one-way frontage road. The trip to Beaulieu was beautiful as we drove through an area called, "The New Forest". During the past couple of centuries, the nearby forests were cleared to build ships and were replanted, so relatively speaking, they are new. When arriving in and around the town of Beaulieu, the driver needed to keep keen attention not to disturb a horse, donkey or cow as they are open range and go where they want, when they want. It was not unusual to see a gigantic cow eating brushes along side the road with half the body in the car lane. They seemed to own the place.

Article Continued on next page.



After our first day at the auto jumble we worked up an appetite, which was a good thing as Tom Metcalf hosted a dinner at Milford-on-Sea Pub, with around 25, mostly pre-war friends, in attendance. This is one of Tom's favorite places to dine and we had a good time catching up on the lasted pre-war talk and had interesting conversation with many of the prominent instrument repair

company owners and technicians in the business. We all engaged in interesting discussions where the

folks were from, going and their cars. Great food, ales and conversation had by all.

The auto jumble was large, with I believe around 2000 vendors, almost all with fun and interesting British automobile stuff. Most bits seemed fairly priced, until one realized the prices were in pounds, not dollars, so a factor of 1.6 had to be applied. All of us, with our own list and each other's list in hand, ventured off with Larry's two way radios in hand to announce and collaborate our findings. We agreed to a meeting place for lunch and departure time. One needs to keep in mind that all one buys has to be placed in a suitcase or shipped home. As car parts are mostly metal and books are basically



logs, the weight adds up fast. An item here, item there, is weight critical, so one has to be prudent on their investments! Larry was searching for a hard to find vacuum switch, which controls the overdrive in his MGB. After patiently digging in box after box for three days, he found three and purchased two at a very good price. As an added bonus for digging, Larry also found a rare ventilation panel for his Innocenti Mini. Rich, not really needing any serious car parts, focused on art for his garage. He scored



with some very nice posters and driving memorabilia. Jack was looking for "Pork Pie" taillights for his pre-war MGs and was very successful. I found a rather tattered grille for the MG TF I am restoring, about 15 pounds weight of BSF hardware and taps, along with a few pre-war racing books.

There was a restaurant next to the museum, which served good food, along with many vendors selling

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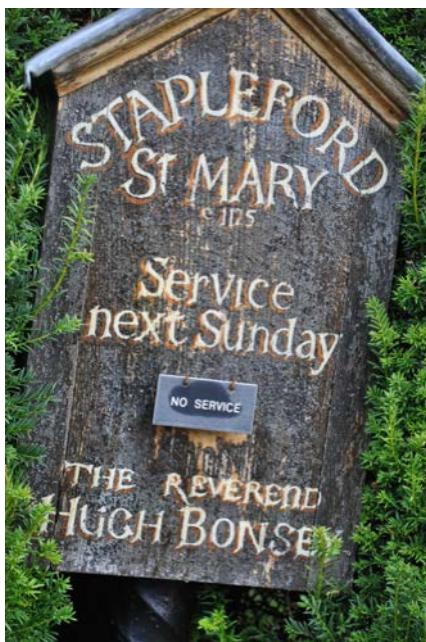
the usual steak pies, fish and chips and pints. We spent one of the afternoons at the Beaulieu Museum. Please see the story in this newsletter, regarding Lord Montagu, founder of this very fine museum, who passed away a week before we arrived. Attached are a few photos of the museum.

With 8 to 10 hour walks each day; we were all pretty pooped out at the end of the three days. We went back to our hotel, licked our wounds and the next morning set off for our "Cozy Cottage", outside of Salisbury. With our tonnage of important auto bits we purchased at Beaulieu, we had to walk a short distance to our cottage, past this incredibly old church, with a cemetery. It was built 1152 (not a typo!) and was said to have a lot of history related to the signing of the Magna Charta. There was to be a celebration in the small village regarding the history a couple of weeks after we left.

Unfortunately, we never got to go through the church, as it was never open while we were there for the week. As you can see from the photos, this cottage could well be called "Cozy". It had three bedrooms and one bathroom, which after some

scheduling, served us four, shall we say, "adequately". With a fireplace, dishwasher and nice shower we did just fine. We did have to prop up one chair with a log, as the leg had previously been broken. We called the cottage home for seven nights. Across the street, a rooster crowed every morning.

With Rich in the front room upstairs, closest to the rooster, he was awakened. He was getting used to the ole' bird and after we left, he was sorry he didn't record the crow for his iPhone alarm! There were a



variety of farm animals about us as this was a small village that supported both farming and a bedroom community.

It just so happened that Stonehenge was just about 5 miles away. We went by it many times as we ventured out and one day decided to stop by and get a better look. In recent years, due to visitors causing some damage, they added a fence around it and also added a nice visitor's center. We took one of the buses out to the landmark and marveled at its size and construction. Being there early in the morning the crowd was light and was picking up as we were leaving.



Off to the Morgan Motor Car Factory we went. We were greeted by a knowledgeable guide who gave us a history of

Morgan and the factory, followed by a nicely paced and very interesting tour of these truly hand built automobiles. The older design still uses the steel frames and wood framed bodies with aluminum skins. Looks like they are building a pre or post war MG.

The newer frames are made of aluminum box structure with modern BMW engines and to be very fast! Our tour included a look at the three-wheeler,

Article Continued on next page.



sales, including in the US.
(Peter Egan, Road and Track magazine, has a great



article on the new three-wheeler in the October 2015 issue). Of course, we stopped by the gift shop and had a good time adding to the British economy. It is too bad we cannot get these Morgan automobiles into America; I think they would sell well. The business model just doesn't justify it. Bummer.

Day 5 found us going to the Haynes International Motor Museum. Yes, this is the same as the Haynes Repair Manuals many of us referenced on a Saturday afternoon tuning up our cars. Mr. Haynes started these manuals after working on an old car and was frustrated without having the info he needed. So he started compiling info and selling books. The museum was stocked with very nice cars and motorcycles in period displays. We met a tour group of MGAs in the parking lot.

For Day 6 we went to Abingdon, which is a pilgrimage every MG enthusiast should do. This

which they added back into their product line a few years ago and is doing very well in



was of the group's main objectives of this trip, to visit the MG Car Club,

established in 1930 by Cecil Kimber. The club headquarters' located in the beautiful town of Abingdon, next to Oxford, in Kimber's house. Here lies headquarters for the staff of the MGCC. One of Jack's objectives was to discuss with Julian White,



General Manager of MGCC, the association of NAMMMR with the MGCC. The objective was to establish NAMMMR as a member of MGCC. Jack and I splintered off with Julian and discussed current status and a way forward, which turned out to be a very informative and effective meeting.

In addition, we were able to work with Peter Neal, who is the Archivist at the Kimber House.

Peter



recently received, "Member of the Year Trophy" and the "Wilson McComb Trophy" in 2014 for excellence in contributions to the Safety Fast Magazine. He maintains the Pre-War records which

Article Continued on next page.



were saved by Mike Allison while he worked at the MG Car Company. An interesting story on how he saved these records from the trash heap at the last minute. For my PA 1850, I was able to collect all the original build, original ownership and warranty work. The two repairs for my PA were to replace a shabby tonneau cover and replace noisy ring and pinion (it's still noisy!).

The records on the TD and TC were not so lucky in terms of saved documents, although



some records on the TF exist. Larry found out the MGA and MGB records had just gone out for scanning and will follow up later. As Larry mentioned to me, it gives one goose bumps seeing the hand written ledgers of the factory's build serial number and build dates. Peter is now working on an expansion of the facilities for the MGCC archive and improved storage of the information. He and the staff are excited about this new addition.

We were lucky enough, during our visit to meet Mike Allison and lovely wife, Anne. He is MG



Historian and author of three books, "Magic of the Marque", "Magic of MG" and "MG Works Cars". Larry, Rich and I brought our books in for his autograph. Mike was driving a new MG, which are now made in China, and lacked a lot of sportiness of the earlier MGs.

Following our visit to the Kimber House, we went to a local Pub for another great English lunch and pint. Here Jack Kahler presented to the MGCC our NAMMMR grille badge mounted on a beautiful walnut plaque. This will be added to the other register grille badges in the Kimber House on a wall dedicated to them. We all hated to part company



with our new found friends.

Around the corner from the Kimber House, we visited Jim Simpson and his wife Iris and daughter, Sarah. Jim started work at the MG Car Company in 1930. He has lived in the same house ever since, never had a car, just walked or biked to work. Jack presented Jim with a NAMMMR shirt. Jim recently turned 100 years old and showed off his personal congratulations he received from Queen Elizabeth. (see the Chairman's Corner).



On the way out of Abingdon, we stopped for a pint at the Boundary House, which was Cecil Kimber's second

house converted into a pub. His second house appeared to have been a rather stately house. He lived here until his



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death. The next step was to stop by a pub known as the "Magic Midget". This is the pub which was frequented by the MG workers on their way home from work. There was initially more MG memorabilia in the pub, but know there is a loan photo of the "Midget", which was one of the land record breakers.



Day seven was a visit to the very famous Brooklands Racetrack. Brooklands opened up in 1907, behind schedule and over budget. There was some thought it may not be successful. This was the world's first purpose-built motor racing circuit as well as the first airfield. Brooklands hosted its last race in 1939, due



to the pending war. During the war it received heavy damage and the racetrack was never restored. Brooklands is now a wonderful museum and the grounds are filled with vintage cars, airplanes and memorabilia. Standing on the remains of the remaining racetrack is epic. Some of the banking was 30 feet high, really steep and the concrete surface was poured by hand. This concrete surface makes one appreciate the need for



Brookland's windshields to protect the driver from flying rocks. You could just imagine the Napier Railton

(on display and recently run) roaring down the track setting the all-time lap record of 143 MPH, in 1930. MGs made a lot of history at Brooklands. They established the car as fast and well handling for its small displacement.

One of the famous races at Brooklands was the Double



Twelve. It was a 24 hour endurance race, split into two days due to the noise complaints from the surrounding village and also prompted the Brooklands silencer, a fish tail muffler of sorts to reduce the roar of the race-cars.



Day eight was another big day for us, with a stop by the SU (Skinner Union) factory and then on to the

British Heritage Museum. We found the SU factory back in a quiet building in a business park. This rather old building has housed SU for many years and is full of carburetors and fuel pumps. There is a counter inside where one can walk up and purchase just about any part for a SU carb or fuel pump. They also produce Amal motorcycle carbs. We started with us all ordering something and then took a tour of the manufacturing, testing and warehouse. There were boxes of SU stuff everywhere. What a candy



store! The SU employees were busy getting ready for Goodwood, just having

come back from the Beaulieu Auto Jumble where we saw them earlier in the week.

Off to another pub for lunch (common theme!), and then on to the famous British Heritage Museum. Of all the museums, this one rises to the top. Readers may correctly associate the Certificates owners can purchase for their British cars, with this

museum. I submitted a request for my MGTF and MGA. No info was available for my TC or TD. I received the certificates and found them very informative regarding the car's birthday, build serial numbers, colors and options. Associated with the certificates is an extensive archive available with a large collection of books in the library and a searchable archive. We enjoyed the many cars,



including an MGPA with no body displaying the car features, an MGB cut in half for display, same for an MGA Twin Cam. They also had a collection of the three MG works record breakers on display. On one long wall, the museum had a chronology of the roads and cars from early 1900's to recent times. An interesting journey to see how they both evolved together. We all found seeing "Old Number One"

fascinating as we had not seen it before.



