

HERITAGE MG

SERIES ZA/ZB

*Magnette*



*By Laurence {Loz} W Scott*



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*Note. Above; ghosted into the background is a Lanes Motors Pty Ltd dealers [stock] plaque as fitted to MG ZA Magnette saloons by the MG sole agent of Melbourne and Riverina. Australia.*

# Chapter C.



## Own Stories [Real Realm of the Magnette]

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## My Story [Bruce Bramhill] of ZA Magnette KAC 23/ 6960. “Million Dollar Magnette”.



*Pic 1. Inside MG Workshop's garage. Andrew and Slim enjoying a restoration well done.*

### Seeing the Big Picture

This “essay” tells the story of the restoration of my 1955 MG ZA Magnette and the realization of a dream. Many hours pulling the vehicle apart, countless days at the sand-blasting booth, hundreds of miles traveling all over Melbourne dropping off parts to be powder coated, zinc dipped, chromed and shaped to exactly the way I wanted them, time spent locating Volvo 144 wheels, MGA disc brake upgrade etc., hours with Hollywood from Old English Classic Restorations diluting the white until I got the Ivory I wanted, evening after evening on the www locating parts from all over the world, time spent locating wrecks and retrieving parts mostly given to me by wonderful and supportive Members of the MG Car Club, particularly Paul Vermont.



*Pic 2. [a & b]. As rescued from a complete entombment of blackberry entanglements*

# Chapter D.



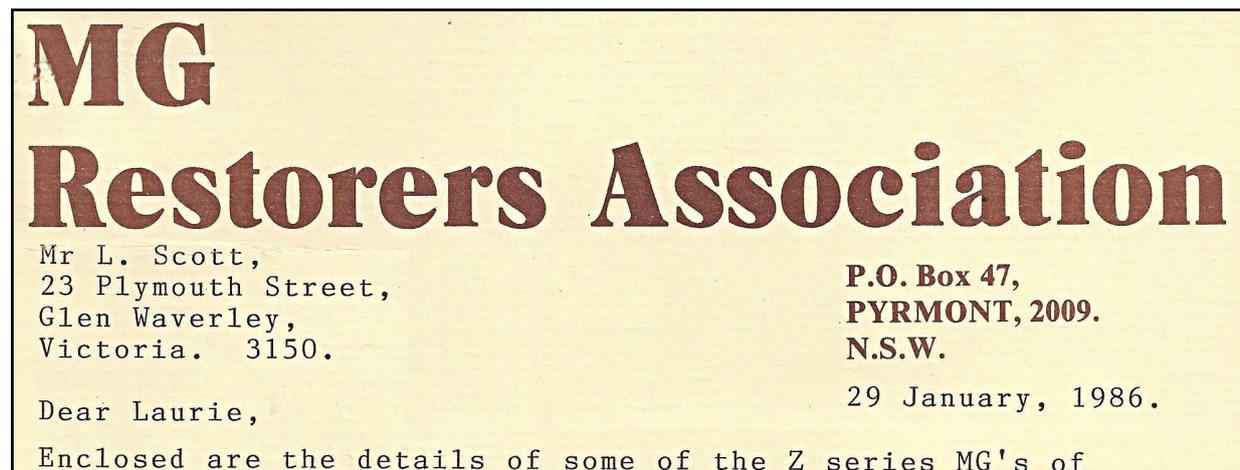
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*Safety*  *fast!*

## Proto - Enthusiasts and Parts Suppliers- continued

Noel Gerds [NSW - Australia]

