



# North American MMM Register Newsletter

MG Midget, Magna and Magnette 1929-1936



North American MMM Register Newsletter

SPRING 2014



*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**

## A Triple M Wins at Amelia Island. By Jan and Reed Tarwater

Our just restored 1936 MG PB won Best in Class at Amelia Island Concours d'Elegance. The category was Sports Cars to 1949.



**Reed and Son Chris with Trophy**

**Nice Accessory for an MG PB**

As most (if not all) restorations go, it was down to the last minute. We picked the car up at Tom Metcalf's Safety Fast! Restorations on Tuesday 4 March in rather cold conditions. Loading a car in 6 degrees is not recommended. Due to the cold weather and salt on the roads Tom had not been able to road test the car. We drove to our son's house in the Charlotte NC area and did the first road test.

To our considerable relief the car performed well. On Friday 7 March, we drove to Amelia Island and dropped the trailer. The Amelia Island Concours is unique in allowing cars to be placed on the show field on Saturday before the show on Sunday. On Saturday afternoon we unloaded the car from the trailer, drove to the show field, and put the car in place. The car drew considerable interest even as it was being put in place. Early Sunday morning, my son and I went to the show field, removed the car covers, and prepared the car for judging. The judging started at about 9:00 AM. By 11:30 the judges told us that our PB had won Best In Class. Of course, we were all excited and pleased.

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# The North American MMM Register

**Dr. Jerry Keuper & Jerry Goguen - In Memoriam**

**Jack Kahler - Chairman**

5260 South Zinnia Ct., Littleton, CO USA 80127  
mgjack@aol.com (303) 978-9341

**Jack Schneider - Treasurer & Vice Chairman**

8598 Brewster Ave., Inver Grove Heights, MN 55076  
britjack@comcast.net (651) 552-1780

**Randy and Sandy Copleman - Newsletter Editor /  
Directors of Register Communications**

27685 N. 74th Steet, Scottsdale, AZ USA 85266  
mowog1@cox.net (520) 241-2768

**Sarah Richey - Director of Register Events**

914 Smith Court, Bowling Green KY, USA 42103  
srichey7@insightbb.com (270) 842-5778

**Cathy Gunderson - Manager of Register Regalia**

6160 West Lakeside Ct., Littleton CO, USA 80125-9645  
j-cg@juno.com (303)791-4902

**Lew Palmer - Registrar**

15670 St. Mary's Point, MN, USA 55043  
lew@roundaboutmanor.com  
Ph: (651) 436-7401 Fax: (651) 436-2122

**Terry Sanders - Co-Editor**

Box 16, Post 1; 499 Embarcadero, Oakland, CA, USA  
TATerry@aol.com

**Bob Zwart - Librarian**

1900 E Warner, Suite E, Santa Ana, CA, USA 92705  
zwart1@cox.net (714) 730-8140

**Members, Steering Committee:**

**Peter Ross, David Harrison, Peter Thornley, Lew  
Palmer,**

**Tom Metcalf, Bob Sterling, Jack Kahler, Pete Thelander,  
Bill Richey, "Bob" Rich, Emeritus**



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.

Please submit all contributions to Randy Copleman via:  
e-mail at mowog1@cox.net  
Snail mail at 27685 N 74th St, Scottsdale, AZ 85266

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

## MMM Websites

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

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

The UK Triple-M  
Register web site at:  
[www.triple-mregister.org](http://www.triple-mregister.org)

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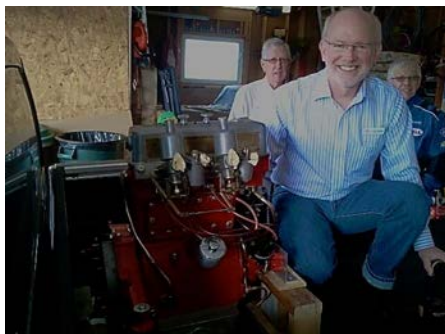
## Chairman's Corner - Jack Kahler

Welcome to the first edition of the new NAMMMR newsletter. This is the first publication from the creative computer of Randy and Sandy Copleman of

Scottsdale, Arizona who are our new Directors of Register Communications. The NAMMMR membership, our friends and myself wish to thank Larry Long for his 15 years of

dedicated service to this great organization. When I accepted Larry's request for retirement as your newsletter editor I started to think who in our Register would and could take over this demanding assignment for your Register. I wanted to find a young, aggressive MMMer to fill this position. At our NAMMMR Western National Meet in Carefree, Arizona I had the pleasure of meeting Randy and Sandy. At this point they were wantabe MMMers but were energetic MG enthusiasts who are well read in MG history. We talked MMM cars during the meet and made immediate friends. A month later they purchased Mike Francks' beautiful PA and of course joined our Register. They are both young recent retirees and Randy has the gift of gab and Sandy is computer savvy to make this the perfect team to carry on as the editors of our quarterly newsletter. Right place at the right time for sure!

During the first sixteen months as your Chairman I have seen the need to solicit additional leadership of our Register.



With the advice and help of Vice Chairman Tom Metcalf we are most proud to introduce Jack Schneider of Minneapolis, Minnesota as the first ever Register Treasurer. Jack doubles his involvement by also creating and maintaining the Register web site. Jack is a very creative, energetic MMMer who accepts and manages well a variety of challenges.



The next volunteer to accept a leadership assignment is Sarah Richey as Director of Register Events. Sarah is a creative, smart, outgoing person who knows how to plan and direct a big party event.

Cathy Gunderson has agreed to launch a new Regalia plan for the Register. Cathy brings to the Register a wealth of knowledge and experience in operating a Regalia program as she has been for years in charge of the Regalia program for the MG Car Club/ Rocky Mountain Center. Find her announcement of the Register's first Regalia offering in this newsletter.



We are all most fortunate to have Lew Palmer, Terry Sanders and Bob Zwart as long time volunteers rounding out your Register management team.



David Harrison, Peter Thornley, Lew Palmer, Tom Metcalf, Bob Sterling, Jack Kahler, Pete Thelander and Bill Richey make up our Steering Committee who advise and represent the Register worldwide.

It is hard to believe it is the 90th birthday of these incredible motor cars we all cherish. The MG Car Club UK has asked your Register to participate in the worldwide celebration. Our Register has dedicated the



NAMMMR National Meet in Watkins Glen to be a part of this worldwide event. The best way you can join the celebration is to attend the Watkins Glen meet and enjoy the party!! For all the details see the Watkins Glen information in the following pages of this newsletter. (Pages 10-13)

Cheers,  
Jack

**Thanks Larry for 14 years of hard work, generating over 56 high quality Newsletters! Your ability to source such an interesting list of technical articles on our MMM cars and provide the critical communication to keep the register running strong has been truly impressive. We have all looked forward to receiving the Quarterly Newsletter either by wire or land over the years.**

As you have probably heard by now, I am hanging up my hat as Editor of this publication after 14 years of doing the job. I hope that I have given you what you wanted, and were looking forward to receiving it each quarter. It was not an easy decision for me to make, but I have a few other fish to fry, as they say, and I think it is time for a fresh new look. And my bucket of articles from past magazines, etc., has just about run dry!



At this point I will be maintaining a file historical and upcoming Technical Topics.

I want to thank all of you who have been so supportive of this great publication for the past 14 years with your articles, photographs, stories, and especially, your encouragement. Thank you for your comments, both positive and negative, and for helping me figure out what

it takes to get a publication such as this done.

I feel as if I know all of you through the articles and photos, and, as a minimum pasting the address labels on the envelopes; That's the part about doing the newsletter that I will really miss. I hope I don't lose touch with any of you.

I think that Randy and Sandy are off to a good start, and I'm sure that you will be impressed with what they will be doing in coming issues. Don't forget to sign up for the big event at Watkins Glen. I really enjoyed the last one a few years ago, and am looking forward to seeing all of you there.

Cheers--Larry Long, former Editor, NA MMM Register Newsletter

New Editor's Note -

We would like to thank Larry for all his help, guidance, lessons learned and fodder for up coming Newsletters. During this transition, Larry has demonstrated his dedication to the MMM organization and for his desires to keep good communication with the Register members.

He leaves 14 years of outstanding newsletters as his legacy and a high standard of quality.

Best Wishes to Larry in future endeavors,

Randy and Sandy

## ***NAMMM Register Regalia Launch***

Please make sure to review the Regalia launch of the OFFICIAL MAMMMR clothing and accessory line in this issue of Newsletter. See items and ordering instructions in the Regalia Section. Cathy did a great job pulling together these items.

