



*Safety*



*fast.*

October 1989

Dear Enthusiast,

The statement "time flies when you're having fun" is true. Sharon and I have had one busy summer with our Mquette, and the time did indeed fly by. We attended both University Motors summer picnics, NAMGAR GT-14, Vintage Sports Car Drivers Association Concours D'Elegance, British Car Festival in Chicago, and several other MGA, MGB, and Vintage MG car club events in the area. We added over 2,500 miles to the odometer the summer.

The best part of our summer was meeting and talking with many of the Registry members. It's always nice to see the faces that go with the names.

Three Mquettes, owned by Todd Clarke, Dave and Pat Wittmer, Sharon and I showed up at the NAMGAR GT-14, held at the Indy 500 race track. During the car show, which was held on the track infield, it was evident that many people were unfamiliar with the Z Mquette. Many questions were asked such as: What type of drivetrain?, What years were they made?, and Did you take the body off the frame?. I also overheard many young couples with children saying that the Mquette would be great for bringing the family along.

The University Motors Late Summer Party drew five Z Mquettes and one Wolseley 4/44, the forerunner of the Z series. Also attending in the Sedan class were MG 1100's, Y-Type Saloons and Tourer, a Mquette MKIII, a VA with a Tickford body. The Mquettes in attendance were owned by: John Twist (ZB Varitone), Dock and Tina Sziriski (ZB), Keith Holdsworth (ZB), Dave and Pat Wittmer (ZB), Sharon Powell (ZB), and Dennis Klemm (MKIII).

Again, there were many questions asked to all of the sedan owners about their cars. Many looked through our photo album of the restoration of Sharon's car, and the collection of Mquette advertising pamphlets that Dave Wittmer showed, attracted attention. Several people told stories about how they had a Mquette years ago, or remembered them, but haven't seen one in years. One fellow told me that MG Dealers sold and installed lowering blocks to level the car (the rear end tends to sit up a bit). I checked all of the cars and found that Dave Wittmer's car has them!

Calvin Barnes brought his Mquette to the British Car Festival in Chicago along with Sharon and I, and Dennis Klemm with his MKIII.

In the six months since the last newsletter, the Registry has increased with thirteen new members, bringing the total to fifty-one members. Adding up the cars that I know are parts or spare cars (13), or have been parted out to oblivion (10), brings the total to 73 cars accounted for. Fifteen hundred cars were imported to North America from 1954 to 1958.

Since this Registry was started in 1987, I have not formally advertised for members. We are a completely word of mouth thing. I have to thank all of you out there for spreading the word. Ken Smith, who is the Club Events Coordinator for Moss Motors, and a former ZA owner when he lived in his native England, told me that he would place an announcement in the winter Moss Motoring newspaper about the Registry. This could increase the membership further, as there could be many Triumph, Healy, or Jaguar people with Midgets sitting in the back of their garages - time will tell.

Safety Fast!

Jeff



## Albert Einstein, Relativity and the MG Z-Series Magnette

Albert Einstein once said, in so many words, that the various parts of the universe are interrelated, and that we perceive, or judge, a part of it relative to another part. His famous equation is a good example - by saying  $E = MC^2$ , we say that energy is the same as mass times the speed of light, squared, that is, we can judge energy relative to mass and light, and vice versa. Not all parts of the universe are created equal, of course, and this brings us to the world of British motoring.

I drive an MG ZB Magnette regularly, and, while it has been relatively reliable, it reminds me, from time to time, that it is a 32-year-old car and therefore subject to breakdown at any time, in any place and for any reason. At such a time, while I am parked by the side of the road attempting repairs, I take comfort by considering that the situation could be worse with another British marque and model.

A case in point comes from a letter published in a recent issue of a British automobile magazine:

"I should like to add my observations in defence of the much-maligned (Austin or Morris) Marina. I was once the proud owner of a low-mileage van version, then about four years old. During the time I owned the vehicle I lavished it with regular care and attention. The mechanical side of the van was virtually trouble-free with nothing more than a new radiator, water pump, servo hose, dampers (shock absorbers) and the odd bearing required. The clutch judder and the need to double de-clutch simply made the journeys a little more interesting.

