

Jeff Powell
910 Hirsch
Melrose Park, Illinois 60160



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

95826-9235
Z Magnette Group N



Three Magnetteers at Indianapolis Raceway Park

Dear Enthusiasts,

Happy New Year to all and welcome to the new members. With the cold weather here in Chicago the Mquette is sleeping in the garage with the MGB and TC until spring. We plan on using the Mquette more this summer than we did last year as we now have new tires, front shocks and a suspension repair which are detailed in this issue.

The Z mquette Group roster now includes your car information with your address, etc. Thanks to Jeff Arendas for getting all of this done. Please check your listing that all of the information is correct. Any changes should be sent to me via fax, phone or email. You will notice that I listed the interior color for your car as original, as was asked on your registration form. I did this to get a feel for what color combinations were popular when the cars were new.

It is always nice to meet in person ZMG members - whenever I see another Mquette at an event I make it a point of finding the owner(s) and they usually are ZMG-ers! I had a surprise while participating in a vintage race event held at Indy raceway Park this past fall. I overheard a man telling another about his Mquette - turns out it was ZMG member Terry Trovato from Natchez, Miss. He was with a friend who races a Austin Healy. It was great to meet Terry as we had spoken on the phone several times. It felt as though I was reacquainted with an old friend. I then introduced Terry to another ZMG member - Jack Heist - who was racing his MGTF with me. What a small world - and despite the foul weather we had a great weekend.

Before I close I would like to mention 3 ZMG members who passed away at the end of last year:

Jack Kirkpatrick - he purchased his Mquette new. I never had the pleasure of meeting Jack, but his spirit will still be with us as his car is now being restored by Wen Harris.

Dick and Betty Macadoo - two of our early members - Sharon and I had the pleasure of meeting them several years ago at a MGA meet in Indianapolis.

To the families and friends of Jack, Dick and Betty - we extend our deepest sympathy and condolences.

Safety fast!

New Members

Dick Baker
2644 Rednersville Road
Carrying Place, Ontario, Canada K0K ILO
(613) 966-4646
Email: baybriar@bel.auracom.com
58 ZB KAJ43/29424

James Muriel Phelps
508 N. Nevada Street
Carson City, NV. 89703
(775) 882-4917
58 ZB KAI43/36759
56 ZB KAT43/20312

Richard Greenberg
2355 E. Hampton Street
Tucson, AZ. 85719
(520) 325-8128
Email: greenberg@lpl.arizona.edu
58 ZB KAC43/27684

Oscar Dahms
22W428 Balsam Drive
Glen Ellyn, IL. 60137
(630) 469-7332
56 ZA KAE43/14256

Brian Warmuth
32 Edgewood Street
Wheeling, WV 26003
(304) 232-8008
Email: warmuthb@wlsc.wvnet.edu
58 ZB KAC43/27236

Chris & Marcy Kotting
1354 Abbeyhill Drive
Worthington, OH. 43085
(614) 885-6854
58 ZB

Jeff Zorn
29311 Aranel
Farmington Hills, MI 48334
(248) 489-0022
Email: LBCarCo@aol.com
58 ZB KAT43/26668

Chris Powell
212 Academy Way
Columbia, SC 29206
(803) 787-9717
58 ZB KAB43/22436



**Helen Heist with her ZB and
Oscar Dahms with his new ZA
at the British Car Union
Des Plaines, IL.**

History of '55 ZA KAT13/8327 by Grant Howlett

The ZA was purchased new on June 22, 1955 in Bury St. Edmunds, Suffolk, UK by my grandfather Lord Peter Miller – the only owner until June 1998 when I inherited the car. The original sales invoice is £945 inclusive of car underseal, 6 gallons of gas and side valve radio. My grandfather had the same mechanic service the ZA every 2,000 miles and it completed 42,000 miles up to June 1998. The car is almost museum/showroom quality, with only a few hairline scratches. The interior is like new, back seat never been sat on, the carpeting is like new. (covered with extra layers of red carpet). The current tires are only the second set on the car, the spare is original. The original MG black enamel key fob was found under the driver's side mat only this November in perfect condition. I exported the car to Virginia last July and I currently drive it most every weekend. I have driven approx. 2,000 miles trouble free – it starts first time, every time.

Photo: Daughter Abigail tending to the family pride and joy in the U.K.