GOF Central 2015 is to be held in Indianapolis, IN July 15 - 19, 2015



Save this date!





## A Triple M Wins at Amelia Island. By Jan and Reed Tarwater (continued)



At noon we drove the car from its place down the 10<sup>th</sup> fairway, up the 18<sup>th</sup> to receive the award. The estimate was that at least 16,000

attended the concours and as my son and I drove the car to receive the award it seemed as if most of the 16,000 were standing in our way. Several police officers were able to move the crowds out of the way.



*Ed Lucas talking to Reed and Chris*



***The Judge Arrives with the Great News***

After the car returned to its place with the other pre-1949 sports cars it still generated a great deal of interest. The Cambridge and Oxford blues and the blue leather interior makes a beautiful car even better looking. The people in the MG factory in February 1936 knew what that they were doing when they chose those colors.

Best of all we were able to enjoy the day, the car, and the win with our family. Our son, daughter-in-law are big fans of MMM cars and we hope that our granddaughter will be a fan as well.



*Reed and Jan with the Trophy*



*Congratulations to Reed, Granddaughter Addison, son Chris, daughter-in-law Mendy and Jan for winning this Prestigious Award with their Beautifully restored MG PB !*





## The Hawk, with Brian Redman - Road America, July 18th to 21st, 2013



Thomas Keller seen Setting Up his 1933 MG J3 [X1], Downtown, goes on to win First Place on Saturday in the Sportscar



J3761 at Elkhart Lake

In the early 1950's, sports car racing was being run on the streets through and around the Village of Elkhart Lake, in the Kettle Moraine area of east central Wisconsin. The state responded by banning racing on public roads. Local citizens reacted by developing a 525 acre property, outside the Village of Elkhart Lake with a 4.1 mile racetrack which would become Road America. The first race on the new track was held September 10th and 11th, 1955, and was won by Phil Hill in a Ferrari Monza.

Road America now attracts 800,000 visitors a year.

On July 18th - 21st, Road America was the site of The Hawk, with Brian Redman. This annual event is one of the largest vintage racing events in the United States, with over 400 cars racing in several groups. An integral part of this event is the Nationwide Insurance Concours d' Elegance, held over 3 days, Friday, Saturday and Sunday.

On Friday evening, over 300 race cars, escorted by local police, paraded (roared) to the Village of Elkhart Lake for the Concours event to compete for Best in Class.

### **RACE CARS (FRIDAY)** **FIRST PLACE AWARDS**

Colin Comer, 1958 Lister Jaguar [AF]

David Ritter, 1968 Lola T70 MK IIB [BF]

Chip Halverson, 1976 Chevron B36 [CF]



**SPORTS CARS (SATURDAY)  
FIRST PLACE AWARDS**

Chris Lochman, 1960 Triumph TR3A [AP]

John Dohmen, 1963 Triumph TR3B [BP]

Milton McKinney, 1976 Triumph TR6 [CP]

Don Kelley, 1987 Audi Coupe GT [DP]

Umberto Davi, 1997 BMW 540i [EP]

Kay Kovac/Randy Hicks, 1956 Austin Healey  
100M LeMans [AE]

Sheldon Enns, 1965 Sunbeam Tiger [BE]

Mark Toth, 1985 Porsche 911 [CE]

Rod Gustafson, 1994 Porsche 911 Speedster [DE]

Lena Norberg, 2005 Lotus Elise [EE]

Thomas Keller, 1933 MG J3 [X1}

David MacNeil, 2003 Ferrari Enzo [X2}

On Sunday, the winners of Best in Class from the  
preceding 2 days were invited to compete in the  
Concours d' Elegance at the Road America track.

**SUNDAY CONCOURSE WINNERS  
Best Street Car**

Kaye Kovac/Randy Hicks, 1956 Austin Healey  
100M Lemans

**Best Race Car**



With legendary race driver Brian  
Redman

**People's Choice Award**

Sheldon Enns, 1965 Sunbeam Tiger  
Best of Show

Thomas Keller, 1933 MG J3

I had the opportunity to spend time with racing  
legend Brian Redman over two days. Brian is an  
exceptional man and a true gentleman. His  
stories were amazing, and meeting him was one  
of the highlights of my involvement with the  
Marque.



J3761 with Marge looking on



With Grandson Thomas





## Treasurer's Report

### Jack Schneider

Let me first introduce myself as your NAMMMR Treasurer and Webmaster. My wife Kathryn and I reside in Minnesota. We have been members of the Register since acquiring 1932 J2, J2023 in 2002. My love of the marque started young. My dad owned an MGA and MGB in the 1960s. I served as a very enthusiastic passenger and sometimes rallye navigator. My first exposure to MMMs was during MG2001, hosted by our Minnesota MG clubs. I participated with my then own 1958 MGA.

As part of an organization as this, I realize how much we depend on each other for support, to make the group ever stronger, to promote interest and increase visibility of our MMM cars. At this time, I would like to personally thank the members who provided so much support and assistance in getting my car more roadworthy the past few years. Thank you to members Gary Krukoski, Bill Bollendonk, Jack Kahler, Lew Palmer, Chris Leydon and Bob Rich.

I am new to the duties of treasurer to an organization and is my first report, following on the next page:

### NAMMMR Website Update

I am also your webmaster. This again is the first time I have built and managed a website. My J2 is pictured on the Members' Cars page.

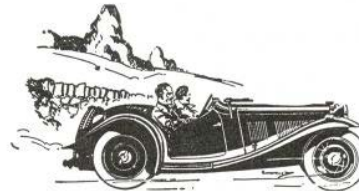
The site interest has been gradually building over the past year. Please help us build it even more. If you haven't already done so, send photos of your cars (and yourselves) to me at [britjack67@gmail.com](mailto:britjack67@gmail.com). Include information for MMM type, year and chassis number. Send also your MMM cars and parts for sale, parts wanted requests, etc. The website will be kept current with member and event information as best as possible. It is the vehicle for quick information communication to our membership.

Regards,  
Jack Schneider

# SAFETY FAST!

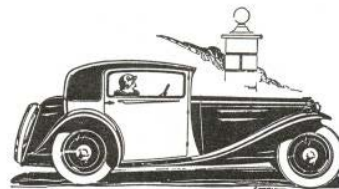


Introducing, the  
New Season's Models



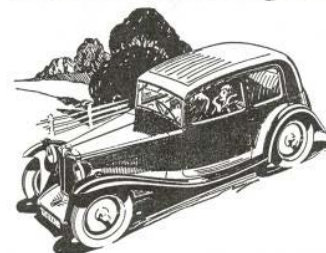
#### THE M.G. MIDGET

Chassis	£160
Two-Seater	£199 10s.



#### THE M.G. MAGNA

Chassis	£245
Two-Seater	£285
Four-Seater	£299
Salonette	£345
Continental Coupe	£350



#### The M.G. MAGNETTE

Chassis	£340
Two-Seater	£390
Four-Seater	£399
Pillarless Saloon	£445

EX WORKS

*A modified version of the popular J2 M.G. Midget—a smart Continental coupe on the M.G. Magna chassis—the M.G. Magnette with larger engine and pre-selector gearboxes on all models—De Luxe equipment available on all types—full particulars on application*