All right. So the alternator, starter, coil and ignition switch weren't up to the job and needed replacing but this is hardly unique. It required a couple of exhaust systems too but, if it hadn't been for the defective motor mounts, I doubt if it would have needed the second replacement. The body wasn't bad either, just the usual sills and door replacement. A new petrol tank was necessary as was the sender unit but, ah!, the fun you can have not knowing when, at any time, you might run out of petrol!

So, as you can imagine, I was sorry to see the van go (I've never had to scrap a vehicle before) after all. I had travelled over 20,000 miles in those four years and proved the cynic wrong who said

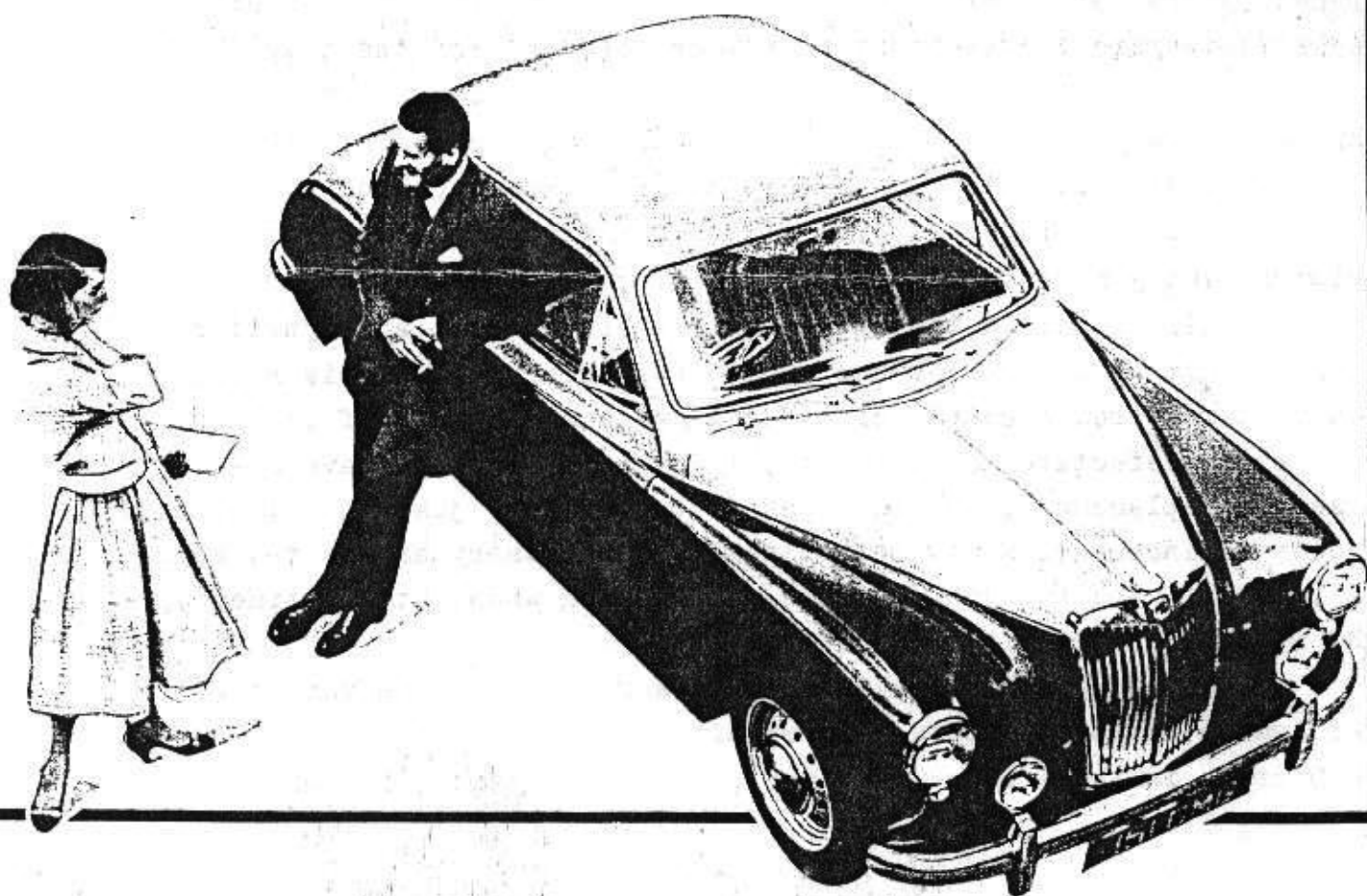
that the rumbling rear axle wouldn't last!"