By now, we are all starting to see our journey coming to an end and the dreaded flight back to the States. Yet, we still have two days left at the Goodwood Revival! This was our Grand Finale. Nestled back in the forest, there is the Goodwood Race track with a long history of vintage racing starting post-war in 1948 through 1966. The two main events are the Goodwood Festival of Speed, which features a Hill Climb along with historic and modern racing, and the Goodwood Revival.

The Revival focus is vintage racing of cars and motorcycles, which raced the circuit during the period. Nearly everybody dresses in vintage clothing, such as racing drivers, returning service men, factory workers and just great post war period outfits. While walking in the crowds, one is transformed in time to how it must have been. The vintage racing was outstanding with the best of the period MGs, Aston Martins, Maseratis, Ferraris, Cobras, Rileys, Corvettes.... The list goes on. Big news was all six of the original Daytona Cobras from 1965 were there, the first time since they stopped racing back in the mid 60's! These racers were there to race, not just exhibit their cars going around the course. Seeing the valuable cars being

Article Continued on next page.



raced to the standards they were designed to, along with the sights, sounds and smells of the cars racing



down the track was incredible. The two days provided perfect weather, with a bright blue sky and beautiful white cumulus clouds, accompanied by a

nice breeze. I learned a lot from Rich as he is going to start vintage racing in his MG Midget later this year.

While at the revival, Jack set up to meet Dick Morbey, the Chairman



of the Triple-M Register in England. Dick and Jack shared common themes in each of the Registers and discussed ideas of sharing both activities and car history. It was a very useful meeting with the plan of continual communications with the international Triple M Registers worldwide.

After almost two weeks of relaxed and enjoyable visit to England, it came time to say good-bye. We all agreed it was a great time and were going to miss the atmosphere, the fish and chips, Pub Steak (Larry's favorite), Steak Pie (my favorite), Fish and Chips (all our favorite), peas and beans at almost every meal and sampling all the good pints of beer. We crossed paths with many people and have many memories.

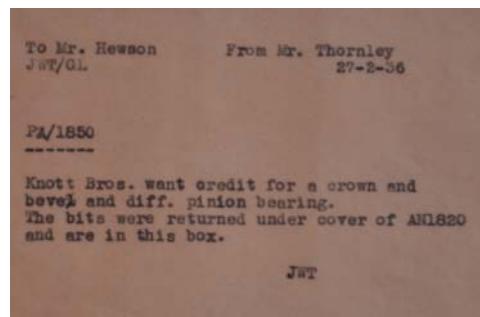


We will all surely remember having to partially reattach the rear bumper of the rental car after we backed into a shallow ditch. Between us all, along with some double-sided tape Larry had (could never figure out why some would have double-sided tape!) we repaired it good as new.

Thanks Jack for a great trip!

The End.

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Introduction portion of the article published in the New Milton Advertiser on September 5, 2015 - Lord Montagu had the insight and passion for cars to establish the very high quality Beaulieu Motor Museum and the associated Auto Jumble.

MOTOR MUSEUM FOUNDER LORD MONTAGU DIES AT 88

LORD MONTAGU, who created the world famous National Motor-Museum on his Beaulieu Estate, has died.

The 88-year-old peer's family said he passed away peacefully in his sleep on Monday after a short illness during which he had been treated at Southampton General Hospital and then at his Palace House home by Oakhaven Hospice and district nurses.

Although he had been in failing health for several years, he was determined to remain active and was attending events up until a recent bout of pneumonia.

His funeral will be held next Thursday when his coffin will be carried through the village on his favourite car - a 1909 Rolls Royce Silver Ghost - to the service at the Abbey Church.

A memorial service at St Margaret's in Westminster will be held at a later date.

He is survived by his second wife Fiona, his son and heir Ralph, daughter Mary and second son Jonathan.

Born on October 20th 1926, Edward John Barrington Douglas-Scott-Montagu became the 3rd Baron Montagu of Beaulieu on the death of his father John when he was just two years old.

The 7,000-acre Beaulieu Estate was managed by his mother and trustees until he reached the age of 25. When he took over he considered selling Palace House because the running costs far exceeded his income, but after weighing up various options he eventually decided to open it up to the paying public.

When he realised that would not be enough, he came up with the idea of exhibiting veteran cars in honour of his father, who had been an enthusiastic campaigner for the needs of early motorists and publisher of the first ever motoring journal, *Car Illustrated*.

Although he only had one car himself, Lord Montagu was lent additional exhibits by the Society of Motor Manufacturers and Traders



success, the government appointed him to chair its new Historic and Buildings Commission, which he renamed English Heritage.

He also served on a number of tourism bodies, and was a regular speaker in the House of Lords; he was one of the hereditary peers elected to remain when the upper house was reformed in 1999.

In his younger days while working

said he was proud the case had been such a major factor.

Ralph Montagu, who has been involved in the running of the estate for many years, said: "His death has left a huge gap as a father and head of the family. Beaulieu staff have been feeling his loss and have been very supportive."

The estate funeral service is due to begin at 3pm next Thursday,

September 10th, with the Rolls Royce bearing Lord Montagu's coffin leaving Palace House around 20 minutes before. It will head up the High Street and back down the village bypass to the main entrance. Spectators are advised to be in place by 2.30pm. The attraction will be closed for the whole day.

For full obituary and pictures see pages 8 and 9.



Australia's own Airline Coupes

**Article sourced from the "Australian Pre-War MG Newsletter,
from Malcolm Robertson, via Lew Palmer**

Airline Coupes have a certain panache, and the original cars with coachwork by Carbodies are highly sought after by today's MG enthusiasts. But in their day, the design seems to have sparked a spate of Airline-style cars on MG chassis. Malcolm Robertson reports...

By a round-about series of emails and finally a meeting, a chap called Stan Bakker who works in the gardens at Parliament House (and owns an MGA) lent me two photos from his family's albums. They show a fascinating MG with what looks like Airline coachwork, at that time owned by Stan's uncle Ted (Edward Hayes Rafferty), who like Trevor Clement's uncle featured in our last Newsletter, served in the RAF during WWII. Although a qualified pilot with the RAAF, Ted served in Bomber Command as a gunner, finally gaining his RAF Wings in 1945. Unlike Fred Clement, though, Ted survived the war and returned to Australia to Canberra where he set up as a motor mechanic, first working for Capital Motors in Manuka, and then as transport supervisor with CSIRO, the government's science agency. According to Stan, Ted was always buying and selling cars, and the TA with the intriguing coachwork passed through his hands briefly in about 1956. Who he bought it from, and where it is now, is unknown.

We sent the photos to Lew Palmer in the US who runs the Airline Registry on-line and this was his reply:

"What an interesting photo!!

There are many differences between this car and a Carbodies built Airline Coupe, so to call it a "real" Airline might be a bit of a stretch. However, it does have some of the characteristics of, and remarkably similar to, the Airline once owned by Ted Loversidge. I thought for a moment that it might have been the same car. However, the one you sent a photo of has rear-hinged doors, whereas Ted's car had front hinged doors. The car has multiple rear windows not the single of a Carbodies Airline. But the side vents are the same on both cars. There are numerous other differences and similarities which you can see for yourself. I'm enclosing photos of Ted's car NA0540 before he owned it.

We know that NA0540 was imported to Australia as a chassis only and built as an Airline look-alike there. It would now seem this was done to more than just that one car. Unfortunately, I can't identify that chassis number, much less the chassis type, as there are enough differences from the standard Carbodies-built cars to mask the identification. However, it does seem as there were a number of N-types that were shipped as chassis-only cars to other parts of the world. This makes two Australian-built Airline look-alikes, in addition to the one shipped to and completed in Switzerland. That is of a total of seven N-type Airlines known to have been built."

Tom Metcalf from the US, who is rebuilding NA0540 to an original Airline specification, also chipped in to the conversation identifying the car as a TA by its bonnet side panels, apron, radiator shell (crank hole on bottom), L150 headlamps (optional on TA), badge bar and brackets, 9" brakes, and T-Series wing stays, front wings, and running boards.

Tom, who clearly has eyes like a hawk, adds:

"BTW, I like the character line and split backlite (rear window). Also, the Andre Hartford front shocks have retro fit brackets to use TA Luvax shock mounting holes.

I'm thinking the Andre Hartford front shocks are a later addition to replace the crappy Luvax shocks. Note the nicely made adapter brackets. We happen to have a TB in the shop currently that has exact same Andre Hartford "kit."

Early TAs still used outside laced wheels.

I'm guessing, due to similarities, this OZ built TA Airline was built by the same coachbuilder as NA0540. Do we know who that may have been? I assume all records are NLA?"

