

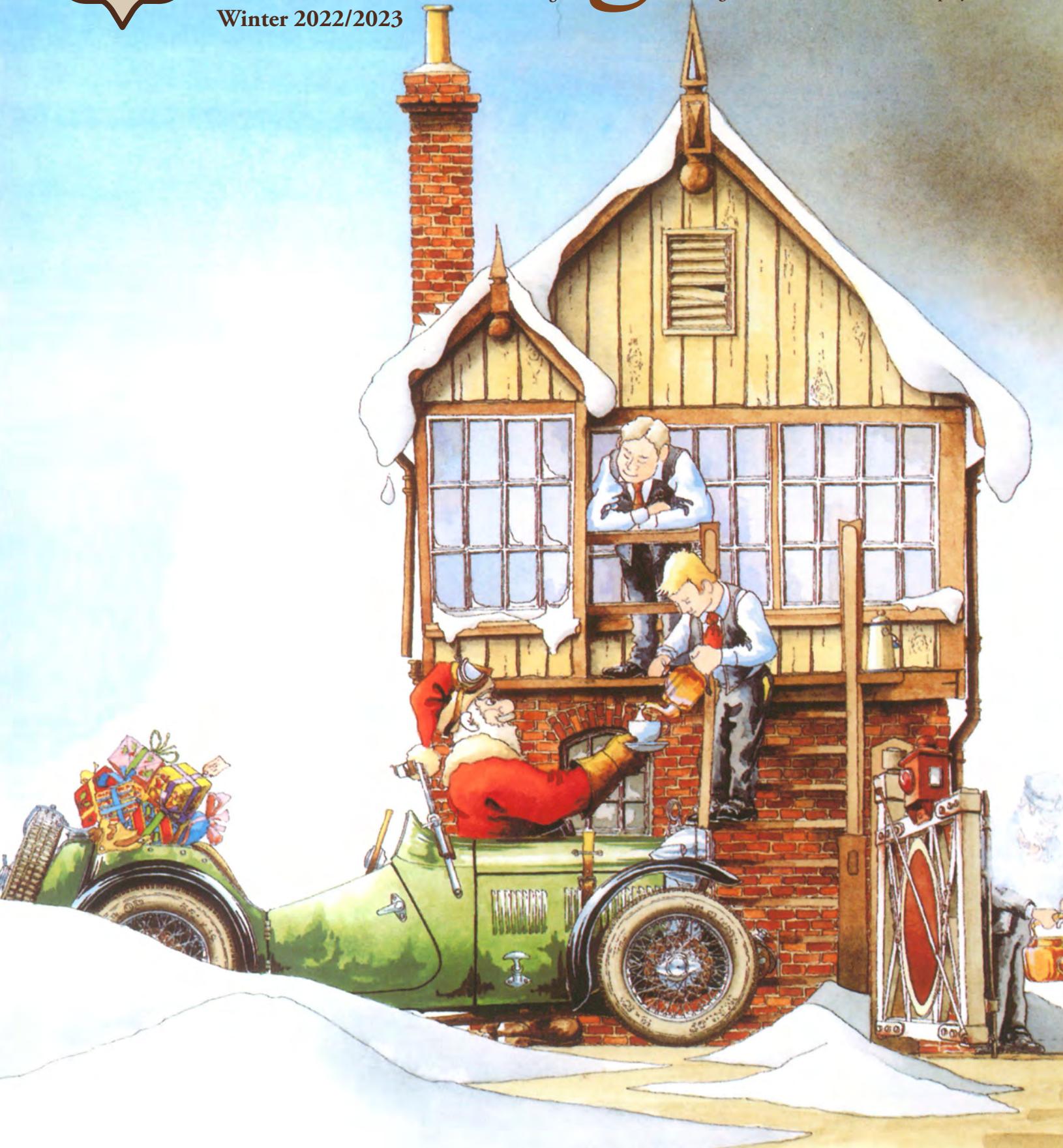


MMMagazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Winter 2022/2023





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

Chairman

Jack Kahler
MGJack@aol.com
(303) 204-5517

Vice Chairman

Tom Metcalf
118 Park Ave East, Rear
Mansfield, OH 44902
SafetyFast@zoominternet.net
(419) 282-1547

Treasurer

Jack Schneider
8598 Brewster Ave.
Inver Grove Heights, MN 55076
britjack@comcast.net
(651) 248-5851

Secretary

Sarah Richey
914 Smith Court
Bowling Green, KY 42103
srlichey52@gmail.com
(270) 842-5778

Register Historian

Phil Anderson
PO Box 100
Hovland, MN 55066
PAnderson@northpark.edu
(651) 433-0104



North American MMM Register
A Register of the MG Car Club
<http://www.nammmr.org/>

Registrar

Reinout Vogt
770 Crandall Ct.
Decatur, GA 30033
reinoutvogt@gmail.com
(847) 342-9804

Director of Register Events

Alan Magnuson
7754 S. Waco St.
Centennial, CO 80016
alanmg1978@gmail.com
(303) 437-0527

Technical Coordinator

Gary Krukoski
8297 Orchard Lane N.
Maple Grove, MN 55311
GaryKrukoski@yahoo.com
(763) 226-2789

Director of Advertising

Greg Peek
12731 Strawberry Circle
Longmont, CO 80503
gpintpa@gmail.com
(813) 494-5096



The MG Car Club
The Triple-M Register
United Kingdom
www.triple-mregister.org

Manager of Register Regalia

Cathy Gunderson
6160 West Lakeside Ct.
Littleton CO 80125
J-CG@juno.com
(303) 791-4902

Webmaster

Casey Duncan
11921 S. Saunter Lane
Parker, CO 80138
Casey.Duncan@gmail.com
(925) 413-8097

Newsletter Editor

Tom Wilson
11541 Trail Ridge Place
Zionsville, IN 46077
MGTCTom@gmail.com
(317) 432-1984

Director of MMM Vehicle Records

Lew Palmer
16780 St. Mary's Dr.
St. Mary's Point, MN 55043
Lew@roundaboutmanor.com
(651) 270-3291

Register Address:

North American MMM Register
P.O. Box 271825
Littleton, CO 80127



The Pre-war M.G. Register of Australia
<http://prewar.mgcc.info>

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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.

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The Editor's Desk

Tom Wilson MGTCTom@gmail.com

Don't know if this is the "penultimate" issue, but it's my last one as editor of this fine publication. I hope the work I've done on it during the past 36 months assembling twelve issues has met with your approval and enjoyment. I understand how difficult it is to find a good editor, not to mention understanding and obtaining content relative to MMM cars. Could you be the one who will step up and take it on? Please say yes ...



This issue is full of the MG Centenary celebrations information and some company history articles. Much of the history you will already be familiar with, but there's always a new tidbit for someone or a new club member. I was reminded of that over Thanksgiving weekend when a fellow TC owner sent me information about the fine ale Old Speckled Hen. He had just discovered the connection to MG sports cars and how it came about – something I thought most everyone knew. Perhaps my forays into MG history can still provide enjoyment for others.

As you've heard and will read, the 2023 National Meet is in conjunction with GOF Central in South Bend Indiana. Registration opens the first week of December, so be sure to go online and sign up. Headquarters is the Embassy Suites Hotel, right across the street from Notre Dame University and the stadium. We have indoor parking, and the plan is to park most of the trailers indoors as well (that'll depend on how many trailers arrive). The hotel has a marvelous late afternoon Manager's Reception each day; if you've attended a GOF hosted by an Embassy Suites in the past you'll remember what a great way it is to cap off an afternoon. Breakfast does much the same.

The event won't be a "run of the mill" GOF/MMM Meet. Lots of variations and fun things are in store – including a birthday party! GOF2023.com is the website. Be sure to watch the promo video!

Salt went down on our roads last week, marking the end of MG driving season here in Indiana – unless we have warmer temps and lots of rain to wash it off. It did warm up a bit Thanksgiving week – enough to make it more comfortable as I planted 700 tulip bulbs (an annual job). Christmas Eve drives in an MG with the top down have always been a tradition here at our home; perhaps we'll get to do it again!

Best wishes for a Merry Christmas and Happy New Year. I'll see everyone in South Bend this coming June!

Safety Fast,



Holiday decorations and old windmills make for a great MG photoshoot background



Chairman's Corner

Jack Kahler MGJack@aol.com



2023 looks like a record setting MG event year. Your Register's National Meet is in conjunction with GOF Central. Here's the general information from Greg Peterson, Chairman of GOF Central 2023.



"Next year will be the 100th anniversary of MG and the GOF Central 2023 Committee is hard at work planning a great Birthday Party for all our everlasting automobiles. The GOF will be in South Bend, IN, central in our Midwest region. The event opens with hospitality and registration on Monday June 19th at the Embassy Suites, across the street from Notre Dame University. The event culminates Thursday evening June 22nd with the Awards Banquet and Grand Birthday Party.

Registration is now open at GOF2023.com.

The best parts of any GOF are the people we meet and friendships that we renew; 2023 will be no different. The Embassy Suites is set up nicely for intimate conversations to catch up on times past, and has plenty of open space for cars, valve cover racing, a manager's reception every evening, as well as a nice dining room and a short walking distance to Eddy Street Commons for all your dinning and nightlife needs.

I am asking your help to ensure the important PEOPLE part of the event reaches its full potential. Register to attend, and bring one of your MGs!

ALL models of MGs (Vintage, MMM, SVW, T, Saloons, A, B, et al are invited to this GOF Central to celebrate the 100th MG Birthday.

Come on MMMers - let's help GOF Central and our own Tom Wilson celebrate with a great attendance of our pre war MGs.

Cheers,

Jack

GOF CENTRAL

Gathering of the Faithful
Celebrating 100 years of MG Sports Cars
South Bend, IN June 20 - 23, 2023



The Olde Octagons of Indiana and Hoosier MGs have planned another blockbuster MG event for you. The 2023 GOF Central combines special friends, activities, and food for an MG Car Company centenary birthday party to remember. GOF headquarters and guest hotel is Embassy Suites in South Bend, IN. All MGs and enthusiasts are invited!

Visit GOF2023.com for details. Be sure to watch the video!

Registration opens in early December.





100th Anniversary

**41st LIME ROCK HISTORICS
September 3-5, 2023**

At this early date I am delighted to announce that our Register has been invited by MGVR Group to participate in the 41st LIME ROCK HISTORICS event. This is another MG 100 celebration is on this side of the pond.

The 41st Lime Rock Park Historic Festival, September 1-4, 2023, will feature a host of MG events to celebrate the 100th year since Cecil Kimber badged his bullnosed Morris as an MG for Morris Garages.

MGVR's Dave Nicholas said, "We expect a record number of MGs from pre-war to current to be racing and dozens more significant MGs to be on display throughout the weekend."

Skip Barber, the Event Chairman, added "We're hoping for a big turnout of pre-war and T type MG's. When this happens, we will have a separate race for those historic cars as well as an all-MG race for the newer models."

The Lime Rock Park Historic Festival is a unique motor-ing event with three days of historic racing and *Sunday in the Park*, which combines the *Lime Rock Concours* with *The Gathering of the Marque*. Together they draw

hundreds of classic and competition cars that are arrayed around the Lime Rock Park circuit. Lowell Paddock, executive director of Sunday in The Park, offered "We will have a judged MG class in the concours as well as a display of the many different models of MGs around the track. Expect to see some truly beautiful examples."