Correspondence

Does anyone have an experience with a chrome plating outfit that they could recommend? Ability to do the pot metal moldings? I am not looking for "show quality" or "concours". Also, the bumpers and overriders I have will need some minor repairs before plating.

Cheers, Brian Warmuth

I just learned that the Magnette clutch slave cylinder rebuild kit does not cross with a TR-2, it crosses with a big Healy. Moss # 583-750, Lockheed # KL71507.

Regards, Jeff Arendas

My car is doing great! just fitted it with a single downdraft Weber. Got all of the throttle linkage made by a friend.

Terry Trovato

The Magnette I'm building is getting very close. The automatic (Austin Marina) works fine. I'm now having the chrome done and installing a brake booster. Paint, interior and all mechanicals are finished and I have about 500 miles tested. All seems good, it is new from one end to the other!

Ron Cobb

Dear Jeff, I'm writing with good news about the Magnette. As you may recall, I told you that Wayne and I were taking the Magnette to the all British car show held in Houston by the Houston MG car club. I'm pleased to say we received first prize in the special interest group. We also got second place in the valve cover races. We were informed that we were in a four-way tie for the clubs highest award: The Ralph Deibart Award, named after a founding member. We will be going to the monthly meeting on July 7th, where we will find out if we won. I'll let you know. Because we have had two first place awards in the last two years, we will be entered into the premier class next year. What fun!

Isabel hardy

P.S. Check out our Magnette, click "featured MG" at <http://mg.zapware.com>

Editors note: Wayne also came in first place in the Autocross event held at the Houston show. He had the fastest time against MG T types and MG A's. Good show!

Jeff, writing to you with bad news. Two of our local British sports car club members have died. Both Dick and Betty Macadoo died about one month apart, two super people, they will be missed. I have purchased their Midget project. I plan to restore it and make changes on it that I have been wanting to make on my own car.

Yours, Arch Boston

Jeff, club member Jack Kirkpatrick, my friend and neighbor, passed away. I have taken on his '56 Midget in it's restoration. Jack was the original purchaser and bought it back from the insurance company twice after it burned, and then was flooded. He had been restoring the engine, all done but the rockers, and the body and interior are yet to do as well as the rest of the accessories. Fortunately he left me some good manuals and had replaced many parts. Currently I have many boxes of parts in my garage and the car, minus engine and trans in front of my garage. I hope to get it inside within a few weeks.

Wen Harris

Wanted to make you aware of the site listed below where we have 5 Z Midgets in the "MG Aisle". This should help educate the uninitiated about our wonderful cars!

http://www.mfasco.com/~mike/gltr/html/british_car_show.html

Terry Trovato

Wayne Hardy receiving the 1st place trophy for his Midget at the All British Car Show in Houston, TX.