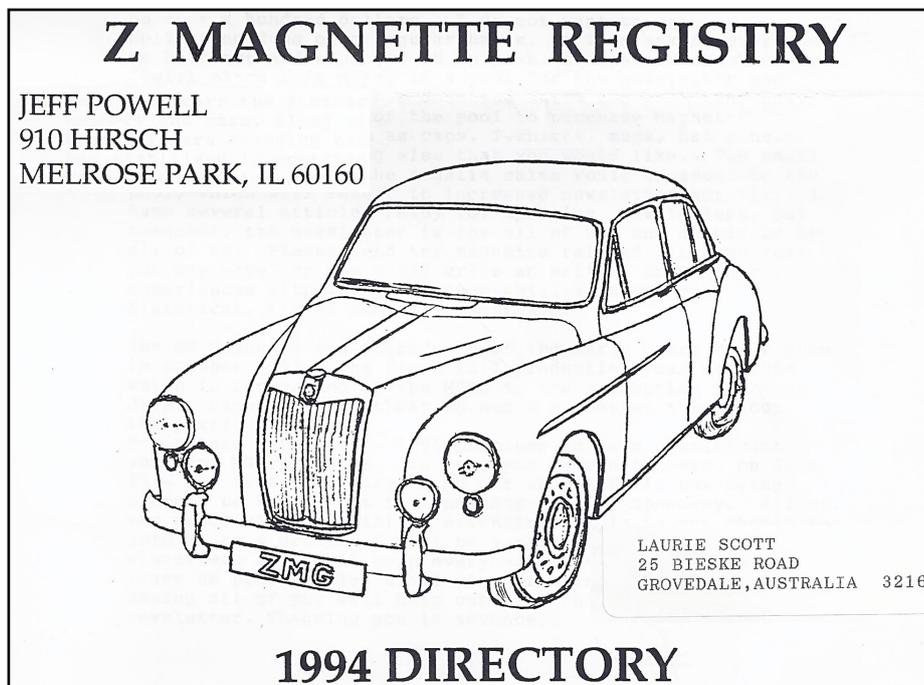


*Pic. 3. Letter head inclusive of some text as received from Noel in 1986*

Noel was a passionate car and motor bike enthusiast. A rapport was quickly developed and through his generosity provided identification for 13 existing Magnettes [including Chris Wooley's collection] and 3 VIN numbers of lost Magnettes. Additionally Noel provided details of 51 Magnettes sold by Ron Ward Car Sales [NSW]. Also refer to NSW History [in this book] for more information on the MG Restorers Association.

## Jeff Powell [USA]

My letter to Jeff was responded to, in 1989, with a three page reply detailing his efforts to collect information of owners and their ZA or ZB Series Magnette [VIN]. Working alone - using his own time and mon-



ey the result is an impressive '1994 Directory' of 107 names! See image at left; Additionally refer to part letter shown in the appendix section. Laying a great foundation! Including restoring his ZB and owning a MGTC [from Australia - Sold initially by P&R Williams of Sydney].

*Pic. 4. Jeff Powell was laying down a great foundation with his valued/valuable registry.*

# Chapter E.



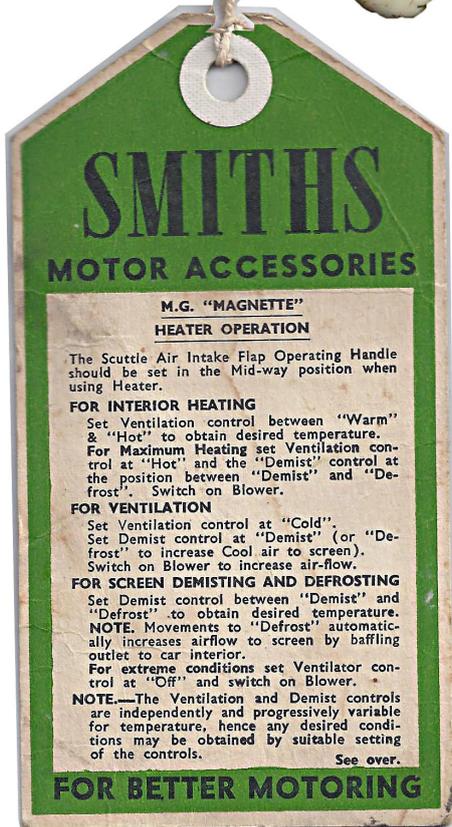
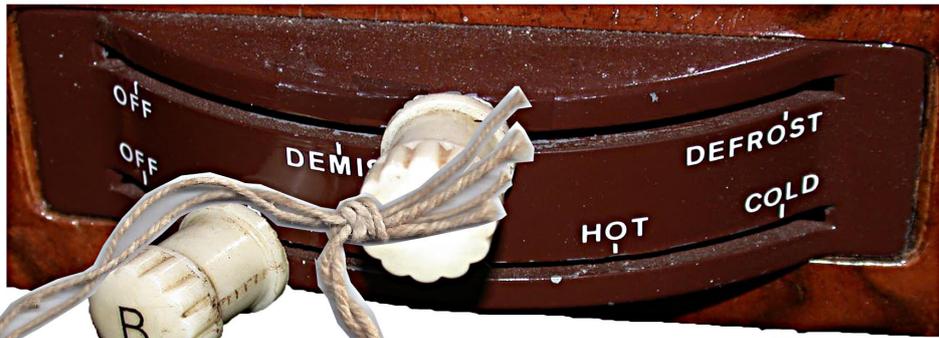
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# Heater Control Labels