This amazing assembly of cars arranged over Labor Day weekend draws thousands of fans. We expect to reacquaint the faithful and introduce younger enthusiasts to the history of MG. From racing to *Sunday in The Park*, this event is not to be missed.

Noted illustrator Bob Colaizzi has created a commemorative poster for the event showing the history of MG from Old Number One, Doreen Evans in her Brooklands-winning MG Q and the MG EX-181 Bonneville car driven to a land speed records by Stirling Moss and Phil Hill. The bottom group on the poster shows the MGVR field for the rebirth of the MG Collier Cup after 50 years and the stunning MGA of Carl George.

A complete schedule of the 41st Lime Rock Park Historic Festival and MG celebration will be published as we get closer to the event.

For more information please contact:

Dave Nicholas MGVR766@gmail.com

Skip Barber skip@limerock.com

Lowell Paddock lowell@limerock.com

This event is a fantastic opportunity to show off our MMM MGs and support the mark for the 100 Birthday of MG. See ya there for all the fun and MG excitement.

Cheers,

Jack E. Kahler
Chairman, MG NAMMMR
5260 South Zinnia Court
Littleton, CO 80127



LIME ROCK CELEBRATES MG'S 100TH ANNIVERSARY

SEPTEMBER 1-4 2023



Safety fast!

Bon Blingz



Treasurer's Report

Jack Schneider

britjack@comcast.net



November 14, 2022

The end of 2022 is fast approaching. There is not much to report from the treasury. All expenses for the year have been paid except for costs for 2023 Member Registration Renewal materials. These are soon to come from Reinout. The past few years, members have responded swiftly and renewed their memberships. I look forward to you again being active members. It takes all of us to continue our Register!

We remain in very stable financial shape. Please continue to support our NAMMMR!

Thanks for your continued participation,

Jack

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Kimber Festival 2023

Call for Presenters

The New England MG T Register is seeking proposals for presentations at its Kimber Festival to be held at the Simeone Collection in Philadelphia, the weekend of April 28-29, 2023.

The Kimber Festival brings together enthusiasts who are keenly interested in M.G. history. Organized as an academic conference, the program consists of presentations about all M.G.s with topics that may include design and production, technical discussions, competitors, and competitions. Papers about the last MGB will be as welcome as one about the first M.G., Old Number One. Presenters pay all of their own expenses, as there is no budget for honorariums.

In addition to M.G. subjects, proposals for papers on topics related to the old car hobby will also be welcomed. A few years ago, for instance, we had a presentation about flower arranging using M.G. parts. Following the Festival, a certain number of the papers will be selected for publication in The Sacred Octagon, The Register's magazine.

Proposals should include the title of the submission, names and affiliations of presenters, together with addresses, phone numbers, email addresses of contact personnel, proposed format (paper, panel, workshop, etc.) and a short abstract describing the content of the



presentation. A computer projector will be available for power point presentations.

Proposals must be received by December 31, 2022; notification of acceptance is anticipated by January 31.

Proposals should be submitted to:

Gord Whatley
32 Brock Street
Ontario, Canada, L7J 1N2
gwhatley@mac.com

Want to submit online? Use this link:
<https://www.nemgtr.org/kimber-festival-2023/call-for-presenters.html>

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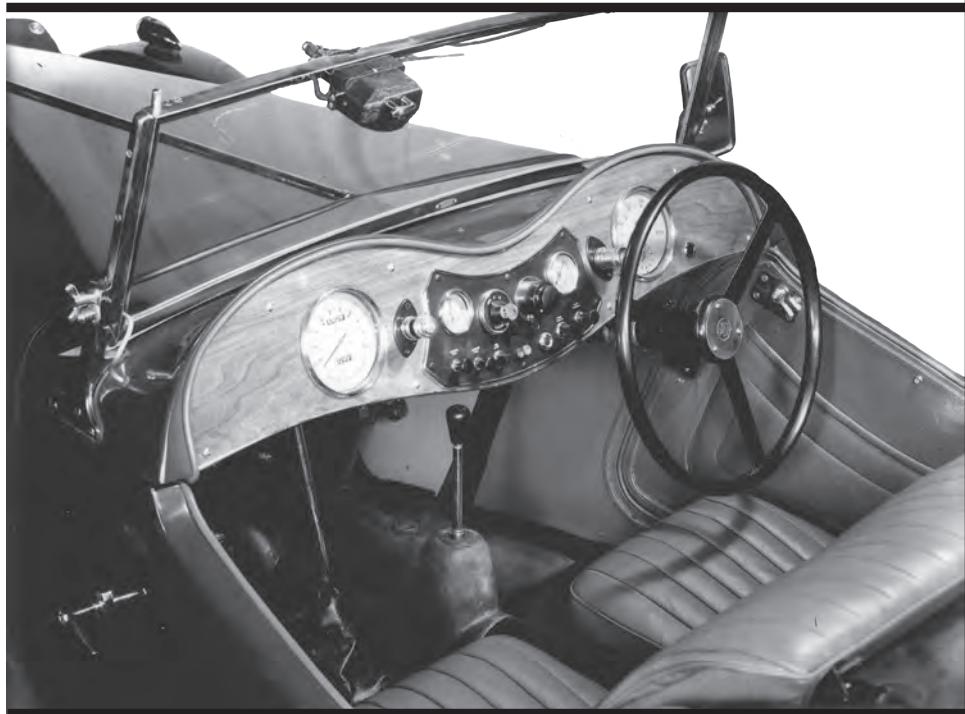
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Event News - 2023

Alan Magnuson alanmg1978@gmail.com



Celebrating MG's 100th Anniversary and 2023 MGCC UK Activities

Greetings from Brian Woodhams and the MGCC U.K.! (Brian is Overseas Manager for North America and the acting Chairman of the MGCC UK MGB Register.)

- The MGCC UK Annual General Meeting was held Saturday, October 22, 2022. Three UK Directors were elected: Chairman - Dave Tynan, Vice Chairman and Overseas - Peter Cook, and Treasurer - Philip Hayward. Mike Stafford is General Manager of Kimber House. Our English counterparts are looking for younger people to join the leadership team. Sounds familiar!
- MGCC of England's Nuffield Trophy for North American was shared by three clubs for 2021. The MGCC Rocky Mountain Centre, MGCC of Toronto, and the Peachtree MG Registry. The 2022 Nuffield North American awardee will be announced in December.
- Brian is hoping to attend events in North America and the South African Indaba.

MGCC UK 2023 Activities:

MG's 100 Year Celebration begins June 2023 and runs through June 2024. The MGCC UK's MG100 committee issued a press release in the December 2022 issue of Safety Fast! detailing upcoming events. Use the club's new webpage www.mg100.co.uk for information on all activities..

The MGCC Centenary logo has Old Number One and the latest full electric MG sportscar due out in 2023/24.

Cecil Kimber is acknowledged as the person who dreamed of and achieved the production of the MG brand of sports cars while working for Morris Motors.



MG 2023 North American Activities:

In the meantime, get these 2023 dates on your calendar for MG Centenary Events in North America. Organizers will be delighted to have you attend events in your area of North America (or make a distance trip!). These Centenary celebrations **invite All MGs and their owners!**

- MGCC Rocky Mountain Centre's 71st Annual Rallye Glenwood Springs, Colorado.
June 9-11, 2023.
Celebrating Centenary with the TD as car of show.
- NAMGAR's GT-48 in Memphis, Tennessee.
June 12-16, 2023.
- NEMGTR GOF Mk 109 "Rally up the Rideau"
Kingston to Ottawa, Canada.
June 14-18, 2023.
- GOF Central/NAMMMR in South Bend, IN.**
South Bend is home to Notre Dame University and the former Studebaker company
This is the NAMMMR National Meet and will be a key event of the year for MGs..
June 20-23, 2023.
- NAMGBR's MG2023 – Calgary, Alberta, starts after the Calgary Stampede from July 17-20, 2023.
- Lime Rock 41st Historics Race, Lime Rock, Connecticut.
Celebrating MG's 100th Anniversary!
September 1-4, 2023.
- SVRA Collier Cup MG Race, Watkins Glen.
September 9-10, 2023.
- 40th Annual Colorado English Motoring Conclave.
This Centenary celebration will have over 400 British vehicles.
September 16-17, 2023..

Safety fast!

Alan
303-437-0527

The M.G. Car Company's Beginnings

Cecil came to Oxford's Morris Garages in 1921 and began the process of evolving Morris standard offerings into sportier cars with better handling and sleeker lines. While managing Morris Garages, Kimber was servicing vehicles of well-to-do students and Oxonians who desired improved performance in their cars. Morris Garages, as the Morris Motors Oxfordshire distributor, used Morris Motors as their source for chassis and drivetrains. Morris Garages sources for custom bodies were initially either Charles Raworth or Carbodies in Coventry.

Kimber had been modifying and offering for sale the sportier Morris Garages version of the Morris Motors Chummy. In 1923, Kimber placed an order with Raworth for six 2-seat sporting bodies to be mounted on modified Morris Cowley chassis. These six custom bodied cars had modifications made to change the suspension, lower the ride height, and rake the steering column back to improve driving characteristics. The Raworth bodies were unique, with Dickey seats, painted in bright colors, and were expensive in comparison to other Morris Motors cars on the market, priced at 350 Pounds Sterling. The six Raworth cars took one year to sell. Kimber knew he needed to refine his ideas of what a sporting car should be and sell for.

Kimber developed other sporting car design concepts until he hit upon the M.G. 14/28 introduced in May 1924. The Morris Garages 14/28 is a lowered suspension, bullnose Morris Motors Oxford chassis with a 13.9 h.p. engine and raked steering column to improve driving characteristics. The body was brushed aluminum with seating for four. Kimber made the first M.G. 14/28 for Jack Gardiner, an employee receiving an inheritance when he turned 21. The second went to Billy Cooper, who was a starter for Brooklands and other races. Cooper's car gained marketing recognition for MG as it was frequently

parked at racing venues. William Morris supported the 1924 Morris Garages success in car sales and supported expansion. MG was now making four models of two and four passenger open and closed sports vehicles.

MG's Octagon logo, associated with MG branding and marketing, begins appearing in Morris Garages advertising in the Oxford University Student newspaper in December 1923 and the Morris Owner publication in May 1924.

Cecil Kimber had successfully used Trials Competitions in 1923 and 1924 as M.G. marketing opportunities. In 1924 he started modifying a Morris Cowley chassis in the Longwall garage. He had the frame curved over the rear axle, installed semi elliptic springs, a Hotchkiss OHV 11.9 h.p. engine, four-wheel drum brakes from the Oxford chassis, and a narrow two-seater body from Carbodies of Coventry. The car was licensed as FC7900 at the end of March 1925 and once again, Kimber won a gold medal in the Land's End Trials on April 12th. This car is known as MG's "Old Number One".

Mike Allison, an M.G. employee from 1961-76, M.G. Air Emissions Engineer, and past MMM UK Chairman, wrote in his book *The Magic of MG*, "The first M.G. was not 'Old Number One'. MGs identifiable as such were built for some two years before that famous car was built. It might, however, be true to say the Old Number One was the first M.G. built specifically for sporting purposes."

MG's Centenary celebrations begin June of 2023, 100 years after the first Raworth bodied Chummy was sold and delivered on June 1, 1923. Worldwide celebrations continue through June of 2024 to commemorate the success of the MG marque begun by Raworth Chummy's and M.G. 14/28's.