ISSUED BY THE M.G. CAR COMPANY, LIMITED, ABINGDON-ON-THAMES





# NAMMMR Spring Treasurer's Report

NAMMMR Operating Fund 2014			
02.01.14			
	Budget	Actual	Variance
<b>Income</b>			
Member Dues US (150 @ \$40.00)	\$ 6,000.00	\$ -	\$ 6,000.00
Member Dues Overseas (19 @ \$50.00)	950.00	-	950.00
<Other Income>	-	-	-
<Other Income>	-	-	-
<b>Total Income</b>	<b>\$ 6,950.00</b>	<b>\$ -</b>	<b>\$ 6,950.00</b>
<b>Expenses</b>			
<b>General Operating</b>			
Postage	\$ 50.00	\$ -	\$ 50.00
Office Supplies	50.00	-	50.00
Web Site	100.00	-	100.00
Club Insurance	500.00	-	500.00
Banking Expense	100.00	-	100.00
Miscellaneous	100.00	-	100.00
<b>Total General Operating</b>	<b>\$ 900.00</b>	<b>\$ -</b>	<b>\$ 900.00</b>
<b>Membership</b>			
Printing	\$ 150.00	\$ -	\$ 150.00
Postage	210.00	-	210.00
Membership Directory	900.00	-	900.00
Man Of The Year Award	100.00	-	100.00
Miscellaneous	100.00	-	100.00
	-	-	-
<b>Total Membership</b>	<b>\$ 1,460.00</b>	<b>\$ -</b>	<b>\$ 1,460.00</b>
<b>Newsletter</b>			
Printing	\$ 1,200.00	\$ -	\$ 1,200.00
Materials	200.00	-	200.00
Postage	400.00	-	400.00
Miscellaneous	100.00	-	100.00
	-	-	-
	-	-	-
<b>Total Newsletter</b>	<b>\$ 1,900.00</b>	<b>\$ -</b>	<b>\$ 1,900.00</b>
<b>National Event</b>			
Equipment Rental	\$ 300.00	\$ -	\$ 300.00
Awards	500.00	-	500.00
Printing	100.00	-	100.00
Postage	80.00	-	80.00
Bibulous Gallimaufry	200.00	-	200.00
Miscellaneous	100.00	-	100.00
<b>Total National Event</b>	<b>\$ 1,280.00</b>	<b>\$ -</b>	<b>\$ 1,280.00</b>
<b>Regalia</b>			
Postage	\$ 140.00	\$ -	\$ 140.00
Packing Materials	300.00	-	300.00
Miscellaneous	100.00	-	100.00
	-	-	-
	-	-	-
	-	-	-
<b>Total Regalia</b>	<b>\$ 540.00</b>	<b>\$ -</b>	<b>\$ 540.00</b>
<b>Total Expenses</b>	<b>\$ 6,080.00</b>	<b>\$ -</b>	<b>\$ 6,080.00</b>
<b>Net Income</b>	<b>\$ 870.00</b>	<b>\$ -</b>	<b>\$ 870.00</b>



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



To celebrate the 90<sup>th</sup> anniversary of MG and the 60<sup>th</sup> anniversary of the Collier Cup, MG has been designated as the Featured Marque at this year's US Vintage Grand Prix Festival and The MG Vintage Racers have designated it as their Focus Event. As a result, hundreds of MGs of all ages will be converging on Watkins Glen to participate.

**Join in by registering for our 2014 National Event**

**PROGRAM**

Thursday September 4<sup>th</sup> : Arrive and settle in to your accomodation. Head to the Radisson Hotel in Corning for registration and nattering followed by a buffet dinner with a cash bar. Please buy dinner tickets on the Registration Form.

Friday September 5<sup>th</sup> : This is the day of the Vintage Grand Prix Festival in downtown Watkins Glen and practice sessions for the racers at "the track". Those entered for the "Tour de Marque" and "Concours d'Elegance" Festival events will have organized tours of the "old circuit" prior to display parking downtown. Others can tour the old circuit or elsewhere in the morning and join in the Festival activities in the afternoon. There will be parking for our MMM cars near all the activities. The day concludes with a spirited tour of the "old circuit" by the racers from "the track" after which they all park on Franklin Street amid thousands of spectators.

Saturday September 6<sup>th</sup> : This is a day at "the track". We will have our own car show in two classes – 4 cylinder and 6 cylinder cars. Voting will be by those registered for this NAMMMR event. We plan to have a large tent to shelter us from sun or rain.

Lots of time to watch vintage racing and wander the paddock.

In the evening, we have been invited to hold our awards banquet at the International Motor Racing Research Center, and they would like to see all our cars on display outside prior to the event. Please buy dinner tickets on the Registration Form.

Sunday September 7<sup>th</sup> : Back to the track to watch vintage racing including the Collier Cup all-MG race. There may be so many MGs entered for racing that they may hold 2 races for ancients and moderns like they did in 2004.

Your organizing team: Peter and Rachel Ross and Chris and Laurie Nowlan





**North American MMM Register  
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## LOGISTICS

**Accommodation:** Because of the popularity of the Festival, accommodation is very scarce both in Watkins Glen and surrounding towns and prices are inflated.

We had a small block of rooms in downtown WG at the **Villager Motel and Glen Manor** but these were sold out shortly after our initial email last November. However we are designating the Glen Manor as our downtown headquarters where you may park your MMM car and partake of light refreshments.

We have a block of rooms reserved at the **Lodge on the Green** in **Painted Post**, 23 miles south on Hwy 414. To reserve at the special rate of \$67 plus taxes you must call the hotel directly on **607-962-2456** and mention NAMMMR as the group code. These rooms and rate are available until August 1 2014

Also, about the same distance south along I-86 there are other major brand hotels at Corning, Horseheads and Elmira.

If you are travelling with a motor home, you may find space available at the KOA a short distance south of WG on Hwy 14, or in Watkins Glen State Park. Or you may camp at “the track” – Watkins Glen International (WGI) – but facilities are minimal and the price can be quite high.

**Track Admission:** Those entered in the “Tour de Marque” will have two 3-day passes to enter the track included with their entry fee.

The rest of us should buy, in advance, a special MG package which includes two 3-day passes and a track tour. See <http://grandprixfestival.com/documents/MGWGI.pdf>

**Trailer parking:** You have three choices where to leave your “garage” on wheels:

1. At designated parking close to the Research Center, site of our Saturday banquet and very close to the Friday downtown activities. Commute to you lodgings in your tow vehicle.
2. At your accommodation and commute to Watkins Glen in you MMM car.
3. At WGI which is about 5 miles from downtown WG

Your organizing team: Peter and Rachel Ross and Chris and Laurie Nowlan



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



**INFORMATION**

**Useful Web Sites:**

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

**Frequently Asked Questions:**

**1. Where do you recommend we park the trailer?**

At your accommodation on Thursday night, then we suggest the school parking near the Research Center. It is nearest to where you will “finish up” on Friday and Saturday.

**2. Can we drive round the “old course”?**

You can, but remember the road is open to 2-way public use and the speed limits are rigorously enforced. We suggest doing this before noon on Friday. Those entered in the Tour de Marque and Concours d’Elegance will get their own escorted group tour.

**3. Will we get a tour on the new WGI circuit?**

You will if you signed up for the Tour de Marque or buy the special MG Owners Anniversary package in advance both of which include two 3-day track passes.

**4. Does the Lodge on the Green have a restaurant?**

No, but they do serve a complimentary continental breakfast and Applebee’s is close.

**5. What happened to the Thursday winery dinner mentioned in the initial communication?** They were too far north of Watkins Glen for you to drive your MMM car after a long day’s journey and It would be dark to drive back. They were expensive and couldn’t guarantee a reservation. But we recommend you do visit one while in the area.

**6. Why are you suggesting a contribution to the Research Center?**

They are an excellent cause to support for they do so much research into the history of motor sport during MG’s era. Plus they asked us for a donation for the use of their premises for our banquet. Any contribution you can make through the NAMMMR will offset our event expenses and may still be tax deductible by you.





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



Names (1) \_\_\_\_\_ (2) \_\_\_\_\_

for

Name Tags (3) \_\_\_\_\_ (4) \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ Zip/Post Code: \_\_\_\_\_

Phone(s): \_\_\_\_\_

e-mail: \_\_\_\_\_

Car: Year: \_\_\_\_\_ Model: \_\_\_\_\_ Colour: \_\_\_\_\_ Chassis Number: \_\_\_\_\_

Where will you be staying while at the event? \_\_\_\_\_

Do you have special dietary requirements? \_\_\_\_\_

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

NAMMM registration fee: \_\_\_\_\_ Number = \$70.00

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

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

Voluntary contribution to the International Motor Racing Research \_\_\_\_\_

Center Total: \_\_\_\_\_

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



# Technical Topics

## Fitting A New Crank

An archaic use of the word "crank" is to describe a bad tempered person: one whose disposition is driven by frustration and angered by a recognition of one's ignorance. The following guide is written to encourage those unfamiliar with the pitfalls of fitting a new crankshaft to a MMM engine and to provide "shafts" of enlightenment in a journey away from distemper.

### New Crankshafts:

After market crankshafts for the MMM cars have been made for over half a century. Blueprints in my archive contain prints of Laystall cranks for K3 and P type dating from 1946. Over the last three decades, both Arrow and Phoenix have made them for prewar MG's. I am more familiar with Phoenix crankshafts, having fitted them to over a dozen engines over the years, and will confine my comments to fitting cranks of this manufacture.

