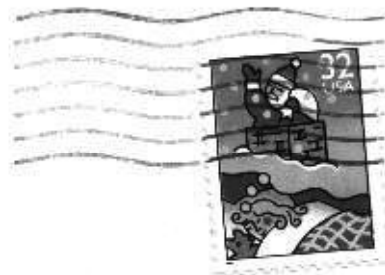
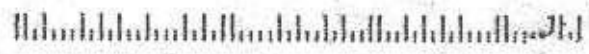


JEFF POWELL
910 HIRSCH
MELROSE PARK, IL. 60160



DAVID & LAUREL LIVELY
2596 RIO BRAVO CIRCLE
SACRAMENTO, CA 95826

Z MAGNETTE GROUP N



THE ZA OF WARREN MARSH, Z MAGNETTE REGISTER HISTORIAN, MG CAR CLUB ENGLAND

Dear Enthusiast,

In this newsletter you will find Magnette parts lists submitted by ZMG member Phil Pitts, and written by ZMG members Mike Ash, David Lively, Todd Clarke, and former ZMG member Ben Mundy. These lists include parts that are interchangeable with MG's and other British cars, Magnette parts available thru Clarke Spares, and a Lucas part number list. The Lucas list can be a big help in identifying parts when digging through all those NOS Lucas boxes at the swap meets.

ZMG member Mike Jacobsen has written an article on how to decorate your Magnette for the Holiday season. After the holidays you could mount the lights in the rear window and connect them to the brake switch - this would certainly be an attention getting high mounted central stoplight!

I found the book review of Gerald Palmer in the November issue of *MG World* magazine from England. Ron Embling of Brit Books (607-988-7956) will be receiving his first order of this book in early January. So those who are interested should call Ron and tell him that you read about the book in the ZMG newsletter.

The address list is updated and more E-Mail addresses are being added all the time. Please send any corrections to myself or Jeff Arendas. Again, Jeff has been a big help compiling this data base and being the E-Mail address for the ZMG.

Also included in this newsletter area couple of 'For Sale' ads and letters of interest from ZMG members.

I recently found out that the the 'clunk' in the front end of our Magnette was more than the shock bushing that I wrote about in the last newsletter. As the summer progressed, so did the clunking noise. I found that the left trailing tie bar was loose in the body bracket, and that tightening the nut actually made the noise worse. I have ordered a full set of suspension rubber parts from NTG and will start disassembly after the holidays. The next newsletter will have a full report on the repair and how the NTG parts fit.

Finally, I received a rather low response to dues donations after the last newsletter, but thanks to all who sent a donation. Anything helps (cash, stamps, etc.) towards printing the next newsletter. Thanks!

Have a safe and happy Holiday Season.

Jeff + Sharon

Welcome new members!

Brian & Linda Neri - 56 ZA
Gary Harrison - 56 ZA
Don Tulloch - 56 ZA

Christofer Balestreri - 58 Varitone
Ed & Julie Polonus - 57 ZB
Harry Watson - 56 ZA

Rev. Kent Kinard - 59 Varitone
Bob Williamson - 58 ZB
Edward Hinojosa - 57 ZB

Grille Wreaths and Lights

by Mike Jacobsen

Do you decorate your home for the holidays? Why not decorate your car too? Some cars just cry out for the festive treatment, especially cars with vertical grilles, like T-types or Magnettes. Even an MGA has enough chrome in front to be able to gracefully handle the addition of a wreath. Still, while I liked the way a wreath looked on my Mquette, I felt that it would look even better if it had lights. Once I got the lights hooked up, I received enough comments that I decided to write up this description, so that everyone can have an illuminated wreath on the front of their car. (And I bet that you didn't even realize that your car needed a wreath.)

To do this, you'll need a wreath, a string of miniature outdoor lights, some 18 gauge duplex wire (3' for an MGA, 10' for a Mquette - I used brown lamp cord), about two dozen 4" zip ties, solder and a soldering gun, an inline fuse holder with a two amp fuse, and insulating tape or liquid plastic. I also recommend using bullet and ring terminals for easy connection to the car's electrical system.