*Pic. 1. Heater Controls*



## Help with the Controls

These labels are designed to be hung in an obvious place to help the new owner. Thank goodness the original owners had the wisdom to retain all the documentation associated not only with the purchase but helpful aids such as the two double sided information cards from 'Smiths Motor Accessories and MG Car Co. Ltd.

*Pic. 2. Left. Instruction labels; may have never been used but were expected to be hooked over the heater controls.*

## Provenance

The Chassis plate shown below belongs to the 24,749th Series Z type Magnette produced. In 1957 it was exported to Australia and sold in Melbourne during January of 1958. These labels came with this car. Refer to book "Delving into the MG ZA/ZB Magnette" for more details.



**Note.** Sometime later chassis plates, to the one shown at Pic.3, did not provide the engine No. and simply stated: 'See Engine'.

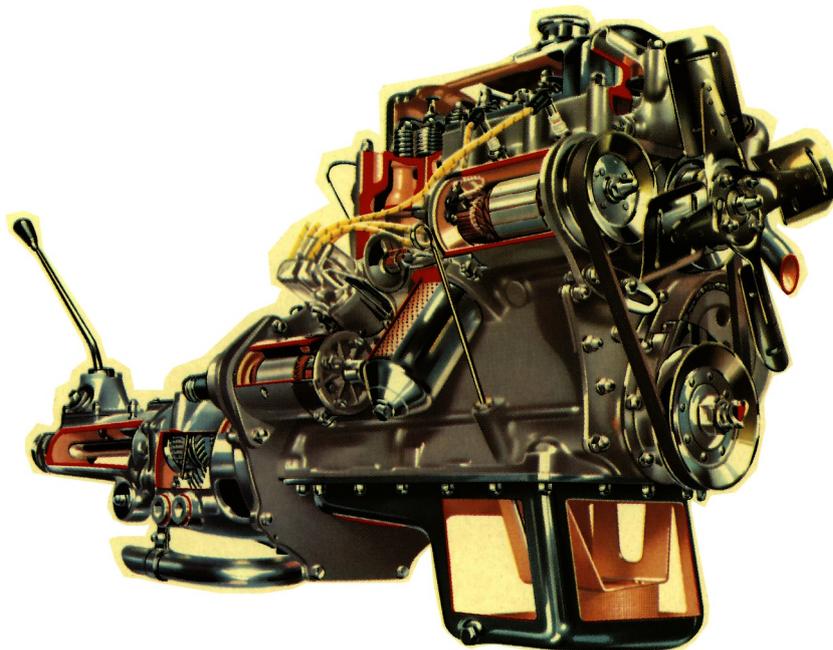
*Pic. 3. Magnette [chassis plate] No. KAB23 / 24749 was manufactured in 1957.*

# Chapter F.



## Some Basics

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*Lively and flexible, the M.G. Magnette is equally at home in town or country. With maximum fuel economy the superb new engine supplies power a-plenty with remarkable flexibility of performance. Carefully planned gear and power-to-weight ratios ensure excellent acceleration and effortless climbing. At an engine speed of 5,400 r.p.m. it develops 68 b.h.p. This power is achieved with a comparatively short stroke, which means brisker acceleration.*