It seems to me, then, that relativity is an important factor in living with a Magnette, and that, relatively speaking, it can be at least as reliable as, say, a four-year-old Marina. Armed with this knowledge, I am emboldened to drive my 2B farther and faster than before, confident that when I breakdown again, I will at least have passed the places where the Marinas and other lesser cars have broken down before me. Mr. Einstein was right - everything is relative.

BOB YOUNG

*For my kind of motoring -*

*it must be an M.G.*





# She's driving the car...



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RON BRYANT

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JASON AND DENNIS KLEMM WITH THEIR OTHER MAGNETTE - A MARK III FARINA.



JACK KURKOWSKI WITH HIS PROJECT.



BEN MUNDAY



THE ERTZINGERS' AND THE TWISTS'.





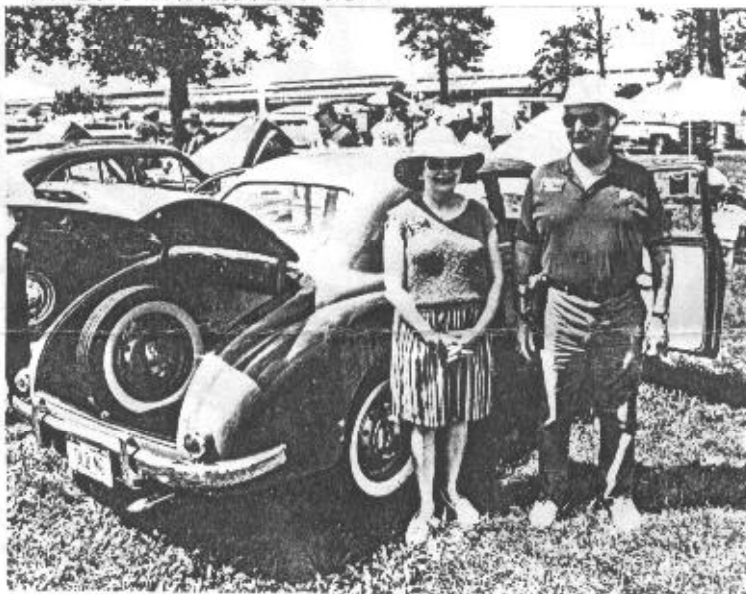
TODD CLARKE WITH HIS VARIOTONE.



KEITH HOLDSWORTH AND SON WITH THEIR MAGNETTE.



CALVIN BARNES WITH HIS MAGNETTE.



DICK AND BETTY MACADOO.



PAUL AND STEFFI ROLLINS.



TERRY AND MARTHA ANNE KING.



In the last newsletter we supplied Rinshed-Mason paint color numbers. Recently, Bob Young sent me a list of Dupont color numbers. As with the R-M numbers, these may not be available, but they will supply you with a color that the say is very close to original. The letters in parenthesis refer to the color code in the vehicle serial number. (3rd letter in standard cars or 3rd and 4th letter in varitone models.)

# **M. G. COLORS**

Magnette—"M.G.A."  
The British Motors Corporation Ltd.  
Hambro Automotive Corporation  
New York, N. Y.

83438	Island Green	(T)	83447	Mineral Blue	(D)
83439	Steel Blue	(L)	83449	Ivory	(P)
83441	Birch Grey	(B)	83450	Autumn Red	(C)
83442	Twilight Grey	(J)			

1953

Wolseley

4/44



The forerunner of the Z Magnette, the Wolseley 4/44 had bench front seats with a steering column mounted gear shift. Notice the flared out rocker panels, and the different grill, bumper, overriders, fog lights, and wheels. When the bonnet opens, the grill stays in place. The engine is a 1250cc MG XPAG T-Type unit with a single carburetor.