Continued next page

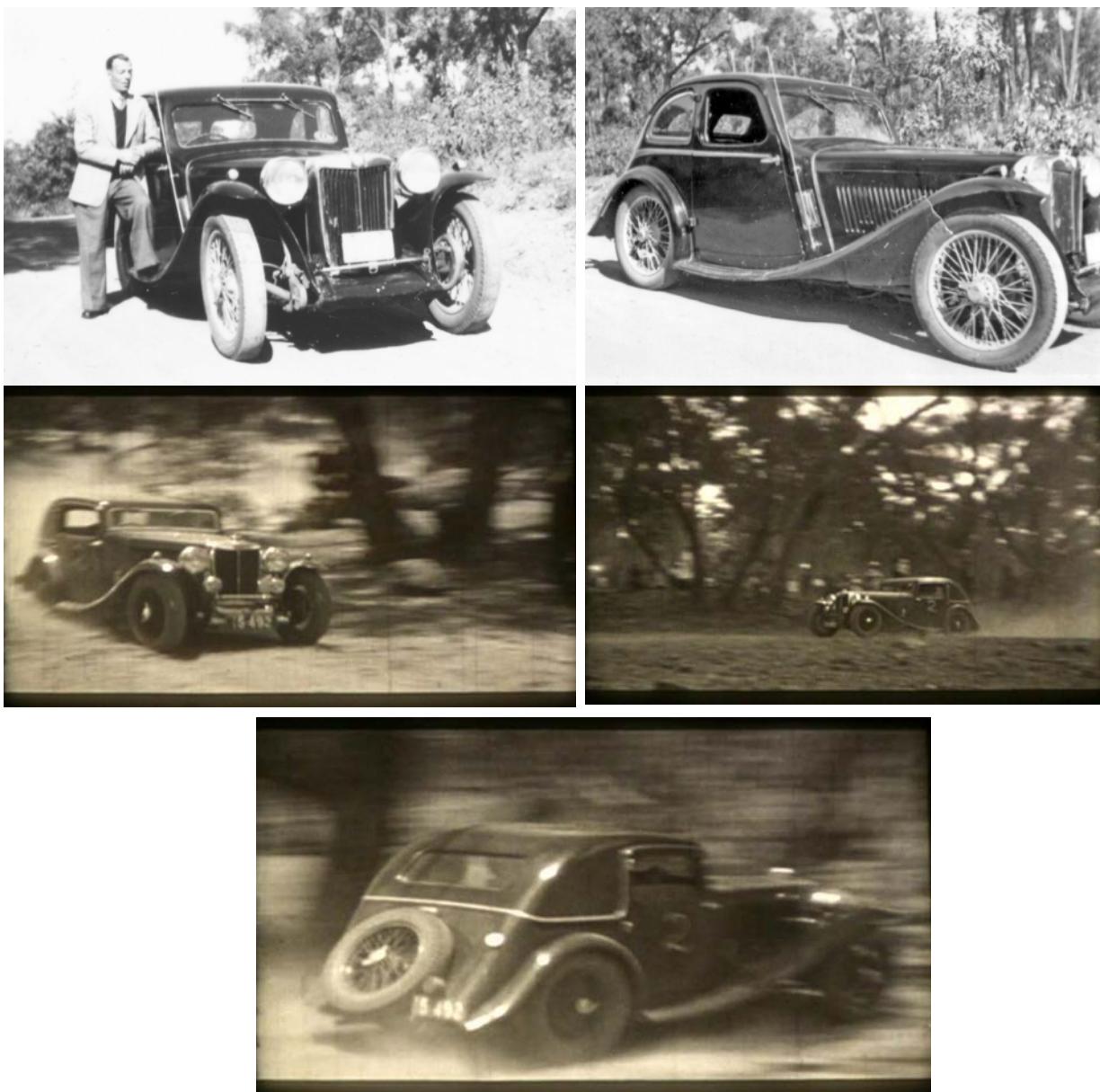


Australia's own Airline Coupes, continued

The coachbuilding industry in Australia in the 1930s was quite extensive and well protected. A quick scan through the pages of their trade magazines demonstrates how extensive the industry was and how determined they were to hold on to their protection. Many editorials and opinion pieces are devoted to reminding politicians of their duty to make sure the industry survived.

From a customer's viewpoint, if you really wanted to be different, you could choose your body style from the coachbuilder's catalogue which usually had their versions of the latest designs from England or Europe (and probably the US). So it is not surprising that when the Airline style was introduced, local Australian coachbuilders would have been quick to add it to their catalogues. It is also not surprising that Uncle Ted's Airline is therefore constructed on the latest MG to appear in Australia, a TA as opposed to a P-type.

And in answer to Tom's question about company records, the answer is probably yes, there are no known surviving records, but in Australia, you just never know what might turn up. Take this series of action photos for example, sent in by our Registrar, just to "muddy the Airline waters" he says. Airline-style coachwork on a K-chassis apparently, and with Victorian registration.





Technical Topics #1

Notebook
Section: 2.1.4

Take Your Pick

Author - Chris Leydon

Deep in the Colorado Mountains where I come from, folks think there is only one kind of rod: one constructed of bamboo, fitted with hand tied loops and delicately used to cast both dry and wet flies. In my shop however, there hide rods of a different sort and for which comparable amounts of attention are given. These rods connect pistons to crankshafts and in MMM engines, come in different flavors. Over the years, I have been asked why I favor one variety over another and my answer is the subject of this brief narrative.

The current available choices in selecting a connecting rod in an engine rebuild are: a re-babbitted original rod (rod on left), the Phoenix rod (middle) and the Carrillo rod (right). They all have the same center to center distance, fit standard crank rod journals, and will fit the MMM piston pins. But that is where the similarity ends. The rods accept different rod bolts, locate their caps differently and have more or less favorable longevity at high rpm's.



The Original Rod:

The original rod was a babbitted rod whose big end was first tinned, then babbitted, parting surfaces lapped, rod bolts fitted and bored on a special boring machine to retain the appropriate center to center distance. In racing, the factory was challenged to have the babbitt adhere to the big end bore at engine speeds over 5500 rpm. Alignment of caps relied on the accuracy of bolt hole bores and the consistency of the diameter of the big end bolts. If in poor condition, this allowed for both pre-mature bearing wear and rod bolt shear.

Leydon Tech Article Continued on next page

**Phoenix Rod:**

The Phoenix rod is a robust rod which accepts a modern shell bearing pair with the shells located by tabs. The caps are located by 3/16" rolled dowel pins and are clamped to the rod with ARP rod bolts. In resizing these rods on a rebuild (ie: correcting ovality in the big end) the roll pins are often damaged on removal and require replacement. Additionally, ARP only recommends one sequence of rod torque.

Carrillo Rod:

This rod, like its Phoenix cousin, accepts the same modern shell bearing pair, however the cap is located by sleeves concentric with the rod bolts. The rod bolts differ from the ARP bolt in that their material is multi-phase and have a nearly unlimited restriction on being re-torqued.

A designation is placed on each rod bolt head to delineate its type. The ARP bolt on the Phoenix rod is photographed on the left and the SPS Unbrako rod bolt is seen on the Carrillo rod on the right. The ARP bolt is 3/8" diameter vs the 5/16" diameter Unbrako bolt. This permits the Carrillo rod to be less wide, have a narrower profile permitting greater clearance in the scalloped cutouts at the bottom of the cylinder bores and more clearance to the interior walls of the cylinder block.



Indeed, there is another difference to consider when choosing the type of preferred rod in a rebuild. A number of NAMMMR members who have rallied and raced their cars have fitted Phoenix crankshafts to their engines. These crankshafts differ from the original in both design and manufacture. Pictured below are: an original P (top) with the Phoenix counterpart just below it, and an original J, with its Phoenix replacement below it. The Phoenix crankshafts are counterbalanced to reduce the accumulated effect of primary and secondary harmonics and necessarily result in an increase in rotational mass (inertial mass)

Leydon Tech Article Continued on next page

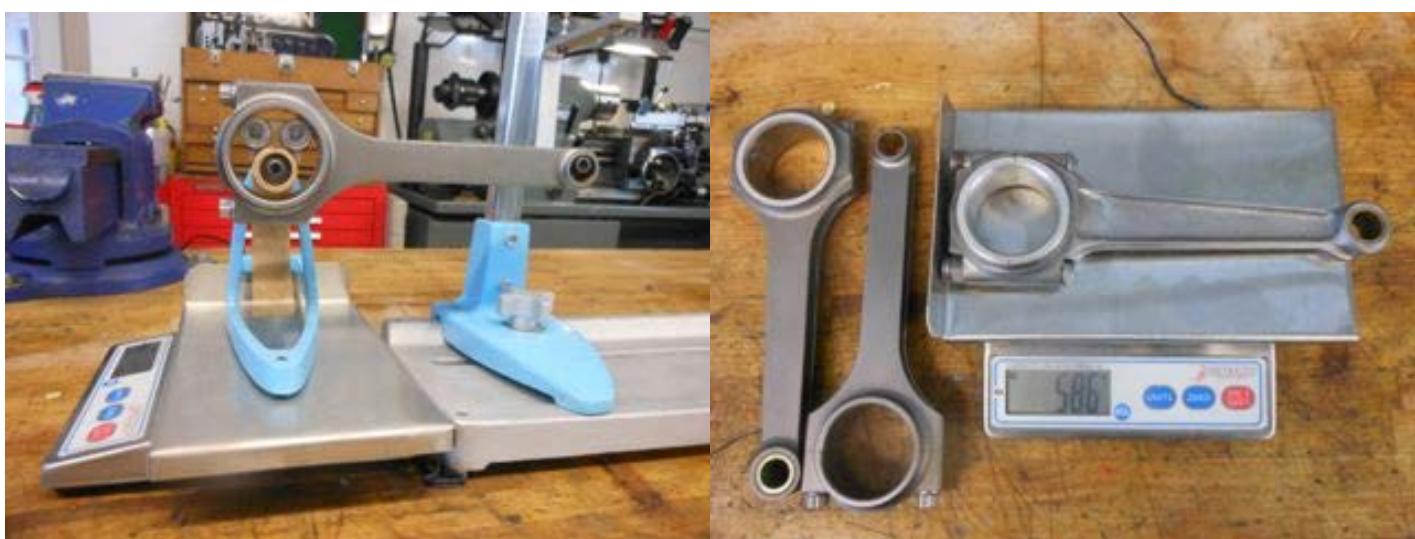


which has considerable effect on acceleration and de-acceleration. A connecting rod has two weight components: reciprocating and rotational: one part of the connecting rod is essentially going up and down with the piston, and the other, rotating on the journal of the crank. Keeping the rotating mass at a minimum, especially when installing the counterbalanced

crank, reduces "m" in Euler's equation which governs rotational inertia (I).

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

The pictures below help visualize how weights are tabulated by an engine builder. It involves a simple platform scale and a special fixture incorporating precision miniature ball bearings. First the big ends are weighed, as seen in the first photo on the left and then the total rod is weighed. The



Leydon Tech Article Continued on next page



difference between the two, by definition, becomes the reciprocating weight.

For the P/N/K rods, the results are the following:

	STANDARD	PHOENIX	CARRILLO
BIG END	471 gr	391 gr	353 gr
TOTAL	586 gr	539 gr	479 gr

Numerous are the criteria by which one elects which variety of connecting rod to select in an engine rebuild. If cost is the primary constraint, perhaps an original would be the most suitable. However, to clean, magnaflux, straighten, re-bush, tin, babbitt, and machine original rods requires experience, dedicated machinery and precision machining. (All sometimes in short supply.) If availability and use for touring are the governing criteria, the Phoenix rods are "off the shelf" and suitably robust, however, these require some "fettling" to permit piston assembly as well as clearance to the crankcase. If one is considering a connecting rod for racing, the Carrillo offers lower rotational mass, excellent cap location, highest quality rod bolts and easier installation on assembly. Perhaps it is a case of "good, better, best."

The effort here has been to arm you with knowledge, however the choice will always be your own.

Choose wisely.



Tourist Trophy - Norman Black (No. 28), ran wide at Dundonald hairpin during the first lap, allowing Eyston, Dodson and Handley to slip inside and pass him on the turn. Photo from , "Grand Prix", Barre Lyndon, 1935, page 237



Technical Topics #2

Notebook
Section: 2.1.4

Setting Crank Thrust

Author - Chris Leydon

Like many kids growing up in the '50's, I was enamored of picture- books. They dominated my bookshelves, were easy to "read" and carried my mind to imaginary adventures faster than suffering through the tedium of word- books. As time progressed, The Hardy Boys opened some literary cracks only to be closed again at the University when studying electrical engineering. So with this article, I return to my youth with an effort to share some pictures while sharing some tips. Please be advised that the sequences and procedures advanced are simply my own. Others may do it both better and more simply.

The following composition addresses setting the crankshaft endplay for L/K/N/P, but not the M and J. The latter employ a ball bearing whereas the former use a babbitt thrust washer and front flanged plain bearing. The process begins at the lathe where the babbitt on the first main bearing flange is machined to a total flange thickness of .195" prior to installation into the front engine housing. At the conclusion of line boring, depending on the machine, a radial thrust cutter trims the babbitted flange to .187". (The machine I use is a Tobin Arp TA-14). This effort insures that the machined flange is perpendicular to the axis of the crank. The photo below shows a picture of this set up and another photo displays the main components now under discussion: front housing with babbitted housing installed, thrust washers (only one used), crankshaft and bevel gear.

