

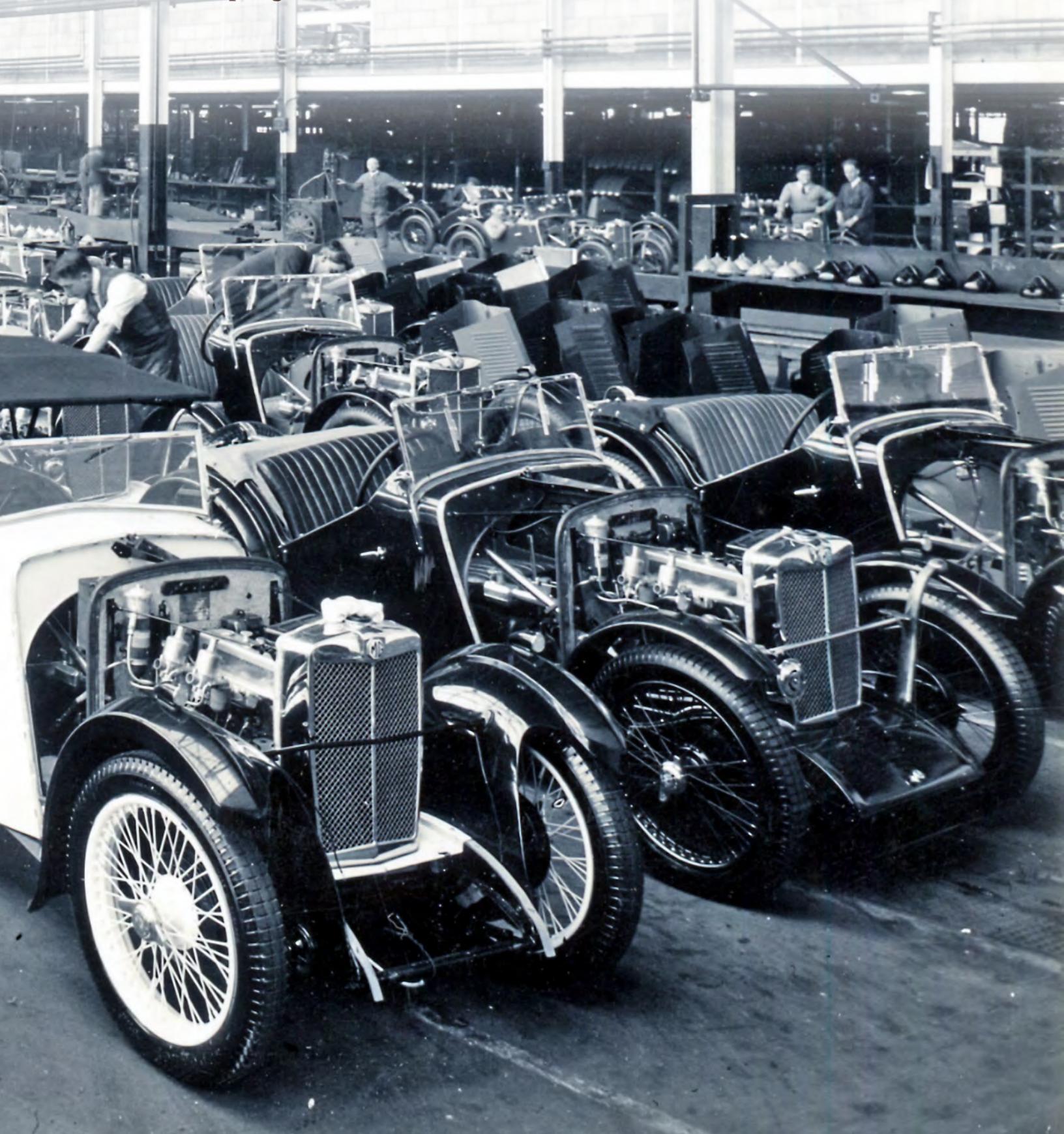


MMMagazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Spring 2022





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Official Newsletter of the North American MMM Register
Celebrating Pre-War Cars of the MG Car Company

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North American MMM Register
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<http://www.nammmr.org/>

The MG Car Club
The Triple-M Register
United Kingdom
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The Pre-war M.G. Register of Australia
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MMMagazine, the NAMMM Register Newsletter, is published quarterly on the 1st of March, June, September, and December.

Deadline for contribution submissions is the 15th of the prior month.

Please submit all contributions to the Newsletter Editor, Tom Wilson. His contact information is above.



The Editor's Desk

Tom Wilson MGTCTom@gmail.com

Your editor apologizes for the three week delay in publishing this issue. Our contributing submissions didn't arrive on time; when they did come I was deep into a production run of eight PA/PB carpet sets, plus a complete interior and weather equipment for an early TA. Guess I'm not doing too well at keeping the order spigot turned off, but it sure makes customers happy.



Continuing progress has been made on all the cars, albeit slow. I now have all the wiring harnesses on the shelf for the MMMs (plus the VA and TCs), and Roger Furneaux has all the kingpin sets made up so I can continue work on the front axles. Mid-February found me at From the Frame Up in Mesa Arizona for a few days helping disassemble my VA saloon under restoration. I stripped the interior, taking lots of notes and photos; that was a difficult job for a detailed and complex interior. Then we removed the body and placed it on a custom made rolling frame. It will certainly take a lot of new wood, but there is plenty of high quality ash in my inventory!

At the same time both TCs have taken the next major step, as they are now at the paint shop. I've opted to have them help do the final fitup of front wings since they were giving me fits; Darren and Josh are wizards at metalwork. While they work their magic I'll be building the engines and finishing up the chassis assembly.

This issue of MMMagazine feels like it's all about history, and we have a few long articles instead of several short stories. Phil Anderson provides us with his normal excellent reminiscences - this time a tale of two Jerries, Jerry Keuper and Gougen, the people who really led our club from the beginning. Mike Allison, an MG fixture of high repute in England, wrote an excellent piece in 2015 for Safety Fast about Hubert Charles, the MG engineer so instrumental in the development of our cars. By courtesy of the MG Car Club we have reprinted it here.

The front cover photo is likely part of one you've seen before. Within all the J2s lies the real interest (or should I say stands) in the background - all the bonnets lined up in preparation for installation. This photo was vtaken in the "Finishing Department." Recall that bonnets were individually fit to cars on the body track, the final section of the production line. I believe, but don't know for sure, that the bonnets were prefinished to the correct color for each car, based on the factory photos I have studied. Once a bonnet was fitted to the car, the hinge was stamped with the chassis number and paint code. Then the bonnet was sent back to the paint shop for refinishing of the edges, returned and mated to the car in the finishing department. That process continued through to the TF (including the Y types and the Rileys made on the line), albeit in a significantly simplified and truncated process.

T minus 3 and counting





Chairman's Corner

Jack Kahler MGJack@aol.com



SPRING IS HERE!! Early March here in the West we had daily high temperatures around 10°; a week later highs were around 70!! Let's get those MMM MGs out of the garages and do some driving!!! The cold winter days the last few months have been ideal weather to work on my J2 Special. I've included some photos for you to see the progress.

This early springtime provides an excellent chance to get your MMM BEAUTY ready to travel to La Crosse Wisconsin for our National Meet held in conjunction with the GoF Central event July 11-5. Alan Magnuson (NAMMMR Director of Register Events) outlines the event in this newsletter. Thanks to Casey Duncan, our Register Webmaster, it is easy and quite satisfying to register for the meet on our website nammmr.org.

La Crosse is a beautiful city and has lots to offer all of us MMMers.

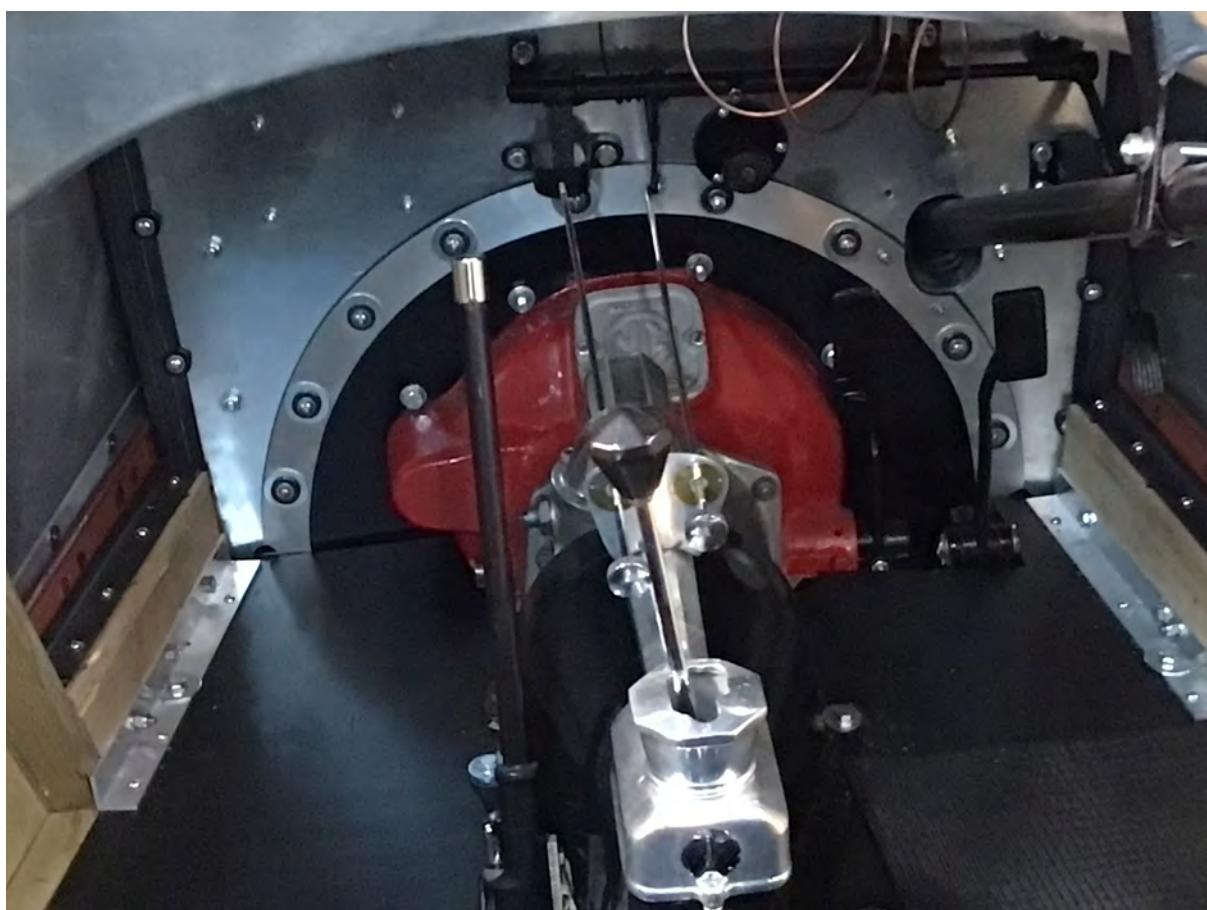
As Chairman of your North American MMM Register I think it is time to recognize and congratulate our members who have worked diligently to restore and maintain their MMM machine to as close as possible the way it rolled off the assembly line in its birth place Abingdon, England. Therefore, I ask Jack Schneider to design a special award to be presented at La Crosse for The Most Abingdon, England Original MMM MG. This will be a yearly presented award at our NATIONAL MEET.