First, the wreath. Get an artificial one, made out of fake greenery wrapped around a wire armature. Remember, the wreath is going to be out in a 60+ mph breeze on the highway, and a real pine bough wreath won't stand up to that treatment. You can also use a fake one again - mine is on its third season, and it looks fine. Get a wreath that is small enough so that it won't hang out past the edges of the grille. This looks better than one that hangs over, in my opinion, but it's mostly to prevent the wreath from scratching the paint. (Those wire ends may be sharp.)

Next are the lights. I used miniature Christmas tree lights, because they were inexpensive and any other size just overpowered the wreath. Unfortunately, you can't buy twelve volt light strings. The battery powered strings I found all operated off of two flashlight batteries, meaning that they were set up for a three volt system, and they came wired in parallel, which made the string awkward to convert to twelve volt operation. Instead, buy a short (35 light) string meant for outdoor use. These are easier to convert than a battery string.

Now comes the electrical engineering part. Skip this paragraph if you believe that electricity is actually magic, and you'd rather start making the string for your car's wreath. If you look on the box your string of lights came in, you'll probably find a place where it says to only use 3.5 volt (35 and 70 light strings) or 2.5 volt (50 and 100 light strings) light bulbs. This is because the electrical service in your home is rated at 120 volts. So, if you have 35 lights at 3.5 volts each, the total voltage multiplies out to 122.5 volts. It's similar for a string of 50: 50 lights at 2.5 volts each makes 125 volts. The math works out this way because the lights are wired in series, just as an MGA's two six volt batteries are connected in series to make a twelve volt system. This is also why the directions caution you to not leave burned-out bulbs in the string: It makes the voltage at the remaining lights too high. (Imagine a 35 light string with five lights out. If you divide the 120 volt supply by the remaining thirty lights, it comes out to 4.5 volts per light, which will appreciably shorten their life.) The 70 and 100 light strings are just two 35 or 50 light strings connected in parallel. (If you look at the middle of the string, you'll find the spot where the wire that went from light to light changes. The third wire is used so that you can plug one string into another to chain them together.)

What we want to do is take the 120 volt string and make a 12 volt string out of it. First we can perform the calculation above, using 12 volts instead of 120. That is, 12 volts divided by the 3.5 volts per light, which gives us about 3.4 lights. I'm going to round that up to five, because a car's electrical system (even an MG's) runs at closer to 13.5 volts, and because I want to have some margin in case a light should burn out in use. Fine, but five lights is not enough to properly illuminate the wreath. I decided to use fifteen, and the way I did it was to connect them all in a series-parallel arrangement, which is just three strings of five lights connected side by side.

First, cut out three strings of five lights from your Christmas tree string. Throw away the two loose wires, leaving three short strings, each looking like the example in Figure 1. Next, lengthen the leads on each string so that you'll be able to spread them around the wreath. (Not being sure how I was going to arrange the lights, I added about eight inches on each end, using leftover wire from the original string.) Then gather the wires at each end and attach them to the



Figure 1

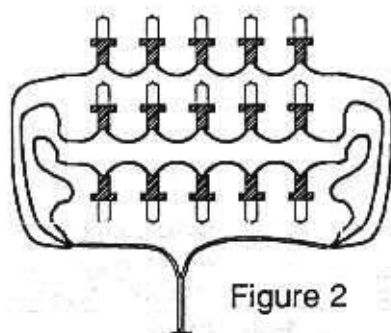


Figure 2

ends of your duplex wire (lamp cord, in my case, though you can use two individual wires) as shown in Figure 2. Finally, splice in the inline fuse holder to the hot, or supply, side of the wire (I used the ribbed half of the lampcord as the hot side) and attach a ring terminal to the ground lead and a bullet connector to the supply lead. If your fuse holder will fit between the grille louvers you can attach it to the wire wherever it's convenient, but if the holder is too wide, you'll have to splice it in near the wreath. Solder and insulate every connection. The soldering may be overkill, but I wanted to prevent problems later. Because the wires are awfully small to wrap well with electrical tape, I coated the

splices with Plastic Dip and a small brush. Silicone would probably work too if you were careful. The finished harness should resemble Figure 3. This is the time to test the lights by touching the ends of the duplex wire to the battery terminals. The lights should come on, but if they don't you'll need to check your connections. If none of the lights work, the problem is probably where the strings attach to the duplex wire or at the fuse holder. If only one string refuses to light, it's probably because of a bad connection where its leads were lengthened.