The Phoenix cranks for both the six cylinder K,L, and N and the four cylinder PA and PB all differ from the original design:

1. The Phoenix cranks are counterbalanced and provide both reduced bearing loads and smoother operation. This is, however, at the expense of increased inertial loads.
2. The front and inboard bearings are of larger diameter (1.750" ) providing both additional strength and resistance to bend and twist.
3. They are manufactured from a better steel alloy (EN40B) and have undergone sequential heat treatment and stress relief to resist fatigue.
4. Incorporate a modern rear lip seal to

## By Chris Leydon, Salido, CO

replace the reverse acme thread of the original.

### The Front Main Bearing:

Because the new front crank journal has been increased from the original 1.625" to 1.750", a new spigot bearing, also called bearing sleeve, needs to be machined to accept room for babbitt. Additionally, the front housing must be modified to accept the new sleeve. This bearing sleeve may be machined from either bearing bronze C932, or steel, SAE 1020/1025. If you choose to deviate from either of these two options, you must insure that they accept tinning with ease. Avoid aluminum bronzes. The geometry of the new sleeve will be identical to the original except with changes to insure a .050" bearing thickness and room for an oil trough.

1. The OD should be changed to: 2.050
2. The ID should be changed to: 1.850
3. Note: Do not machine the bearing retaining hole at this time.

The front housing bore must be altered to accept the enlarged sleeve bearing. This operation proceeds in three steps: set up, boring and chamfering. It is important that the bore be perpendicular to the housing flange and that the bore follow the exact original centerline. Although I perform this process on a vertical mill, it could set up on any number of machines including a line bore.

**TT 2711**



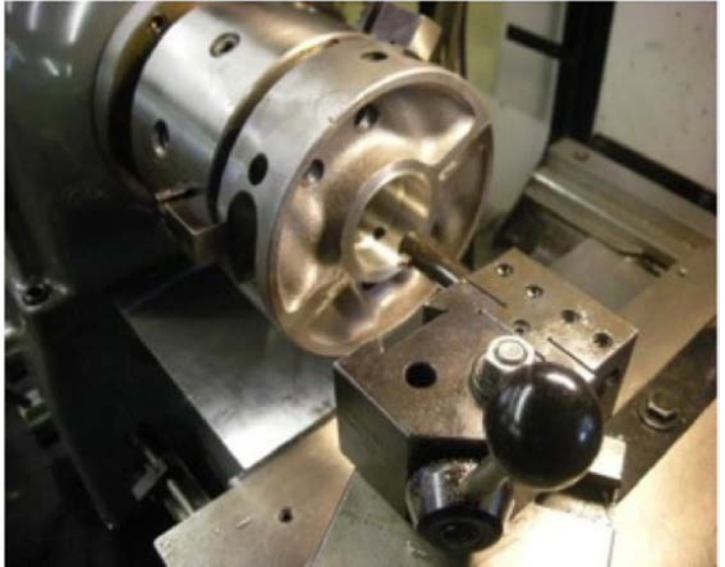


The bore size should be "same size" fit or a maximum of .0005" smaller than the bearing sleeve. With a CRC lubricant and a light heat to the housing (wife's oven at 200 F), this should be installed with a light press fit. Installing a flanged bearing collar of the appropriate ID will insure the bearing enters the housing with ease. After the bearing has been pressed into the housing, the housing can be once again be mounted in the vertical mill. The location of the spigot retaining bolt hole can be indicated off the housing and the hole bored through the bearing.





Because the rear main journal on the crank does not deviate in dimension from the original, this bearing can be handled conventionally. However, a word of caution: the rear bell housing is delicate and easily cracked. In pressing the bearing into the housing, install a ring under the center boss to insure pressure is directly under the center and not on the outside of the casting.



Rear and Center bearing(s)

Both the single P Type bearing and the two Six cylinder intermediate bearings are handled in the same manner: the internal bores are machined to 1.850" and oil relief grooves machined into the center of their lengths. Both this process and the semi -sizing of the babbit can be performed on a lathe. Take caution to indicate the outside of the bearing to insure that the original center line is maintained.



The results of all your efforts should lead to items of beauty suitable for line boring. Oh, and yes, an even temperament!

.....Babbitting and line boring to be addressed in a later chapter.





## Parts for Sale

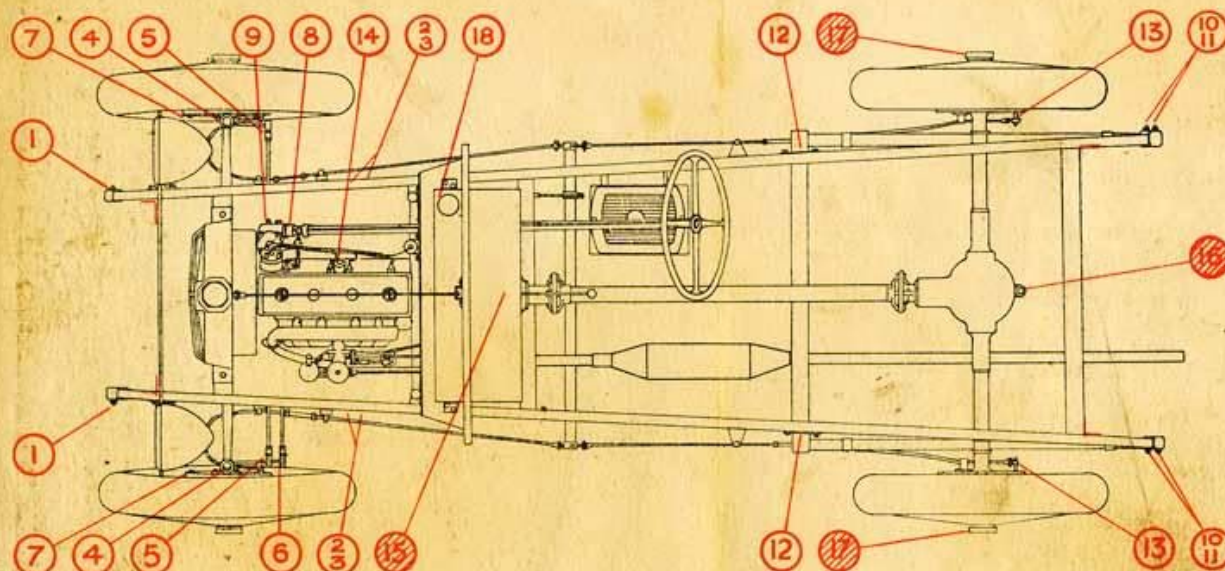
### MMM parts for sale

- Clutch thrust bearing carrier. New, Brass \$50
- 4 ea. 19" outside laced wheels, usable condition \$50 each
- 2 ea. 18" outside laced wheels, Powder coated,  
Knobby tyers, restored, never on the ground \$150 each
- J2 center instrument cluster with gauges, switch,  
Lights etc. \$200

Can send pictures on email if requested.

Bill Bollendonk  
HYPERLINK "mailto:donker@aol.com" [donker@aol.com](mailto:donker@aol.com)  
303-794-0688

### Oiling Chart for the 8/33 M.G. Midget Sports Two-seater.



Every 250 miles.



Every 2000 miles.

E—Engine Oil.

G—Gear Oil.

1 Front spring front shackle	2 points.	G
2 & 3 " " rear "	4 points.	G
4 King pins	4 points.	G
5 Track Rod	2 points.	G
6 Drag Link	2 points.	G
7 Camshafts brake front	2 points.	G
8 Steering box thrust	1 point.	G
9 Steering box	1 point.	G
10 & 11 Rear spring rear end shackles	4 points.	G
12 " " front end shackle	2 points.	G
13 Brake camshaft, rear	2 points.	G
14 Sump		E
15 Gear Box		G
16 Rear Axle		G
17 Rear wheel hub	2 points.	G
18 Brake pedal	1 point.	G



## Monaco Historic Grand Prix

by Rita Leydon ©1997

My sweet husband whispers “Would you fly away to Monaco with me?” “Yes, sure. But why?” Chris explains that his client, Dean Butler, is shipping three cars to participate in the Monaco Historic Grand Prix prior to the regular Grand Prix. Cars that we—Leydon Restorations Ltd—have our grubby little paw prints all over. Chris further explains that he considers this a once-in-a-lifetime scenario—three of his jobs racing in Monaco at the same time! Our only expense will be airfare. We can stay with a Swedish friend who lives right smack in Monte Carlo.