# Paper Over the Rust [ Making paper/card/cardboard patterns ]

## The Aim

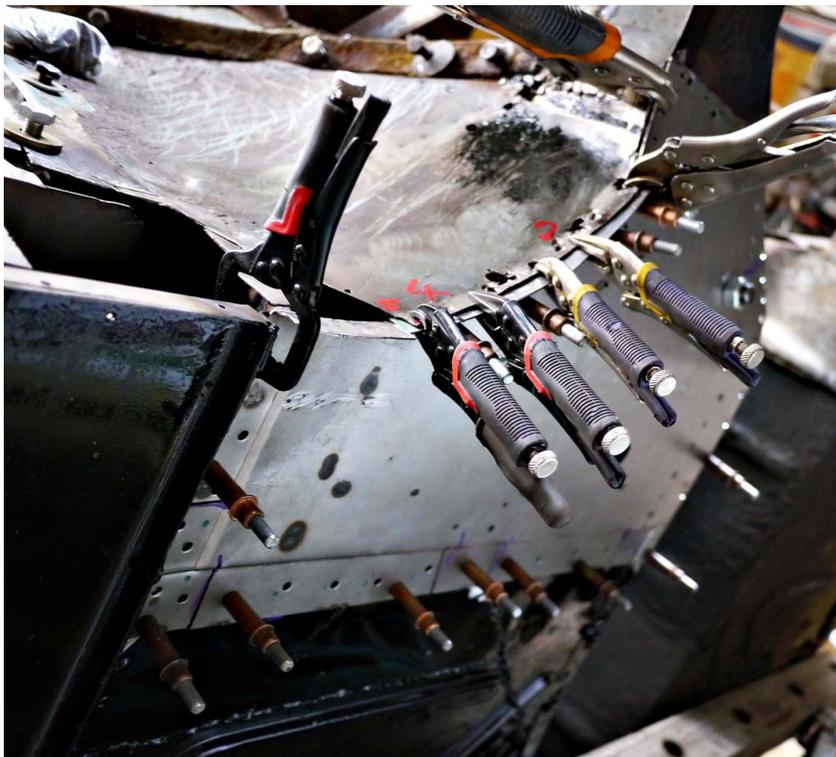
A cluster of my patterns are up for retirement. But before they go, they have been obliged to make a final ap-



pearance [with varying degrees of enthusiasm]. To continue - basically patterns are, often, produced as a progressive series to the point where [for metal fabrication] a metal blank is produced and details transferred to the blank for finalising into a copy of an original item.

Emphasis here is on the pattern part of the process. Materials/ tools typically required are: paper, card, cardboard, scissors, glue gun, hole punches, contour gauge and pencils various. The car suffering from the pattern plague is an MG ZA/ZB Magnette saloon. Chassis KALL 23/27790

## Under Floor Panel



[Pic. 1. Top left] To produce a replacement under floor panel:

[1]The original; top right, and a better sample are used here as a combined reference.

[2]Cardboard; top left, is shaped and marked out as a pattern to produce an initial metal blank

[3]Card; bottom left, is shaped, referenced, punched and pieced to produce a template for marking out the metal blank.

*Note in this case the card was slipped under its reference sample for the marking out - but thin paper placed over the reference piece and rubbed could have been just as effective.*

[Pic.2. Bottom left]. This is the finalised metal panel. Its shown pinned [Gleko Loc], clamped and bolted in its correct location.

*Note the pre-punched holes are located over cleaned metal areas ready for plug welding.*

# Chapter G.



## Repair/Fitting/Manufacture/Background

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*safety fast in airsmoothed style*

# Driving Mirrors of the MG ZA and ZB Magnette

## Introduction.

Some time ago a driving mirror was shown to me with the question - is it from an MG Magnette [1953 to 1958] sedan? The three driving mirrors in my possession were all Lucas and had come from wrecked ZA/ZB Magnette sedans. This driving mirror when compared was similar but not a Lucas brand, did not have strengthening ribs on its rear [ie it had a smooth back] and the ball joint housing was simplified. In hindsight I now know that this mirror type was fitted to the MG ZB Magnettes produced in the last stages of the Magnette's total production run.