Once the lights work, arrange the lights on the wreath, and use the zip ties to attach them. Make sure that there are no loose wires or lights to flap in that 60 mph breeze. Now you can go out to your car and fasten the wreath to the grille, feeding the supply wire through the grille. Once the wreath is securely attached, you can hook up the power.

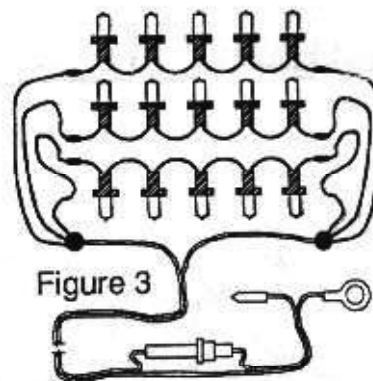


Figure 3

I ran the wreath lights off of the car's fog light switch. That meant that I had to disconnect the fog light while the wreath was on the car, but I figured that was OK. On an MGA, the lead is in the harness somewhere in the left front corner of the car, and is red with a yellow tracer. Of course, if you already have a light mounted, it's easy to find. Just attach the fused lead from the wreath to it with a Lucas tubular connector, and connect the other lead from the wreath to a ground, such as the attachment bolt for the carburetor fresh air hose clamp. On a Magnette, it's a bit more complicated, since the grille is attached to the hood. Run the leads from the wreath back to the clip that holds the hood prop rod, and zip tie them to it. Then run the leads down, behind the battery, and along the harness on the inside of the right fender. Find the lead to the right hand fog light (it's purple with a green tracer), and disconnect it from the light and reconnect it to the wreath's fused wire. The other wire can go to any ground. (I used a washer bottle bracket screw.)

Now the wreath will light up with a pull on the fog light switch (plus you can still use the left hand light on a Magnette) and you'll be so cool that Santa himself will ask to borrow your car. Happy Holidays!