Dash Instrument Restoration

John Marks at Vintage Restorations Ltd. in Tunbridge Wells, England has been the "go-to" shop for MG instruments since 1967. John is semi-retired but still accepting some work. If you would like him to restore your instruments call or email him; you'll need to make special delivery arrangements, as he does not handle Customs and Excise paperwork on imports.

John has restored all the instruments on my four TCs, VA, and eleven MMMs. I highly recommend his work. He isn't currently restoring early J2/L speedo Governors - for that work contact Mike Flannery .

Tom Wilson

Vintage Restorations Ltd.

JOHN MARKS
THE OLD BAKERY, WINDMILL STREET,
TUNBRIDGE WELLS, KENT TN2 4UU, ENGLAND
Email: instruments@vintagerestorations.com
Telephone: +44 (0) 1892 525899



Mike Flannery
magnetic-speedometer-repair.com
MJPFlannery@hotmail.com
+44 (0) 1594 861095
Gloucestershire GL17 9TU U.K.

A brief history of events in the development and founding of MG as a marque.

- 1890's William Morris builds bicycles and then motorcycles in Oxford
- 1908 William Morris sells motorcycle business and keeps Longwall Street stables
- 1908 William Morris begins repairing, renting, and selling cars.
- 1911 The Morris Garage opened as an automobile sales and service office in the refurbished Longwall location. With additional sales offices and service locations in Oxfordshire, the name changed to The Morris Garages in 1913. The Morris Garages also represented Sunbeam, Humber, and Dodge brands.
- 1912 W.R.M. (William R. Morris) Motors founded. Name becomes Morris Motors in 1919
- 1921 Cecil Kimber appointed Sales Manager of Morris Garages and General Manager in March 1922 at the Queen Street sales office.
- 1923 Morris Garages Cowley Chummy, an 11.9 h.p. two-seater with a Dickey (Rumble) seat produced at Alfred Lane location, February
- 1923 First Advertisement with Octagon mark with Morris Garages Cowley Chummy, March
- 1923 London – Lands End Trial, Cecil Kimber wins gold medal in Morris Garages Cowley Chummy, April
- 1923 Six 2- seat sporting bodies ordered from Raworth and placed on Cowley chassis
- 1923 1st Raworth bodied Cowley Chummy purchased 1 June, FC5581. Oliver Arkell purchased his yellow Raworth Chummy in August, FC5855
- 1924 London – Lands End Trial, Cecil Kimber wins gold medal in Raworth Cowley Chummy, April
- 1924 Introduction of M.G. Special four-seater Sports on modified 14/28 Morris Oxford chassis
- 1924 "MG" Trademark and patent retroactively claimed from this date, May
- 1924 London – Edinburgh Trial, gold medal in a Bullnose Morris 14/28 Morris Garages Super Sports, License # MF8068.
- 1925 London – Lands End Trial gold medal in Kimber special, License # FC7900, April
- 1926 Announcement of MG Flat Radiator 14/28 Super Sports
- 1927 First batch of chassis collected from Morris Motors for MG 14/40 Sports Mk IV production at Edmund Road factory. August
- 1928 MG Car Company (proprietor Morris Garages Ltd) formed, March
- 1928 MG Octagon registered as trademark, April
- 1930 MG Car Company Ltd registered, July



Start of the first Chiltern Trial, the MG Car Club's first event, February 1931



THE MG CAR CLUB, IN THE BEGINNING

After a lot of discussion, and with Cecil Kimber's blessing, the MG Car Club was formally constituted in late 1930. John Thornley was enthusiastically voted secretary, and a working committee elected. Forming a club is one thing. Turning it into a going concern is another. One of the first events conducted by The MG Car Club was a trial. The Chilterns seemed the obvious district and committee member Harold Hastings promised to find him some hills and draw up a set of regs. Early in the New Year, Hastings and Thornley got down to the route question in earnest and started a series of extraordinarily muddy expeditions. In the meantime, the Club held its first annual dinner. This took place on January 9, 1931 at the Mecca Restaurant, Ludgate Hill, with Mr Kimber in the chair. Amongst the guests was the Earl of March. Mr Kimber made a characteristically amusing speech, gave some interesting facts about the Midget with which George Eyston was even then starting his record breaking habits, and concluded by promising a donation of 50 guineas towards the Club funds. John Thornley returned thanks, mentioned that the membership figure was nearing the 200 mark and read a telegram from Sir William Morris (now Lord Nuffield, of course) consenting to become Patron of the Club. Everyone was terrifically enthusiastic and the function registered one more success for the Club.

Three weeks later on February 15 the first Chilterns Trial was held. An entry of 60 had been obtained but 'flu was in fashion and 50 drivers actually started, amongst them Mrs. Kimber who drove a Midget

Following the event, members adjourned to the King's Arms Public House for tea and afterwards the annual general meeting was held and brought to an end what, if not a complete year was virtually the Club's first season. 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 EVs.

We invite you to join us. For details, visit www.mgcc.co.uk





Registrar's Ramblings

Reinout Vogt

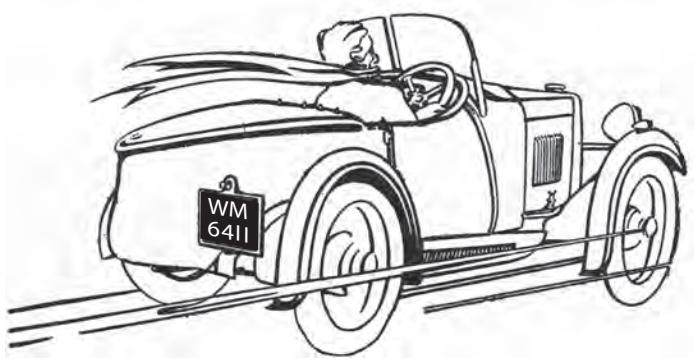
reinoutvogt@gmail.com



What... already? Yes, it is indeed the time of year again to talk about renewals. In order to stay active in our Register and to continue to receive MMMagazine, the publication you are reading right now, we will be starting the annual dues renewal soon. The process will be the same as previous years. I will send our renewal notices through the (regular) mail. The renewal form shows our records of your contact information and the details of your MMM car(s). Any changes or corrections can be made by returning the updated form (regular or email). Annual dues are \$40 however, if paid before January 15 there is a \$5 discount. Payments can be made using PayPal or a check.

Since the last column we've seen several new members and cars. Please welcome:

- Dana MacDuff from Placerville, CA joined the Register with J3699. The car currently sports a Ford 10 hp engine and gearbox which will be replaced. The photo is at Bob West in England, where the restoration has begun. This J2 is an MG our editor Tom Wilson rescued from a derelict storage in NE England in 2020.
- Leif Jacobsen, from Ventura, CA joined, bringing back NA0476, his late father Michael's racing-special. We're able to give Leif his Dad's old membership number 287. The action photo is Leif, in what appears to be the corkscrew on the Laguna Seca track.
- Mike and Lonnie Stevens from Grayling, MI, joined with J2878. The car still has the original engine and is in good roadworthy condition. They are looking forward to meeting everyone at next June's GOF Central/NAMMMR National Meet in South Bend IN.
- Albert Pisano and Miwako Waga from Del Mar, CA joined. They are looking to acquire a PB.
- Dennis and Crystal Klemm from Orfordville, WI have added a D-Type (D0298) and a Morris Bullnose to their stable. The D-type came through Tom Wilson, another of the MGs from NE England in his 2020 project. Many of you saw it at this past summer's GOF in La Crosse WI. The Bullnose, not a MMM car, represents the earliest era, even from before our MMM's, of Morris Garages. A real piece of history.



Other member updates are:

Chris DaBica informed the Register that he and his father Nick have sold PB0481, their boat-tailed Special.

Harry Neilson in Canada moved to: 2116 Venables St. Vancouver, BC V5L2J4

Please give me a call at (847) 342-9804 or email me at reinoutvogt@gmail.com if you have any questions about your upcoming renewal, or any other matter regarding your membership or MMM car records.

MGreetings, Happy Holidays, and Best Wishes for 2023, with Health, Peace, and much MMM Enjoyment.

Reinout



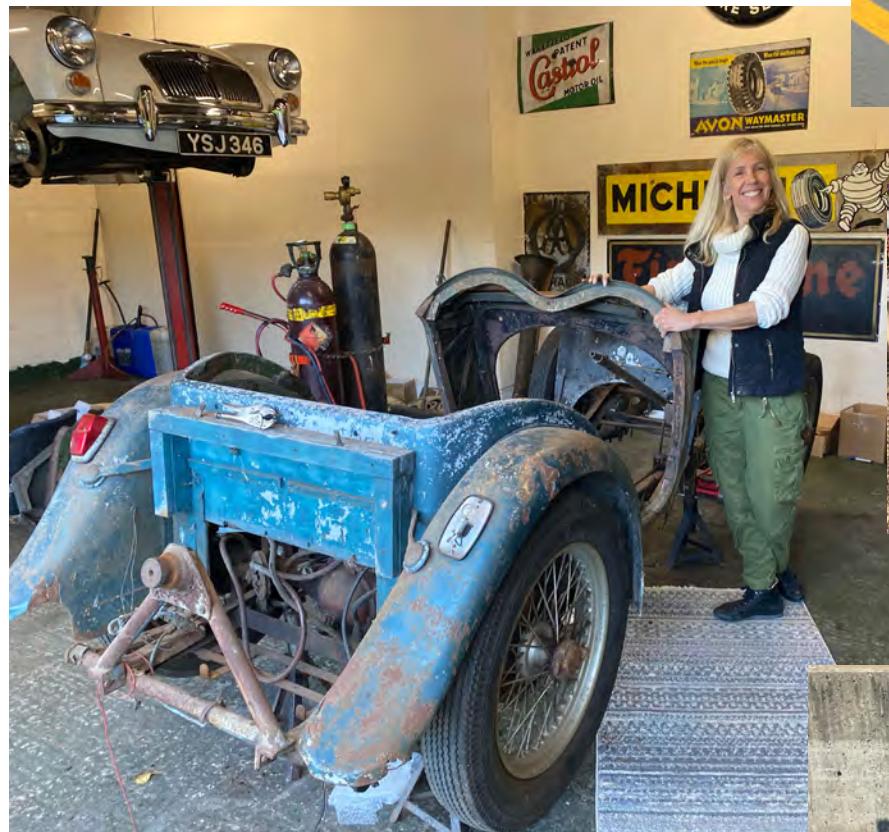
Leif Jacobsen in NA0476 at Laguna Seca track



Mike & Lonnie Stevens J2878



Dennis & Crystal Klemm's Bullnose Morris



Dana MacDuff with J3699.
A comprehensive and enjoyable project ahead of her!



Dana's J3699 when Tom Wilson rescued it from derelict storage in 2020



Dennis & Crystal Klemm's D0298
B&W Circa 1975 and this summer



J2 Midget Musings

Mike & Lonnie Stevens



A Jaguar Gentleman and his wife discover the fun of MGs

Normally I would be considered a Jaguar man (I own two, one a 1958 restoration project) but while attending a British Car Club meeting in January 2020 I found myself absorbed in a conversation with another member who was selling a right hand drive 1933 MG J2 for a friend. The friend had owned it for over forty years, had done a partial restoration the first five years he had it and kept it garaged ever since. My wife said, "Let's go see it, sounds like fun!" One look and we wrote the check; "Morris" became ours in February 2020.