Repair to Front Suspension Trailing Arm Bushings

by Jeff Powell

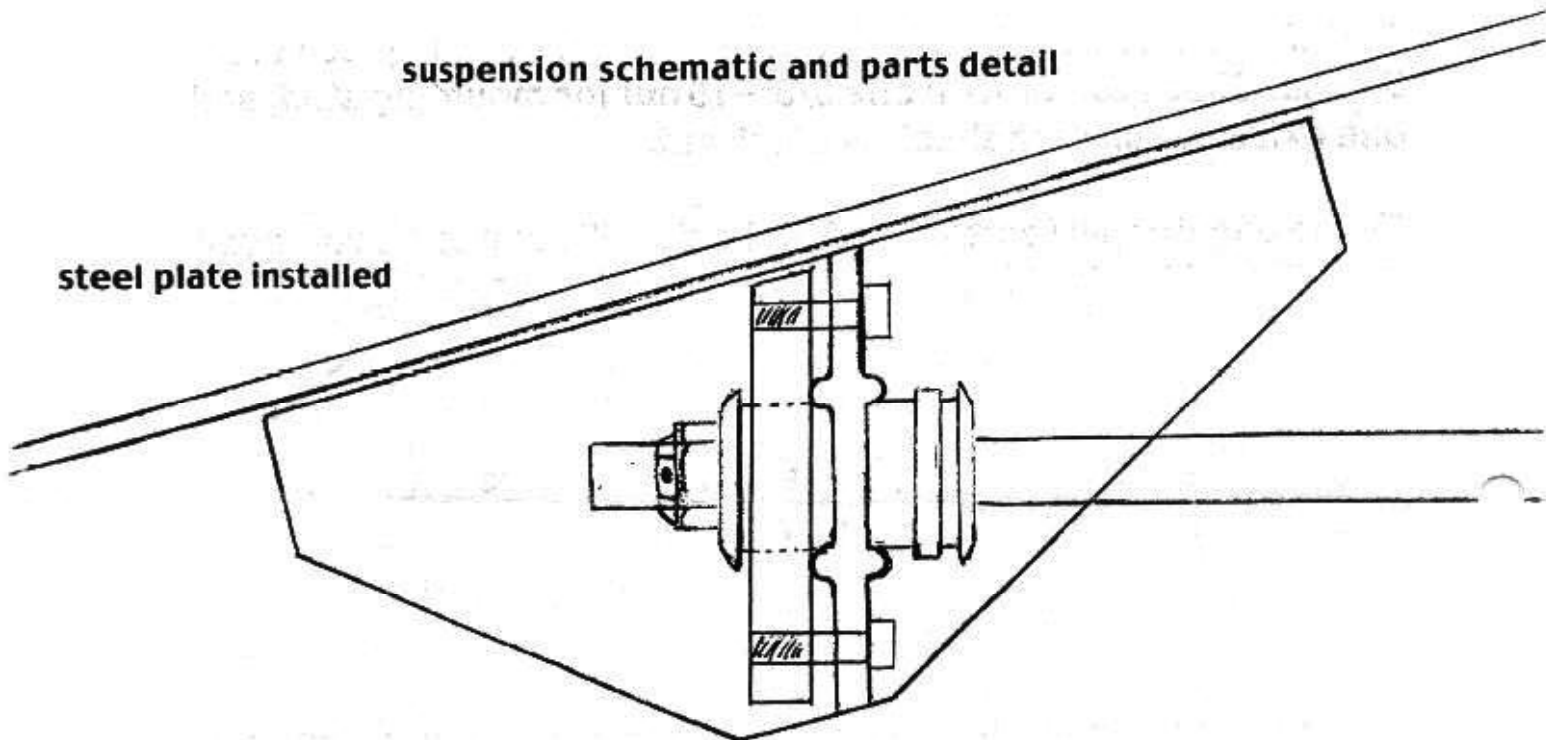
A common problem is showing up on our Magnettes. Does your car make a dull clucking noise that seems to come from the firewall/floor area when driving over rippled roads or hitting a bump? Your problem could be deteriorated rubber bushings that secure the lower front suspension trailing arm. The bushings in question are located at the end of the arm which is mounted in a boxed bracket under the floor. To determine if your bushings are worn, jack up the front of your car and look at the boxed bracket from the rear. You will see the end of the threaded rod, nut, washer and rubber bushing. The rod and bushing should be in the center of the bracket. In our car, the rod was not centered but had moved to one side with the washer making contact on the bracket. The original design is that the two rubberbushings are located within a ridge in the boxed bracket and held in place by compression of the nut and washer. When the rubber deteriorates, the compression is lost and the rods are free to move, causing the clunk. The easy fix for this is to install new rubber bushings and be done with it. It was my experience that this was not good enough as five years after doing just that, I had the problem back again. Are the replacement parts not the same as the originals? I'm not sure because the originals were too worn for comparison. The fix that I came up with was to install a steel plate on the rear side of the boxed bracket that locates the rear rubber bushing not allowing it to move. This involves making the plate and mounting it to the bracket and making new rubber bushings.

I made the plate from mild steel using 1/4" Allen head screws to secure the plate to the bracket. The plate should be made so that it fits tight in the sides of the bracket. The top of the plate should be ground at an angle to fit the bracket as shown. I found the rubber bushing material at an automobile swap meet and trimmed it to the dimensions shown. The rubber could also be purchased in 3/4" thick sheet and drilled with a hole saw to make the bushings.