The cars. First, sporting the silks of Lucy O’Reilly Schell’s 1940s Indy team, a Maserati 8CTF, freshly brought back to spirited life, molecule by molecule, by Chris and his team of dedicated craftsmen. Glorious in its coat of blue, hood emblazoned with crossed French and American colors. A car meant for great speed on long stretches, not the tight twists and short runs of Monaco. Wrong gearing. Spectacular in any setting.



Second car. Another Maserati—a 26M, vintage 1930—a black machine with a preselect gear box. I know what that is because I have driven a competition MG with a similar



gear box. I first met the 26M a few years ago at Bridgehampton when she had another master. Automotive liaisons, I have learned, are about as stable as male/female liaisons in an infatuation prone society. Nothing lasts forever. On that meeting something very important running north/

south between the seats was obviously not connecting. The universal yoke had exploded. Heads scratching all around. Sad faces pondering a sad situation. The unfortunate car was shipped off to Lahaska—that’s us—for corrective surgery. It has been back several times for other tweakings. I feel no kinship to this black car as I have not placed my rump upon its

Third car. This specific car—a magnificent Type 51 Bugatti—will be present by Royal request, as the Grimaldis are celebrating 700 years of dominion over the principality of Monaco. The car’s original number 22 was discovered in our shop by carefully removing old black paint smeared over the honeycomb radiator. The vocal jubilation that accompanied the unveiling of this number resonated all

the way to Cincinnati. Dean had to call and find out what the cheering was all about. The “22” is important because that is the number this Bugatti wore in 1931 when she won the Monaco Grand Prix. That’s right, this Golden Girl has solid credentials. The Lady and I are on intimate terms, having shared many road miles. She has drizzled thick gear oil all over my favorite cowboy boots and on up the shin bone of my driving jeans. She has painted my face with engine oil spitting out between her hood louvers. This car demanded that I learn to relax-become one with the moving machine, flex and bend in response to the road’s irregularities-in order to experience the rush and joy of the ride she offered. I conscientiously keep my fingertips away from the fully exposed spinning rubber which threatens to grab any one of my dangling digits and burn me with a ferocious kiss. No worry. No roll bars. No protection. No insurance. Just two bodies in a laced together thoroughbred going FAST! Close. Tight. Elemental stuff.

So that’s our cars. I may be a bit jaded because life with Chris—which spans roughly a quarter century—has spoiled me rotten with exposure to one magnificent racing automobile after another, this one more wonderful than the last. Chris has restored, resurrected and brought rhythmic pulse back to literally dozens of fabulous vintage pedigree racers. Bugattis. Millers. Alfas. Ferraris. Maseratis. Amilcars. MGs. Allards. All the good stuff.

I know what it is to inhabit these cars at speed over long stretches. The feel of the cramped, uncomfortable interiors unfit for human occupancy. I have seen Chris so frozen and exhausted that he literally couldn’t unpeel his fingers from the steering wheel. I have become intoxicated and bewitched by the lingering scent of castor bean oil as it perfumes the wake of these Sweet Ladies—the Shalimar of vintage treads. I have suffered the piercing of a million sharp needles while driving through rain without wind screen or top. Ah, the joys of motoring! I love it. Adore it. Have an insatiable appetite for more.

And now-Monaco. A little icing on the cake. We will be traveling strictly as civilians. On our own. Not part of any crew. No obligations.

### First Day

I have just bathed and refreshed my travel weary self. Chris and I flew out of Newark on an 8:30 flight last night. Changed planes in Madrid, bound for Nice—sounds more like “knees” than “nice.” Our friend André collected us at the airport and ferried us along winding twists to our mutual friend Kerstin’s home in Monaco. Fascinating route. Lovely old buildings rich with architectural detail. Wrought iron railings. Friezes. Scrollwork. Tiles. Painted walls. We observe active re-construction everywhere. Tight spaces. Exterior environs lavishly splashed with flowers, sculptures, palm trees and sunshine. Further on, the sparser high country is richly peppered with olive trees. We wonder how we will know when we are in Monaco? “All the





buildings will be modern,” offers André.

I am sitting by the open doors of a 6th floor balcony overlooking Monaco’s harbor. Directly below the balcony is a wonderful roof. Thousands of orange tiles laid at all angles in multi faceted splendor. “L’Hermitage” it says on the building’s facade. Elegant and old. The Royal Palace is opposite me. Small white boats fill the harbor, bobbing under blue covers. Standing guard are two stately yachts, each as long as a soccer field! There are buildings everywhere. Construction and cranes cloning more. Structures of all sizes and shapes scramble up the sides of the mountains which in turn slope down into the sea. Palm trees here and there. I hear an engine revving again and again—like an eighteen year old testing testosterone levels while chomping the bit at a traffic light. Another engine revs its anonymous response, communing in the language of revolutions per minute. Only small cars can actually live here. Slender roads. Tight curves. Tiny, tiny.

We haven’t yet discovered hat the agenda is. I doubt we’ll be attending any feature events since passes are virtually nonexistent. No matter—we will, at the very least, hear this Grand Prix! Chris is still sleeping. He’s exhausted. Has been working furiously on a Ferrarri GTO engine at home, trying to beat a deadline. Long nights. Yesterday I didn’t know if I was flying solo to Monaco—Chris following later—or with Chris. Today we happily arrived as a duo.

## Second Day

Wake up to a beautiful, bright blue eyed day. Kerstin is pulling on a minuscule floral bikini for her daily swim in the Mediterranean. She wonders if we’d like to join her? My groggy self declines. Not awake. Not conscious. Chris still sleeping. Kerstin says she’ll bring croissants for breakfast when she returns.

Once assembled, we head out on foot aiming for the far side of the harbor to have a look at the paddock area. Two long avenues of white tents covering a multitude of high brow automotive machinery. We find Dean, his two Maseratis and Bugatti. Old friends. Catch up with his crew.

We are delighted to discover that our friend Keith Duly has brought a car. His spaghetti car—a 1967 Ferrarri 312. Spaghetti, because the exhaust pipes are white and bunched up in the back like spaghetti twirled around a fork. Keith and his lanky son are both too tall to fit into this pasta dish. A driver of smaller proportions accompanies them. “Why would a man want to own a car he can’t fit into or drive,” I wonder aloud? Keith’s partner Susan, being a horse woman, characteristically answers in equestrian terms, “It’s the jockey who rides, not the owner.” I ponder this response and decide it must be one of life’s little mysteries.

There is a palpable intensity in the paddock. Boastful pride oozes out like leaking oil. The cars are static in their stalls.

Some are whole and pristine. Most are partially disassembled—wheels, hoods and seats lie scattered nearby. Wrenches and rags abound. There is a frantic calm in the air. Good camaraderie prevails among the mechanics. Some owners are their own mechanics, but not many. Everyone is dying to get down and dirty. Dying to get in. Dying to start an engine. Dying to go for a spin. Take it home in that empty back pocket. Green eyes, tinged with envy, looking all around. One must appear unimpressed. Must be reserved. Must take in a car quickly—a sweeping glance is best. Must remain cool. Must not appear to covet.

After a bit Chris and I climb up toward the Palace in search of lunch. Soup and coffee—\$38. The nearby Aquarium beckons with a tapestry exhibit. I am a weaver and love all things fiber. The afternoon is for wandering and discovering. We focus on patisseries. Occasionally succumbing to a particularly beautiful and delectable sugary confection. Patisseries everywhere. Perfume. Perfume shops everywhere. The city is immaculately manicured. Spotless. Flowers everywhere. An irresistible Japanese garden finds us and lures us within its walls. We are enchanted and mesmerized by the visual harmonies and accompanying counterpoints created amongst the various landscape elements. Large swishing gold fish don’t pay any mind to our chance visit.

The Grand Prix is a yearly event and represents a big chunk of the annual Monacan budget. It has been happening for so long that by now preparations unfold smoothly like an accordion. Wandering about we witness the incredible logistics of preparation. Fences. Guard rails. Gates. Visual barriers. Vendor booths. Spectator bleachers. Media stations. More fences. More visual barriers. Cables. Safety equipment. Hustling, bustling, strong men precision fitting the whole course together. The city streets and boulevards artfully laced to form the canvas for the Kinetic Show of fast paced sensuous sculpture. All this is meant to be invisible and non intrusive until checkered flag time. We have no trouble passing through and navigating anywhere we please. The locals seem neither excited nor annoyed. They are unconcerned about the fuss. Content to hurry from A to B in their pressed, coordinated, elegant designer garb just like any other normal day.