BRING THOSE BEAUTIES TO LA CROSSE!

Cheers,

Jack







Jack Kahler's
very special J2 special
March 2022 progress!



Treasurer's Report

Jack Schneider

britjack@comcast.net



February 22, 2022

Tax time once again... The 2021 IRS filing for the NAMMMR is completed, and closing the books for 2021 left the Register with a small positive balance of a few hundred dollars. The total income for 2021 from member renewals was down somewhat due to most everyone utilizing the early response reduced renewal amount.

A modest benefit in additional income came from our new advertising program. This attracted paid for ads in our Register communications from many well-known product and service suppliers of our hobby. These additional dollars are what provided a positive end to last year!

Let's hope for a continuation along this path, as advertisers & members all benefit and support each other.

I have built our 2022 budget with hopes of a very similar end of year outcome. Most all members again have "signed on" early with the reduced dues rate. At the writing of this report and per Reinout, the Register membership has fully renewed!

Registrations for GOF Central 2022 and our annual national NAMMMR Event in La Crosse, Wisconsin are under way!

Please register and attend. Support our NAMMMR.
See you there!

Thanks for your continued participation,

Jack



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Event News - 2022

Alan Magnuson alanmg1978@gmail.com



NAMMMR 2022 North American Meet July 11-15

Join your friends and MG family in La Crosse, Wisconsin for GoF Central and the MMM Register's annual gathering. You are encouraged to drive your MG and view the assemblage of J1, J2, J3, and J4s this summer in La Crosse. Witness the inaugural presentation of NAMMMRs Chairman's Award for the Best Abingdon, England Original MMM MG.

We'll be staying along the Mississippi River and be able to enjoy a stern wheel boat tour, the Car Show on the island where the first trading post was located, a Norwegian heritage center, restaurants, local craft beers, and martinis in a retro 1960's lounge. La Crosse was named by explorer Lt. Zebulon Pike in 1805 after the game of lacrosse played by the local Winnebago and Sioux.

Registration is open on the NAMMMR Website: <https://www.nammr.org/>

All MMM members are encouraged to register now as the GoF committee has received over forty early registrations from an enthusiastic group of registrants. Radisson Hotel instructions will be sent to you after your event registration has been received.

Monday, July 11	Registration First Timer's Show/Reception	12 noon – 5 pm 5 pm -7:30 pm
Tuesday, July 12	Tech Session, Vendor Sales Hospitality, Silent Auction Swap Meet, Ladies Sip & Paint Bibulous Gallimaufry La Crosse Queen River Ride/Tour	9 am – 4 pm 1 pm – 4 pm 5 pm – 7 pm 7:30 pm – 9 pm
Wednesday, July 13	Car Show on Barron Island Funkhana Beer Tasting Live Auction	9 am – 12 noon 1:30 pm – 4 pm 4 pm – 5:30 pm 7 pm – 10 pm
Thursday, July 14	Self Guided Tours Norskadalen Drive w/ lunch Valve Cover Races Hospitality, Photo & Craft Awards Banquet	9 am – 1 pm 9:30 am – 1 pm 1 pm – 4 pm 2 pm – 4 pm 5 pm – 9 pm
Friday, July 15	Winner's Circle	8 am – 9:30 pm

Safety fast!

Alan
303-437-0527





The car park of the Roebuck Hotel, Stevenage on October 12 1930, this was the inaugural meeting of The MG Car Club



THE MG CAR CLUB, IN THE BEGINNING

In September 1930 Roy Marsh had a letter published in a popular English motoring magazine, The Light Car. The piece of correspondence read:

WHY NOT AN MG CLUB?

Being a very interested reader of The Light Car and Cyclecar, I notice that a number of one make clubs have been formed lately with very satisfactory results. Now Midget enthusiasts, what about an MG Car Club? There are hundreds of you and surely some very enjoyable social runs and trials could be arranged. Perhaps MG owners would let me have their opinions on the idea.

Quite brief and to the point, it took immediate effect. You cannot have a lot of people rushing round the country in cars like MGs without wanting to get together.

Various people wrote to various other people, Her Majesty's Post Office was enriched by numerous pennies as stamps were bought, and more letters started to appear in The Light Car magazine.

The upshot of it all was an announcement in that journal of an inaugural rally on October 12, 1930 for the purpose of formally bringing the Club into being. The rally duly took place at the Roebuck Hotel, near Stevenage, on the Great North Road. Over 30 MGs turned up, all but two of them Midgets, and the car park looked rather like the dispatch bay at the works. Inside the pub everyone looked a little awkward, felt it was up to them to do something but didn't quite know what. Co-conspirators Roy Marsh and John Thornley stepped into the breach, however, and a meeting was soon in full swing.

To be continued....

The MG Car Club is based in Abingdon, England. Established in 1930, the club caters to enthusiasts of all MG models, from 1920s Vintage to modern SUVs. We invite you to join us. For details, visit www.mgcc.co.uk

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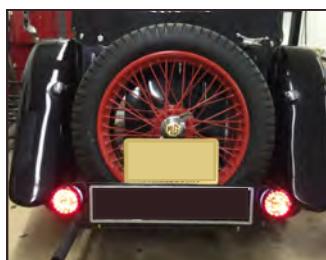
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Registrar's Ramblings

Reinout Vogt

reinoutvogt@gmail.com



It is February and our annual membership renewal was very successful. At the end of November, the NAMMMR computer showed that we had 143 members of

which 137 were up for renewal. I dropped off the renewal envelopes at the post office on December 1st and on the 6th the first renewal check, from fellow M-type driver, and member number 40, James Hester made it back to my mailbox. The rest, via regular mail or PayPal followed soon and we heard back from all 136 (unfortunately, one member had passed). Four members did not renew because they sold, or are planning to sell, their cars. Therefore we started 2022 with 138 members.

In the mean time we reconnected with John Schmale from Mahomet Illinois whose NAMMMR membership fell between the cracks a few years ago. Through a hint from Dick Morbey (Secretary and PA registrar of the UK MGCC based Triple M Register) and a Facebook post from John, I was able to send him a note and received his renewal and this photo of his car. PA2100 with engine number 1518AP has number 22558 in the UK based Triple-M Register and its original license plate in England was NV7397. Welcome back to John & Joyce and PA2100.

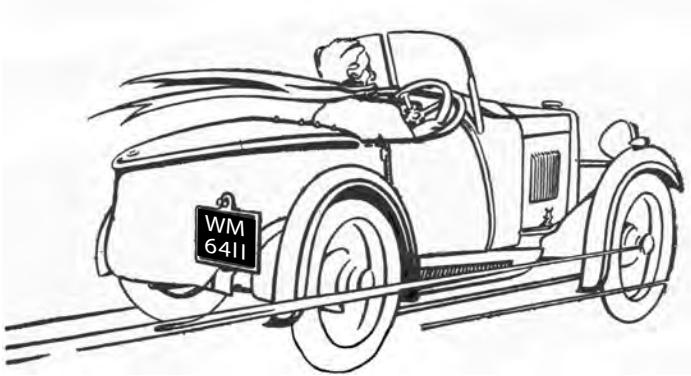
In the winter issue, I mentioned that member Malcolm Appleton's newly acquired M-type had the original UK license plate GJ5326. That was in error as the M's original license plate is unknown. I am not sure how I made that mistake and Malcolm is still trying to find more information about the history of the car and its unique body style.

We also heard from member Mike Jansen, who along with his brother Doug acquired J3541 from Stephen Spaw. The J2 with engine number 2468AJ has number 2830 in the Triple-M Register. Its original license plate in England was WD6131. J3541 was completely restored in 1995 and is sharing garage space with 2M3415 while technical things are being sorted.

Next up is our annual printed membership directory. I'll go to work on that next month and hopefully you will receive it in the mail before the Summer issue of MMMagazine.

Please give me a call at (847) 342-9804 or drop me an email at reinoutvogt@gmail.com with any questions or suggestions about your membership or the register records of your MMM MG.