I was impressed with the fact that the body and engine numbers all matched the original English Registration Book, and that Sam, the J2s owner, had every receipt and document associated with the car from before his ownership. It started, was painted and looked "cute", although it needed a significant amount of TLC before driving could be considered an attribute. We pushed it into the car hauler and headed home. The rest of that winter I uncovered the "cute" and got down to the greasy reality; Morris needed wheels (the rims were rotted through), tires (of course), brake lines to match his 1960 Dodge Pick-Up master cylinder, and a radiator. Then there was the issue with our children, they insisted on a floor pan and some sort of seat belts for our "go-kart". (Their opinion was senior insanity.)

I ordered the wheels and tires from England, the tires were sent by Royal Mail and arrived with no packaging, taped together with a sticker bearing our address. Our

rural mail carrier delivered them and said the entire post office could not envision a motor cycle that used five tires. She took a picture to prove they were actually for a car! Sam, the prior owner, was a designer for Ford, so Morris' interior resembles a 50s or 60s Ford luxury car. The "cute" gas cap brings a chuckle to everyone who sees it and is quite possibly suppose to be a radiator cap.

On our first road ride (about three miles) we reached the astounding speed of 35mph, or so we think (the speedo doesn't work). However, the "cute" engine was covered with oil and I still needed to perfect the left hand shifting. Finally, in August of 2022 we trailered Morris to a point near our local British Car Club show, drove it the last two miles and proudly took the trophy for Sports Car of Distinction. (could have been that ours was the oldest MG there and MGs were the Marque). Everyone looked, chuckled and said, "Cute".

Needless to say the Jag restoration has been put on hold and I am busily working on making "cute" Morris road worthy and ready for the GOF in June 2023. See you there!



Is the petrol cap "cute" or a period accessory?



An Editor's note:

Lonnie and Mike called me last August to talk about their J2 and ask for some advice. I'm so used to seeing J2s either in well-worn oil rag condition or restored to perfect authenticity that it was really fun to see this J2. Clearly a nice restoration done by an owner who didn't feel bound (or know the details of) originality. I'm guessing that once Mike has the car sorted out it'll be a blast to drive. Anyone care to try and tuck into that back seat?

Polish 'em 'til they gleam,
drive 'em 'til they smoke . . .



Seems everything is color coordinated in a single bright red

A true "4 seater" bench seat set!





NA0651 Restoration

Lew Palmer Lew@roundaboutmanor.com



Par for the course - Delays Continue!

Some progress has been made over the last couple of months in the restoration of my 1935 MG NA, however, numerous delays have also occurred.

I did receive the materials for the interior. The backing of the interior panels was originally a thin (1/8") plywood, so a visit to a local specialty wood merchant yielded two sheets of 60"x60" 3mm Baltic Birch plywood. Many hours of effort later I had patterns made of old grocery bags and corrugated cardboard. These were transferred to the plywood and subsequently cut with a saber saw. I was lucky to find 10 yards of vinyl and a full leather hide in the exact colors used by the factory, supplied by Tom Wilson of Kimber Creek Ltd. from Zionsville Indiana (our newsletter editor). After some experimentation with various glues all panels are now made. A small upholstery shop in Hudson, WI. is upholstering the seats in the original shade of dark red leather, but I have not heard of the progress.

My chroming was delivered to JR Custom Plating in North Branch in July. I recently was informed that it won't be until next April until they will be able to get to it. Despite the delay, I will just continue to wait, as I consider them the best plating shop anywhere within 500 miles. It does, however, delay some of the final panel fitting.

Paint was long ago ordered from a shop in Akron, Ohio. I ordered through them as a friend spent 2 years coming up with the exact color formulas, and they are the only shop I know of in North America that has the exact

correct colors as used by the MG factory. A brief spell of warm weather allowed me to at least get the car in primer after countless hours of filling and sanding minor imperfections. All but the bonnet sides and front apron have yet to be painted as these parts are on their way from Steve Gilbert's shop in England, arriving too late to get primed.

After numerous attempts to get the clutch working properly, I found that the clutch springs were incorrect. They came with the car having been purchased by a previous owner in the 1980s, so I assumed they were correct. However, after eliminating every other cause of the clutch not releasing, I found the springs were coil binding and the clutch pedal would not depress completely, I purchased 12 new springs. Presto! They fit perfectly and clutch worked. I had to put in and take out the engine 6 times, but all is now correct.

I ordered 5 tires and tubes from Blockley Tire (Tyre) in England. Surprisingly, ordering direct from the manufacturer was not only cheaper than any of the US suppliers, including tax, customs, and shipping, I received them 4 days after placing the order. So now the car sits on brand new tires and freshly painted wheels.

So small progress is being made, but these numerous delays have pushed out the first drive until sometime next spring. Perhaps, given an early spring and some midnight oil being burned, NA0651 may be ready for its first outing at GOF Central 2023 in South Bend.



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OPEN CAR PROTECTION

Detail Points Which Greatly Improve Driving Comfort

By

BRIAN TWIST

"A WIND in the face makes a man wise." It is an old French saying—not an old Spanish custom. This might be held to be a powerful argument in favour of the open car, now that wisdom on modern crowded roads is so essential; but this article is not so much concerned with the age-old open v. closed car controversy as with the design of the modern open car.

Certainly a wind in the face is better than a pain in the neck. There is a tremendous exhilaration about a strong wind, whether on a high cliff or in a fast car, and therein lies much of the lure of speed. Yet, unfortunately, on the road the wind is frequently laden with dust, and in any case is so powerful at high speed that goggles become desirable to protect the eyes if the windscreens is lowered. Furthermore, at very high speed the rush of air becomes tiring owing

and as it happened it rained that year. All the water, especially from passing cars, was thrown straight on to my visor, instead of passing over my head, making vision practically impossible, and I feel certain that lack of attention to this small point lost the car at least a place at the finish of the race. For subsequent events a scoop was fitted, and the difference in driving comfort, and in the visibility in rain, was enormous.

From Racing Practice

The designer of the modern sports car has seen these scoops on racing machines, and, like the stoneguard, has adopted the fitting for ordinary usage. But in many cases he has merely upswept the scuttle and left it at that, finding, incidentally, that an enormous dashboard became available for huge instruments.

It is often forgotten, however, that the object of a wind scoop is not merely to form a projection on the scuttle seriously limiting vision. The angle of a deflector is most important. The scoop need not be very high, not necessarily above a driver's chest, but it should be at such an angle that if produced it would just pass over his head. The lack of scientific attention to this detail is shown by



A properly designed wind scoop will deflect the air stream over the driver's head without limiting his vision.

to the intolerable strain of presenting one's head against it, so that a pain in the neck is caused.

This has led designers' of racing cars to use wind scoops, to deflect the main rush of air along the bonnet and scuttle over the driver's head. I well remember when first riding a racing motor cycle on the track how the added height of an A.C.U. crash helmet caused one's head to be forced back and back at speeds of over 80 m.p.h. whenever one lifted it from the "flat-out" position.

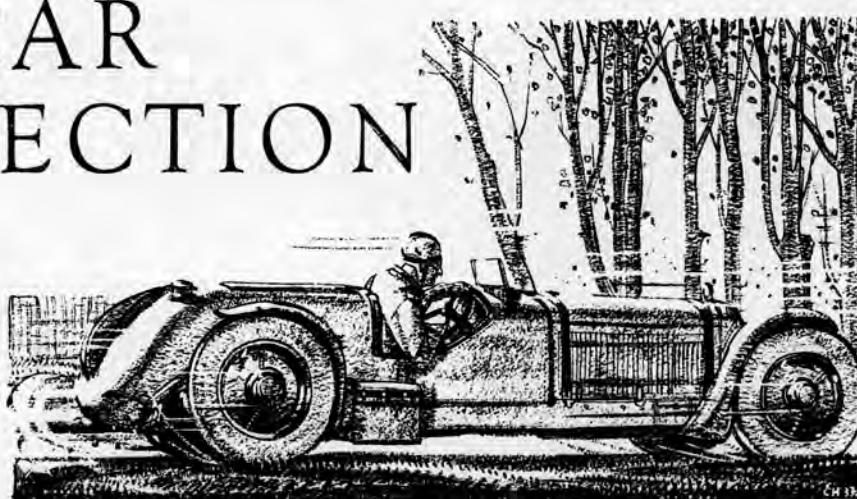
But when I entered a small French racing car in one of the B.R.D.C. 500-Miles Races I had not learnt wisdom, for the car had no screen and no wind scoop,



Slightly sloping and close to the driver are the most efficient touring screens; the air is then deflected in an even flow.

the fact that on some modern cars the scoop is vertical, or even in the worst cases bends back towards the front! In any case an air scoop does not fully come into action till the air speed rises to at least 80 m.p.h.

Not everyone, too, will perhaps be as tall as the designer, and the fact that



the average female is shorter than the gallant male is often overlooked.

Now it is not unknown for a girl passenger to be carried in a sports car, or even to drive the same, but on nearly every 1934 car with sports bodywork she finds herself immured in her seat, her vision bounded by a large, dancing dashboard, and her unhappy fate

*"To be imprisoned in the viewless winds,
And blown with restless violence round about
The pendent world."*

The difficulty could be solved, if scoops one must have on cars not capable of more than 65-70 m.p.h., by the use of small aero screens (detachable) mounted on low shields behind the main screen, which themselves could be used as deflectors. Many high-performance cars now have this fitting.

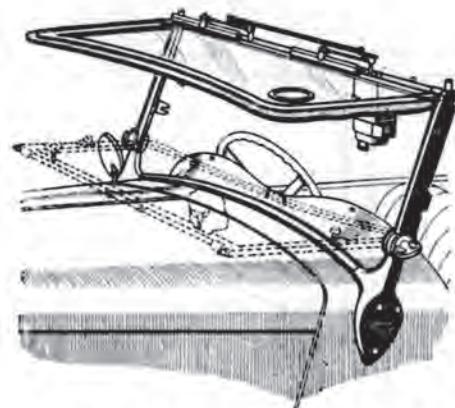
Driver Close to Screen

So much for the wind scoop, which obviously is of use only when the screen is lowered. The screen itself, however, is usually the principal wind deflector, and its position relative to the driver is of paramount importance. Fortunately, this point is better realised by designers, yet even so it cannot be stressed too highly that the closer the screen to the driver the better protection it will afford—and moreover, the better will be the vision when the glass is wet.

The other day I was returning from the south coast in an open sports car, and no sooner had I started than it began to rain, gently at first, then harder and harder. I was in rather a hurry, and the car was unfamiliar, having a very neat disappearing hood folded away in its



Excessive back draught is caused by the old-fashioned vertical screen.



Single-panel screens should be made to fold flat and also to open outwards for use in fog with the hood up.

locker. So long as I kept up a reasonable speed the screen caught all the rain and flung it over my head, and actually, when I arrived in London—it was still raining—only the top of my head was wet, and not a drop had fallen on my shoulders.

Not all cars have screens as efficient as that one, nor in all cases is it possible for the screen to be brought back to its proper position, owing to the shortness of the steering column. The old vertical screens have fortunately disappeared, however, with their ability to cause excessive back-draught and their habit of reflecting back dazzling lights from an overtaking car into the driver's eyes.