MICHAEL DELACERDA SENT US THIS PHOTO OF HIS RECENT PURCHASE, A 1958 MAGNETTE ZB.

IF YOU HAVE A PHOTO OF YOUR MAGNETTE, PLEASE SEND IT TO US.





## CARS FOR SALE

1958 Magnette ZB 61,000 miles very good condition  
Roy Licari (301) 292-1600

1959 Magnette ZB runner extra parts repair body  
panels window seals manuals \$3000  
Terry King (703) 978-0127

1957 Magnette ZB Varitone stored 20 years restorable  
\$700  
Art (618) 667-2574

1957 Magnette runner best offer over \$1200  
(716) 433-4383

## PARTS FOR SALE

Magnette ZB air filter assembly with manifold to  
carbs., steering column with turn signal assembly.  
John Twist (616) 245-2141

Many used parts for Magnette, call for parts list.  
Jeff Follendorf (714) 970-6183

Many used parts for Magnette, including big stuff  
(body sheet metal, transmissions, complete interiors)  
just recently parted out a Varitone.  
Jeff Powell (312) 344-2268

Todd Clark supplies very nice reproductions of Magnette  
tool rolls.  
(215) 348-0595


British Tool Company supplies quality reproduction  
tools for the Magnette tool roll.  
Robb Nortier (616) 458-9768

Metro Moulded Rubber supplies cloth covered door seals  
in several colors. Catalog \$3.00.  
(612) 757-0310

## FOR SALE

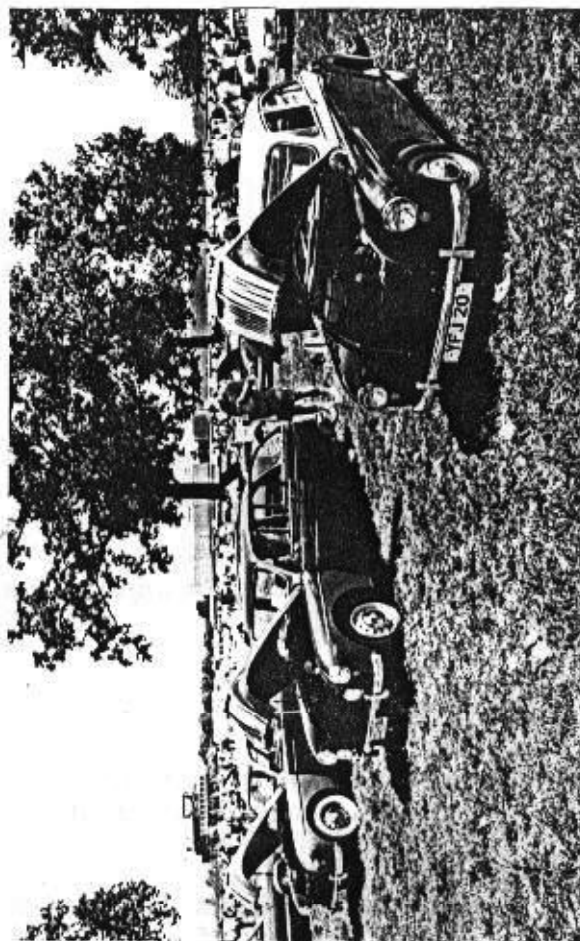
1959 MG ZB Varitone - Needs restoration, solid straight  
body, 90% complete. \$1000.00 or best offer.  
Henry Camisasca (714) 568-0141.

**For *Safety fast* motoring**

*it must be an* 



KEITH HOLDSWORTH'S SON JEREMY IS MAKING SURE HIS DAD HAS THE CLEANEST HUB CAPS AT THE UNIVERSITY MOTORS SUMMER PICNIC.



NAMGAR GT-14 INDY-THE MAGNETTES OF POWELL, WITTNER, AND CLARKE.



*Safety*



*fast.*

JEFF POWELL  
Z MAGNETTE REGISTRY  
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MELROSE PARK, ILLINOIS 60160



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