MGreetings,
Reinout





J2 J3541 Mike and Doug Jansen Kendallville Indiana



PA2100 John Schmale Mahomet Illinois



"Too Tall" and "Just the Right Size" MG employees for the M type.



Advertise With Us!



Fall, 2019



MMMagazine now offers display ads within its quarterly issues as well as the opportunity to advertise in the Resource Directory on the NAMMM Register Website, NAMMMR.org.

Size	Per issue	Per Year (4 issues)
Half Page:	\$50	\$200
Full page:	\$110	\$440
Business Card:	\$20	\$80

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When I Was Your Age

Phil Anderson PAnderson@northpark.edu



Looking Back 20 Years (Continued)

A year ago, this column in the Spring 2021 magazine looked back to the 2001 North American MMM Newsletter and reprinted a couple of items of interest. This is worth doing occasionally to refresh the memories of older members and highlight for the more recent arrivals aspects of the register's history. One of those items called attention to Jerry Keuper's remarkable life as an aerospace engineer, the founder of Florida Institute of Technology in 1958 (where he remained president until his retirement in 1986), and the motivating force behind organizing a North American register for Triple-M cars—his love of MGs beginning with a new 1953 TD, followed by a growing stable of pre- and post-war cars to restore and drive, enjoyed by other custodians in the register today.

The origin of the NAMMMR is in reality "a tale of two Jerries," Jerry Keuper and Jerry Gougen. Revisiting newsletters from 2002 is a reminder that both passed away that year and were warmly commemorated. Jerome Keuper (1921-2002) died on March 25, soon followed by Gerald Gougen on July 28. Both were Renaissance men with multiple interests, vocations that excelled at the highest levels of their respective fields, and a shared passionate love of the little cars that came out of Abingdon, especially between 1929 and 1936—the Midgets, Magnas, and Magnettes. For Jerry Gougen, it also began with the purchase of a new '53 TD, indicating that it was both fate and good fortune that brought them together. Over time, he owned dozens of MGs, several with storied histories.

Jerry K. invited Jerry G. to become his associate editor of the newsletter when it launched in 1990. In Volume 1, Number 3, he wrote a delightful piece entitled, "MMM Spotlight On.....Jerry Gougen," reproduced here. The Fall 2002 issue appeared following Gougen's death in July, the year the annual meet was in Abingdon, Illinois, commencing on August 15. It had been hoped that Jerry, quite ill, might yet have been able to attend. The Thursday evening dinner to honor him was then held also in his memory. As noted by chairman Bill Tantau, "He was, and will be, sorely missed by so many. We were, however, able to get the Keuper Award to Doris earlier in the summer in time for Jerry to get some measure of cheer from the recognition it represents . . . and lest you forget, it honors the recipient for 'Outstanding Preservation of

MMM Motorcar Spirit and History.'" In this issue were two tributes, also reproduced here, one anonymous (perhaps written by editor Larry Long), the other by Chris Nowlan, who came to know and work for Jerry as a teenage neighbor in Needham, Massachusetts, and whose own lifelong involvement in MGs derives significantly from this friendship. There is also a nice interview with Jerry, done in June 1989 at his museum in Westminster, Vermont. This can be found on the MG Car Channel: www.youtube.com/watch?v=uQnx27vuZ2E.

Finally, this issue (Volume 15, Number 3) had extensive reporting on the gathering in Abingdon. I've included a collection of some of the cars on the field—sadly, with a few since-departed owners—including my PA1212 on its maiden outing after thirty years of ownership, having just left Bob Sterling's shop in nearby Andover—plus Reinout Vogt with his new M-Type, courageously driven a couple hundred miles each way on the Interstate from Chicago!



Our Associate Editor is Jerry Goguen, a musician turned entrepreneur, who has fulfilled several dreams in one lifetime.

In the lovely 18th century town of Walpole, New Hampshire, Jerry owns and operates one of those dreams, Abingdon Spares, Ltd., where the MG T Series is always the specialty of the day.

Enthusiasts the world over write or call with one thing in mind, to talk about and acquire spares for their particular model of MG. And there are the super enthusiasts from far and near who make the trip to Walpole in person. They usually have two things in mind, to pick up spares and to cross the river into Vermont, where they can delight in another of Jerry's dreams.

In 1984, in a small village along the Connecticut River, the Westminster MG Car Museum opened it's doors to the public. The museum building, Tudor style like the parts store, is painted white and finished with a trim of brown boards derived from' packing cases in which MG spares were shipped; this dreamer wastes nothing. The address is also a museum piece - Kimber Close, Westminster.

Over the years, Jerry acquired 37 MGs, many of them quite rare, a comprehensive sampling of the output of Morris Garages. On display at the museum now are 27 models, the earliest being a 1927 Flat-nose Tourer and the latest a 1975 MGBGT. Others include a 1930 M-Type Sportsman's Coupe, one of three known to exist; a 1933 J4 supercharged racer; a 1934 PB Trials car which won First Place at Beaulieu Concours d'Elegance in 1967; a 1953 stretched TD by Inskip, the first of ten to be built and a 1955 EX182 race car, the prototype of the MGA. It finished 17th at Le Mans that year. Ten additional models, including a 1934 K3 Magnette, await restoration.

Jerry studied Trumpet at the New England Conservatory of Music in Boston, Massachusetts, graduating in 1951. He joined the Boston Symphony in 1952. A year later he bought his first MG.

Spending long hours of practice to improve his skill at the trumpet and with a full schedule of rehearsals, performances and teaching, there was little time for any hands-on mechanics, nor was Jerry

particularly focused on cars. But the TD was seductive. He made friends with his tool kit and, carefully reading the Owner's Manual, he was able to adjust his valves. Up until then, the only valves he'd ever adjusted were on his trumpet. Things were getting exciting!

Jerry became more ambitious - the next dream was dancing in his head. A scene familiar to many of us was soon to be enacted for all the neighbors to enjoy: Jerry arriving home pulling a trailer with his first restoration project aboard. He was about to do some magic on a TD.

Eight months later, mission accomplished, he could not quit now. Next came a TF, then a TC and so on.

The restoration efforts necessitated a search for spares, and as is common with all of us, an education in barter. The symphony travels; Boston's Orchestra is invited across the country and around the world. Every city visited was shopped for spares. Jerry mined the importers and retailers in Dallas, Washington, and New York City. By now, the trumpet player was also Abingdon Spares carrying on a respectable business in MG parts just outside Boston. Jerry decided he was having more fun with the parts business and said farewell to the Orchestra in 1978, moving shortly thereafter to Walpole which is where this story began.

Seeing him dressed in casual duds and fully dedicated to his commitment to MGs, one would think that Jerry had been a part of this connection all his life. One might not guess that for 27 years he dressed in tails and starched collars and appeared in the concert halls of the world on many an evening and that hours and hours were spent each week rehearsing for the next performance, and that much of his time was given to teaching the next generation of students at the two leading conservatories. One might not guess that in his spare time Jerry was, and continues to be, a ski instructor at a nearby resort.

And it would be unthinkable perhaps that for years he has been doing these things simultaneously.

The MG World Loses an Extraordinary Enthusiast

Jerry Goguen, an extraordinary MG enthusiast and renaissance man, passed away peacefully on July 28th after a



courageous 15 month battle with cancer. Born in 1925 in Rumford, Maine of French Canadian stock, Jerry learned English as a second language while excelling in music, speed skating and skiing. After a stint in the Army music corps during WWII, he finished his education at the New England Conservatory of Music before joining the Boston Symphony Orchestra where his talents with the trumpet served him well until his retirement in 1979.

Jerry's first MG was a TD model purchased new in 1953. By 1955 he had opened a small MG and VW dealership in Lunenburg, MA. This venture was, however, short-lived due to operational policy changes within both the BMC and Volkswagen organizations. During the late 1950's and early 60's, Jerry built, rebuilt and recycled many T-series MGs long before T-series cars were generally considered classics or thought worthy of "restoration."

In the early 1960's he started to acquire from MG dealers and distributors across the country a treasure trove of "obsolete" new, old stock T-series parts while touring with the Orchestra. During European tours with the BSO in the mid 1960's, he visited many UK dealers, and established manufacturing contacts that would lead him to become a major contributor to the worldwide preservation of T-series MGs. This inventory and fledgling business

grew into Abingdon Spares, Ltd. Jerry was well known in UK Autojumble circles for his never ending quest for NOS parts to add to his growing inventory.

Jerry's interest in Pre-war MGs also grew, and during the 70's & 80's he amassed a large collection of pre & post war MGs which, in time, evolved into the Westminster MG Museum. With over 40 different models, including most of the rare Pre-war models, this became what was perhaps the world's largest collection of MGs under single ownership. Jerry was a founding member of the North American MMM Register and this year's recipient of the Jerry Keuper Award. Jerry sold his interest in Abingdon Spares, Ltd. in 1999 and in recent years had been considerably downsizing his MG collection to a more manageable level. He continued his interest in skiing and teaching by serving as a ski instructor at Stratton Mountain, VT until illness forced his retirement in 2001. Jerry was also a knowledgeable and keen collector of 18th century American decorative arts and furniture.



Jerry is survived by his loving wife, Doris and their daughter, Nicole. He will be sorely missed by all who got the chance to know him.