Magnette Parts Cross Reference

Victoria British Limited - Lenexa,KS (800) 255-0088

Part	VB #	Also used on	Part	VB#	Also used on
Horn - High Note	8-559	TD,TF,MGA,TR3	Front Wheel Bearing - Outer	5-728	TC,TD,TF,MGA w/ disc wheels
Horn - Low Note	8-560	TF,MGA,Morgan+4	Front Oil Seal	5-858	TD, TF
Fog Lamp	0-734	Morgan 4/4	Tie Rod	5-105	MGA, Bugeye, Spridget
Fog Lamp Bulb	8-180		Rear Motor Mount	5-503	B 63-69, AH3000, 100-4, 6
Fog Lamp Screw	0-730		U-Joint	5-551	All MG's TC-B
Fog Lamp Clamp	0-733		Speedometer Cable	6-742	BGT 63-67 w/ OD
Fog Lamp Bracket	0-736		Clutch Pressure Plate - new	4-104	TD, TF, MGA 1500 & 1600
Stop Lamp Lens	8-817		Clutch Pressure Plate - rebuilt	4-509	TD, TF, MGA 1500 & 1600
Stop Lamp Gasket	8-836		Clutch Disc - new	4-225	TD, TF, MGA 1500 & 1600
Park / Turn Lamp Assembly	8-703	100-4	Clutch Disc - rebuilt	4-608	TD, TF, MGA 1500 & 1600
Park / Turn Lamp Lens	8-809		Throw Out Bearing	4-322	TC, TD, TF, MGA, Midget, Morris
Park / Turn Lamp Bezel	8-810		Throw Out Bearing Clip	4-700	C, MGA, Morris w/1098
Park / Turn Lamp Gasket	8-824		Pilot Bushing	4-712	MGA, B w/ 3 main brg.
Headlamp Dimmer Switch	8-316	TD,TF,MGA,Bugeye	Clutch Slave Cylinder Boot	9-1018	MGA,B,C, Midget to 75
Fog Switch	8-400	TD,TF,MGA,LotusMkVII	Flywheel Ring Gear	4-420	B to 89
Light Switch	8-400		Carb Tune Up Kit	3-391	TC,TD,TF,MGA,Bugeye
Panel Lamp Switch	8-400		Fuel Pump	3-201	TF, Early B, 100-4, 6
Reverse Lamp Switch	8-402	TR-2,3,3A,3B	Oil Filter - Felt	3-104	TC through B to 71
Solenoid Switch	8-315		Oil Filter - Paper	3-121	TC through B to 71
Stop Lamp Switch	8-341	TC,TD,TF,MGA	Water Pump	2-210	MGA
Wiper Blade	8-623	BGT, Spitfire MkII, Lotus Elan	Fan Belt	2-408	MGA, B to 74, Midget to 66
Distributor Vacuum Advance	8-191	Farina	Bottom Radiator Hose	2-515	Farina, MGA, B
Starter	8-155	MGA, Sprite, Midget	Radiator Cap	2-301	Farina, MGA
Generator	8-129	Early B, MG1100, Midget to '71	Thermostat	2-202	TC,TD,TF,MGA,B,1000
Starter Solenoid	8-575	Farina, Early B, Sprite, Midget	Thermostat Gasket	1-496	TC,TD,TF,MGA,B,1000,Midget
Voltage Regulator	8-520	TF, Bugeye, Morgan+4	Piston Assembly	1-106	MGA 1500's
Fuse Box	8-537	MGA, EMGA, Early B, C, Midget,	Rings	1-203	MGA 1500's
Flasher	8-510	TF,MGA,TR-2,3,100-4,6,3000	Rod Bearings	1-307	MGA 1500, 1600, B 3 main brg
Flasher Relay	8-500		Main Bearings	1-301	MGA 1500, 1600
Points, Ignition Kit	8-200	All pre-75 MG's	Cam Bearings	1-363	MGA, B
Points, Ignition	8-220	All pre-75 MG's	Thrust Washer Set	1-381	MGA
Condenser	8-201	All pre-75 MG's	Lock Washer Set	1-391	MGA
Rotor	8-238	All pre-75 MG's	Head set	1-430	MGA
Distributor Cap	8-254	All pre-75 MG's	Conversion Set	1-456	MGA
Ignition Wires	8-292	MGA, EMGA, Early B, Midget, 1100	Oil Pump	1-904	MGA, B 3 main brg
Brake Shoes (F&R)	6-518	A, Early B, Midget, 1100	Camshaft	1-834	MGA, B
Brake Hoses (F&R)	7-154	MGA, 1500's	Cam Gear	1-852	MGA, B
Clutch Slave Cylinder Hose	7-150	MGA,B, Midget, Sprite	Crank Gear	1-853	MGA, B
Brake Master Cylinder Kit	7-116	TR-2,3	Timing Chain	1-820	MGA, B
Front Wheel Cylinder Kit	7-117	MGA 1500's, TR-2,3	Tensioner	1-850	MGA, B
LF Wheel Cylinder Assembly	7-321	MGA 1500's, TR-2,3	Timing Cover Oil Seal	5-830	MGA
RF Wheel Cylinder Assembly	7-320	MGA 1500's, TR-2,3	Timing Cover Gasket	1-490	MGA, B to 75
Rear Wheel Cylinder Kit	7-118	MGA 1500's, TR-2,3	Rockers	1-960	MGA,B,1100,Midget to 75
Rear Wheel Cylinder Assembly	7-310	MGA 1500's, TR-2,3 w/ 9" rears	Rocker Shaft	1-971	MGA,B
Slave Cylinder Assembly	7-400	MGA 1500's, TR-2,3 w/ 9" rears	Rocker Arm Bushing	1-941	MGA,B
Slave Cylinder Kit	7-119	TR2,3 53-56	Pushrod	1-952	MGA,B 3 main brg
Pinion Seal	5-885	TD, TF, MGA, B 62-67	Lifters	1-851	MGA, B to 74
Front Pinion Bearing	5-780	TD, TF, MGA, B to 65	Intake Valve	1-501	MGA
Rear Pinion Bearing	5-703	MGA, early B	Intake Guide	1-592	MGA,B
Axle Bearing	5-765	MGA, 100-4	Exhaust Valve	1-502	MGA
Axle Seal	5-856	MGA, B to 67	Exhaust Guide	1-587	MGA,B
Carrier Bearing	5-790	MGA, B to 67	Valve Keepers	1-991	MGA,B
Front Wheel Bearing - Inner	5-725	TD, TF, MGA w/disc wheels	Valve Spring Set	1-881	MGA 1500's