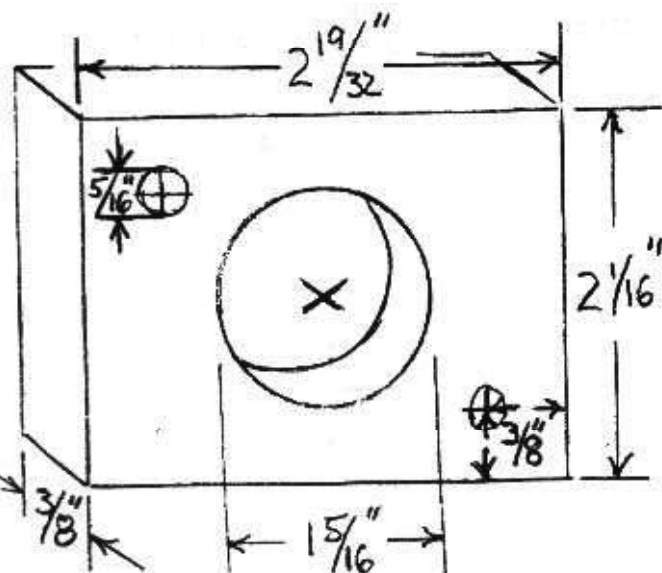
When installing, the bushings should fit tightly in the steel plate. When the nut is tightened the washer will compress and flair the rubber on both sides of the bracket. When reinstalling, a tapered punch may be used to help align the holes in the bracket to the mounting holes in the floor. When completed, your Magnette will drive quietly down the road and should remain that way for many years.

suspension schematic and parts detail

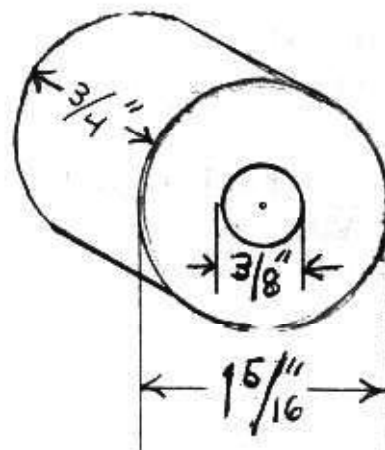
steel plate installed



steel plate



rubber bushing



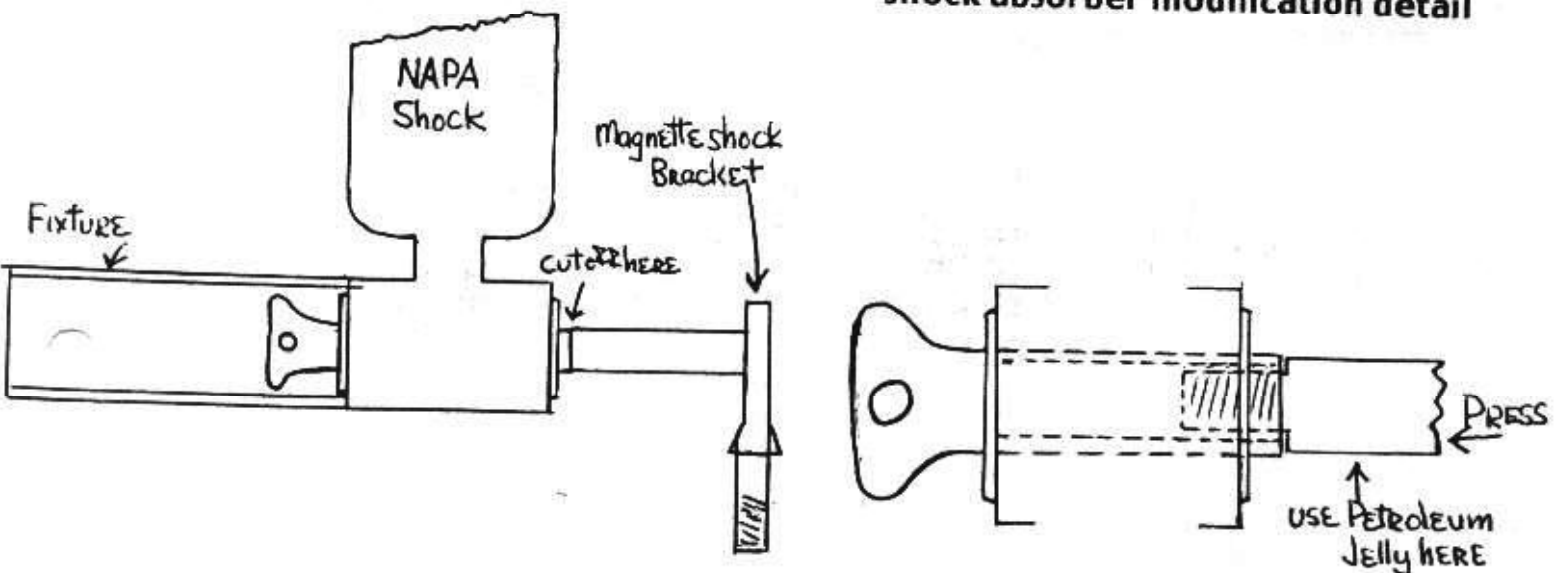
Magnette Front Shock Absorbers by Jeff Powell