The thrust on the K/P/L/N is set by a babbitted washer retained by an extension of the front main bearing pressed into the front housing and the babbitted thrust on the rearward side of the front main bearing. The



these two components must need be set .002" greater than a machined flange on the Phoenix crank, as shown above(or a separate thrust washer on the original crank) and a washer behind the bevel gear which drives the generator. (You might have to read this twice). The only part that needs attention once the line boring is accomplished is the babbitted thrust washer. An assortment of thrust washers of different thicknesses are seen in the above photo.

Leydon Tech Article Continued on next page

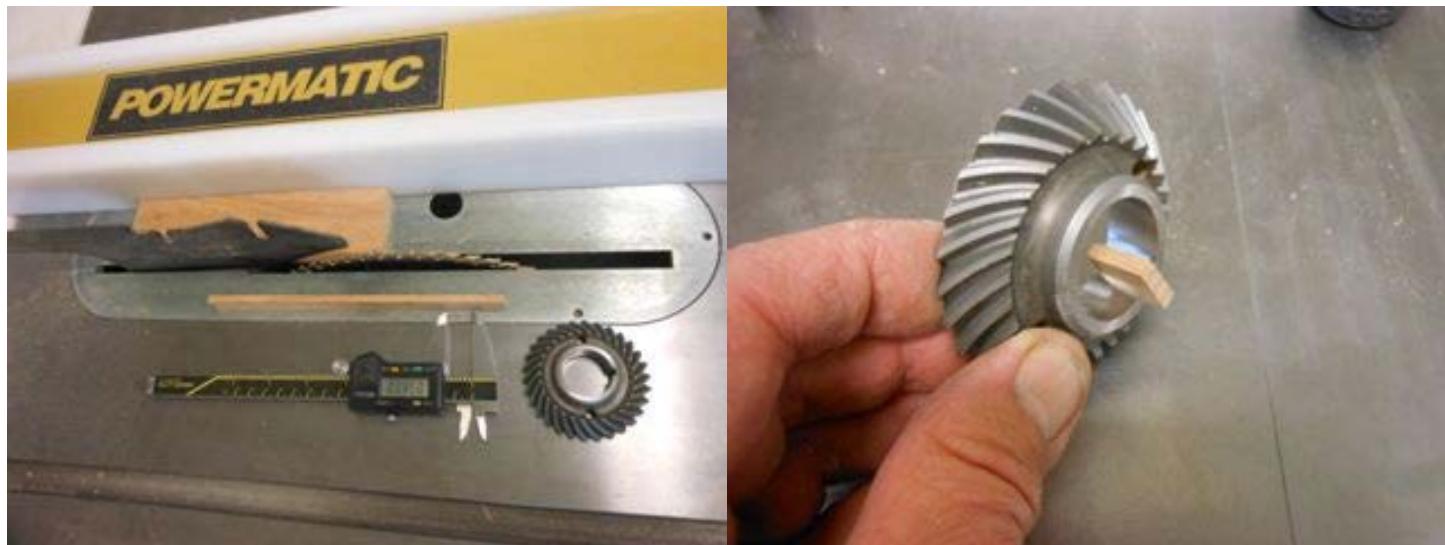


The thrust on the K/P/L/N is set by a babbitted washer retained by an extension of the front main bearing pressed into the front housing and the babbitted thrust on the rearward side of the front main bearing. The distance between these two components must need be set .002" greater than a machined flange on the Phoenix crank, as shown above(or a separate thrust washer on the original crank) and a washer behind the bevel gear which drives the generator. (You might have to read this twice). The only part that needs attention once the line boring is accomplished is the babbitted thrust washer. An assortment of thrust washers of different thicknesses are seen in the above photo.

Before I continue, a story: Much of which is purchased in any after-market is "almost right" and merchandise coming from England for the MMM cars is no exception. It is wise to pay careful attention to what one has purchased. My Swedish father-in-law had an expression, "lite snett är engelskt." Roughly translated, this means, "a little crooked is British." So do not be surprised if you find that a new bevel gear does not fit the crank nose. In this case, it is a newly purchased gear whose internal bore is .0018" smaller than standard, with an internal gear bore hardness at 56C Rockwell and even more inconveniently, has a keyway broached into the bore. The Phoenix crank, whose gear journal rarely differs from 1.000" (the correct diameter) is double nitrided discouraging anything but a prolonged effort with a crank polisher equipped with coarse belts to address. Not wishing to alter the one component that is "correct," it is better to tackle the one which deviates from standard.

Tip One: The internal bore of the gear can be honed with a conventional mandrel, a service provided by some local machine shops, but only with some preliminary work on your part. Very few shops will have the correct keyway hone because of expense and the standard hone can not work conventionally because the expanding stone gets caught in the keyed bore.

1. Cut a strip of hardwood, preferably oak or ash, to a width that allows it to be press fit into the keyway.



2. Dress the wood to just proud of the bore and drive it into the internal keyway. Trim the wood to the internal bore size. Use a stout bar of steel as a buck and a soft hammer for this affair.

Leydon Tech Article Continued on next page



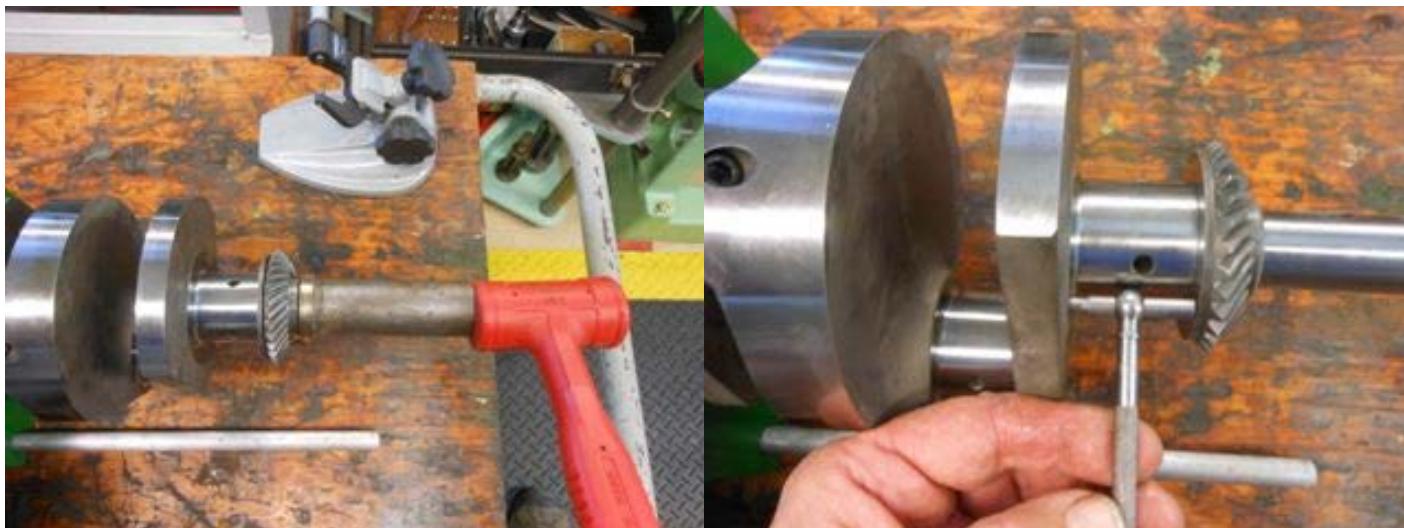
3. The internal bore may now be honed with a conventional mandrel because the expanding stone may bridge the keyway gap. I use a fine honing stone and hone to "same size" which provides a light drive to fit onto the crank journal.



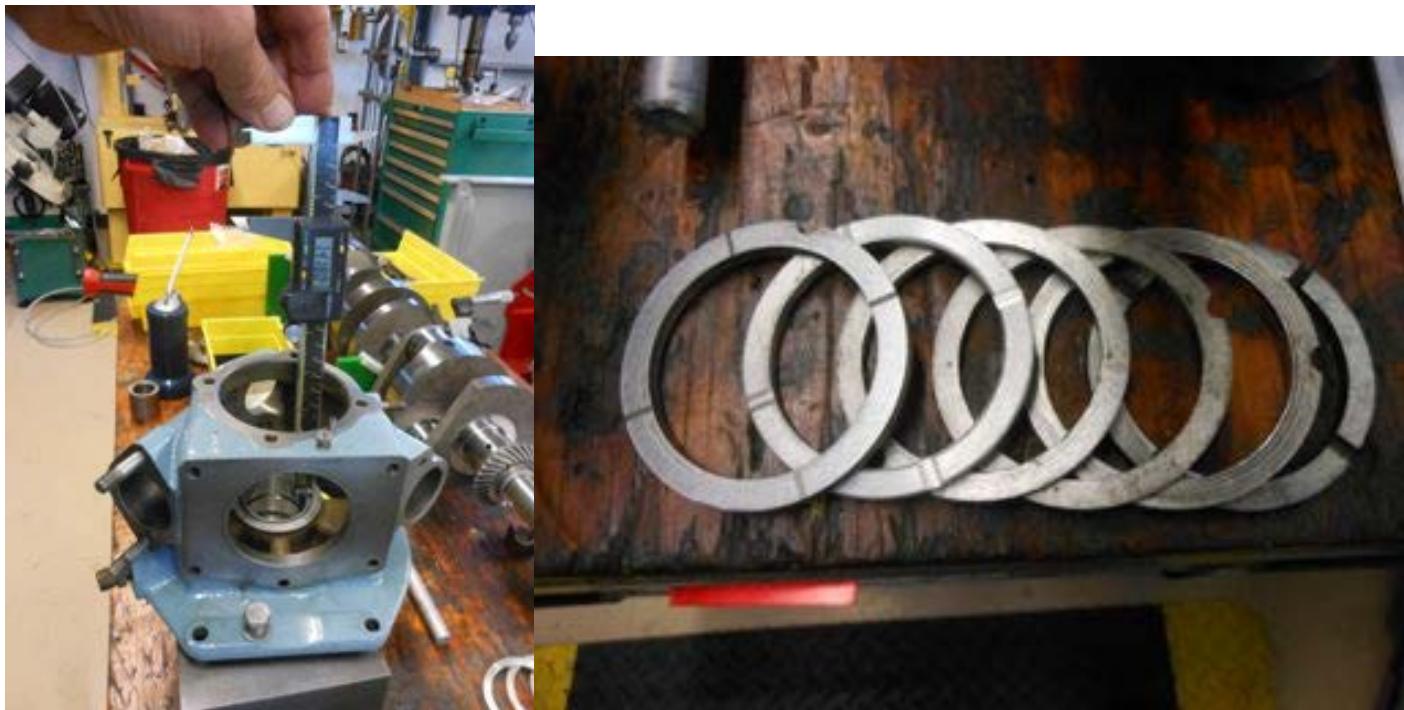
Leydon Tech Article Continued on next page



4. The gear may now be fitted to the crank with a hollow mandrel tapped with a soft mallet. (**Tip Two**) A bronze/brass end brazed onto the end of the mandrel will protect the gear on assembly. The distance between the crank and the gear can now be measured using a snap gage and micrometer.