Magnette Parts Compatibility

Information compiled from a Mike Ash authored article in NAMGAR's July/August "MGA!" with additional input from Dave Lively via the Internet

PART	ALSO USED ON ...	PART	ALSO ON
Clutch Slave Cylinder - 1.125"	TR-2 - Not MGA (1.25")	Grill Badge, Trunk Badge	MGA
Steering Boots	Midget, Not MGA	Radiator Cap	MGA
Rear Spring Bushings	MGA, MGB	Lower Radiator Hose	MGA
Rear Springs	Not MGA	Gas Pedal & Linkage, Heat Shield	Not MGA
Wiper Motor	MGA	Choke Cable	Possibly TF
Wiper Motor Cam Drive	Not MGA	Transmission Internals	MGA
Thermostat - ZB = 180F	MGA 160F & 190F	Tranny Case, Shifter, Clutch Fork	Not MGA
Dash Switches = MGA	Knobs not MGA, TF?	Clutch Plate, Disc, T.O. Bearing	MGA
Speedometer Cable = 56"	MGA fits but 63" long	Transmission Mounts	Not MGA
Temperature Sending Unit	Morgan + 4, Bentley R	Tie Rod Ends	MGA
Tail Shaft Seals	Not MGA	Front Suspension	Not MGA
Brake Lines	TF threads	Rear Axles & Housing	Not MGA
Ring & Pinion - 4.3 MGA's fit	Not 4:1 MGA II or 3.9 MGB	Drive Shaft	Not MGA
Rear Trans Mount	Midget motor mount	U Joints	MGA
Oil Pan & Pickup	Not MGA	Wheels	MGA non-wire
Motor Mounts	Not MGA	Hub Caps	TD, TF
Intake, Exhaust Manifolds, Cleaner	Not MGA	Brakes	MGA
ZA Carbs - 1.25"	Not MGA	Hand Brake Cable	Not MGA
ZB Carbs - 1.50"	MGA	Master Cylinder - different	But uses MGA kit
ZB Carb Needles (EQ)	Not MGA	Guages	Not MGA

Lucas Part Numbers

information provided by Ben Mundy

Carb Tune Up Kit	MS251	Starter Switch - Knob	317381
Tune Up Kit	DTB150	Wiper Switch	31248
Points	DSB101	Wiper Switch Knob	316391
Condenser	DCB101	Dimmer Switch	31284
Rotor	DRB101	Fog Lamp Switch	31126
Cap	DDB101	Fog Lamp Knob	316102
Ignition Coil	DLB101	Interior Lighting Switch	31187
Plug Wires	LHT752	Lighting Switch	31251
Voltage Regulator	37182	Lighting Knob	316141
Headlamp Assembly	51467	Panel Lamp Switch	31126
Head Lamp Bezel	554439	Panel Lamp Knob	316137
Bezel Fixing Screw	198898	Horn- Low Note	69046
Dust Excluder	552906	Horn- High Note	69047
Light Unit Retaining Plate	554872	Horn Relay	33188
Mounting Gasket	554279	Rear View Mirror	62602
Front Turn Signal Lamp	52240 R/L	Ammeter	36247
Turn Signal Bezel	572734	Flasher Unit or Trafficator	3501
Turn Signal Lens	572715	Flaser Relay	33117
Interior Bulb	360	Fuse Box	33239
Interior Lamp Body	572728	Wiper Motor	75296
Interior Lamp	552101	Wiper Arms -R/L	741639
License Plate Lamp	53317	Distributor	737897
License Plate Lens	572328	Distributor Shaft	40537 ?
License Plate ? Cover	573897	Driving Dog	420620
Stop Lamp Assembly	53377 R/L	Breaker Plate	422318
Taillight Lens	574609	Distributor Cam	496076
Taillight Bezel & Lens	574615	Advance Spring	425416
Reverse Switch	31542	Distributor Weights	418321
Starter Switch - Push Button	31253	Sundry Parts Kit ?	419644