NAPA #94001 approx. \$18 each
extended length 14 1/4", compressed length 9 1/2"

Changes to NAPA shock to fit a Magnette:

- 1) NAPA uses course threaded nuts on top mounting in place of fine thread. Shock comes with one 3/8"-16 nut for mounting stud, add one extra nut on each shock as a lock nut.
- 2) The adapter pin (bottom end of shock) will have to be removed from the rubber bushing so that the Magnette mounting bracket can be used. Hold one end of the pin in a vise and cut off one side of the pin nearly flush with the rubber. File edges smooth. Make a fixture from 1" pipe approx. 2" long to hold the shock. Use the Magnette bracket as a drift pin. Insert the threaded end of the Magnette bracket into the cut off pin and press out using a large vise or small press. Coat the Magnette bracket with a small amount of petroleum jelly to ease assembly.
- 3) The rubber mountings supplied with the new shock for the top mounting area have a shoulder slightly smaller than the hole in the mounting tower. This should not be a problem as there is no side force on the shock in this area.

shock absorber modification detail



SECTION L

THE HYDRAULIC DAMPERS

General Description.

Section No. L.1	Removing and replacing a front damper.
Section No. L.2	Removing and replacing a rear damper.
Section No. L.3	Test data.

GENERAL DESCRIPTION

Telescopic hydraulic dampers of the double-acting type are fitted to the suspension. All working parts are submerged in oil. They are carefully set before dispatch and cannot be adjusted or refilled with fluid. Defective dampers must be replaced by new components.

Note.—It is important that dampers be kept in the upright position when removed from the vehicle until they are replaced.

To release the eyebolts from the lower end of the damper, remove the nut, bolt and spring washer, and withdraw the distance tube.

When reassembling a front damper, replace the eyebolts, bushes and distance tube, and tighten the bolts with the eyebolt set at $12\frac{1}{2}^{\circ}$ to the centre line of the damper. Position the damper, engaging the eyebolts with the holes in the lower suspension arm before replacing the top cover and bushes. Ensure that the washers are fitted to the flat sides of the rubber bushes.

Section L.1

REMOVING AND REPLACING A FRONT DAMPER

Place a jack below the outer end of the lower suspension arm and raise it until the wheel is clear of the ground ; remove the wheel.

The weight of the car should not be released from

the jack until the damper has been replaced unless the spring is also to be removed.

Detach the brake pipe bracket from the cover. (Up to Chassis No. ZA.1867.)

Remove the locknut, nut, steel washer and rubber mounting at the top of the damper cover.

Unscrew and remove the four nuts and spring washers securing the cover to the upper spring cap assembly.

Unscrew and remove the two nuts securing the damper to the lower suspension arm.

Withdraw the damper and cover.

Retain the damper in an upright position until it is refitted to the suspension.

To release the cover from the damper, hold the bolt against rotation by the flats provided and unscrew the locknut and nut.

Remove the upper washer and rubber bush ; the cover can then be removed.

Replacement is a reversal of this sequence of operations.

Section L.2

REMOVING AND REPLACING A REAR DAMPER

Unscrew and remove the upper and lower mounting nuts. Remove the washers and withdraw the damper end ferrules from the mounting bolts.

Examine the rubber bushes and renew as necessary. Replace by reversing the dismantling procedure.