The best type of screen from the point of view of protection is probably V-shaped and heavily raked, but carries with it the disadvantages, first, of a central pillar obstructing vision, and secondly, the fact that when the screen is wet it is difficult to see through the opposite panel, set at an angle.

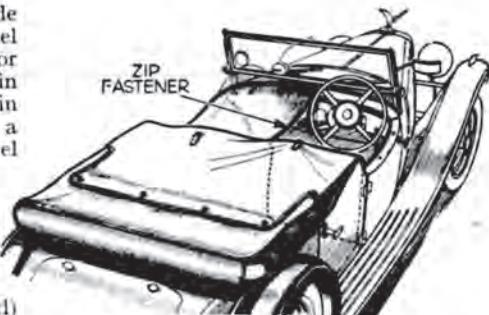
There is much to be said on either side for the single-panel or the double-panel screen. The latter needs a rubber or other joint between its panels, again obstructing vision, but can be opened in fog or light drizzle and still affords a measure of protection. The single-panel screen, on the other hand, gives a clear and unobstructed view, and has a neater appearance, so that the tendency has lately been for its adoption. It should certainly be made, however, so that it will open (and stay open, even in a wind) if necessary, as well as being capable of being folded flat in the popular fashion.

The modern tonneau cover has been greatly improved. It is now the fashion, and very excellent it is, to fit a cover which extends not only over the rear seats, but also, if desired, over the front seats, and this front extension is divided into two parts, so that by means of a zip fastener either both seats may be enclosed or the passenger's seat only.

When it is raining, or the wind is cold, and the driver is alone in the car, the erection of the cover over the other seat affords considerable protection, but one point may be noted, that on some cars rain may collect on the rear tonneau cover and drain down the driver's back, which is most unpleasant. This depends upon the height of the seat backs and the support at the edge of the cover.

It is a great convenience, if the car is being left for a short period only, and slight showers are possible, to have a tonneau cover to protect the whole car, but here again some support, such as a webbing strap, for the centre of the cover is desirable, or the formation of a heavy pool of water may cause the material to sag and lose its shape for evermore.

Another fashion adopted from racing car practice is the cutaway for the driver's elbow, often used now on the



Valuable extra protection is offered by a divided tonneau extending over the front seats.

passenger's side also. This is all very well in order to provide more room in the car, and also to create a more comfortable driving position, but many 1934 cars have this excellent idea carried to excess, and the body sides become so shallow that no protection at all is provided, and the passenger feels as though he or she is in grave danger of falling out.

Also, when the cutaway is low, rain can penetrate the outside sleeves of the car's occupants in no time; one 1934 model at least is greatly to be commended in the fitting of a hinged flap which can be folded down into the door pocket and thus give an excellent cutaway, or erected and give full protection from the body sides. Another expedient is a small fabric sidescreen, which just fits into the cutaway.

With frames underslung at the rear, rear seats have been dropped lower, and the adoption of the two-door body has enabled them to be brought, in many cases, within the wheelbase. The open car shows every sign of returning to popularity, and if designers will pay more attention to detail it will gain even more adherents.



"We've warned you before about driving in all weathers with the top down!"

"Bridge" Over a River of MGs

Tom Wilson MGTCTom@gmail.com

As much as I'd like to not admit it, age seems to be creeping up on me, and my strength isn't what it once was. Used to be I didn't think much about lifting heavy things (engine parts, large rolls of fabric, etc.) and moving them about. Nowadays it's much harder. I commented about my fading strength to my doctor, and she replied "Well, what are you doing about it? Going to the gym? Strength training?" Nothing like brutal honesty.

So I'm starting into Pilates this December to work on better strength and flexibility, and chose to add a "lifting device" in my studio (my MG workshop). Watching the machinist at an engine shop moving around large engines with a bridge crane, it seemed obvious that's what I should have. The studio has a 13'x20' space between posts and HVAC ducts where most of the lifting happens.; that's where to locate it. The bridge (yellow beam in the photo) rolls along the ceiling mounted blue rails. With the hoist sliding along the beam, I can lift and move up to

1,000 lbs. with ease and precision.

I wanted a ceiling mounted unit, and research led me to Gorbel cranes, who made one for me from their standard components. The hardest part of the install was drilling multiple holes into the reinforced concrete ceiling (it's 13" thick; the driveway and garage are above it). My rotary hammer drill went right through the concrete, but when hitting rebar (the 1" wide stuff) and aggregate, my shoulders and arms took a real beating. A friend came over after I installed the mounting brackets, and we lifted and bolted the blue rails to the ceiling. Then we used my engine hoist to raise the bridge up and muscled it the last 2 feet up into the tracks. Perhaps I'm not as weak as I thought . . .

I have a manual chain hoist in use right now, and the first job was to position bulkheads onto the two TCs. I might change to an electric hoist as the chain seems to be in the way.



This wasn't an inexpensive addition to the studio. Including the cost of the crane, shipping, Hilti anchor bolts, chain hoist, and a new Milwaukee rotary hammer drill (my small Dewalt hammer drill wasn't up to the task), everything added up to near \$8,000. Money well spent, from my perspective. The bridge crane will ease and speed movement and installation of big parts, reduce the number of times to call friends to lift things with me, and is certainly less expensive than the financial and mental cost of a back injury.

It's a great addition to the studio, especially considering there's 11 MMMs to assemble!



Mounting brackets on the ceiling. Hilti anchor bolts hold 8 of these in the reinforced concrete ceiling. Gorbel specified 3 on each side; I installed 4 for additional strength. I painted them ceiling color to blend in.

Three trolleys - two on the blue rails, one on the yellow beam that mounts the hoist, are finger-control smooth and allow lifting anywhere within the 13'x20' space.

THE MISSION - Update

From the article by Win Gould in the September 2022 MMMagazine

Here's a picture of my PB with its new owner in Germany.





Technical Topics

Gary Krukoski GaryKrukoski@yahoo.com



This is not the best way to clean and organize your shop!

On May 30th my shop (MG Station) took a direct hit from an EF2 tornado. As you can see from these photos, it was total destruction. The building was 50' X 120', a custom built shop for me in 2010.

After the tornado was over, we started a marathon cleanup and sorting out the savable cars and parts. As some of you know, I have several thousand Prewar, T-Type and MGA spares. We were able to save most of them.

It took my family, friends and fellow car members two months to complete the salvage and cleanup. Then on to cleanup of many downed trees.

I was lucky to get a friend's construction company to agree to the rebuild. However, rebuild has been extremely slow due to lack of building materials and 'way too long' lead times for windows and doors.

After we got the structure of the walls up, the company that was supposed to build and deliver the trusses kept pushing out the delivery date. After six weeks of excuses, I enlisted the help of a friend who was able to call in a few favors at a second company to build them. They were delivered within four days.

Once the building shell was up and we had an enclosed space, it's time to start the sorting and reorganizing parts and equipment. I have two 40' shipping containers packed with parts and tools along with large items that are under tarps in the yard. Next spring we will do the inside work, putting in electricity, walls and insulation.

We were fortunate that my home was not at the same location. More importantly, no deaths or injuries.

Gary





Working inside the Octagon

MMM History - onto War and Postwar years

Reprinted, courtesy of the MG Car Club,
from the April 2014 issue of Safety Fast.



MG Abingdon A New Direction

By Peter Neal

The news that everyone in Britain had been dreading finally came on September 3 1939. The country was once again at war. In the light of this news a meeting of the main Morris Motors board was convened to formulate a strategy for the company as a whole. The only real decision to emerge from these deliberations seems to have been an instruction to clear the many factories in the group of car making equipment in readiness for whatever government contracts might come their way.

Abingdon was faced with a particular problem in this respect. Being a relatively small factory there was simply no spare storage space for the hundreds of tons of valuable car parts to be moved. This was overcome (at some considerable expense) by the acquisition of a rather dilapidated building, a one-time clothing factory, in the heart of Abingdon town centre. A great deal of work then ensued to get it into a usable condition. At that time East St Helens Street where these premises were located was extremely narrow and hardly suitable for large lorries. The problem was solved by Syd Enever and his small

team in the try-out shop (the old experimental) with the construction of a one-off tractor unit using whatever old car parts they could find lying around. Known as 'Bitsy' it soon became a familiar sight winding its way through the narrow streets with its several trailers filled with everything from chassis frames and engines to the dismantled paint plant that had had pride of place in the middle of the assembly building.



Autocar even ran an article on Bitsy
- shown here on a "road test."

If MG had been expecting wartime contracts to flow from the various government ministries they were to be sorely disappointed. Neither was anything forthcoming from Cowley. They were simply much too busy finding work for their own (Morris) factories. Miles Thomas who had taken over responsibility for the Wolseley factory was equally committed to finding work for this, the largest of the Birmingham factories. As Propert was to write later, "so at the end of 1939 we found ourselves with a completely empty factory and no work to do." Cousins was equally succinct, "Cowley passed on no contracts to MG at this time - they completely ignored us."



Bitsy - the tug that moved
many an MG part

Mark V & VI Tanks. MG overhauled 109 of these from March 1940 to Feb. 1941



the other under the control of Sydney Enever, the factory was buzzing once more.

In 1940, Oliver Boden, the man who had been Lord Nuffield's deputy since the departure of Leonard Lord, died suddenly, throwing the group into disarray. Anxious to get things back on an even keel, Nuffield appointed another of his favourites, Miles Thomas, as his new deputy. Thomas, who had in any case always seen himself as Nuffield's natural successor, threw himself into the job of integrating the whole of the Morris or Nuffield Organisation as he now called it, under a single umbrella. Irritated by Kimber's lack of enthusiasm for this idea and after a relatively minor disagreement between them, Thomas motored to Abingdon at the end of November 1941 and dismissed Kim on the spot. Miles Thomas later described Kimber as being 'thunderstruck' by this action, but with the country being at such a low ebb there was little he could do but accept the decision with as much good grace as he could muster. Informing the local press that he had resigned his position at MG with immediate effect, he handed over his responsibilities to H.A. Ryder who had been appointed to take his place. Everyone of course knew that it was really the capable George 'Pop' Propert who would really continue to run the company on a day-to-day basis.

1942 saw the company move from repairing and modifying tanks to actually manufacturing them. During the course of the war Abingdon built a total of 210 Crusader tanks, 50 Oerlikon tanks and 215 Bofors tanks as well as converting 574 Churchill tanks to AVRE (Armoured Vehicle Royal Engineers), many of which were used during the 'D-Day' landings. On the aircraft side 653 Albermarle G.1 units were built with another 285 being

At this point Kimber and Propert decided to take matters into their own hands and start looking for work. They toured the various ministries literally camping on their doorsteps in order to see someone. After a couple of false starts they managed to gain a contract to overhaul a number of light armoured track vehicles. This was an important starting point as it would eventually lead to the company receiving major tank work. Imagine their surprise when out of the blue they were offered a contract for some aircraft work. This would entail building the whole front section, known as the G.1, of the Albermarle twin-engined light bomber. Not wishing to turn work away, they agreed, after much discussion and with their hearts in their mouths, to take the job on. It wasn't until later that they discovered that at least three other companies, one with aircraft experience, had already turned the job down. So, with the 'Marble' project, as it became known, at one end of the factory in the care of Cecil Cousins and tank work at



Albermarle fuselages. MG made 653 of these, plus half a million parts for them. The Albermarle was designed as a twin engine strafing bomber that saw little action other than as a tug during WWII.

completed for another factory. In addition to these, some eight and a half thousand Lancaster power units were assembled with their accompanying engine mounts, whilst the press shop turned out hundreds of thousands of detail parts for a variety of applications. The workforce, from Propert down, were justifiably proud of their achievements. Cecil Cousins summed up the situation in a nutshell when he said later, "What we did before the war was nothing to what we achieved during the war".