Additionally a very early ZA Magnette has come to light fitted with a driving mirror not equipped with the anti dazzle [day/night] feature. As this car is very original it cannot be ignored and is included. The five Magnette types to be covered here are all different and feature in the following order:

- ◆ [1] Usually a late ZB Magnette unit [features anti dazzle] manufactured by Tudor of England
- ◆ [2] Typical ZB Magnette unit [features anti dazzle] manufactured by Lucas of England
- ◆ [3] Driving Mirror; Likely fitted to both the ZA/ZB Magnette [features anti dazzle] manufactured by Lucas of England
- ◆ [4] Type usually found on the full production ZA Magnette [features anti dazzle] manufactured by Lucas of England
- ◆ [5] Unique [ part of very early production run]; fitted only to the ZA Magnette [No anti dazzle feature] manufactured by Holden of England
- ◆ [6] Wolseley 4/44 [full production] driving mirror included for comparison [No anti dazzle feature]

The following text and images will define each type /version by code and stem design as a minimum, plus car number [chassis code] where known. Of course the earliest version needs more proof to fully establish its provenance.

### [1] Late Production ZB Magnette Driving Mirror [Anti Dazzle]

At right and far right are the front and rear view

of the

driving mirror

fitted to the Series

ZB Magnette. At first glance this

mirror looks like a Lucas version but

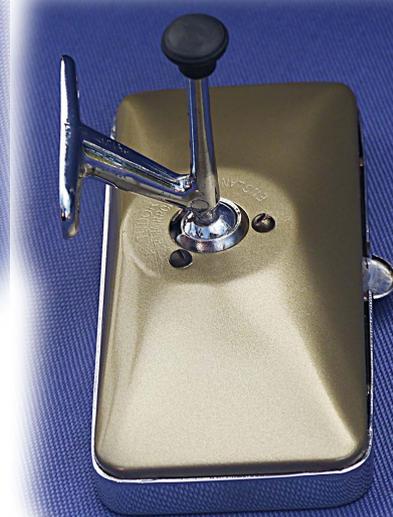
has:

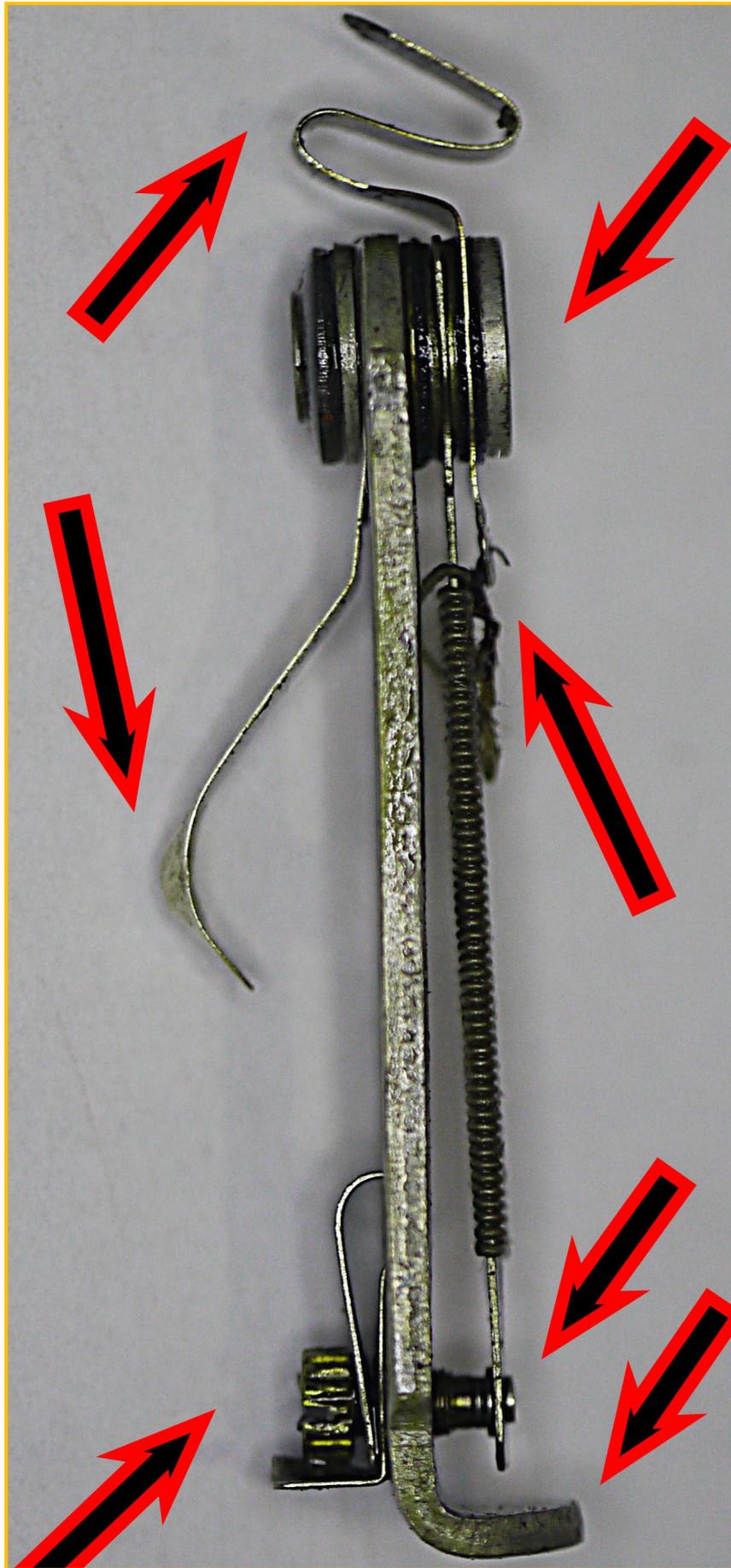
a smoother rear casing, visually simplified ball joint housing and