Jerry Goguen: Friend, Mentor and World Class Enthusiast

By Chris Nowlan

Jerry Goguen was a complex and fascinating friend and lifelong mentor. Amongst other things he was a philosopher, musician, teacher, car collector, entrepreneur, eternal optimist and had a major influence on my life. He could also be the most focused person I ever met. I grew up down the street from Jerry in Needham, MA. As an impressionable young boy in the early 1960's, I would watch from a distance as MG Sports cars were assembled in his driveway, rolling chassis, engine, gearbox, finally bodywork and all the chrome bits. In no time at all, Mister Goguen had built another of his great little cars. When I came across TD's with my friends on Cape Cod, I could say with pride that the guy that built those cars lived right down the street from where I lived! Mr. Goguen built lots of these cars over many years but in time I came to realize that the cars were really English and that Mr. Goguen was actually re-building them. I had a lot to learn but was still impressed.

My first car was a 53 TD purchased in 1968. One of my first illegal drives was to Jerry's house to show off my new wheels. Jerry may have remembered me as the cycle riding paperboy in the neighborhood, but this was our first real conversation. As a fellow MG driver, I was now warmly welcomed into his home and the Aladdin's cave of brand new MG parts jammed into his basement. He then toured me through his oversized detached garage which was overflowing with used parts and the wrecked remains of 4 or 5 T-types. During our conversation, a job offer was made and the next day started me on a career and lifestyle that continues to this day.

I have vivid and fond memories of my early days with Jerry, Doris & Nicole, particularly with the parts business in his home. MG friends would stop by on a very regular basis and it was always a social occasion and usually involved stories of Jerry's parts-hunting adventures or an inspection tour of his latest acquisition. Jerry was always ready to share his enthusiasm and convert another to the joys of vintage MGs (or classical music). Doris was always fixing snacks, lunch or drinks for all that had the time to visit. Jerry was often in his tux-n-tails going to or from a concert, but that wouldn't stop him from picking up boxes to recycle or engine parts on his daily trips to Boston.

During tours with the Boston Symphony, Jerry would visit any and all MG dealerships in the area. In the days before dealer obsolescence return programs, dealers owned what was on their shelves. Jerry would invariably buy every "obsolete" T-series part in stock. This usually involved pulling the parts, building a pile in the middle of the floor and then making a lump sum offer on the lot. Over time he bought some really large inventories out of most major US distributors. He acquired some amazing bits including enough brand new green leather seating and interior trim

to completely trim out Doris's own TD. Even the carpeting was "New old stock" collected a bit at a time from many locations. Jerry acquired a whole stack of NOS top frames complete with brand new canvas hoods. These proved hard to sell as white vinyl Amco hoods were far more popular in those days!

In 1968, Jerry bought out the entire remaining used parts inventory from Stuckey's Junk yard on Staten Island. This involved some 50 complete engines and many tons of used parts. Over time, I stripped all of those engines and it became an invaluable lesson in really understanding T-series wear patterns. Jerry bought dozens if not hundreds of MGs over the years, many of these were basket cases. To the best of my knowledge, Jerry never parted out a car that could possibly be restored, and was, in fact, more likely to assemble a collection of TD parts as the basis for a new enthusiasts budget restoration.... certainly not the way to turn a big profit! My own first TC was just such a car bought for \$350 and restored over a three year period to win first place at GoF MK XV in the fall of '72.

1969 was a memorable year. It marked my first GoF at Mt. Snow and it gave me the opportunity to meet hundreds of great enthusiasts and see first hand some really great cars. Jerry, Doris and I brought a huge amount of NOS spares and set up "shop" in the hotel front lobby gift shop that had been closed for the summer. It made for an incredible display and certainly got Al Moss's attention! Later that summer, Jerry took me to England and to lots of the venerable old MG institutions and original equipment suppliers. Jerry's energy level was always amazing. As a teenager with enthusiasm it was hard to keep up! On weekends, we would attend vintage sports car race meetings or auto jumbles. In the evenings we would visit with other MG enthusiasts met along the way.

I was on many a car quest with Jerry and together we bought dozens of great cars, both pre and post war. His "can do" philosophy was truly amazing. Moving unmovable cars or tons of spares hundreds of miles or across oceans without tools or equipment was simply a challenge to overcome.

While I left Jerry's employ in '75, it wasn't for lack of respect. Somewhat to my own surprise, I popped up at Moss Motors a few months later where I have been involved ever since. During the past 25 years, Jerry, Doris and I continued our personal relationship while aggressively competing on a business level. Over time, I came to realize that Jerry was far more interested in MGs and MG parts, not for the financial security it offered, but for the sheer joy of living the life of an enthusiast. He will be missed but never forgotten.

Chris Nowlan



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Images Of Abingdon



Dr. Phil Anderson with his newly restored duored PA (5 miles on the odometer!)



15-1/2 yr. Old Kyle Metcalf learning to drive a REAL car!



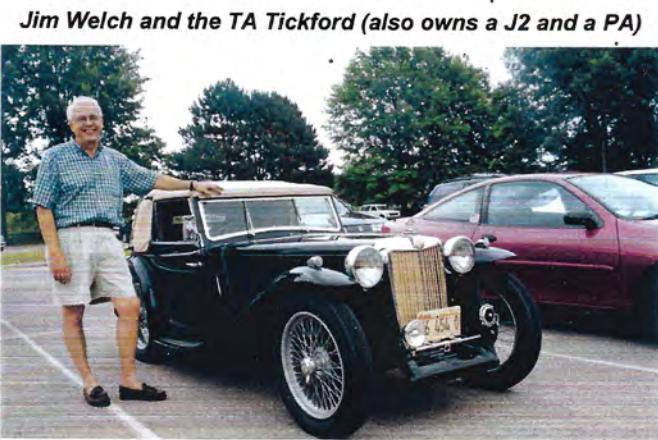
Bob Rich—always bragging—with his L-type



Phil Anderson checking out the MMM line-up



*Brian Kelly just before beer time
(PA didn't make it this time)*



Jim Welch and the TA Tickford (also owns a J2 and a PA)



Proud Papa Mike Francks and his "new" cycle-wing PA



Jack and Helen Heist with their M-type



Reinout Vogt with his M-type



Dr. Curt Poulton fresh from his 500 mile journey down the Mississippi in his PA



Bob Sterling trying to look busy with his N-Special



Bill Bollendonk and Phillip Metcalf in Bill's PA



Scott Fohrman and his blown J2



Peter Thornley in his M-type

Working inside the Octagon

H. N. Charles, Engineer

Reprinted from the October 2015
issue of Safety Fast, courtesy of
the MG Car Club



Hubert Charles: engineer extraordinary

By Mike Allison

There are few engineers who are truly worthy of being honoured by such a title, indeed it is probably true to say that only a small number would so consider themselves other than fulfilling the job for which they were being paid. Truly extraordinary, one would have to include James Watt, Richard Trevithick, Richard Arkwright, Thomas Telford, Joseph Whitworth, Isambard Brunel and Robert Stephenson

from the previous centuries: men who made a mark on this world, far in excess of their nominal works. Then there were slightly lesser mortals, whose works are still admired, Abraham Darby and Henry Bessemer might be included in this list, which would be too long to enumerate fully: people who made a significant contribution to the history of engineering products. In the motor industry, amongst the truly original thinkers connected with the motor industry were Karl Benz, Marc Birkigt, Frederick Lanchester, and Laurence Pomeroy senior, Georges Roesch, Hubert Charles, and Alec Issigonis might be in such a list. Hubert Charles is, perhaps a surprise in this exalted company, but I will make the case in what follows, basing my thesis not on Charles the designer of the most successful and famous British sports cars of the 1930s, but on Charles' experience across a wide



(A) Muzzell

(B) Charles

(D) Cousins

(F) Propert

(H) Maynard

(J) Pennock

(C) Colegrove

(E) Kimber

(G) Lord Nuffield



MGs being worked on at the Edmund Road Factory

spectrum of engineering disciplines. Charles was also one of the first to take a more modern outlook on their works and gave credit to those who helped him achieve his ends, unlike many of his predecessors. Where, for instance, would Brunel be without Gooch? Very few great men achieve their aims without others to assist, and in this Charles was possibly too generous.

Charles was born into a successful middle-class family on November 22, 1893. His father was a London solicitor, Thomas Charles, himself born in the tiny hamlet of Water End, near Hemel Hempstead, and his mother was born Constance Hope, who originated from Hastings. The Charles family settled in Totteridge, now part of the northern extremity of London, but in the late 19th century still a small country village, and so Hubert Noel was born in Barnet. There was an older sister, Marjory Hope, who was to marry Graham Dawson in 1916, a pilot in the RNAS who was destined to have a very distinguished career in the RAF, being an Air Vice Marshal at the time of his death as a result of an aircraft accident in 1944.

Hubert attended Sir Roger Chomeley's School in Highgate, obtaining sufficient credit to enable him to study mechanical engineering at University College, London. He obtained First Class Honours in his B.Sc. course, and immediately obtained work developing the engine of a Triumph motorcycle for racing and installing a fuel injection system of his own design. Sadly, this work was ill timed, and the machine was never completed, as the Great War had started, and Charles found himself in

the Royal Naval Air Service, gazetted as a sub-lieutenant (Engineer). It is not recorded that it was through Hubert that Marjory met her future husband, or whether this meeting was as a result of his being injured during the Gallipoli campaign.

Sub-lieutenant Charles was working on the primitive naval aeroplanes and airships and was particularly concerned with the engine cut-out with aeroplanes which occurred during tight aerial turns, although these were not as serious with naval aircraft, at the time only used for reconnaissance work. He was transferred to the Royal Flying Corps of the army, where aeroplanes were becoming used in combat roles. He was promoted to the rank of lieutenant, and was henceforth, from 1917, working in the crash investigation arm of that service, the 56th Squadron, and then promoted captain. He was called to find the cause of the crash of a SE5a plane which had caused the death of one of the most experienced pilots of the time, Captain James McCudden, and was

able to explain the crash on a carburettor fault, causing the engine to misfire and the aeroplane to stall, this leading to the development of the more famous SE5b, fitted with the Wolseley Viper engine. By 1919, Charles was in the newly formed Royal Air Force, where he was promoted to the rank of squadron leader, which encouraged him to remain in the service for another year, before finding a niche as chief engineer in 1921 at the Leamington Spa works of the Zephyr Carburettor Co. and working on car and aircraft applications.