Heavy Tank Repairs, Construction, and Conversion. Altogether MG worked on almost 1,300 heavy tanks.

After leaving Abingdon, Kim had spent the best part of a year at the Charlesworth coachbuilding company before accepting a post with the Specialloid piston company to reorganise their production facilities. Around this time he also began to talk seriously to family and friends about retiring once the hostilities were over. Sadly he didn't get the opportunity as, on February 4 1945, he became the victim of a freak accident. Travelling to Peterborough on the 6.00pm train from London's Kings Cross railway station, the locomotive hauling the train lost traction on the slight uphill gradient out of the station and slid backwards into the carriages of another train on platform 10, causing the rear coach to rise in the air and collide with a signal gantry. Two of the passengers were killed on impact, one of whom was Cecil Kimber. So ended the life of a man who had had such a major impact on the British motor industry, and whose company and its special brand of sports cars would become a household name, not just in Great Britain, but around the world in the decades to come.

Meanwhile, back in Abingdon, the Government contracts

that had been keeping the factory so busy since 1940 were now gradually coming to an end. It was time to think about building cars once again. The question was what? Conditions in post-war Britain were totally different to what had prevailed in 1939. Most things were in short supply. Food was on ration as was clothing, petrol and just about everything else. The country was virtually bankrupt and austerity reigned. Luxury goods, if you could get them, were almost taxed out of existence and could not even be contemplated by ordinary people. It was in this atmosphere that the incoming government that replaced the wartime coalition decided that Britain must trade her way back to prosperity. To this end manufacturers would be allocated supplies of scarce basic materials on the basis of their goods being sold on the export market. There was little point in Abingdon attempting to build cars such as the well-appointed SVW range that had been their mainstay in the latter part of the 1930s. Where would they find a market for these cars, even in the unlikely event that the materials could be found to build them? The compact 1½ litre saloon that Cowley had designed in 1939 and originally intended for launch in 1940 was not yet ready for production and would now have to take its place in the queue

behind the Morris and Wolseley models. This left MG with just the two-seater TB with its XPAG engine that had replaced the TA shortly before the outbreak of hostilities. It was decided to limit any changes to those necessary to overcome problems that had been encountered in service (the sliding trunnions noted for excessive wear were replaced by shackles for instance), whilst the body tub was made marginally wider although retaining exactly the same style. Renamed the TC this stopgap car began limited production on September 17 1945, with a total of just 100 cars being completed by the end of the year. Whilst there was unsurprisingly little interest in these cars at home, the company found that there was a ready market for them overseas. This was of course key to them getting supplies of the necessary materials, and the following year saw output rise steadily to 1,700 cars.

April 1947 at last saw the introduction of the long awaited Y-type saloon. Whilst rather dated in its appearance and with a somewhat sluggish performance, thanks in part to its single carburettor set up, it did have some plus points that helped it to sell in reasonable numbers both at home

and abroad. Chief amongst these was the coil spring independent front suspension system with its precise rack and pinion steering, considered to be seriously state-of-the-art at this time. Another useful sales feature was the built in Jackall jacking system not usually to be found on cars in this price bracket.

Over at Cowley, Lord Nuffield was getting restless. He found it difficult to accept the new modern designs of his cars. He particularly disliked the shape of the Morris Minor, calling it a poached egg. Thankfully he approved it without much change and it went on to become one of the most successful Morrisses ever, both numerically and commercially. He nevertheless decided that changes were necessary to the management structure and to everyone's surprise the first casualty was his deputy, Miles Thomas. With Thomas out he then took the axe to his board of directors. At least six of his senior managers were shown the door including Harold Ryder. Nuffield now made Reginald Hanks, who had been elected to the board along with S.V. Smith the previous August, his new deputy chairman. As a result of these changes, Smith (or S.V. as he was generally known) became the director responsible for Abingdon.

In the summer of 1948 the decision was made to transfer Wolseley car production to Cowley in order to rationalise the model range. Once this had been completed the



1 1/4 Litre Y-Type Saloons being trimmed out on the upper deck. Many female workers were able to stay on at MG after the war.

board began to look at their other subsidiary, Riley Cars. In the November an individual by the name of Robinson came to look at MG's production facilities with a view to transferring the whole lot to the Riley factory in Coventry. Somehow Propert, Thornley and Cousins managed to talk him out of this idea and as a consequence Riley production was instead moved to Abingdon in the May of 1949, whilst their factory was turned over to the production of engines for the Nuffield group.

If Cecil Kimber had been the captain of the ship, George Propert had surely been the helmsman who had guided the MG Car Company through many a stormy sea. Having

reached retirement age it was now time to hand over the tiller to his successor. No doubt he would have preferred this to be the home grown Cousins but it was decreed from above that Jack Tatlow, Riley's general manager, would instead fill his shoes. In the event this worked well both ways and the Coventry man was soon accepted into the Abingdon fold.

Whilst the Riley range at that time consisted of four cars, the 1 1/2 litre and 2 1/2 litre saloons, the Roadster and the Drophead Coupe, it was really the saloons that accounted for the bulk of Riley production. Whichever way you looked at it, it was a welcome addition to the



The Postwar TC Midget. Photo taken October 1945, with John Bull and Jack Sparrow in the front car.

Abingdon factory and the workforce became quite proud of their association with this well respected marque.

Although sales of the TC were holding up well in general, those to the USA were beginning to tail off. A more up to date replacement was needed to give a boost to this newly discovered but lucrative market. Cowley meanwhile had introduced a four-seater open tourer version of the Y-type known as the YT but this did little to generate any excitement. Abingdon was asked to come up with a proposal for a new two-seater. Of necessity it had to be something that could be put into production cheaply and easily. The ever resourceful Cousins came to the rescue once more. With the aid of very small team including Syd Enever and working mainly after production had finished for the day, they set about cutting five inches out of a Y-type chassis frame, making the wheelbase the same as that of the TC. Onto this they mounted a TC body tub, calling on the tinny's shop to modify the bonnet and wings etc to make them fit. The whole thing was given a coat of paint and shipped off to Cowley for a viewing. Remarkably, the project was given management approval and the task of committing it to paper was given by Morris's assistant chief body draughtsman, Tom Ramsey, to a young Pressed Steel trained draughtsman by the name of Jim O'Neill. Jim, who would later become MG's chief body designer under Syd Enever, was allocated a layout table in the middle of the Morris drawing office and simply left to get on with the task. The only guidance he received was from John Thornley who would call in occasionally to see how the job was progressing. Jim's drawings were then sent out to the Cowley experimental shop and to Bodies Branch at Coventry for the construction of a proper prototype. Jim was horrified to hear that during road testing there was so much scuttle shake that it was almost impossible to read the instruments. At this point Jim turned for help



1949 - Rileys on the right track, YT and TC on the left track.

to Tom Ramsey who suggested welding a piece of sheet steel plate to both the chassis and dash panel with a cutout for the pedals. Whilst this cured the problem it was never going to be a production solution and in the event a compromise was arrived at which involved welding a tubular steel hoop or 'goalpost' to the chassis to reinforce the scuttle.

In July 1949 Gerald Palmer returned to Cowley from Jowett Cars Ltd (where he had been their Chief Engineer since 1942 and had designed the successful Jowett Javelin), to take over responsibility for MG and Riley design within the Nuffield Group (he would later add Wolseley to his portfolio). Jim O'Neill was one of the first to join this new department and would soon find himself immersed in the design of a brand new MG saloon.



December 1949 - one of the first TDs. The idea of making a Midget on a Y-type chassis was actually discussed in late 1943.



1932 MG 6cyl. 'F' MAGNA PROJECT.

Fully dismantled for restoration, but chassis restored, all parts blasted & primed ready for assembly. Untouched. ORIGINAL 6 cyl. engine, complete. Carbs & original ENV gate-change gearbox. Complete body frame can be built as a 2 or 4 seater. Dashboard, windscreens & excellent rad. & shell – everything there & a fascinating history. All correct Nos, original reg, old log book, V5C. Fabulous winter project & a bargain at.....£16,500



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• PA/PB Sump £235.....	L/K Sump.....	£250

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1934 MG PA 4 cyl. ENGINE

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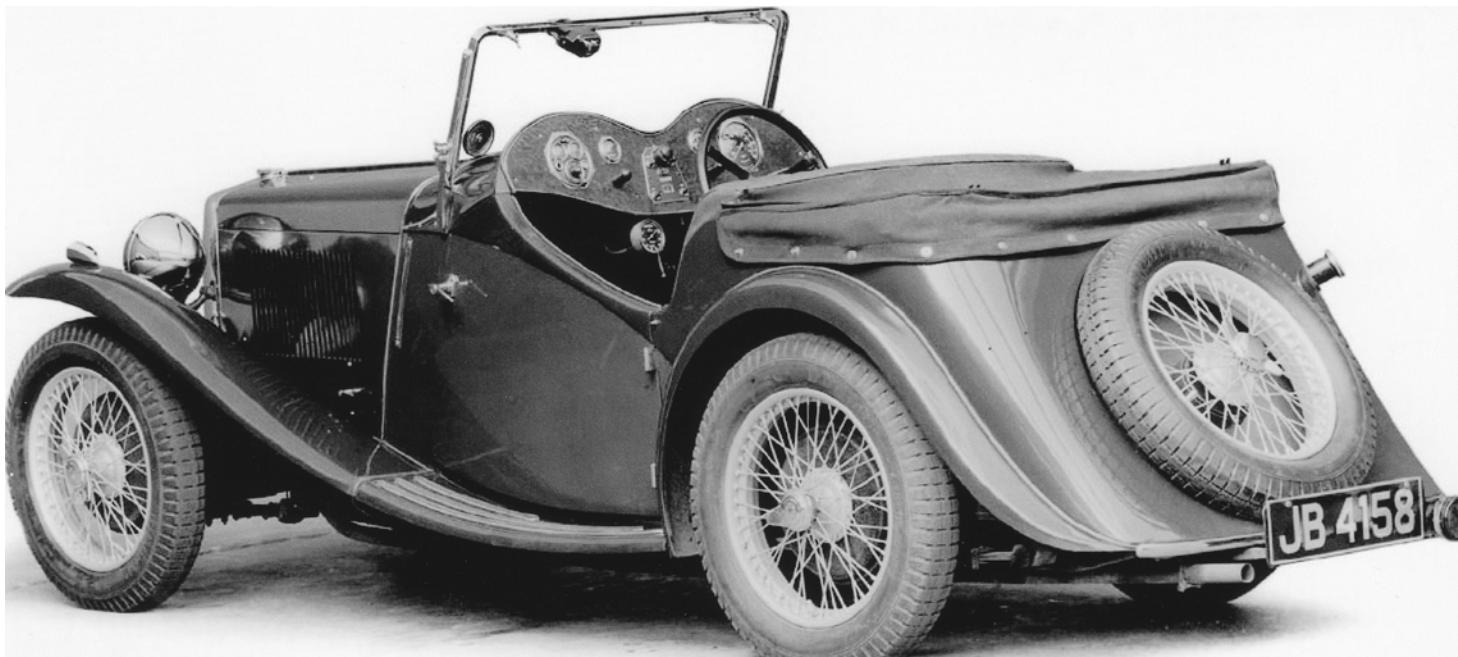
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Positions available for qualified personnel. If interested in these great opportunities, please make your application to Jack Kahler or Alan Magnuson (contact info in the front of this publication. Questions can also be answered by contacting your editor, Tom Wilson.