## Third Day

I sleep well. Monte Carlo is quiet through the night. Kerstin strokes our cheeks sweetly at 7:45. “Do you want to swim today?” No. Car noises in the air. Revving. Choking. Coughing. Sputtering. We allow the music of the machines to seep in slowly and deliberately. The urge to hurry out is strong. Peering through binoculars we can see the paddock and a section of the course adjacent to the base of the harbor. Vvvvrrr. VvvvrrrooomVvrrooommm. Access to the beach is denied and Kerstin returns as dry as when she left. It is Grand Prix day and everyone has to pay



something.

I dress in my normal style—fringed, beaded suede jacket, mid-calf skirt, cowboy boots, with Navajo silver and turquoise hanging and dangling on my person. I look very American. Hard to miss. A six foot tall apparition parting the crowds in Monaco as heads swivel in my wake.

We find out that entry tickets cost about \$50 each and restrict the holder to one location. Our preference is to roam. Look a little here, a little there. Yesterday we roamed in and out of the circuit through open gates at will. Today is not so easy. The preparation efforts have two purposes. First, to make a safe course for the cars and drivers. Second, to keep all peeping little eyeballs off the cars unless they pay for the privilege. This isn't the Mille Miglia. Remember the visual barriers? This is a challenge! Tall fences everywhere. Well thought out. I bet a full time staffer is employed just to plug visual holes so the masses can't snatch a glimpse. Frustrating. Keep walking.

André knows of a restaurant with a balcony. Yes! Perfect. It is above the downgrade section after the Casino, leading into a tight right turn. André explains that we must "rent" our table by ordering something, such as tea, coffee and water. Prices are very steep. A little gouging—that's business. We don't mind today. Our balcony is not crowded, almost private. André tries to impress the owner by telling him that Chris is an important car restorer from America. We are at the mercy of our friend's tongue because French is not our language. I laugh. The sun is shining. There is a lovely garden across from us. I admire the cunning of the fence builders as I observe others trying to gain visual access.

The rush of screaming engines escalates, peaks, and passes, then again escalates, peaks, and passes. Ferraris, our 8CTF, Bugattis and Alfas. The heady scent of castor bean oil is atomized into the ether. Each car has its own signature sound, its voice. "That's my car," said Chris yesterday when the 8CTF started up in the distance. His ears knew, as surely as a Mother knows the cry of her child. Cars speed by in a blur. Headlight lenses Xed over with black tape. A lean Alfa sports long armed black side mirrors reminding me of an antennae bug. This bug has a sooty black exhaust stained rump—very nice. I am totally here. Absorbing the experience through my senses. I know intimately what it is to be in the cars. I feel the road vibrations with the drivers. I lean as they lean into the turns. Portly gentlemen living the dream of a life time. Round bellies straining at the zipper of the required fire suits. I am attracted to a yellow Ferrari among a sea of red, driver in black helmet with yellow stripe. "That man knows how to dress," I think. All cars sport big round number decals. Retained decals are badges of battles previously fought and survived. Today's trials last roughly twenty minutes each. Two minutes per lap. Orange overalls at the turns. Waving orange arms means trouble. A yellow Renault serves as pace car with the checkered flag. Sessions

end with tilt-bed trucks sweeping up casualties.

The field of Bugattis is mostly blue except for a few loose cannons—one green, one black, one maroon. The Alfas are red. This gaggle of splendefeous long legged creatures flaunt their color as a point of strength and unity. The language of color signals what country a car represents. Italians are red. The French blue. Britain green. The United States white. Silver for Germany. Simple visual shorthand. A color system mandated by international racing law.

We enjoy our prime location for a couple of hours, then ask for the check. \$50 for our liquids. André is furious! He argues. Puts on a good show. Chris takes out some bills which he silently asks me to pay with. I smile at the man. He smiles back. I say to him in English that I do not know the language of the argument, but that I had a lovely visit, and thank you very much. We leave. André is fuming and frothing indignantly. We could care less.

After a brief respite, Chris and I head out again, hand in hand, for the next adventure. Monaco is all stairs and hills. Ups and downs. Long stairs—several stories tall. Walking is a real workout. Lovely female legs are the norm—the men cover theirs. More patisseries to investigate. Coffee is very good here, but their cups are insanely small. Melodious strains from the omnipresent races lure us down toward the circuit at sea level again.

We chance to find a very good fence with a couple of nice visual leaks. We climb up on the two inch wide railing and hook our fingers through chainlinks. There we clutch and sway, straining our necks and eyeballs as the cars negotiate the bends around the Casino. We cling to our post for the twenty minutes it takes Dean's driver, Martin Walford, to negotiate the course in his single seat steed—our Maserati 8CTF. Martin appears cool, calm and unhurried with each pass. Various announcers are babbling in English, then French, Italian or German. "Martin ! ... Maserati !... Magnifique ! ... 8CFT ! ... Fantastique ! ... " I am bouncing on my narrow piece of railing. The crowd is wild about the blue Maserati! We can't tell for sure, but it certainly sounds as if our Maserati came in first in this qualifying race. We yell and whoop, kiss and hug. "Chris, you are brilliant!" We dance down the street and back to Kerstin's—the flowers we bought earlier for our hostess barely survive the excitement.

Back at "Palais de la Scala"—the fancy name of Kerstin's building—we squeeze into the tiny European elevator, and enjoy the ascent. We are floating. We are buoyant. We rejoin our friends and head out with them to a dinner high above the sparkling city and the shimmering sea. A magic place. André shows off the windy high country en route. It is lovely, with low, ground hugging vegetation holding on for dear life. Slender, slithering roads with hairpin turns.



## Fourth Day

The BIG DAY. I start with a hot bath. Chris went out to see about real tickets. He returns empty handed. No French cash. Exchange office not open yet. We make arrangements by phone for a helicopter to fly us to the Nice airport tomorrow morning. A car will pick us up. That under control, we can think about today.

Glorious weather. The gutsy, throaty, eardrum blasting cacophony from the paddock is thrilling. Big engine noises. We turn on the local TV station. Blow by blow live coverage of all turns, all cars, all everything. Through the balcony door comes the roar of the race along with sunshine, Mediterranean breezes and that heady perfume of castor bean oil. I waft air toward my nose for a bigger and better whiff. This is better than curbside seats. We take turns with the binoculars. During the breaks between sessions, the TV treats us to history and background info. Apparently an American won the Formula Junior because our national anthem flows in through the balcony door. We stand respectfully on the balcony listening to the anthem. This feels good. The grinning winner receives a garland of broad leaves around his neck. Very festive. Just right.

We think we have it made. But the bubble bursts and coverage stops just before the Bugatti run. Singing engines “ripping their fabric” out of view as we pine on the balcony. Chris is crushed. He tries to transport himself through the binoculars. Not good enough. We pull on our cowboy boots and start walking. Skirt the fences—high over town—to our hillside destination above and beyond the paddock. En route we secure gastronomic provisions. Our exertions pay off and a terrific spot overlooking the western-most turns of the course is ours for the sitting. We are happy campers. We settle in to the hard work of intense spectating.

Three primary sensors—eyes, ears and nose—are on duty to gather impressions. A vibrating mosaic of colors is before us. Grey sky and water. White boats rocking out of tune in the water. Blue boat covers and grandstands. Red accents everywhere. Ocher and terra cotta buildings. Green hills. Bright sunlight holding it all together. Loud advertising placards scream in capital letters at anyone who will listen. MARLBORO. FOSTER’S (beer). The EUROPEAN (newspaper). BRIDGESTONE. Screaming engines permeate all of Monaco—the music of motors, LOUD, soft, CLOSE, far—as the rubber legged pack single-mindedly steers its course around and around again repeatedly. The constant song of an announcer over the loudspeakers, totally unintelligible, like the drone of a country auctioneer. Echo bouncing off buildings and hills. A giant TV screen, four stories high, faces into the harbor showing simultaneous broadcast from various points along the route. People in shirtsleeves are peppered over balconies, hanging out windows, draped on hillsides, sitting in grandstands and all along the route peering through cracks in fences. People, sprinkled like red pepper flakes on a pasta dish—a generous number, but not too many.