The owner and managing director of Zephyr was Denis Brock. Charles filed three patents during his time at Zephyr,



18/80s and M Type Midgets head down the MG Abingdon factory line



Final fettle of cars at the Abingdon MG factory

always with Brock as joint applicant, no doubt as MD of the company, rather than actually contributing to the work. Over the next years, Brock had formed a working relationship with Edward Boughton and William Emmott, who were located nearby in their Automotive Products Company, working on applications of the Lockheed hydraulic brakes which had recently become available in the United States. These two took Brock into partnership in 1926, and there was no place for Charles and his carburetters, and he was apparently effectively demoted. Whether this was at the root of his future dislike of hydraulic brakes is not recorded, but it seems likely, although it has to be said that hydraulic application of any given lining area to any given drum does not secure a more efficient braking performance than that employing rods or cables.

Charles made it known that he was looking for a senior job, and as so often happened in the 1920s, he was snapped up by Sir William Morris, who appreciated good engineers in his burgeoning company. Charles was put alongside William Woppard, Chief Engineer of Morris Engines Ltd, who was at the time designing a new engine for an 18hp Morris car, with overhead camshaft, to replace the six cylinder side valve units, which had been totally unsuccessful. Charles moved into rented rooms in Woodstock Road, Oxford, some five miles from the Cowley works, where he spent his working days, but more importantly a few doors from the home of Cecil Kimber, who was busy thinking about a new model MG based on the new Morris engine. Kimber naturally knew Charles, and quickly secured his (unpaid) help in getting the MG Six laid out. Charles sketched ideas, and Kimber expected his man Cousins to draw the details. Now Cecil Cousins was a good practical man, with no academic training; he had learnt his trade in the old-fashioned way of listening to and watching the skilled men, and proving a first-class mechanic had then risen to be foreman. He told Kimber that he needed a man to help with this detailing work, upon which the reputation of the nascent MG Car Co depended. A few people were interviewed, and in the end Cousins chose a young man from Maidenhead with the necessary background. This man was Reginald Jackson. Jackson, although himself not a draughtsman, knew enough about third-angle projection to make passable drawings from Charles' sketches, but by

the end of 1928, Charles had officially transferred to MG and his staff had been increased with the addition of a qualified draughtsman, Keith Smith, and an apprentice, Jack Daniels, who went on to much higher things, although not in the whiskey industry, the sour-mash man being another of that name!

Jackson had been put in charge of the experimental workshop and his particular strength was that he was more than capable of translating drawings into the parts needed, and the car progressed well and was ready for launch at the 1928 Motor Show. A month or two beforehand,

Jackson had seen a prototype Morris Minor, and talking this over with Cousins they reasoned that an MG based on this chassis would appeal to a wider clientele than the Six model, and that MG should build a car based on this to give opposition to the Austin Seven, which had been receiving wide reporting due to their success in trials and at Brooklands. Cousins reported this to Charles, who passed the message to Kimber, who was not at all enthusiastic, as his ideal was a car to take on the Bentleys and Lagondas at less than half their price. Charles pressed the point that a small car would have a much wider potential customer attraction and could be more profitable than the large cars which so many manufacturers were trying to sell to a dwindling customer base, following the contracting economy in the post-war period. Kimber was not totally convinced, but he took the idea to Morris who was fully supportive and allowed Kimber two rolling chassis to be taken to Edmund Road, "to see what they could come up with!" The result was, of course, the MG Midget. Designed and built in four weeks may seem remarkable now, but it was the way of life in the late 1920s, when car manufacturers built cars in what Reg Jackson described to me in later life as "knife and fork methods". Indeed, the rate of development accelerated to such a pitch that formal drawings of parts relating to vehicles were not completed until mid-1936, long after some of the models had passed into history!

The original Midget was, of course, in reality a Morris Minor fitted with a lightweight two-seat body, which in turn had started design life as a Wolseley model which never went into production, but was bought in 1926/7, with the assets of the Wolseley Company, by Sir William Morris out of receivership from Vickers Ltd, who no longer wanted to be involved with car manufacture. The price was £730,000, which may now appear a bargain, but at the time represented a great deal of money, possibly equating to £25 million now, and this from personal funds!

Charles found the Midget a poor car, with brakes which could only be described as "adequate", and handling which was reaching its limits at the top speed of 60mph of which the car was capable. He had already had a hand in developing the brakes for the larger cars, so it was easy to re-route the cables to effect a straight pull on the levers which actuated

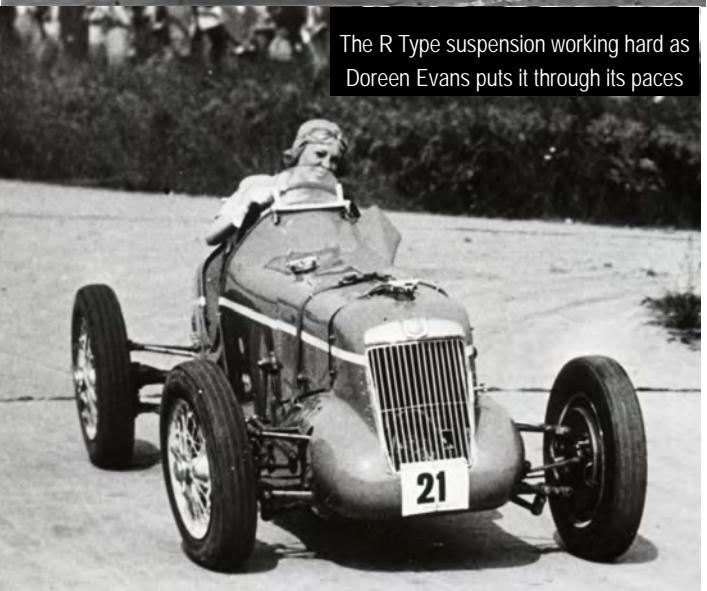
the brake-shoes, and to arrange for these to be operated from a cross shaft mounted centrally in the chassis. I don't think Morris Motors adopted this system for the Minor, they turning to hydraulic operation from 1932.

The engine development was left to Jackson, who pointed out that there was no camshaft overlap at TDC, and he made a new camshaft from an unmachined blank. Camshaft timing was thus modified slightly, and this timing was adopted for the 1930 race Midgets entered in the Brooklands Double 12 race that year, and for subsequent production cars. Meanwhile, Charles designed a "proper" camshaft, the timing of which was used in all subsequent MG models after 1932, and allowed engines to rev more freely, which in turn led to higher outputs.

In the handling department Charles was designing a completely new chassis, underslung at the rear, with improved axle location. There was little which was revolutionary about the layout, but spring location was taken care of with the front pivot, while at the rear the springs were not shackled in the manner of most cars but slid in trunnions. Such location was being used by other manufacturers at the time, and there is no factual evidence that Charles cribbed the ideas from any one in particular: he was adapting currently known technology to suit his own ends, within the MG budget, which was far from generous.

This new chassis, coded EX120, formed the basis of a new racing car; although it was sold as the MG Midget Mark 2, with a chassis number prefix 'C'. The prototype car had already taken the speed records for 'baby' cars, reaching 100mph at Montlhéry, so this name was attached to the model, which swept the board in the prestigious Brooklands Double 12 race, taking the first five places and the Team Prize.

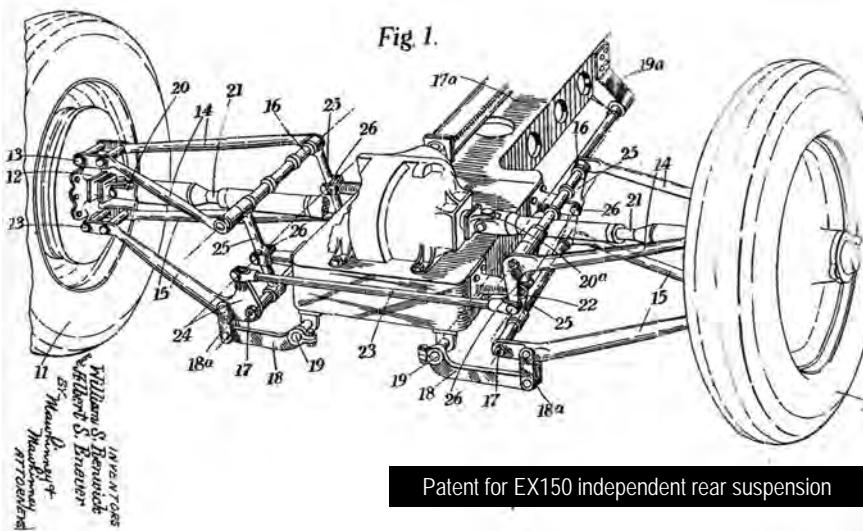
This was the time for making the chassis the basis for the road sports cars, which the C-type nominally was. There followed a wonderful series of cars, using four and six cylinder engines, all low slung, and all fast for their small engine size, but, and this was the basis of their success, they were inherently safe cars to drive. Steering was taken care of



with a direct and straight transverse push-pull movement from the steering box to the nearside steering arm, which at the same time allowed for the use of high-ratio gearing while giving tremendous 'feel' to the driver, and very responsive to steering wheel movement. However, Charles was not satisfied, and looked for a way to eliminate steering kickback on uneven roads. This was achieved in part with

his centrally mounted slave steering arm, which fed movements of the wheel to each road wheel independently. This steering gear was used on the Magnette K-series and J4 racing Midget, introduced at the end of 1932, but was expensive to produce and did not really give the full answer for which he was looking.