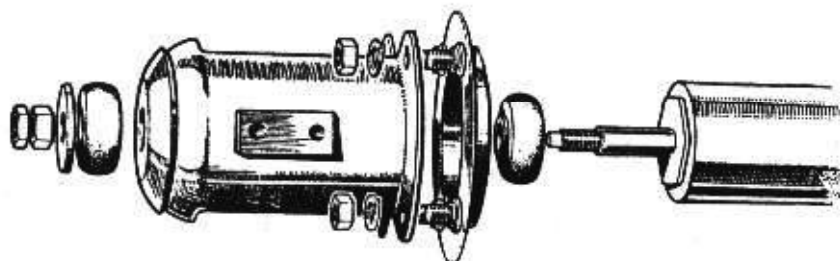


Fig. L.1.

The components of the front damper upper mounting.

Cars For Sale

1958 ZB Magnette - grey/black. Needs work on rocker panels and engine/drive train. \$1500.

Bob George

H: (757) 850-2962

W: (757) 723-8053

georgeb@monroe-mpri.com

1956 ZA - New tires, call for details. \$3500 OBO.

John Allinson

(317) 823-0781

Two rusty ZB parts or project cars.

Allen Bachelder

(540) 544-7333

bachldrs@swva.net

Parts For Sale

Parting out a ZA - call or email your parts list.

Aaron Spaulding

(310) 639-2582

aaronspaulding@compuserve.com

Manumatic Shift and clutch assembly, adapter plate between engine and trans. Right side rear door, boot lid, windscreen, rear glass, complete rear end assembly.

Ron Cobb

(904) 789-5749

peggco@totcon.com

Many ZB parts to sell, too many to list. Call or email with your needs.

Dee & Wayne Johnson

(619) 583-0976

waynemg@pacbell.net

**Windscreen and rear window seals for ZA & ZB (not varitone rear window)
\$85 front, \$75 rear - free shipping**

Jeff Powell (708) 344-2268 mgracer@ync.net

Parts Wanted

ZA windscreen washer bottle and bracket. Chrome flash along bottom of rear number plate. Pattern for adapter bracket to use MGB calipers in disc brake conversion. Proper R.T. Shelley tyre pump.

Michael Dawson

(909) 279-7736

bridgedwsn@aol.com

Rebuildable master cylinder. Usable front and rear bumper guards (not needing chrome).

Tom Abbott

(910) 764-0460

tdabbot@pol.net

Wire harness, bumper overriders.

Brian Warmuth

(304) 232-8008

warmuthb@wlsvax.wunet.edu

Looking for seat covers /original leather or after-market as original style, or cloth non original. Information wanted covering the installation of air conditioning - compressor, plumbing, brackets required, etc.

Arch Boston

archboston@webtv.net

Car wanted - ZB body shell with minimal rust or a decent driver.

Allen Bachelder

(540) 544-7333

bachldrs@swva.net

James Phelps unloading the restoration project with the parts car in the background