5. Setting the front housing on a surface plate, install either a new thrust washer or an old thrust washer onto the nose of the main bearing and measure the width of the assembly. A slide caliper is a convenient tool for the purpose as shown below. Note: I keep a number of thrust washers on hand to insure I choose one that when assembled to the nose of the main bearing, is proud of main bearing boss.



6. The measurement difference between the gap created by the bevel gear on crank and the thrust washer mounted into the housing can now be calculated. Using a thrust washer of greater thickness, this can be

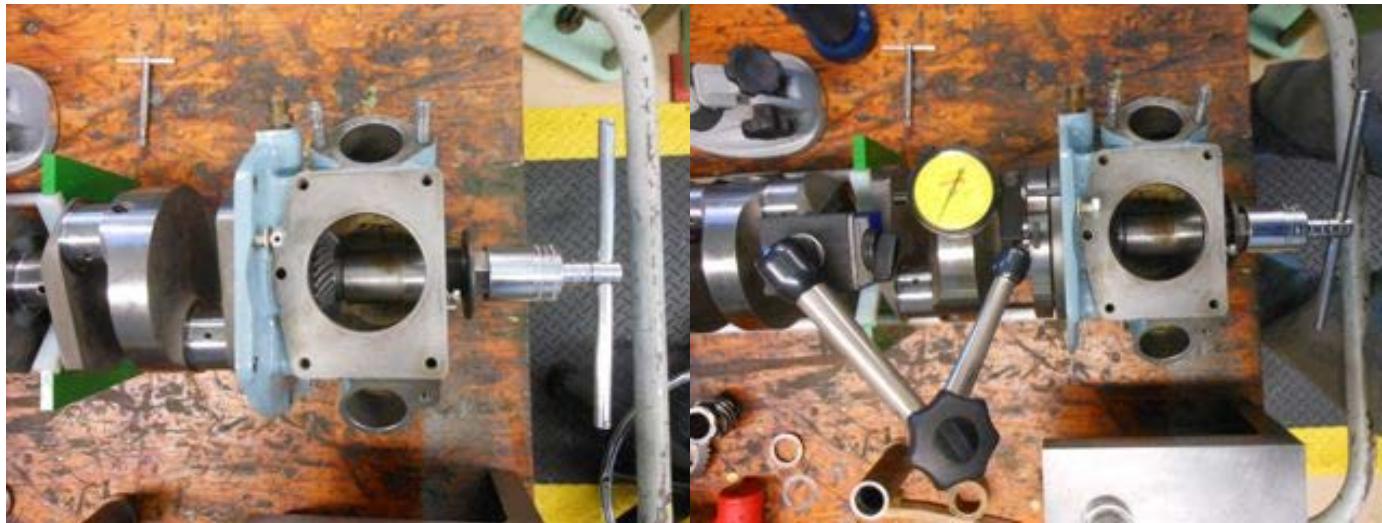
Leydon Tech Article Continued on next page



machined to size. (**Tip 3**) A convenient method for machining is to employ the use of double sided machine tape onto the table of a milling machine. The thrust washer can then be fly cut to the exact dimension calculated. Bridging the thrust washer across the T-slot facilitates measuring the washer's width. With the thrust washer removed from the table, dressing its surfaces on a plate of glass using WD-40 and 400 grit wet dry paper can yield a smooth surface and gain the .001-.002" thrust clearance needed.



7. To test the success of the effort, mount the front housing onto the nose of the crank and assemble the bevel gear onto the crank nose. Torque the whole assembly with a long sleeve, dummy crank flange and nut





and then dial indicate the clearance by sliding the front casting axially. It is important to note that this effort to set the crank end thrust can be accomplished without the crank installed in the crankcase. An added benefit is that the generator can now be installed onto the front engine housing and the clearance set with visible ease between the skew gear and the generator gear.



This article has grown to become more "wordy" than I had wished. I apologize. If you have become bored by the words, perhaps the photos might provide better inspiration. The effort has been to show how someone "in the business" has accomplished the task and perhaps encourage the owner to modify what tools she or he has available to accomplish the task as well. Good Luck.



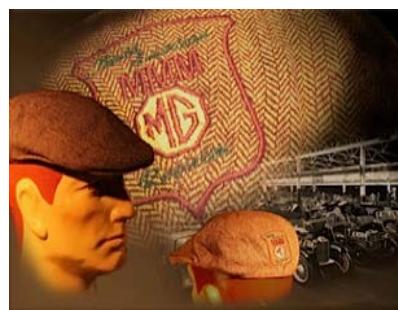
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A new focus on the history of our members cars. If you have any historical or restoration photos of your car(s), please send them to the editor.

THEN...

Donington Park, Derby, England, May 1933



1932 MG J2 #J2023
reg. LV 1162



NOW...

Indianapolis Motor Speedway, USA, July 2015

Here are old & new photos of Jack and Kathryn Schneider's MG J2. Shown is a 1933 race photo of the J2 from Mike Hawke's "75 Years of the J2 MG" book from a few years ago. Since then they have located a better photo from the same race. This clearer image of the car was found in the Triple-M Register UK which had this photo in their library of images!



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 for our readers.

The following pages (249 - 259) are from one of Barre Lyndon's classic books, "Grand Prix", circa 1935, which discusses racing in England and on the continent (Europe in this case). This book discusses the many races and race cars in the mid-1930's including British cars and the larger, usually company or country funded, continental cars of the period. I provide these pages as they discuss why MG's management decided to get out of mainstream racing. When Mercedes and Auto Union came to racing with their independent suspension and rear engined cars, they established a new design concept. I believe this is why MG came out with the R-Type. My take is MG saw the handwriting on the wall with these new and faster cars, and decided they had proven themselves and it was a good time to make sportscars for the public and stop MG Company's focus on racing. This is my opinion and I could be wrong. In the back of my mind, I have always resented MG stopping their focus on racing... now I understand. Maybe I can sleep better!

Read Chapter 12 and then the epilogue, without taking a sneak peek at the author of the Epilogue.

Surprise!



Photo from , "Grand
Prix", Barre Lyndon,
1935, page 253.

PESCARA.—One of the new independently sprung R-type M.G. Midgets in action during the Coppa Acerbo, 1935.



THE TWELFTH =====CHAPTER=====

REVIEW

§ 1

THE advent of the Auto-Union and the Mercédès-Benz cars had been the outstanding feature of the season. It was very rare for the short months of active racing successfully to introduce such completely new machines, but the reason for their appearance actually lay in earlier years, during which the existing Grand Prix cars had been brought to relative perfection.

The season's races themselves demonstrate how each event admirably, if accidentally, provides a different test from any other. It was due entirely to this that, in past years, racing had seen the evolution and proving of various special parts of the modern car; four-wheel braking systems had been tried out, improved and finally adopted, while the same thing had happened to superchargers. Sparking plugs, ignition systems, carburettors, steering lay-outs—every component had been perfected in the same way, and the combined result



GRAND PRIX

251

along the straights. When the *Grand Prix de l'A.C.F.* was held a month later, the organizers were fearful that the enormous potential speeds of competing cars might result in some terrible accident, and they introduced artificial turns on the Linas-Montlhéry circuit. Here a Mercédès won again, with another in second place and yet another finishing in fourth position.

In these races, as in most other events during the season, Mercédès cars secured honours because the Auto-Unions, although tremendously fast, were beset with minor difficulties which took time to overcome. When the *Coppa Acerbo* was again run, however, Achille Varzi won with an Auto-Union, and Rosemeyer took second place with a similar car.

The *marques* which had been successful during and before 1934 all fought desperately, but they were outclassed. It was only too plain that new machines would have to be designed to answer the Germans, and at the Alfa-Romeo works a car was evolved which became known as the *bimotore*, because it was fitted with two engines. Tazio Nuvolari drove this machine during its initial trials, and registered a speed of 175 m.p.h., using hardly more than half throttle; when he let the car fully out for a few moments, it touched 212 m.p.h., and its possible maximum speed was calculated at 225 m.p.h.

Difficulties were experienced with tyres, and the full capabilities of the *bimotore* could not be realized. While the Italians were still working on this car, men were busy in the Maserati factory, producing a machine which, like the Alfa-Romeo, was independently sprung, following the lead of the Germans.



252

GRAND PRIX

Rivalry was carried beyond the racing circuits and in March 1935, Hans Stuck recorded 199.01 m.p.h. with an Auto-Union through the measured mile on an Italian *autostrada*. In June, this was answered by the *bimotore* Alfa-Romeo, when Nuvolari drove it over the same stretch of road and achieved 200.79 m.p.h. These great speeds were reached, in each case, by cars built for road racing, and which had not been specially constructed for breaking records.

§ 2

It was chiefly through independent springing that these speeds were made possible, because this feature made the cars safe to handle at a pace far higher than anything ever before achieved. Although the principle of such springing had long been known and did, in fact, already exist upon some cars, it was racing which made its value clear. As a result manufacturers, who had no intention of building competition machines, investigated its possibilities closely, because they realized that if this product of racing lent safety to high-speed models, it must make safer the ordinary cars which they constructed.

Further to this, the M.G. company produced a quite revolutionary racing model, which made use of a torsion bar system of springing similar in principle to that employed on the Auto-Union. It was the intention of this British *marque* to remain, in its own sphere, as much advanced in racing technique as the Germans and Italians but, before the new cars had adequate opportunity to show their mettle, a change



GRAND PRIX

253

occurred in the policy of the firm. For many years M.G.s had done everything possible to achieve prestige for England's racing colours, and it was felt that the time had come to turn the store of accumulated knowledge to good account.

It was announced that there would be no more M.G. racing cars, and that attention would be turned to the construction of machines intended for more normal purposes and which should be modern and safe and fast. The *marque* was retiring from racing circuits just as other great firms—Fiat and Delage and Darracq—had done before them. All through 1935 M.G.s had maintained their supremacy, scoring new victories in hill climbs and races, and they left a legacy of machines which, in the hands of enthusiastic drivers, would continue to race for some time to come, filling the breach until—as so many hoped—new racing models bearing the old *marque* would appear again.

So, with the retirement of M.G. cars, the 1935 season ran out, its races coming like echoes of those which had been held the year before. They showed still more clearly the potentialities of the new type of racing car as it reached out to the higher speeds that, in motor racing, form the only real index of progress.

Cars may become still faster, or the next change in the international formula may call for machines with smaller engines, which, at first, will have a reduced range of speed. That will be beneficial, because designers will start their work afresh, perfecting the new cars, gradually making them faster until, perhaps, the evolution of machines as dramatic as those of the Germans will bring sudden developments,



254

GRAND PRIX

passing on more knowledge, enforcing another change in the formula and so starting the work again.

Whatever the future may hold, the great benefits already brought by motor racing cannot be denied. The drivers who face hazards at high speed deserve, in their sport, the finest tributes that men can pay to them. Scattered across the Continent, standing beside racing circuits, are plaques and memorials raised to those who have given their lives, but a more enduring memory lies in the normal cars which run over modern roads, the reliability and perfection of which has been conjured from the knowledge gained in each Grand Prix.