Factory require the ability to travel back in time, as you'll be at the MG factory during MMM and T production. The others you can stay in the present!



Engine Installer

Experience with chain hoists, bridge cranes and spanners required.

MMMagazine Editor

This is the important one. Tom Wilson, your current editor, finishes his three-year service with the publishing of this issue. NAMMMR is looking for someone to take over.

It helps to have a familiarity (or better yet, fluency) in publishing software, though a newsletter can be concocted in something as simple as MS Word. Adobe Creative Suite (InDesign, Illustrator, Photoshop) is the platform of choice. Good writing and editing skills (or access to them)

is important. Perhaps most important is a good sense of humour, love of MGs, and an ability to search out good material.

If you fit that mold and are willing to help the club flourish, please don't hesitate; contact Jack Kahler or Alan Magnuson. Tom is more than happy to help you transition into your new role.





Photo Model

Beauty required. Must be of a proportion that makes an MG Midget look big.



Motor Car Washer

Best done wearing Wellies. Attention to detail and good aim with a hose critical.

2023

NAMMR National Meet & GOF Central

There's a sense of satisfaction on volunteering to help at one of our MG events. They're always fun to attend, and we appreciate what the staff does for us. Have you thought about helping? Lots to do before the event that you could do at home. Plenty more at the event from staffing hospitality and registration desks to parking cars, photography, and more.

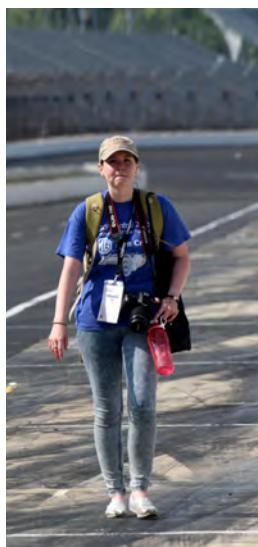
Please get involved!

Contact Tom Wilson (MGTCTom@gmail.com) or
Alan Magnuson (alanmg1978@gmail.com)

GOF2023.com

Desk workers

Registration, hospitality, auction



Photographers

In or out of a box!



Traffic Controllers

Parking cars, organizing traffic into the car show, smiling and waving.



The Roots of PA2108

Dan Shockey Garden Grove, CA



Researching the history of my PA Midget

After I purchased my 1935 MG P-type in 2000, I sent for the factory records on the car but did nothing else to seek its early history. MG dumped these records long ago, but a club member saved them from the trash and many are available through the MG Car Club. Unfortunately, some records were lost, including for most TDs.

My MG was reportedly found in a barn in England around 1970 and shipped to Los Gatos in 1971 on the ship "Silver Sea." I have a copy of the shipping documents. The brother of a man who operated a British car shop in Los Gatos shipped it to him, reportedly along with other cars. The man I bought the car from, Richard James, had an old Jaguar droptop sedan with a bad motor that he traded for the unrestored PA when he saw the car at the shop and fell in love with it.

I wasn't looking for an early MG. A coworker's neighbor had an old MG for sale. My coworker thought it was a TD. I have long been an admirer of the early MG Midgets and the 1930s motoring scene of trials and hill climbs, but never expected to own one of these rare models. After asking George Steneberg about the model, I snapped it up.

Mine is a very late PA, made at the time when the PB model was introduced. The primary change was to increase the engine size from 847cc way up to 939cc! This was needed to make up for the heavier chassis and body (with swept wings) of the P-type versus the J2. It was also needed to meet new larger-engine competition particularly from Singer.

PA engine blocks cannot be readily bored out to the larger "Big Block" PB size. To achieve this, they had to impose extra care in casting the blocks and boring the cylinders. PA2108 has "60 over" pistons so now displace 892cc, almost half-way there.

Some PAs were changed at the factory to PBs, and the PA price was lowered to clear stocks of PAs. Still, many of them sat unsold for many months. PA2108 was built in May of 1935, but not delivered to the sales department until September 1935. It did not sell until October of 1936 thus it is registered as a 1936 vehicle. My PA has an apparently original PB dashboard (to another car) and a PB speedometer but I suspect that was swapped later.

My PA was sold by the dealer in Belfast, (Northern) Ireland. The original purchaser, Mr. R.B. Allen, lived in an east suburb of Belfast called Holywood - pronounced as the California Hollywood. His address is given as a house name on Demesne Road.

The Bay Area man who purchased Terry Sander's NA is from Belfast. (Clark Mason of Belmont, CA) I met him recently and he told me that Demesne Road is pronounced with the "s" silent. I have exchanged emails with Simon Johnston in the Belfast area who is active in the prewar MG group. He lives a mile or two from Holywood and told me that he drives his J2 along Demesne Road regularly.

My PA came with an old very-wide license plate mounted at the rear of the car, used as the backer-holder for the taillights and US license plate. It is heavy metal and well able to perform this job with holes drilled for the light mounts. According to the man I bought the car from, this old plate had the number EZ4508 but he found that behind the Z was the imprint of a J. So he changed it from the Z to a J.

The EZ series is proper for a car sold in 1936 in Belfast. Unfortunately the licensing records have been trashed for this number series. (This happened when records were transferred to computer systems in the 1970s.) I do not know with any certainty whether the EZ number is correct or if someone made up an EZ plate from an old EJ plate to make the MG seem more valuable. Having the original number for an old car is highly prized in the UK. This is somewhat like the extra value of a "black-plate" original California car but magnified.

I saw a photo of a P-type with an EZ number plate. That is what led me to Simon in Belfast. He was unable to help find any information on R.B. Allen and said that no records are known to exist from the Belfast MG dealer/distributor, Victor Ltd.

I have a photo of a black P-type racing in Ireland with the number EZ8050. I also have a photo of what appears to be a PB with number EZ3432. A PB could have been sold more than a year before my PA. I also have information about a 1935 PB with registration EZ2444. This car won the Limerick Grand Prix of 1936 (in Northern Ireland) and is still raced by Simon Jackson in the Belfast area.

Information from Simon, "The EZ series of numbers, from 1 to 9999, ran from October 1935 to October 1938 and were for cars registered in Belfast either by the new owner or by the dealer. I used to work in the government department that handled vehicle registration and I would go into Belfast Motor Tax office and browse the handwritten ledgers but of course they got trashed as well."

The factory file contained a letter from 1947 from a G.V. Harries in Bleadon Hill, Weston-Super-Mare, in England (Somerset County); that indicates the MG made its way back to England by that time. I wonder if an RAF serviceman brought the car back from the air base near Belfast (RAF Aldergrove) following WWII? MGs were very popular with RAF members during the war and long afterwards. Bleadon Hill is a scenic area near Bristol in eastern England. RAF Weston-super-Mare was located there and served until 1987. It is 4 miles from Bleadon Hill to the current Helicopter Museum on the old air base and only about a mile to the edge of the air base. This is easy bicycling distance. MGs were also very popular with army officers and there were army bases in both those areas as well.

Local MGOC member David Wright sometimes caught a ride to his RAF base with a serviceman in his MG PA. David sometimes rode in the tiny back area! As an officer, David chose to move to the front seat before entering the base. David was riding in my PA when I wrecked it in Solvang in 2005.

I suspect that had I begun a search of the original owner

when I purchased the car 16 years ago, I might have had success in at least finding some member of the family who remembered the car. I knew that at the time but did not pursue it. Sometimes folks discover early stories or photos of the car with past owners, and occasionally even racing or trials (rough hill climb) history. Not knowing the original registration number makes it difficult especially at this stage.

I wrote to the public library at Holywood to ask about R.B. Allen on Demesne Road but received no reply. I think a visit to Belfast is warranted. Perhaps I could coordinate my visit with a prewar MG event or vintage race meeting and enjoy a pint with the two Simons, and perhaps even a run along Demesne Road in a P-type or a J2!

MG P-Type (PA) Roadster

Chassis number:	PA2108
Engine Number:	2320AP
Date of Build:	30 April 1935
Color:	originally black w/ green interior now red/white w/ brown interior
First Sold:	8 October 1936
First Owner:	R.B. Allen Norcliffe House, Demesne Rd., Holywood, Belfast, N. Ireland
Modifications:	Added lap and shoulder belts
Imported to USA:	1971



MG - Early Days

by Peter Neal

Reprinted, courtesy of the MG Car Club,
from the February 2014 issue of Safety
Fast Magazine.



Born at Dulwich, South London in 1888, Cecil Kimber moved to Lancashire with the family some eight years later, where his father started up a printing ink business. When the young Cecil completed his formal education at Stockport Grammar School it was pre-ordained that he should enter the family business.

To satisfy his teenage desire for speed and excitement (selling printing ink was not the most thrilling of occupations) the young Kimber bought a series of motorcycles, each one more powerful than the last, culminating in a collision with a car which resulted in a badly damaged leg and left him with a permanent limp. With part of his compensation (the car driver was deemed to have been responsible for the accident) Kimber bought himself a Singer 10 motor car which sparked off his lifelong enthusiasm for motoring.

In his mid-20s he became friendly with A.W. Reeves, the designer of the Crossley car, and although there is no evidence of him being employed by that company, it was apparently enough to convince him that his future lay in this burgeoning industry. To this end he joined the luxury car maker Sheffield Simplex, married his fiancée Irene Hunt and moved to Sheffield where the couple set up home. Not for long though, as a year later they were on the move again, this time to AC Cars of Thames Ditton, where Cecil filled the position of buyer with Irene



The 'new' Morris Garage in Longwall Street

acting as his secretary. Two years later saw the couple on the move yet again, their new destination being the component manufacturer E.G. Wrigley of Birmingham. Wrigleys supplied components such as steering gear and axles to the motor industry including Morris Motors. It may have been whilst working for this company that Kimber first came into contact with William Morris. What we do know is that by 1921 he had been engaged as sales manager of the Morris Garages by the Oxford entrepreneur. At that time the Morris Garages comprised the main repair garage located at the junction of Longwall Street and Holywell, the Queen Street showrooms and the workshops in Cornmarket Street. Kimber was initially located at Queen Street, however just a year later the sudden resignation of the 'Garages' general manager Edward Armstead saw him propelled into this position, with responsibility for all three sites. Apparently unfazed by this additional workload, Kimber was soon at work looking at designs for special bodywork on the standard Morris chassis. Working together at home, he and Irene would sketch out ideas which could then be translated into the finished coachwork by Carbodies of Coventry. These were relatively simple two-seaters with space at the back for occasional passengers. The hood was so arranged that it would cover all the passengers when erected, not just the two at the front, which may have led to the term 'Chummy' to describe these cars. A few simple chassis modifications were also incorporated into the vehicle whilst the body was painted a pastel colour and finished with leather upholstery. To begin with these specials were assembled at the Longwall premises, but in February 1923 'production' was transferred to an old



Early Morris Garage's 'Chummy'



The entrance to the Queen Street Showrooms

stabbing yard in Alfred Lane that Morris Garages had been using to store second hand cars. Initially the staff consisted of Cecil Cousins and his assistant, Stan Saunders from Cornmarket, but they were soon joined by Jack Lowndes and George Morris from Longwall. In March 1923 Kimber qualified for a gold medal in the Lands End Trial driving his own 'Chummy' that he'd had 'hotted up' by the boys at Longwall. Presumably encouraged by this result he designed a rather more sporty version of the Morris Cowley and had six bodies made by the old established Oxford coachbuilding firm of Raworth. These were distinguishable by the raked windscreen with their triangulated glazed supports, and the pair of boat style ventilators located on the scuttle panel just in front of the screen. Cousins later claimed that these cars were the first that could even be considered as MGs. Under the skin of course these were very much Morris cars and were indeed advertised as such by the 'Garages'. At £350 these cars were proving difficult to sell, not helped by Morris Motors announcing a similar model which they called the 'Occasional Four' based on the Oxford chassis and retailing at £215.