We are waiting for the Maserati 8CTF’s race. Martin takes her on a warm up lap. Then we don’t see her again. She’s gone. History. Our combined guts knot in anxious discordance. Rain begins to fall. Wrong tires. The course is slippery. After only a couple of minutes, two cars spin out right in front of our very eyes, just missing each other. Both hit the guard rail. Ouch. Other cars have similar mishaps. Flat bed trucks fan out to collect the felled warriors. It’s over. We relocate under a bush and I fall asleep on Chris’ shoulder. We are both exhausted. A bit later, we run into Dean. He’s amazingly cheery as he reports that all three of our cars are “broken.” He’s had a great time and is bubbling over with enthusiasm. That’s the spirit! He reports that Martin pulled the 8CTF out of the running because of a sudden noise from the rear. We learn that the Maserati 26M spun out after being hit by an Alfa, resulting in both front and rear bruising. Ouch. Ouch. The Type 51 Bugatti lost water but successfully completed its event. Dean drove the 26M and the Type 51 himself. He is positively giddy with excitement and glowing from ear to ear.

The Monaco Historic Grand Prix of 1997 is history. We celebrate by eating Italian in a small curbside restaurant, happy that you can do most anything on a VISA card—except buy Grand Prix tickets.

## David Harrison’s MG L2 on Loan to Moss



David Harrison next to his L2. The car (and David) were invited by Moss to add the L2 to their showroom display for an Open House. It sits next to Hugh Burruss’ 1962 Sebring MGA and other interesting cars.





# NAMMMR Regalia



## NAMMMR Regalia

For our first offering of NAMMMR Regalia, we have picked a selection that we hope will please our members. Each item will be embroidered with the NAMMMR Shield in a complimentary colour scheme.

We have selected light stone colors for the Twill Shirts, polo shirts and ball cap. The full-zip fleece jacket is in a dark brown, but the NAMMMR Shield is in a lighter color.

Still available is the Grill Badge. Please use the order form and with it send a check to me by June 15th so we can get the embroidery done in time for us to wear them at the September event at Watkins Glen ..... Cathy





## NAMMMR Regalia Order Form

Item	Color	Embroidery	Size	Cost	Total
Twill Shirt Long Sleeved	Stone	NAMMMR Shield on Left Crest	Adult_Women_S_M_L_XL_XXL_XXXL	\$49	
Polo Shirt Short Sleeved	Stone	NAMMMR Shield on Left Chest	Adult_Women_S_M_L_XL_XXL_XXXL	\$31	
Cabby Hat	Stone	NAMMMR Shield on back	S/M_L/XL	\$19	
Ball Cap Mid-Profile	Stone	NAMMMR Shield on Front	One Size	\$17	
Fleece Jacket-Full Zip	Dark Brown	NAMMMR Shield 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](mailto:j-cg@juno.com)



## One of the Littleton, Colorado MG PAs, Moves to Scottsdale, Arizona

By Randy Copleman

As a bookend to Bill Bollendonk's article published in the Winter 2000 NAMMMR's newsletter, I offer this article. Bill's article was regarding the influx of 4 PAs into Littleton, Colorado in September 2000, bringing the total to five. This article is the continuing saga of one of the four PA's which was purchased by Mike and Carol Francks in 2000.

As you may recall, or perhaps not after 14 years from Bill's article, he provides an account of each purchase, with intensity in a nail biting and humorous way. The new caretakers for these PAs were:

Mike Franck's PA purchased from Ohio; Bill Bollendonk and Jack Kahler PAs from New Zealand; and Don Sass' PA from Connecticut. I suspect after all these PAs assembled in Littleton, that city had the highest per capita of PAs in the world.

Let me introduce myself, Randy Copleman, a new member of this fine MMM club. I'm not a stranger to MGs, having purchased my first MG, a 1960 MGA, in 1980. Over the years MGs have come and gone. I still have the MGA, an MGTD, MGTC and now the PA, the focus of this article. By the way, an article more suited for the NAMGAR, would be how I was tempted to buy an MGB back in 1979, but bought a more reliable, non-English, 1970 Datsun Roadster, only to buy the MGA a year later. But I digress.

I attended my first GOF in Carefree, Arizona after my recent retirement as a Rocket Scientist. With all the adventures of retiring, selling and buying houses, and moving, I didn't sign up until the first day of GOF. I was a "drive in", living only 6 miles from the event. The first day was a bit slow, and I walked around looking at the MGs as they were arriving. I noticed across the parking lot, a custom car trailer with, "Safety Fast" in large letters and something about, "Double Twelve Brookland's" on the side

of the trailer, along with NAMMMR and other writings. I walked across the parking lot to get a closer look. As I was admiring the trailer and wondering what was inside, a nice gentleman, Jack Kahler, walked up and introduces himself. Well, I have a hundred questions, and he was on patrol to direct parking of incoming trailers, so we just chatted. As you read on, you should understand, although I have been around MGs for 30 years, pre-war MGs were just something I saw in books and advertised occasionally in the back of MG and British car magazines. Not really aware that people actually owned these old relics or even drove them! Well, Jack and I had a parking lot discussion on MMM cars, and he opened up his trailer to share his extraordinary PA with me (one of the four in Bill's article referenced above). So now I have a different perspective, which grows during the course of the GOF, especially since there was a contingency of eight MMM cars! Tom Metcalf presented a tech session on the history of MMM cars, and Chris Leydon did another tech session on some of his work associated with MGs and the great cars and engines of the world.

Mid week, Jack invited me to lunch with a couple of his friends. Since, I was getting hungry, why not? As we sat around sipping some of the local craft beers, Jack got up, started making announcements, and it sounded like I was in a



meeting. OMG, I was in the NAMMMR meeting... could this be true? I can only look back at Jack inviting me to this meeting and





suspect he had recruiting in mind. What a great meeting, with Jack taking over the Chairmanship from Bill Tantau, after all his years of leadership, and a wonderful time to make new friends.

As the week continued, my interest in MMM cars grew exponentially. By the end of the week, my mind started thinking about the possibility of MMM ownership, really caretaker I guess. But what to buy... the 6 cylinders are so expensive, the J Series only had two main bearings, do I want to restore one, buy one restored???

With a MMM rich target environment, I tried to learn as much as I could before all my new friends left. Jack assured me that MMM folks work together to help when it comes to finding a MMM car for someone.

Now, if you are still reading, we move on to purchasing a MMM car. Feverishly, I looked at all the Pre-War ads I can around the world. One that popped up was an attractively restored red 1935 MGPA which happened to live in Littleton... get the connection? It was advertised on the NAMMMR website. It is the car Mike Francks completed a very nice restoration on shortly after purchasing in September 2000. Unfortunately, Mike passed away unexpectedly two years ago, and Carol decided it was time to let the PA find a new home.

After many conversations with Carol Francks, Jack Kahler and Bill Bollendonk, my wife Sandy and I boarded a jet to Littleton. By the way, Littleton is a nice place to buy a car, as the MMM owners there are very hospitable. We met up with these folks as well as Joe and Cathy Gunderson, who recently bought an MGPA from Bill Tantau. Must be something in the water in Littleton!

The car had been sitting for a couple of years, so we gave up trying to start it, even given fresh gas and all good intentions. Going on reputation of the car, we decided to purchase it.

Next step, getting the lovely PA out of Littleton, that be Colorado, in December, given the white stuff that falls in winter. We hired Reliable Auto



Carol Franck's Shows Randy and Sandy the MG PA

Transport, who had to figure out the puzzle of moving their trucks around the US, picking up and dropping cars off in an efficient path. It took them three weeks to get a truck to Littleton to pick up the PA and another couple of days to drop it off in Scottsdale. All went well, with no damage.



Sandy goes for a ride in Joe and Cathy Gunderson's MG PA

At this point, I had a beautiful MGPA in the garage, which I know nothing about. It does have an MG emblem on the grill, it's just the engine looks so much different than XPEG... the generator is pointed straight up and drives a cam, which isn't in the block, it's in the head!



MG PA Arrives in Scottsdale!

After I sorted out the air leak in the fuel system and some minor tune up issues, the car came to life, although it was a bio hazard with a pool of oil being pumped out as it idled. A quick trip around the block, following my oil drips back home was enough to put a smile on my face. My shifting skills, with a backward shift pattern on a non-synco gearbox, will require some practice.

Next goal is to buy a car trailer and get Sandy, myself and the PA to Watkins Glen in September. As you might guess, Jack has something to do with that too.