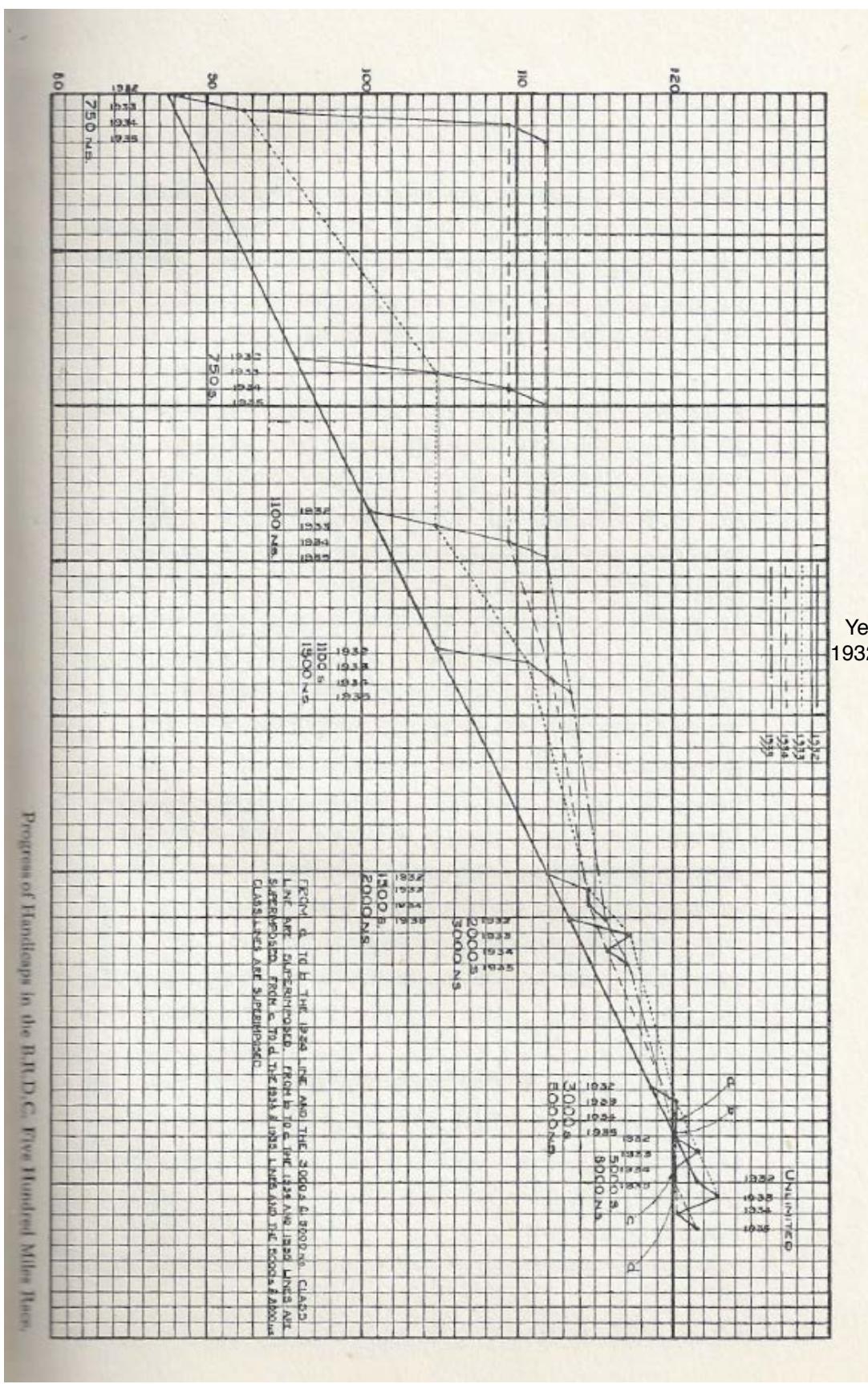
EPILOGUE

IN the foregoing chapters, the author has endeavoured to show the full purpose of motor racing, but he has deliberately refrained from comment upon the effectiveness of Grand Prix cars themselves, or upon what they contribute to motor racing as a whole and to the ordinary motor-car which lies behind the sport. Whilst the Grand Prix car of to-day, constructed under the existing International Formula, is a magnificent tribute to the engineering ability of man, it is open to some doubt as to whether this particular formula has not defeated its own object.

Because this formula gave the designer the opportunity to cram as much horse-power into a given complete vehicle weight, the extreme lengths to which the designers have gone in order to achieve this resulted in the building of cars so costly that only four or five firms of three different nationalities could afford to build them, and then only because four of the firms at least were heavily subsidized by their respective Governments.

Furthermore, in this search for power, strength and lightness, methods and materials have been used more akin to aeroplane practice and far beyond the realms of the motor-car used and wanted by the ordinary "man in the street."

Possibly the Governments of the nations concerned saw,



Hard to read graph even in the book. I think the Y-axis is speed and is plotted against the X-axis, which is engine displacement. The data goes from 750CC, no supercharger, 750CC supercharger and so on.



GRAND PRIX

257

in the development of such engines as used in these cars, a great field for the development of high power-weight ratio engines for fast fighting planes, but apart from some principles of independent springing which the designers of these cars have employed, I see little in them that could usefully be used in the ordinary production car of to-day.

On the other hand, if the International Formula were so arranged that there was a minimum weight below which no car was allowed to be built, with a maximum size of engine to be used, then I am certain that many manufacturers, both here and on the Continent, would be interested and would be able to afford to build machines capable of competing; in this way, Great Britain could enter the Grand Prix events, and far more makes of cars would be competing. What, however, is much more important is that these particular cars could, in most cases, be evolved from the various manufacturers' own standard production, and this would undoubtedly help the development of the motor-car in general.

The excitement and publicity attached to Grand Prix machines is paralleled by that with which heavyweight boxers are greeted, but it is a known fact that middleweights and featherweights are usually far more clever and far more skilled. In case the efforts made and the work achieved by British designers should have been overlooked, it seems as well to show something of what they have done in recent years.

The accompanying graph is based on the handicap speeds allotted to the various classes, based on engine sizes, which ran in the famous 500 Miles Race at Brooklands each year, and here is shown the enormous increase that has taken place



258

GRAND PRIX

over the last four years in the smaller British engines, as, with very few exceptions, all sizes above the 2,000 c.c. are of Continental manufacture.

This is indicative of the enormous strides that have been made in this country by engine designers, as for actual b.h.p. per cubic capacity, we here in England beat the world, and if the movement that is afoot at the time this is being written —to bring the A.I.A.C.R. formula down to 2,000 or 1,500 c.c. —actually does come about, then there will be no lack of machines in England's green to carry our colours. That such an alteration in the existing International formula will have to take place is indicated, in my opinion, by the fact that it has been announced that there will be no French Grand Prix next year.

There is no idea of belittling the efforts of Continental designers and drivers, as the British sportsman is always ready to acknowledge and applaud the magnificent skill and daring of Chiron, Nuvolari, Caracciola, and the inventive genius of Dr. Porsche, but while the existing International formula lasts, I see no hope of this country, or even France, putting up an effective reply to the present Italian and German ascendancy. We have the designers and we have the drivers, but we have not the commercial possibilities.

Finally, in conclusion, I would like to draw the attention of readers of this latest book of Barré Lyndon's to the fact that, magnificent as the spectacle is of these ultra-modern, ultra-costly Grand Prix machines tearing round the road circuits on the Continent, there would be just as much thrill and just as much excitement if those machines were reduced to, say, 1,500 c.c. and capable of being built under more

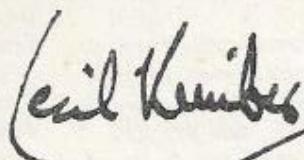


GRAND PRIX

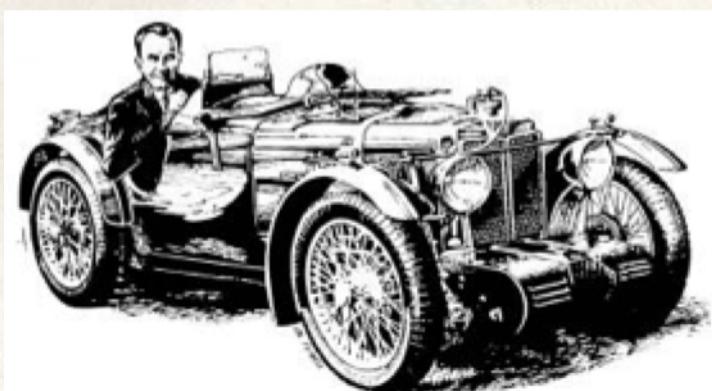
259

economical conditions. The reason is this: in road-racing ninety-five per cent of the spectators gather to watch the cars go round corners, and as there is a definite limit to the speed at which any car can go round a corner, it becomes obvious that a car of 1,500 c.c. is just as fast, under such conditions, as the much larger engined Grand Prix type of car. In fact, some of the smaller cars are actually faster.

Should the day come, and I hope it will not be long, when we shall see these smaller and less costly cars competing in the principal events, both here and on the Continent, then those who read my words here, and who will watch those races in the future, will, I am sure, agree with me.



November 1935





R. J. B. Seaman.



Furmanik (Maserati).



H. C. Hamilton.



Rafaele Cecchini.

COPPA ACERBO.—The three M.G. Magnettes which finished first, second and third in the 1,100 c.c. race, and the Maserati which made the pace against them.

Photo from , "Grand Prix", Barre Lyndon, 1935, page 217.



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1932/33 MG J1 chassis # J0498.

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Premier car NEMGTR. Information on the car has been well documented and can be reviewed in the following magazines :-

NAMMMR NEWSLETTER – Winter 2008 - complete restoration story.
NEMGTR Sacred Octagon Feb. 2009 Volume 47 #1 – complete restoration story p31. Sacred Octagon Oct. 2009 Volume 47 # 5 - Centerfold picture. Sacred Octagon June 2010 Volume 48 #3 -Centerfold picture of engine.