none branded two position tongue.

To emphasise how late in the production run this driving mirror is, it

is fitted to Magnettes KAC 21/36,082 and KABJ 23/32,643.





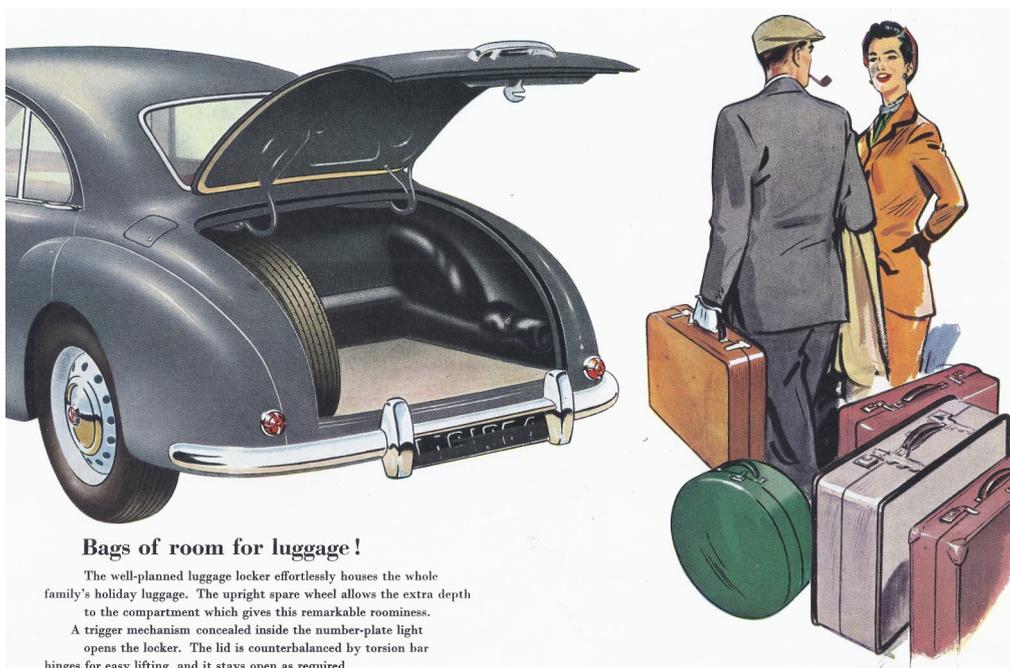
*Pic. Scaled up view - Internals of original MG Series ZA ZB Temperature Sender [Transmitter]*

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### Bags of room for luggage!

The well-planned luggage locker effortlessly houses the whole family's holiday luggage. The upright spare wheel allows the extra depth to the compartment which gives this remarkable roominess. A trigger mechanism concealed inside the number-plate light opens the locker. The lid is counterbalanced by torsion bar hinges for easy lifting, and it stays open as required.

Appendix 4. -Front cover image of 36,000 Journal issue 24; 1986