MEMBER	NAME	ADDRESS	CITY	ST	ZIP	CAR	PHONE	E-MAIL	SERIAL #	ENGINE #	ORIGINAL REPLACEMENT	ORIGINAL COLOR	EXTERIOR COLOR
31	DOCK & TINA SZRISKI	10880 CHILLICOTHE ROAD	KIRTLAND	OH	44028	58 V	440-258-0414	tina@buckeyeweb.com	KAPA4323884	BP15HGC3918	O	MAROON	LT GREY/DK GR
136	DEAN TETTERTON	8327 AVIGNON DR	RICHMOND	VA	23235	57 V	804-320-8330		KAPCA321900			MAROON	IVORY/RED
35	DR. HARRISON TODD	1703 24TH ST.	VERO BEACH	FL	33960	58 ZB	407-562-2653		KAA4136003			MAROON	BLACK
153	TERRY TROVATO	137 WINCHESTER ROAD	NATCHEZ	MS	39120	58 ZB	601-442-8684	terry@callon.com	KAB433868	15GBUH36480	R	BISCUIT	GREY
181	STEVEN F. WAGONER	11 MILLBROOK AVE	DOVER	NJ	7801	56 ZA	973-381-8314	swag11@aol.com	BP15GA13704		O	BLACK	BLACK
189	DON TULLOCH	P.O. BOX 185	CHADDS FORD	PA	19317	56 ZA	610-368-7178	advo@voicenet.com	KAA1313688	BP15GA13823	O	BLACK	GREEN
112	DALE WALLACE	1650 SIMON DRIVE	TURLOCK	CA	95382	55 ZA	209-834-8449	ukcars@aol.com	KAC4327236	15GCUH165	O	MAROON	DARK RED
192	BRIAN WARMUTH	32 EDGEWOOD ST	WHEELING	WV	26003	58 ZB	304-232-8008	warmuth@wvsat.wvnet.edu	15GCUH18368		O	BISCUIT	DK MET GOLD
148	BILL & LINDA WARDLOW	6005 POPLAR ST	BELLVIEW	CO	80612	59 ZB	970-221-1230		KAC4131123	15GCUH13162	O	GREY	DARK GREY
53	ED WASELL	504 7th ST. N.W.	FARIBAUT	MN	56021	54 ZA	507-334-4110		KAL1317900	BP15GA17887	O	MAROON	BLACK
173	HARRY WATSON	1870 MASSET COURT	COQUITLAIN, B.C.	CANADA	53130	57 ZB, 2 ZA	314-725-2892		KAA4132943	15GCUH15011	O	MAROON	BLACK/IVORY
115	ROBIN WEATHERALL	1528 WALDROM AVE	ST LOUIS	MO	63130	58 V	604-936-7051		KAL4133926	BP15GCB19777	O	MAROON	BLACK
135	FRANK WEBB	1920 WOODVALLEY DRIVE	COLUMBIA	SC	29212	58 V	803-781-5172		KAL4133926		R	BLACK	BLACK/IVORY
81	DALE & GAYLE WELCH	1525 RICHMOND AVE	DUPOINT	WA	98327	59 ZB	805-968-1041		KAL4133926		R	BLACK	BLACK/IVORY
8	ERIC WILHELM de MOSS	440 RUTHERFORD ST	GOLETA	CA	93117	58 ZB	805-968-1041		KAL4133926		R	BLACK	BLACK/IVORY
176	BOB WILLIAMSON	P.O. Box 337	MILL SPRING	NC	28758	58 ZB, 59 ZB	828-894-5338	sws_inc@compuserve.com	KAL4133926	BP15HGC5935		BLACK	BLACK/IVORY
77	BILL WILSON	P.O. Box 513	WOODLAND HILLS	CA	91365	58 ZB	818-884-2585	brwilson@jinkline.com	KAL4133926	BP15HGC5935		BLACK	BLACK/IVORY
98	ERIC WILSON	MARCHANTPERERA 1050	PROVIDENCIA, SANTIAGO	CHILE		57 ZA		ewilson@finning.cl	KAL4133926	BP15HGC5935		BLACK	BLACK/IVORY
24	LARRY WILSON	1430 PARKWAY BLVD	ALLIANCE	OH	44601	58 V	330-823-9475	briffast@aol.com	KAL4133926	BP15HGC5935		BLACK	BLACK/IVORY
37	DAVID A. WITTMER	3885 St. Rt. 546	LEXINGTON	OH	44604	3 ZB's	419-884-2310		KAL4133926	BP15HGC5935		BLACK	BLACK/IVORY
147	BOB WOLF	745 HERMOSA	CHAPARRAL	NM	88021	59 V	505-824-4878		KAL4133926	BP15HGC5935		BLACK	BLACK/IVORY
41	TIM WOLFE	24631 KINGS ROAD	LAGUNA HILLS	CA	92657	58 ZB	714-495-3468		KAL4133926	BP15HGC5935		BLACK	BLACK/IVORY
28	BOB YOUNG	P.O. BOX 1745	VALLEJO	CA	94590	2 ZA, 3 ZB, 2 V	707-842-2502		KAL4133926	BP15HGC5935		BLACK	BLACK/IVORY
144	ROLAND YOUNG	20310 MICHAEL COURT	CUPERTINO	CA	95014	58 V	408-252-1834	briffast@aol.com	KAL4133926	BP15HGC5935		BLACK	BLACK/IVORY
195	JEFF ZORN	29311 ARANEE	FARMINGTON HILLS	MI	48334	59 ZB	248-488-0022	briffast@aol.com	KAL4133926	BP15HGC5935		BLACK	BLACK/IVORY