More details available from Malcolm Appleton.
cell (802 793 0352) email – architec.vt@gmail.com

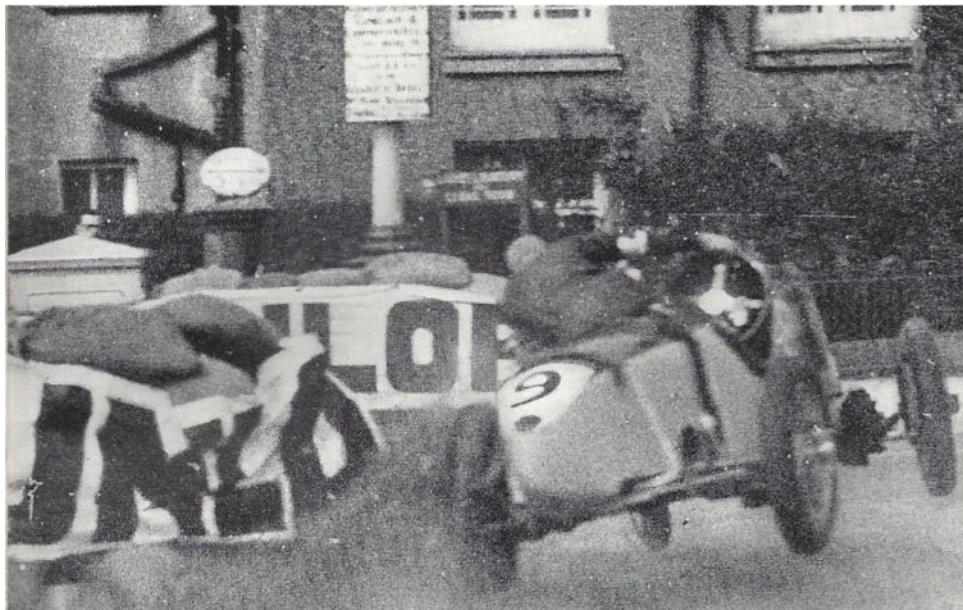
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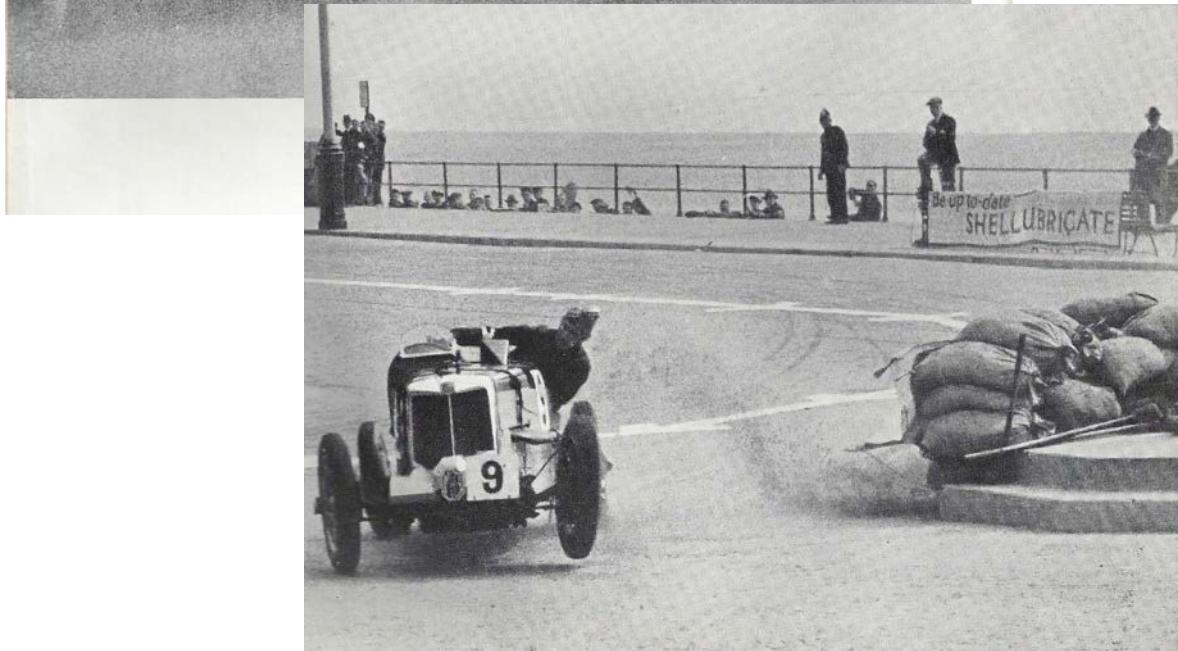


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Caption - Mannin Beg (editor : Isle of Man, Great Britain was a race course. Mannin Beg means "Little Man" as opposed "Mannin Moar" means "Big Man", representing the size of the cars which raced.) Handley attempted to corner at too high a speed, and the upper photograph shows his car immediately after striking sandbags placed outside the turn. The second photo shows how the machine changed its direction after bouncing clear. Editor: looks like a wild ride, surprised Handley stayed in the car!





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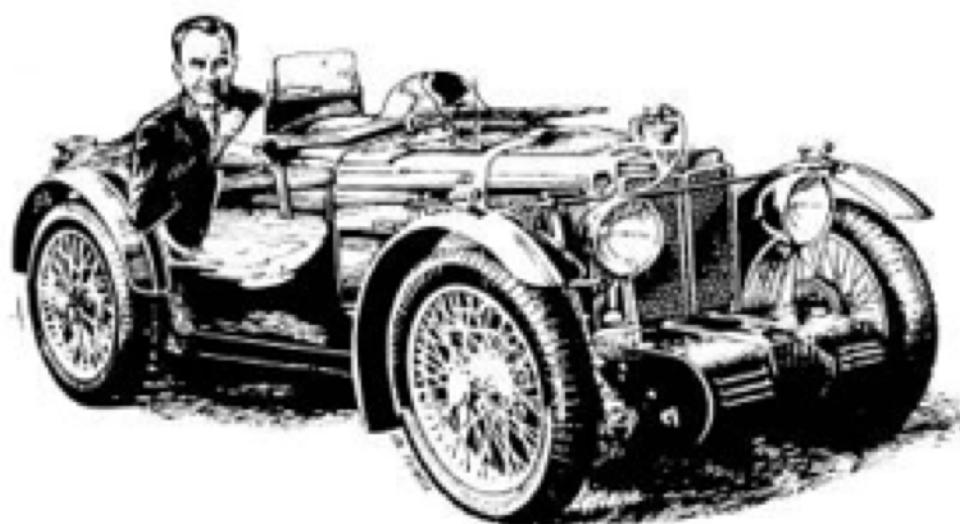


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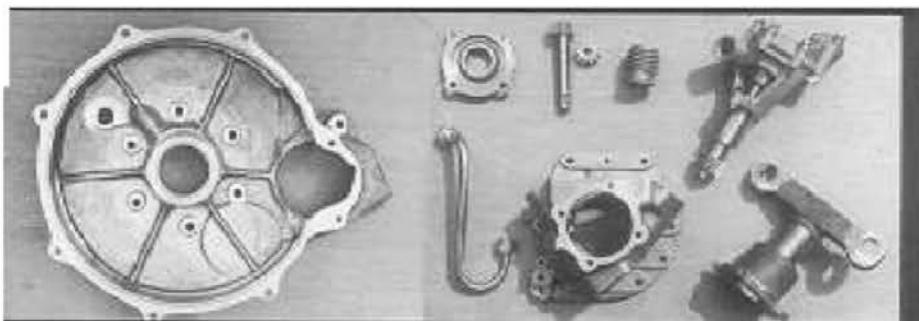
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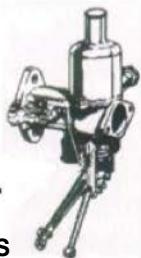


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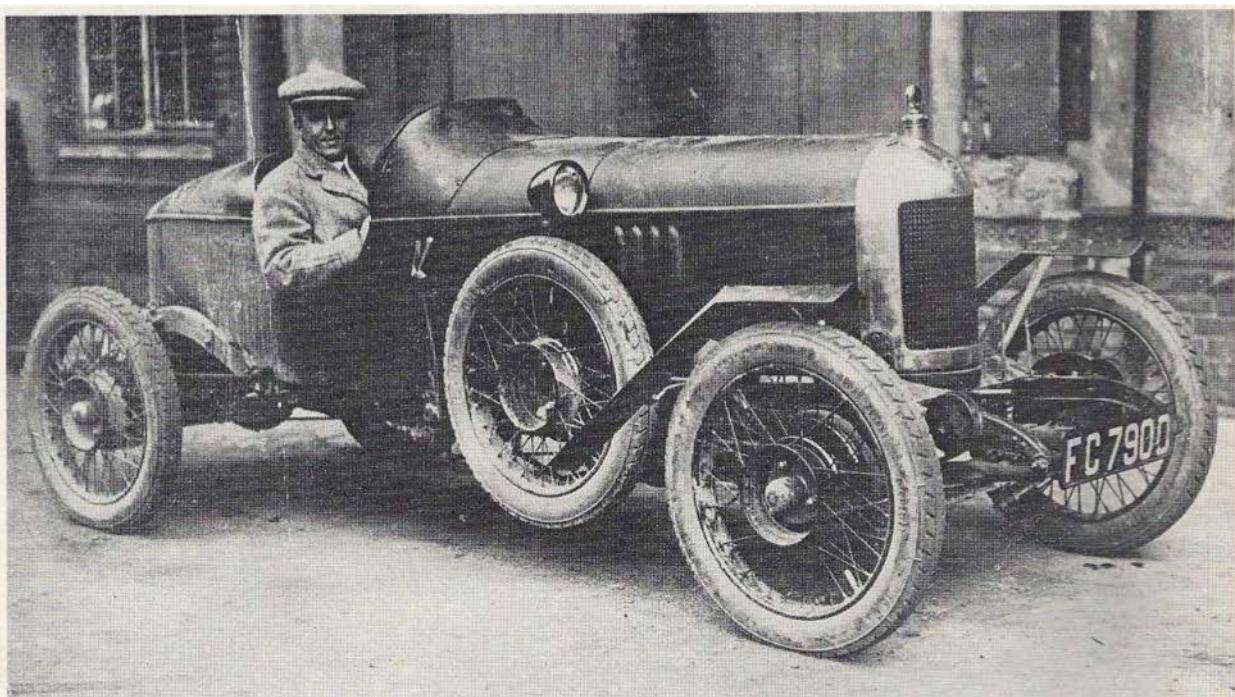
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Source: Veteran and Vintage Magazine, October 1975. This photo was included
 in an article F.Wilson McComb authored, "The Cars that Kimber Built"



THE RIGHT COMPOSER, BUT WHICH SYMPHONY? Cecil Kimber with the legendary Kimber Special FC 7900, fortunately still with us, and still (incredibly) being described as "M.G. No. 1".



Source: Veteran and Vintage Magazine, August 1970, Dunlop ad on back cover.
A lot of early racing history exists with both John Cobb and George Eyston

The Back Page!

NOSTALGIA



Most of us have a nostalgic feeling for the veterans—and venues—of the past. Brooklands, for instance. And the great drivers and cars which sped round this banked-up circuit at Weybridge.

Here, in 1932, John Cobb (10-litre Delage) and George Eyston (7.9-litre Panhard) battled out the final of the British Empire Trophy. Cobb crossed the line first, but following a protest by Eyston, the race went to the

latter—only for the decision to be reversed again, in favour of Cobb!

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THE NORTH AMERICAN TRIPLE-M REGISTER

Please find the following new member/prospect information and guidelines for what constitutes an acceptable car under the Register.

1. PURPOSE

The North American Triple-M Register (The Register) is affiliated with the MG Car Club Ltd. (MGCC) Triple-M Register which caters for the overhead-camshaft Midget, Magna and Magnette models built between 1929 and 1936, hence Triple-M.

The objectives of the Register are:

- 1.1 To maintain a register ('The Register Listing') of surviving Triple-M cars, recording their history and other relevant information;
- 1.2 To encourage the restoration, maintenance and continuing use of Triple-M cars both on the road and in competition;
- 1.3 To preserve the heritage of MG Triple-M cars and promote MG as "THE MARK OF FRIENDSHIP" throughout North America.
- 1.4 To organize and assist others in organizing competitive and social events;
- 1.5 To provide technical advice, and encourage the exchange of spare parts;
- 1.6 To publish a quarterly Newsletter;
- 1.7 To organize and conduct an annual meet, and to participate in the quintennial All-MG Meet conducted by the North American Council of MG Registers;
- 1.8 To maintain a web-site dedicated to Triple-M matters.
- 1.9 To co-operate with like minded Clubs, including the North American Council of MG Registers and enthusiasts with the aim of fulfilling the objectives of the Register.