Spurred on by development of racing cars, the cylinder head was modified at the behest of Charles to a cross-flow layout, with inlet and exhaust ports on opposite sides. Then the camshaft diameter was increased, initially for the six cylinder engines to increase its torsional rigidity. All this led to more powerful engines, no longer blighted by overheating problems.



Patent for EX150 independent rear suspension

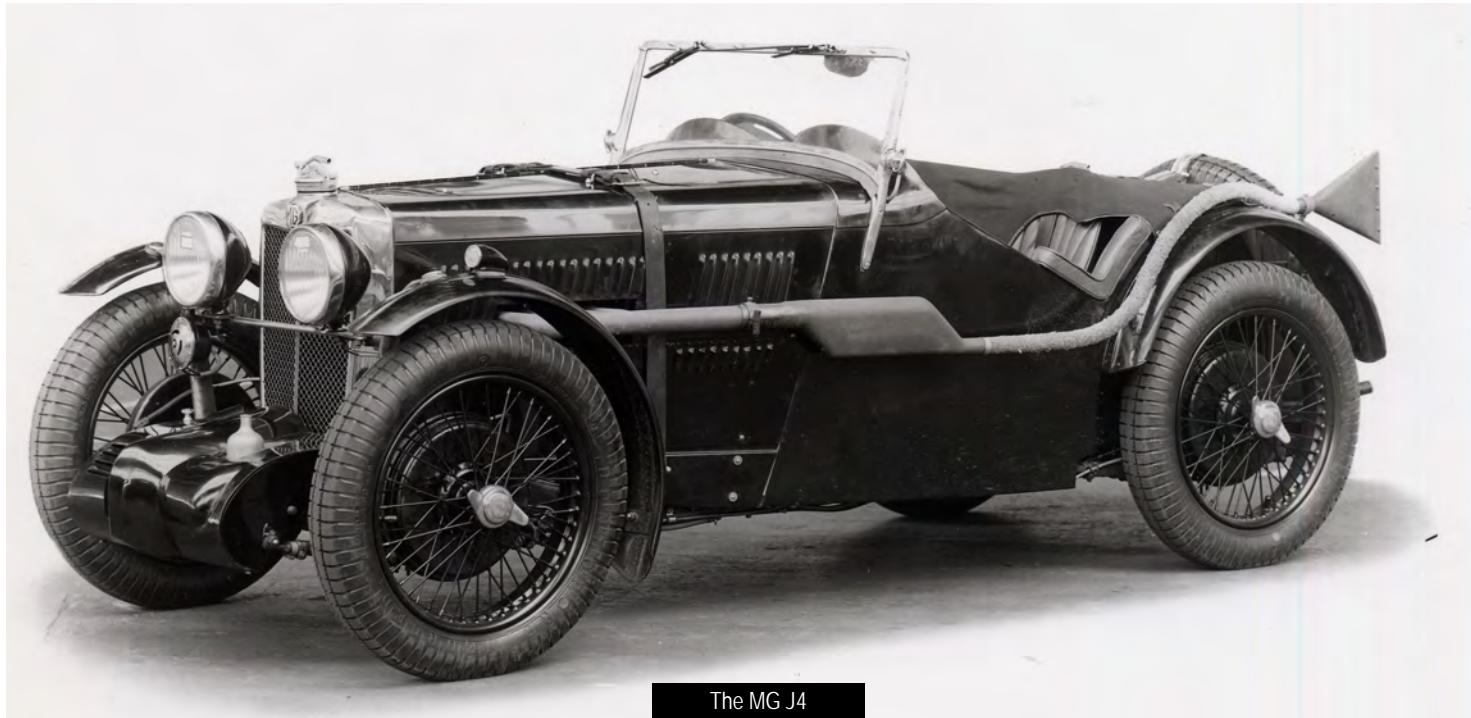
Thoughts were turning towards independent wheel suspension and the elimination of heavy beam axles, so experiments were started on independent front suspension in 1933 on a J2 chassis, using a split front axle. Jackson and his assistant Syd Enever were carrying out this work, and it was at this time that Syd was taken under the wing of Charles as he was always coming up with suggestions for improvements, and keen to develop these new ideas. The modified J2 experiments only underlined the problem that the chassis was far too flexible. This was fine with the old beam axles mounted on stiff springs, where chassis flexing allowed a positive contribution to road holding. The J2 has wonderful handling on smooth roads equal to any other car, but once up and down movement of the axles due to road conditions came into play then things tended to get interesting, with each wheel on the axle trying to take charge!

In October 1932 Charles took time off his work schedule to marry May Margaret Fardon. They married at Woodstock, from whence she came. May had three brothers and a sister. Colin, one of the brothers, had a family, and it is through the kindness and cooperation of his daughter, Hilary, that much of the family information has been included. Hubert and May Charles settled into their new home in Banbury Road, Oxford. There were no children in the family, but they enjoyed the company of the extended family.

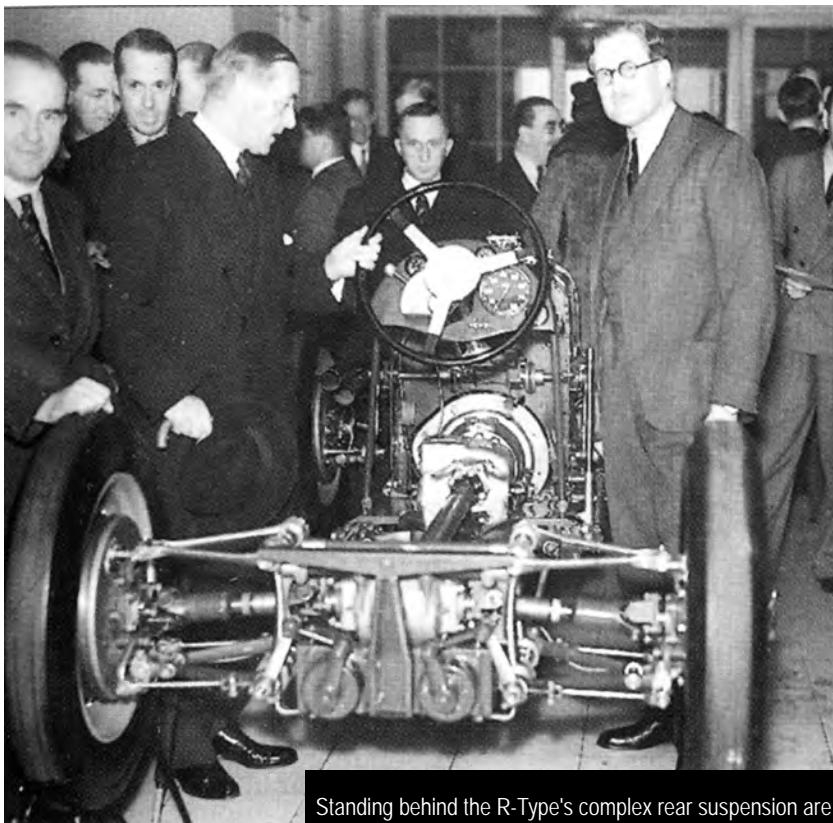
The MG K3 with Howe at wheel and Hamilton alongside during fuel testing on the autostrada in readiness for the Mille Miglia



1933 was the year the K3 Magnette made its mark in the world of motor racing. While now we only see the cars puttering around, we should take time out to remember that they were the cutting edge of motor sporting development, providing a basis from which amateur drivers could 'have a go' in international as well as national events, and win races or at least their class in motor races. The K3 was, by the standards of its day, **very fast**, a match for many cars with much bigger engines and costing hundreds of pounds more. Supported by the older Midgets and the newer J4 model, the Abingdon marque more or less had its classes in racing sewn up for the next few years. The Midgets became faster, and their road holding deficiencies became more noticeable. With over 100bhp available from both 750cc and 1100cc capacities, engine outputs were not a problem, but keeping the car on the road certainly was.



The MG J4



Standing behind the R-Type's complex rear suspension are
(L to R) Kimber, Malcomm Campbell, and George Eyston

With the workload of keeping the cars going, developing new models for the road and all the normal pressures of keeping production running, it was nearly two years before Charles finalised the design of the chassis stiffness problem, which was to specify an ultra-stiff, but light, frame, and using a wishbone suspension in each corner. Charles used torsion bars as the springing medium, then a novel although not completely revolutionary design. It was decided that the best way to test these new ideas was in a racing car, and the result was the R-type Midget, announced in April 1935. This car was programmed as 'EX147' in the Factory records. While there was also a larger road going version of the car under 'EX150', sadly this car was never completed, however Cowley resurrected this larger saloon which later became the MG SA, albeit with conventional suspension.

At Morris Motors a number of important changes were happening. Leonard Lord was a rising star, having been responsible previously for getting the Wolseley Company back into profitability, and in 1934 was appointed in operational control of all Morris's companies. Sir William was ennobled, became a baron, mainly in recognition of his charitable works, and became Lord Nuffield. He was

approaching 60 years of age, and with no family heirs to take control, he desired the establishment of order within his companies, and sold all his enterprises to a public holding company with the title of Nuffield Products Ltd. This meant that Wolseley, MG and the SU Carburettor Company all came under Leonard Lord's direct control, as well as Morris Motors itself, and Morris Commercial Cars, the light truck wing of the Morris Empire.