Model	Code	Type	Code	Colour	Code	Class	Code	Paint	Code
Wolseley 6/80	A	Saloon 4-door	A	Black	A	R.H.D. Home	1	Synthetic	1
Wolseley 4/50	B	Saloon 2-door	B	Light Grey	B	R.D.H. Export	2	Synobol	2
Morris Six	C	Tourer	C	Dark Red	C	L.H.D.	3	Cellulose	3
Morris Oxford	D	2-Seater	D	Dark Blue	D	North America	4	Metallic	4
Morris Cowley	E	Van	E	Mid Green	E	C.K.D.-L.H.D.	5	Primed	5
Morris Minor	F	Truck	F	Beige	F	C.K.D.-L.H.D.	6	Cellulose body and Synthetic wings	6
Morris 5-cwt.	G	Cab	G	Brown	G				
M.G. Midget	H	Mail	H	C.K.D. Finish	H				
M.G. 1 1/2-litre	J	Engineers	J	Dark Grey	J				
M.G. Magnette	K	Chassis	K	Light Red	K				
Riley 1 1/2-litre	L	Traveller	L	Light Blue	L				
Riley 2 1/2-litre	M		M		M				
Wolseley 4/44	N		N		N				
Quarter-ton	O		O		O				
Half-ton	P		P		P				
Wolseley 6/90	R		R	Ivory	R				
Isis	S		S	White	S				
Wolseley 15/50	T		T	Mid Grey	T				
				Light Green					
				Dark Green					

The symbols KAKP 33/1002 when decoded give—M.G. Magnette, Saloon 4-door, Light Red (top), Ivory (bottom), L.H.D., Cellulose, Car No. 1002.

Z MAGNETTE GROUP POLO SHIRTS \$22.00 EACH



Quality shirts embroidered
by ZMG member Jim Pesta.

White shirts with your
choice of maroon, green,
or navy blue logo.

Send this form to:
Auto Graphics
8360 Curzon Avenue
Cincinnati, Ohio 45216
or call (513) 761-3748

QTY: _____ SIZE: L _____

XL _____

Your Name _____

Address _____

City _____

State/Zip _____

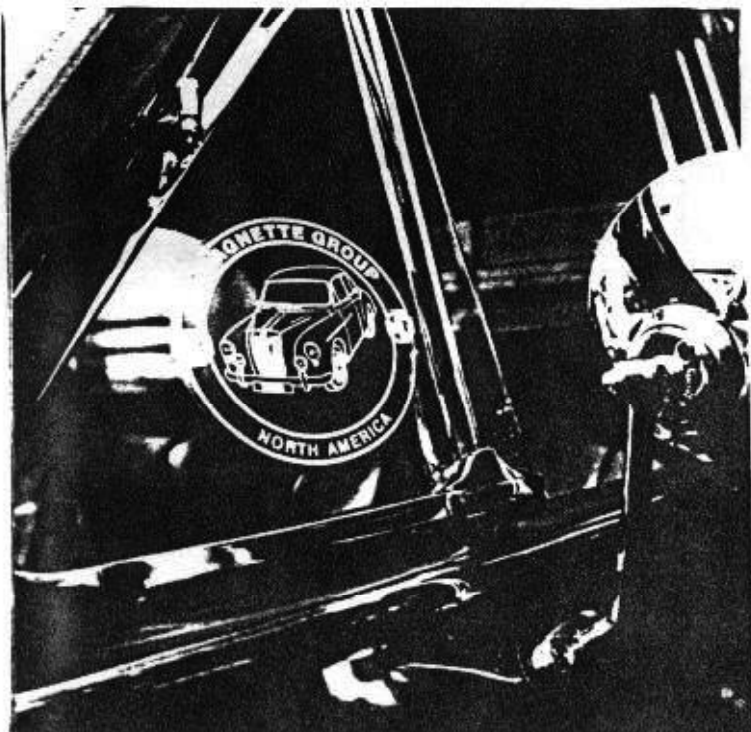
Phone () _____

Embroidery Color: Green _____

Maroon _____

Navy Blue _____

Please include \$3.00 for postage when ordering 1-2 shirts, \$4.00 postage for 3 or more shirts.



ZMG WINDOW STICKERS

White printing on a clear
background that adheres to the
inside of the window.

Buy one for Magnette and one for
the 'other' family car!

\$3.00 each or 2 for \$5.00
(price includes shipping)

Send your check to: Jeff Powell
910 Hirsch, Melrose Park, IL 60160