Magnette Parts

Clarke Spares - Doylestown, PA (215) 348-0595

Todd Clarke

Outer Rocker Panels	Z1	Wire Heater Hose Kit	F34a
Door Handle Backing Plates	Z2 - 4 pcs	Wire Radiator Hose Kit	F34b
Fog Lamp Mounts	Z3- 2 pcs	Wire Fuel Tank Hose Kit	F34c
Felt Pad Kit-stops, regulators	Z4 - 4 doors	Master Wire Hose Kit	F34
License Plate Molding	Z5	Parking Lamp Wiring	ZE5c
Carb Heat Shield	Z10	Tail Lamp Wiring Kit	ZE5d
Door Hinge Screw (Phillips)	Z11	Rubber Grommet Kit	ZG1
Tail Lamp Lens & Bezel	Z14	PVC Tubing for Wiring Horns	ZP39
Tail Lamp Lens	Z14a	Rear Axle Brake Pipe Kit	M39
Master Cylinder Kit w/ boot	Z21	Wiring Harness Clip	P42a
Slave Cylinder Kit	Z22	Tire Valve Stem Ferrule	P53
Rear License Plate Bracket	Z23	Frt. Splash Plate Retainer/Nut	M35a
Air Filter to Engine Brace	Z24	Tool Pouch - Small Tools	T2
Varitone Molding Clips	Z25	Pouch for Owners Manuals	T8
Bonnet Latch Spring Rubber	Z26	Tool for Rear Axle Plug	T7
Headlamp Socket / Wiring	E4	Radiomobile Sundry Kit	
Distributor Coil Label	E8	Tool Pouch Large	T1
Wiring Harness Label	E9	Strap for Holding Pouch	T3
Fuel Pump Ground Cable	E2	Glass Water Bottles	

Auto architect

Autobiography of MG designer, Gerald Palmer

The name Gerald Palmer certainly doesn't spring immediately to mind when you think of leading lights in the history of MG. But then, perhaps his main creation for the company, the ZA Magnette saloon, is not one of the marque's best-known models.

This autobiography of Gerald Palmer makes fascinating reading none the less. During his time with BMC at Cowley

he was responsible for the development of MG, Riley and Wolseley models. What made him unusual was the fact that he was responsible for both engineering and styling the cars, indicating that he was indeed a man of many talents.

These talents will best be remembered not for his work with MG, though, but for the very forward-thinking Jowett

Javelin, which shook the motoring world when its sleek lines and modern technology were unveiled soon after the war. Much later, he was involved in the rather less glamorous Vauxhall Viva...

Interestingly, Palmer came up with the original idea of a twin-cam version of the 'B'-series engine which, of course, eventually became the power-plant used in the MGA Twin Cam.

During his time at Cowley, Palmer was frustrated that he was not involved in MG sports-car design, which was based at Abingdon. He admired the styling of the post-war TF, but was concerned that the construction was out of date. With the interest at the time in modern Italian styling, Palmer suggested that the replacement for the TF could be a monocoque available in two versions: a sleek, modern car for the European market, and a traditional 'T'-series-style version for the Americans. Only the external body panels would be different.

In the end, Palmer's radical proposal was rejected in favour of the MGA, which still used a separate chassis. However, mock-ups of his designs were built, and unique pictures of them appear in the book.

Gerald Palmer's book will appeal to anyone with an interest in design, engineering and motoring history. We heartily recommend it!

Auto Architect is a hardback book published by Magna Press and costs £19.95. You can order a copy direct from *MG World of Books* on page 58.

Auto-Architect

The Autobiography of Gerald Palmer



DESIGNER OF THE JOWETT JAVELIN, M.G. MAGNETTE & RILEY PATHFINDER