Update: The MG PA went on to win Best of Show and First Place in "Early MGs" at the Glenmorangie Highland Games and Scottish Festival in Phoenix, Arizona





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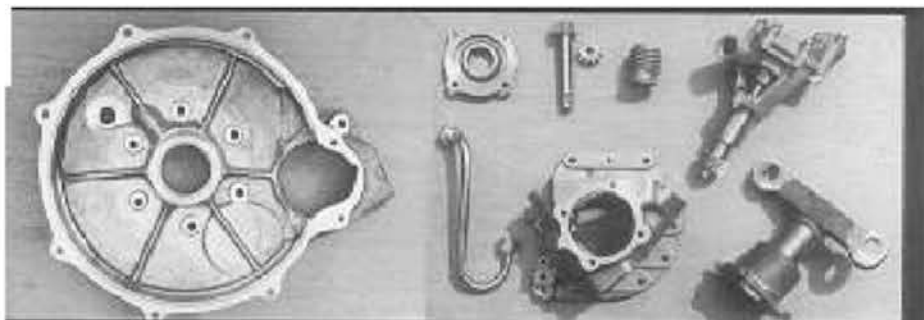
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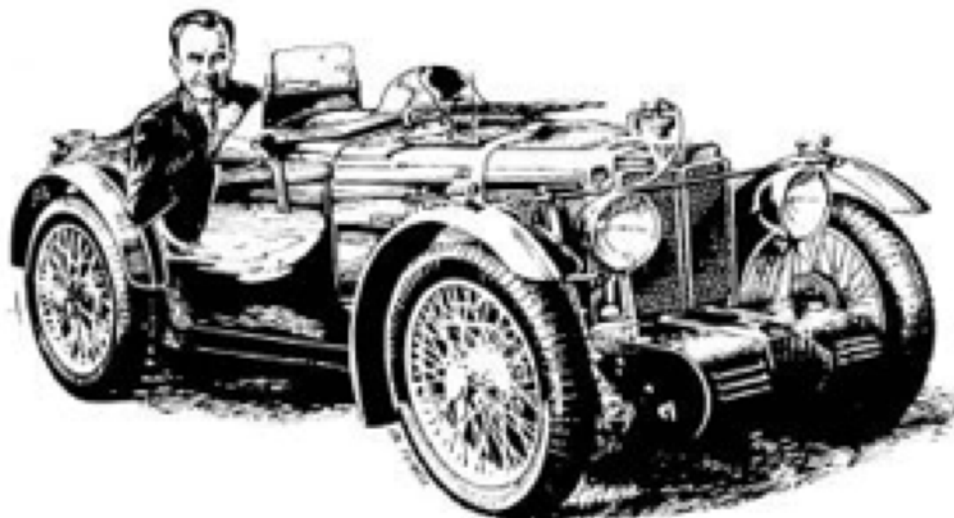
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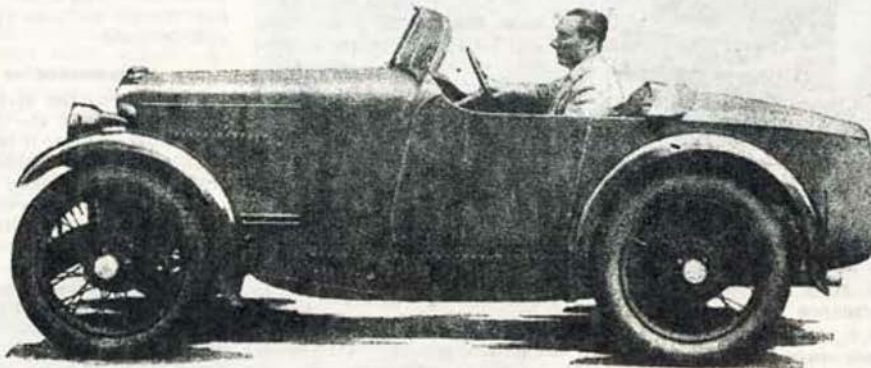
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## The M.G. MIDGET SPORTS.

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A side view of the M.G. Midget Sports which shows to advantage the trim lines.

**F**EW cars in the sports category have aroused more interest than the M.G. Midget, which was first introduced at the last Olympia Show. This exceptionally attractive little vehicle has already more than proved its capabilities in M.C.C. trials, while in the recent J.C.C. High-speed Trial at Brooklands five cars were entered and all secured gold medals. Further, they put up the first, second and third fastest times.

The Midget is designed on very straightforward lines and has a four-cylinder 847 c.c. engine with overhead valves operated by an overhead camshaft. Other features of the design include aluminium pistons, duralumin connecting rods and forced-feed lubrication to the main and big-end bearings and valve gear. The unit is also noteworthy for accessibility in design. Fuel is fed by gravity to the S.U. carburettor and the water circulation is by thermo-siphon, assisted by a fan and a large capacity radiator.

In unit with the engine is a three-forward-speed gearbox and the drive to the spiral bevel back axle is by means of an open propeller shaft. Suspension fore and aft is by long, flat, semi-elliptic springs supplemented by Hartford shock ab-

sorbers. A four-wheel-brake system is, of course, fitted, while the hand brake takes effect on the transmission.

Reference to the illustrations will

**TYPE:** Two-seater; price £175.

**ENGINE:** Four-cylinder; overhead crankshaft; 57 mm. bore; 85 mm. stroke; 847 c.c.; tax £8.

**GEARBOX:** Three forward speeds; ratios 4.59, 8.99, and 17 to 1.

**SUSPENSION:** Semi-elliptic springs and Hartford shock absorbers fore and aft.

**BRAKES:** Pedal-operated on all four wheels; hand brake on transmission.

**MINIMUM SPEED ON TOP GEAR:** 5 m.p.h.

**MAXIMUM SPEEDS ON GEARS:** 1st, 24 m.p.h.; 2nd, 42 m.p.h.; top 65 m.p.h.

**PETROL CONSUMPTION:** 40 m.p.g.

**DIMENSIONS:** Overall length, 10 ft.; overall width, 4 ft. 1 in.; wheelbase, 6 ft. 6 ins.; track, 3 ft. 6 ins.

**TURNING CIRCLE:** Left, 36 ft. 3 ins.; right, 39 ft. 2 ins.

**WEIGHT (unladen):** 10 cwt. 20 lbs.

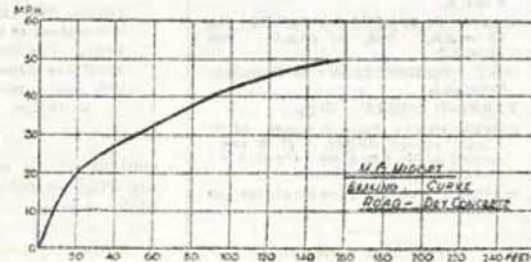
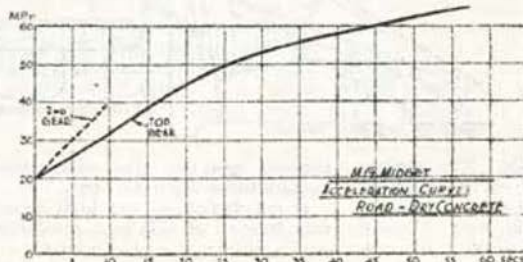
M.G. CAR CO., Queen Street, Oxford.

suffice to show the really attractive lines. The car has close-up wings and no running-boards, and is built so low that one can sit in the seat and yet rest one's foot on the ground.

It is equipped with a sloping V wind-screen and an entirely detachable hood. The latter, however, can be very easily erected, and, what is more, it provides really good protection from the elements. For those who are keen on entering competitions a good feature is the easy method in which the wings can be detached.

Despite its diminutive size there is plenty of leg room and at least 4 ins. adjustment can be obtained by varying the rake of the squab. The boot of the car has a hinged lid and in the locker is carried the spare wheel and the hood fittings when not in use. This locker is of really ample proportions and enables anyone going on tour to accommodate at least two good-sized suitcases with ease. Pneumatic upholstery is used for the seat cushion and also for the squab, while the floor mat is supplied to match the paintwork. The car is available in two colour schemes, red or light blue fabric to choice, the bonnet valances and wheels being cellulosed to match while the wings are also finished in black cellulose.

During our test nearly 400 miles were covered and no single adjustment had to be made, despite the fact that the car had been in daily



Graphs showing respectively the acceleration on top and second gears and efficiency of the four-wheel brakes.