What exactly followed we cannot be sure, but as reported to me by some present at the time, Lord was emphatic that he alone was in charge, and that each manufacturing unit would have to become profitable, and that the best way of achieving this was by centralising financial and design control. All development work was hitherto to be conducted at Cowley. Lord rather sneered at the work on EX147/150, stating to a group which included Cousins and Jackson, "We don't want none of this suspension nonsense on any of our cars, leaf springs will serve us for many years to come!" While at Abingdon, he told Kimber, Propert and Cousins that the experimental department had to be disbanded, and jobs would be found at Cowley for all technically qualified staff. This included Charles

and Enever, Charles being given the post of 'Designer, MG cars', alongside Gerald Palmer, who was responsible for Morris and Wolseley models. Enever was to be liaison officer with the Abingdon works, but now based at Cowley, which suited him as he lived closer to Cowley than to Abingdon! Jackson suffered rather worse initially, being given a job as itinerant works engineer visiting customers suffering problems with their MG cars.

Charles had patented 10 original ideas while at MG, giving credit to co-workers where appropriate, as well as contributing so much support to the activities of the Company and its customers.



The MG SA Tickford

That Palmer and Charles did not get on is not really surprising. The former regarded the latter as a "loose cannon", no doubt information fed him by Len Lord, who regarded the motor car as a means of getting to places and nothing more, and Charles left during 1937 to move back into the aircraft industry. Sir Roy Fedden was the engine designer of the Bristol Aeroplane Company near Bristol, and had been an enthusiastic customer of MG cars, using them in rallies and trials. When Kimber decided that it was time to equip the MG factory for military work, he contacted Fedden, who ensured that Reg Jackson was placed at the Gloster Aeroplane Company's works to look into the ways of setting up a proper inspection department within MG to meet the required standards. It is likely that Fedden got wind of the fact that Hubert Charles was unhappy at Cowley, because a consortium of companies headed by Rolls Royce and Bristol were setting up a joint company, called Rotol Ltd ('Ro' from Rolls Royce, 'tol' from Bristol!) to produce and improve designs for variable pitch aircraft propellers, which were previously regarded by the Ministry as an unnecessary complication as they were not inherently reliable, having tried both electrical and hydraulic power to make them work. It was Rotol who perfected designs, and Charles was involved with this work, which was in time for reliable variable pitch propellers to be used in the Battle of Britain fighters, and all subsequent British war 'planes.

Lord himself left Morris Industries in 1937, making the mistake of asking Lord Nuffield for a rise, which was turned down taking the view that he made financial rewards; they were not something staff should ask for. Lord left, very

upset, and went on a world cruise, returning to work initially for the Nuffield Benevolent Association, before moving to Austin Motor Company in 1938.

Charles' work in the aircraft industry on war work took him in 1941 to one of Herbert Austin's shadow factories at Cofton Hackett, where he worked on the operational problems associated with the four-engine bomber aeroplanes, initially Stirlings and later, Halifaxes and Lancasters. With Leonard Lord in charge, this brought the two men together again, and Lord got Charles involved in thinking about post-war car design, it seems on the engine design of the small A-series unit of 800cc, and slightly larger B-series of 1200cc. Engineer in charge of this work was Bill Appleby, and while it was very much secondary to the war work, time was found to patent various items of original thinking from Charles.

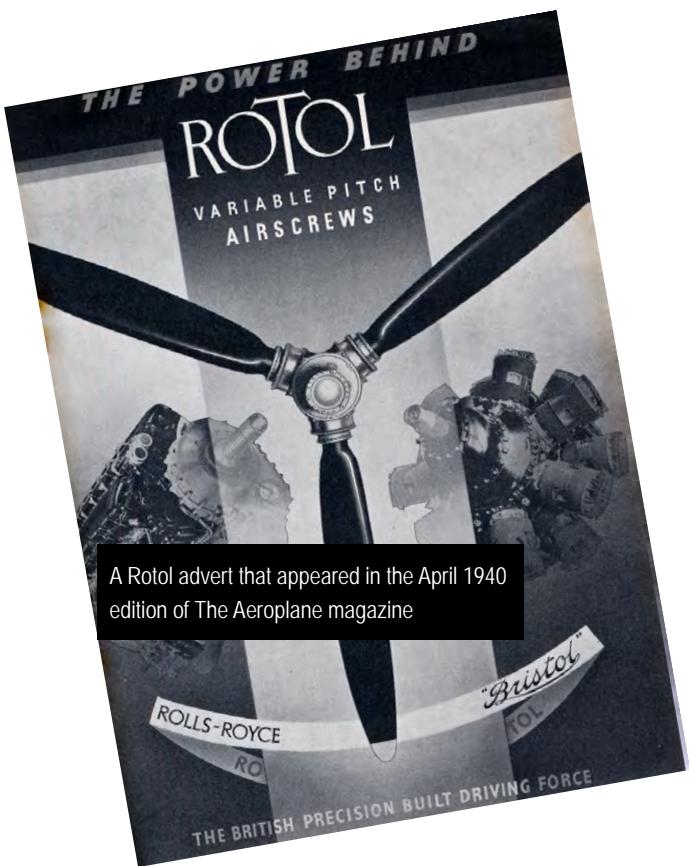
With the war over, Charles continued to work on the new engine range, the larger of which was eventually put into production with the A40 Devon model, introduced in 1947, but shortly before this Charles again found himself at odds with Lord's dictatorial mode of management and resigned in 1946, turning to consultancy and obtaining work with both Cam Gears Ltd, who supplied steering gears to, amongst others, the Nuffield Group, and Norton Motors Ltd, manufacturers of quality motor cycles.

During this time he met Gilbert Manley, probably through Norton Motors, for whom Manley was also working, and in 1953 they formed a partnership, Manley & Charles, which sought contracts from the engineering industry and which was apparently successful at first. However, this was wound up in 1956, following a mutual agreement, and Charles went to work as an engineer for Humphrey & Glasgow Ltd, contracted in the oil and gas industries, and just getting involved with North Sea gas and oil fields.

In 1962, Charles moved to Associated Octel Ltd, who were endeavouring to solve problems in the automotive emissions field from the point of view of fuels, and Charles was designated Chief Engineer until his retirement in 1968, at the age of 71, living happily and contented until 1982, when he died on 18 January at the age of 88 years.

It was at the Bletchley, Buckinghamshire site, operated at the time by Octel, that I was able to meet Charles, thanks to an introduction from Syd Enever. Although reluctant to talk about his time at MG, I was able to elicit a little from him, but it was obvious that, while he respected Enever and Jackson, and asked after Cousins and others, he had nothing to say about Lord or Thomas. He felt that the R-type MG was a wasted opportunity, which inspired me to research the model, and even to try to buy one at one stage.

The man was an imposing figure and spoke fluently and authoritatively on engineering matters, and after my week with him I felt that I would have been able to work for him, but that never happened, although in studying his works



A Rotol advert that appeared in the April 1940 edition of The Aeroplane magazine

at Abingdon and his contribution to the overall picture at MG, I have grown to admire him immensely. During his working life he patented no fewer than 53 of his works, a remarkable number. I believe he was not always well served by colleagues he trusted, which probably did not fit him for the highest levels of management, where one needed to be ruthless. Charles was an honourable man, some others were not.

He was undoubtedly the brains behind the MG operation and its many successes between 1929 and 1937. His works are to be found even in the SVW and T-series cars of pre-war times. There was little inspiring about the Morris or Wolseley cars of that period: drive any of them and you will quickly see what I mean! Yet the cars produced at Abingdon 1936-39 from the same basic parts are worthy of the ideal of the original MG cars, those of the so-called vintage era, pre-1929, offering as they did good value for money. Even the TA with its plodding engine has good handling, and the extra cubic capacity does provide a more relaxing drive than the Triple-M cars, which needed to be "rowed along with the gear-lever to get their best", as Reg Jackson once said to me. However, from a pure engineering perspective, the making of a world beating racing car from the Morris Minor was something few others could have achieved. This, coupled with his works in aeronautical engineering and industrial engineering, surely puts Hubert Noel Charles amongst the all-time great engineers: truly an engineer extraordinary.



Hubert and May Charles, 1979

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Technical Topics

Gary Krukoski GaryKrukoski@yahoo.com



MMM Oiling Line Fabrication

When creating new oil lines, they are required to be bent which is not difficult.

The first step is to locate the correct size of brass tubing. Lew Palmer suggested Alaskan Copper (<https://alaskancopper.com/>) as a source. It is best to get it in five foot lengths. Do not have them ship it in a rolled circle, as this can work harden the tubing. If using tubing sitting around for many years, it must be checked for splits. I had brand new and old new stock on this project. Not sure how old but found many splits in the old tubing.

If it is a bit hard, the tubing must be annealed using an acetylene torch to red hot, then let cool. This will soften to make easier bends. I annealed all areas I plan on bending.