2. OPERATION & MAINTENANCE OF THE REGISTER DIRECTORY

The Register Directory is a compilation of information kept for the Register's own purposes. It is maintained and published for general information only and does not confer authenticity. The list includes surviving complete cars and cars that contain only some components originally supplied by the MG Car Company. The inclusion or exclusion of any particular car or specification is at the sole discretion of The Register Committee (the Committee). Although care is taken in accepting cars for inclusion in the Directory it is not possible to scrutinize every entry, nor is it possible to verify the accuracy or authenticity of the information the Register receives to compile and update the Directory. Neither the Committee, nor the MGCC accept any responsibility or liability for the accuracy or authenticity of the information in the Directory.



Details of any Triple-M car to be added to the Register Directory, or the updating of information on a car already registered, should be submitted in writing to the Registrar using the 'Triple-M Registration and Update Form'. This form can be completed by downloading the form and posting or emailing it to the Registrar. The form is also supplied with the Register "Starter Pack" given to new members. It can also be obtained from the Registrar.

When a qualifying Triple-M car is first accepted for inclusion in the Register Listing it is assessed under the Guidelines detailed in Section 3 below. If the car qualifies under section 3.2 it will be allocated a formal Triple-M Register number as issued by the MG Car Club Triple-M Register. That number then remains with the car permanently, regardless of any future change of ownership. No charge is made for adding a car to the Register Directory.

Cars (or parts of cars) which do not qualify for the allocation of a Register Number will be entered into the Register Listing provided that in other respects they satisfy the criteria in section 3.1.

Copies of these guidelines can be obtained by downloading from the above web-site or from the Registrar.

All would-be purchasers of a Triple-M car and/or those wishing to deal in them are advised to familiarize themselves with the conditions under which cars may be included or excluded from the Register Listing as well as the purpose, operation and maintenance of the Register Directory as set forth in these guidelines.

3. TRIPLE-M REGISTER REGISTRATION AND REGISTER NUMBER ALLOCATION

As the North American Triple-M Register operates as an extension of the MG Car Club Triple-M Register and identifies North American member cars using the MGCC register numbers, the following guidelines are those of the MG Car Club Triple-M Register, but apply equally to the member cars of the North American Triple-M Register.

The term "Register Listing" refers to the MGCC Triple-M Register printed listing of Triple-M cars which is a super set of the North American Triple-M Register Directory. The guidelines are the same for both Registers.

3.1 Guidelines for Register Listing

Definitions.

For the purposes of these Guidelines:

'Original Triple-M chassis' means an original unaltered chassis in the form in which it left the M.G. Works at the time and place of its original manufacture and including its original front dumb iron (knuckle);

'Altered Chassis' means an Original Triple-M chassis that has been either shortened or lengthened;



'Reconstructed Chassis' means a chassis that is based on an Original Triple-M chassis that has had some of its elements replaced with reproduction or non-original parts. e.g. if the side rails or the cross tubes or the castings are replacement parts;

'New Chassis" means a reproduction chassis i.e. a chassis that did not emanate from the M.G. Works;

'Front dumb iron' means the forged steel component at the forward end of a Triple-M chassis which locates the forward eye of the front leaf spring and (where fitted) a chassis cross tube;

'Knuckle' has the same meaning as 'Front dumb-iron';

'Original front knuckle' means the front dumb-iron originally incorporated into the construction of an original Triple-M chassis;

'Original chassis number' means the identifying number of an original Triple-M chassis evidenced by the letter(s) and numerals stamped on an original front knuckle at the time of manufacture. Note: most such numbers will be found on the right hand side (driver's side) knuckle, although certain chassis, including some of those exported from the works are known to have been stamped on the left hand side (passenger's side) knuckle;

'A Triple-M Car', where the context permits means a car built on an original Triple-M chassis which is complete, roadworthy and with its major components or modern replacement components manufactured to original Triple-M specification;

'The Register Listing' has the meaning set out in paragraph 1.1 of this document;

'The M.G. Works' means the factory(ies) of the M.G. Car Company.

The original chassis number as defined in these Guidelines is used by the Register as the car's Primary Identity Indicator. Before a car is included in the Register Listing it must qualify under one of the following criteria:

3.1.1 A car built on an original Triple-M chassis containing an original front knuckle clearly stamped with its original chassis number as defined above will be included in the Register Listing under that number.

3.1.2 A car built on an original Triple-M chassis which has an original dumb-iron (knuckle) but does not clearly show its original chassis number will be listed under chassis number "A ?????" where "A" is the model letter designation for the chassis used, unless the original chassis serial number can be established beyond reasonable doubt (see 3.1.4 below).

3.1.3 A car that has a history that shows there was more than one MG Works supplied chassis for the same chassis number, will be listed under that chassis number if it is based on the original/first chassis or, in the case of a car based on the factory replacement/second chassis, with that chassis number and the suffix "/2".

3.1.4 A car built on an original Triple-M chassis which does not clearly show its original chassis number but has sufficient physical or documentary evidence to link it to an original number, will be



listed under that number unless it is later proved otherwise.

3.1.5 A car built on an altered chassis but having its original front knuckle clearly showing its original number, will be listed under that number with the note “altered chassis”.

3.1.6 A car built on a reconstructed chassis but having its original front knuckle clearly showing its original number, will be listed under that number with the note “reconstructed chassis”.

3.1.7 A car built on a new chassis but having an original front knuckle clearly showing its original chassis number, will be listed under that number with the note “new chassis”.

3.1.8 A car built on an original Triple-M chassis, incorporating a collection of Triple-M components manufactured to their original specification, which is not covered by any of the above criteria may be included in the Register Listing at the discretion of the Committee.

3.1.9 A complete original chassis clearly showing its original chassis number will be listed in the Register under that chassis number with the note “chassis only”.

In operating these guidelines the Committee will have regard to factors that may, in varying degrees, affect its judgment about a particular chassis or car. These factors include the following:

- The completeness, originality or integrity of the main components of a chassis, including its castings, side or other rails and tubes;
- Factual evidence of past damage or destruction of a chassis or its major components;
- Factual evidence of the replacement of damaged or destroyed chassis components with period or modern replacements;
- Factual evidence of the defacing and re-stamping of a front dumb-iron (knuckle);
- The M.G. Works guarantee plate and its stampings;
- The M.G. Works stamping of the bonnet hinge.

3.2 Guidelines for the Allocation of Register Numbers

3.2.1 A Triple-M Register Number will be allocated to the following Register entries:

3.2.1.1 A Triple-M car which is complete, roadworthy and consists of all original Triple-M components;

3.2.1.2 A Triple-M car which is essentially complete with its original chassis and original Triple-M components whether roadworthy, under restoration or dismantled in storage;

3.2.1.3 A Triple-M car which is essentially complete with its original chassis but includes some reproduction Triple-M components, whether roadworthy, under restoration or dismantled in storage;



3.2.1.4 A Triple-M car which is essentially complete with its original chassis but includes some components not originally fitted to Triple-M cars (e.g. XPAG engine, Armstrong pre-selector gearbox), whether roadworthy, under restoration or dismantled in storage. If the Registrar considers that the proportion or type of non-original components is excessive, the application will be referred to the Committee. At the Committee's discretion such a car may be denied a Register Number;

3.2.2 A Triple-M Register Number will not be allocated to the following:

3.2.2.1 A Triple-M car built on a reproduction chassis without an original identity.

3.2.2.2 A Triple-M car that displays a chassis number that is not correct for its chassis type (original or reproduction).

3.2.2.3 A Triple-M "chassis only" entry or an entry where a number of major components are lacking e.g. a car without a body or one without a drive train. As soon as the details for such an entry indicate that the package represents an essentially complete car, the provisions of section 3.2.1 above will apply.

Notes

A Triple-M Register Number always stays with the chassis on which the car was built when the Number was first allocated. It is not transferable.

In cases where there is ambiguity about the true identity of a car, the Committee reserves the right to include that car in the Register listing on a provisional basis pending the receipt of definitive evidence concerning that car. The Committee may likewise withdraw or suspend a Register Number if a car is found to contravene these guidelines.

Any member of the M.G. Car Company Club Ltd. who is the owner of a listed Triple-M car may discuss the classification of their car with the Committee.

4. TRIPLE-M MGs - SPECIALS AND NON STANDARD CARS

How the Register describes cars that are not built to their original specification.

This guidance will be used by the officials of the Register in response to enquiries, or in commenting upon issues, regarding the proper description of specials and non-standard cars constructed on Triple-M chassis.

4.1 The Register does not recognize the description 'Replica' when applied to any Triple-M car other than the factory produced M 12/12 Replicas;

4.2 A car built in the style of one car but on the chassis of another will be described as the chassis type on which it is built. For example, a C type copy built on a D type chassis will be described as a D type. Likewise, a car built in the style of a J4 on a J2 chassis will be described as a J2. The same applies to a car built in the style of a Q type, K3 or NE;



4.3 A Triple-M car fitted with a non-standard Triple-M engine (for the model) will be described as such. For instance, a J2 chassis fitted with a PB engine will be described as a J2-PB. Furthermore if the engine is supercharged it will be described as J2-PB/s;

4.4 The Register is not opposed to the term 'special' if a car is fitted with a non-standard body (for chassis), but it will be described as the chassis type on which it is built. For example, a single seat body fitted on an N type chassis will be described as an N type special;

4.5 The Register does not recognize a car described as J2/J4 or K1/K3 or P/Q etc. as it implies that some main parts of the car are genuine J4, K3 or Q type etc. when they are not;

4.6 In former years it was common practice for constructors or designers to incorporate their name in the description of a special, e.g. Bellevue Special, Turner MG. Some specials were given names by their owners, e.g. 'Bongazoo'. The Register has no objection to these descriptions still being used.

5. COMPETITION RULES

The rules governing Register competition awards can be obtained from the Competition Secretary or found in the competition section of the Triple-M website. Inclusion of a car in the published Register Listing does not confer automatic eligibility for Register awards.

6. REPLACEMENT ENGINES AND CYLINDER BLOCKS

For various reasons it may become necessary:

- to replace a car's original engine with another unit derived from another Triple-M car. -

to substitute an original cylinder block with a newly-manufactured replacement block.

Whenever these changes occur, the Register asks owners to ensure that details of the change are notified to the Registrar.

It is the Register's policy that whenever a newly-manufactured cylinder block is utilized, it should be stamped with an identifying number followed by the suffix "/2". The identifying number should be one that is appropriate to that particular vehicle. If the new block is of the same type as that of the engine originally installed in that car at the time of manufacture, it will be in order to use the original engine's number. Alternatively if the new block replaces an engine that was not original to that car, it is permissible to use the number of the engine that is being replaced, in each case adding the suffix "/2" previously mentioned. The Registrar should be consulted in case of any uncertainty.