Part Prep:

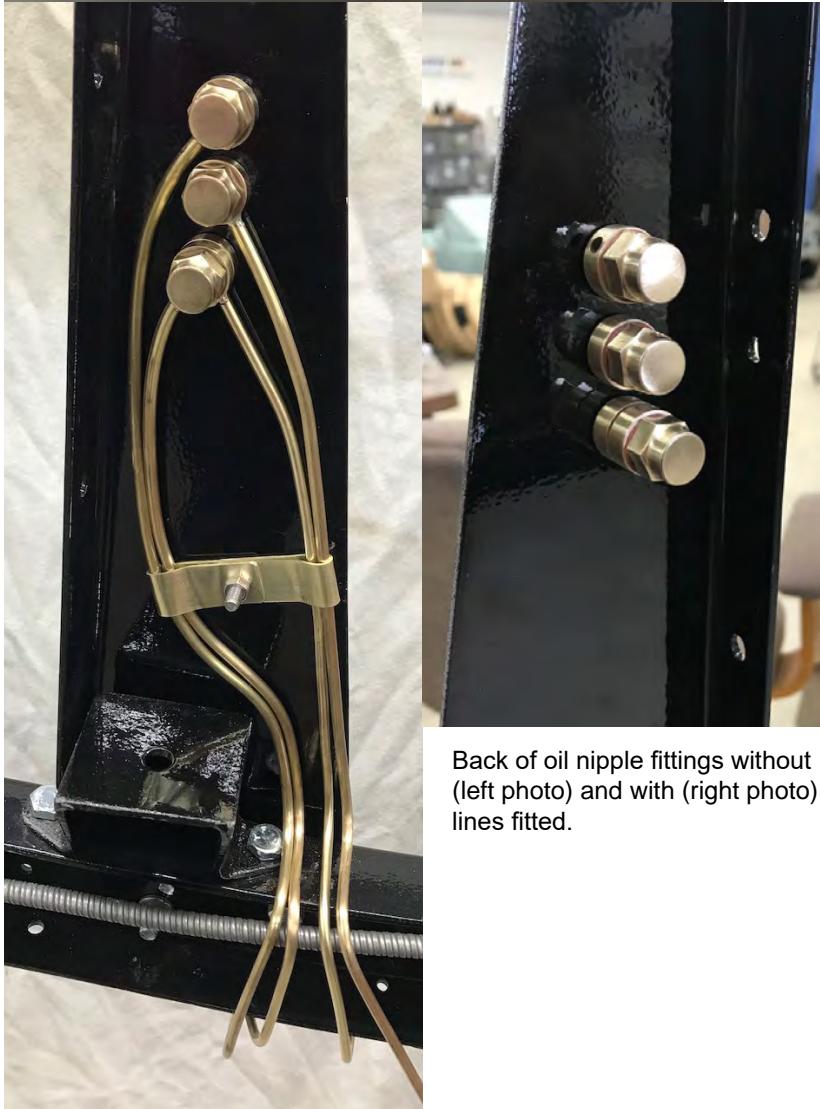
My first step was to clean all the small parts on a 3M deburring wheel. Then lapping the flat surfaces on a piece of 800 sand paper in a figure 8.



Cleaning
and
Polishing



Several diameter of bending tools are needed along with a bending spring of the correct size to match the O/D of the tubing.



Back of oil nipple fittings without (left photo) and with (right photo) lines fitted.

Bending Process:

When starting the bending process, leave an extra length of tubing on the bending end which allows the tubing to be cut in correct length after the bend.

Attaching Fittings

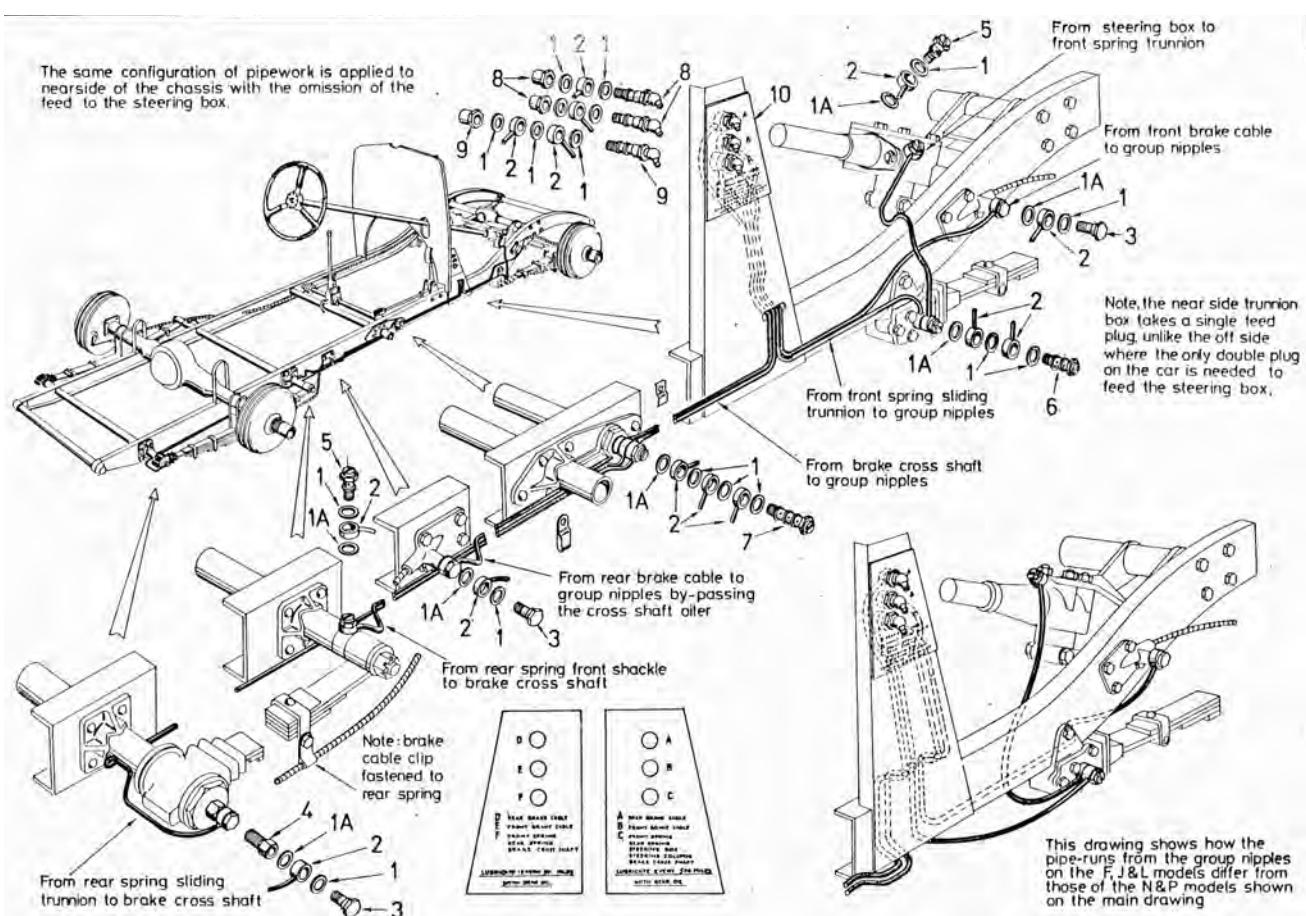
When attaching the fitting use only silver solder and correct flux. Extreme caution must be used. If too much solder is applied it will weep into the tube and block it. (Photo)

Where heat is applied, the tube must be cleaned and buffed.



P Type Chassis oilers: (PB0564)

- (A) Dia 9.86 mm x 1.0 pitch = Metric Fine M10x1
- (B) Dia 0.473 inch x 36 TPI = ?? 'special' ??





Early MMM cars - one line had a rubber hose to the brake cable (not installed here)

Early models will have a small rubber line from the metal tube to the brake cable. Rubber line not yet installed in photo. (Photo of rear spring front attaching pin.) Later models have a direct fit to the cable. My Chassis is from a D Type which uses the rubber line.

One last thing when routing the tubing make sure to consider where wings and running board are located. If not, you may be rerouting a tube when you install the wings/running board.v



Cars of our Register

Enjoying photos and stories of our cars



Time to send your editor stories and photos of your MGs. The file closet is bare again, and members would like to know what your cars are up to!

Tom Wilson MGTCTom@gmail.com

L2 DAVID HARRISON Tiburon, CA

Magna Fun at Mini-GOF

The continuing adventures of David and L2068

Following up on my Summer 2021 article "An Oily Tale" about travails of the sump on the L2 - here's the resto of a good story and adventure.

By April last year, my 1933 MG L2 Magna had been dormant too long due to viral cancellation of classic car events. So I was happy when Hank Giffin announced he and the NEMGTR Chesapeake Chapter were hosting a MINI-GOF in Virginia Beach, almost in my back yard. In preparation I overhauled the Magna's somewhat neglected engine oil and filter system described previously in the above mentioned article. Other than charging the battery and fresh petrol there was not much to do on the L2. No brakes to bleed, the fuel system was fine, the old SU's seeming more tolerant of today's fuel than the Strom-

bergs on my S 1.5 E-Type. In retrospect maybe I should have spent more time on my tow vehicle, a 1993 F-150.

I set off on the two hour drive at lunchtime, taking a back road and planning to arrive at the host hotel before the Friday rush hour. About half way there the F-150 started to lose power. I stopped at an Advanced Auto store and checked the usual suspects, it felt like dragging brakes but wasn't, and decided to press on. I ended up in rush hour traffic labouring in first gear with a maximum speed of 25 mph and a long line of frustrated motorists behind the rig. What a relief to finally arrive safely at the Founders Inn. The evening's program of a visit to a secret British car collection with a buffet, bar and MG friends restored the MG spirit.

I unloaded the L2 from the trailer the next morning. It started right up and I enjoyed a brisk sunny drive with the NEMGTR folk to the Virginia Beach Military Air Museum. We parked on the apron next to a WW2 P-36 and

a Stearman biplane and visited hangars full of WWI and WWII aircraft. Well worth a visit.

Another brisk drive took us to our car show at Big Ugly Brewery in Chesapeake to display our cars and of course, sample the microbrews and enjoy a Panera box lunch. My personal show fave was Hank Giffin's beautifully patina'd and rare MG SA saloon.

I enjoyed another brisk drive back to the Founders for the Awards dinner. The old L2 ran perfectly all day, several hours of back road driving on a sunny day, surrounded by MGs. It doesn't get any better.

I wish I could say the same about the journey home the next day which ended in a tow (plugged catalytic converter), but it was all worth it. A big thank you to Hank and the NEMGTR folk.

David





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