Kimber then tried a number of permutations

on the 14/28 Oxford chassis but it wasn't until March 1924, when one of his sales team, a certain G.S. (Jack) Gardiner ordered a special body to his own design on a modified 14/28 chassis, that things began to gel. It is believed that the polished aluminium Gardiner body was made by Clary Hughes of Birmingham. It was much admired, and Kimber had a similar body made for Billy Cooper, one of his special customers, by Carbodies. On this car the wings and valences were painted blue to



The entrance to the workshops in Cormmarket Street



The 14-28, with Bullnose radiator

complement the polished aluminium and 'Ace' wheel discs were fitted to hide the standard Morris artillery wheels. A dozen of these tourers had been built by the end of the year and at least four differing versions were offered at the 1924 Motor Show, from the open two-seater at £350 to a vee-front saloon at £460. By this time too the MG octagon logo was in use and could be found in most of the Morris Garages advertisements.

On September 1 1924 Morris Motors made a number of changes to the standard Morris range including larger brakes on the Oxford chassis, which also offered a four-seater version with a longer wheelbase of 9ft instead of the previous 8ft 6in. Kimber made good use of this extra length and designed a magnificent all aluminium four-seater open tourer which featured an optional two tone finish sandwiching polished aluminium between a painted bonnet top and painted wings. The result was stunning and was so far removed from the standard Morris which formed its basis that he dropped the Morris name from his advertising and called it simply the MG Super Sports. The chassis modifications which had increased in number also distanced it from its Cowley built cousins although it continued to share the 13.9hp Oxford power unit. The following 12 months saw sales of these cars take off with something in the region of 160 cars emanating from the Alfred Lane workshops. Kimber's MG was well and truly in business.

The success of these Morris Garages specials created their own problems. Alfred Lane was no longer suitable for the kind of numbers that were required. Kimber began casting around for new premises. As it happened Morris Radiators Branch had themselves recently relocated to a site not far away

on the Woodstock Road. Kim managed to persuade them to allow him the use of a bay at the newly constructed works. Concurrently with this move Kimber engaged a works manager by the name of George Propert to oversee production. Remarkably, although less than a couple of years had elapsed since their lowly beginning at Alfred Lane, the original workforce of Cousins and Saunders had now grown to some 50 men. Cousins was still responsible for the build of the cars, a role he would fulfil for most of his working life.

September 1925 brought with it the usual crop of minor changes to the Morris chassis including a welcome price reduction (passed on by Kimber). Further models were included in the MG catalogue but all variations, whether two- or four-seaters, now used the Oxford chassis. Bolt on wire wheels were now specified on the open cars with painted steel wings and bonnets replacing the earlier aluminium panels. Paint colours were also standardised but optional colour schemes were available at extra cost.

Whilst the Bainton Road (Radiator) factory appeared to be unaffected by the General Strike of 1926, Kim suddenly found himself without Propert who had decided to move on to a similar position with Harper-Bean. Fortunately Cousins was able to fill the breach. Later that year Kimber was to find himself with an unexpected problem. Morris Motors had not only replaced the bullnose radiator with a large flat one (following current American fashion), but had completely redesigned the Oxford chassis which not only now had a shorter wheelbase but was wider and heavier than its predecessor. Kim was forced into a redesign of his MG Super Sports with the additional worry that the extra weight would have a negative effect on performance. He lost no time in bringing in H.N. Charles, a young engineering graduate at Morris Motors with whom he was acquainted, to assist with the



The Alfred Lane premises of the Morris Garages, with Cecil Cousins standing behind the car

chassis modifications. The new car that emerged during the winter was less attractive than its predecessor but thankfully sales seemed to be unaffected.

It is never easy to apply strict rules to MG nomenclature in these early days of production but as a general rule of thumb it can be said that the bullnose cars may be regarded as being 14/28 models whilst the later flatnose cars fall into the category of 14/40s. Another bit of MG history that is difficult to pin down is exactly when these cars began to carry the enamelled octagon badge as we know it today. When the flatnose radiator came in it generally carried a Morris badge or a Morris Garages variant of it, but by the end of 1927 all cars appear to be badged with the MG octagon.

No sooner had Kimber managed to get production of his new flatnose cars underway than another more serious problem was to raise its head. H.A. Ryder, the boss of the radiator plant, was putting pressure on Kim to release the units he was using to allow him to increase the output of radiators. Unable to find a suitable alternative, Kimber took the bull by the horns and approached Morris. With his heart in his mouth he asked his boss for £10,000 for a new factory on a site not far from the great Morris works at Cowley. Fortunately Morris agreed to the request and building began immediately at the Edmund

Road site. Although the eventual cost was half as much again, Morris was happy to write the cheque. MG moved into their new factory in the September of 1927 and production of the MG Super Sports was soon under way. A new model was added to the range – a fabric covered wooden saloon body supplied by Gordon England. One of these, used as a demonstrator, was finished in a black fabric which had the appearance of being sprinkled with gold dust. This soon earned the name of 'old speckled hen' among the workforce and has since inspired a very successful brand of ale.

In July 1927 the Morris Garages was registered as a limited company. A year later a new company was formed which was established as The MG Car Company (Proprietors the Morris Garages Ltd). Kimber's fledgling offspring was almost ready to leave the nest.

Whilst chassis and engines were still obtained from the Morris factory, everything was completely dismantled on arrival at Edmund Road and carefully rebuilt with special attention to the engine. Once rebuilt the chassis were removed to a running in bay where the engines would be run on coal gas with the rear wheels on rollers to simulate a 750 mile road test. Once this had been completed the engine would be decarbonised. When the cars were ready for the body to be fitted they would



18/80's leaving the Edmund Road factory
en route to Carbodies, Coventry

be driven to Carbodies at Coventry for this purpose. They were then brought back to Edmund Road for final adjustments before being made ready for the customer to collect.

Sales of the 14/40 had begun to tail off in 1928, dropping by about a quarter. Morris sales had also fallen for the first time and Kimber reasoned that it was time for some new thinking. Whilst his main concern was the limitation of the four cylinder side valve engine he felt there was a pressing need to further upgrade the basic Morris chassis. With nothing better available in the Morris range he set about designing his own. With the assistance of at first Cousins and then a draughtsman by the name of Keith Smith assisted by an apprentice who went by the name of Jack Daniels (who in later life would work with Alec Issigonis on the design of the ubiquitous Mini) a suitable design was arrived at. For the engine Kimber went round to the back door and persuaded an old friend, Frank Woppard, now the manager of Morris Engines, to design and build a six cylinder 2.5 litre overhead cam device. They somehow contrived to get William Morris's grudging approval for this engine for use in the Morris range, allowing Kimber to use it for his new car. This was unveiled at the 1928 Motor Show at a basic price of £480. Twin carburetters, a brand new MG radiator, Rudge-Whitworth centre-lock wheels and fly off handbrake contrived to make this the sportiest MG yet.

Whilst all this was going on, Morris Motors, in August 1928, announced their brand new baby car, the Morris Minor, with which they hoped to compete in the small

car market with the highly successful Austin Seven. Meanwhile the boys at Edmund Road had managed to get their hands on one of the experimental Minors from Morris Motors, stripped it of its four-seater body replacing it with a lightweight boat tailed two-seater fabric body on a wooden frame, fitted a vee-screen, equipped it with cycle wings, louvered sill panels, MG badges on the wheel hubs and a scaled down 18/80 radiator, turning it into a little gem of a sports car which they called the MG 8/33 Midget. The Midget brand would become synonymous with MG for the next 50 years. Displayed on the MG stand (their first ever) at Olympia alongside its big brother, at an all up price of £175, it was an immediate sensation. Plans were immediately drawn up for its manufacture, with production finally getting underway in March 1929.

The last car to be designed at Edmund Road was the 18/80 Mk II. The track was increased to 4ft 4in whilst the frame was made sturdier; all the major components were beefed up with the result that the weight increased by over 300lbs. Although this model continued in production until 1933 it sold less than half the numbers of the Mk I. The Midget however would capture the imagination of the public to the extent that it would spawn a whole series of small sports cars that would become synonymous with the initials MG.

The increase in production at Edmund Road was already giving Kimber cause for concern, and with no room for expansion on the present site he began looking for new premises once again.

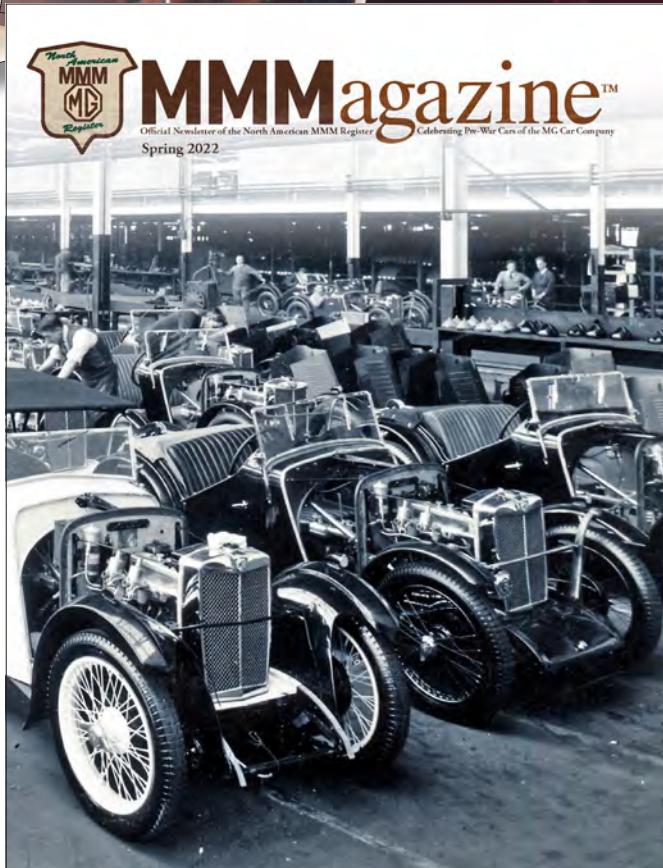


OLD NUMBER ONE

FC 7900 or 'Old Number One' as it is better known was built in the Longwall workshops to Kimber's specific instructions. With its extensively modified Morris Oxford chassis and 11.9hp special Hotchkiss overhead valve engine it was quite unlike anything else that the Morris Garages had undertaken. Completed in March 1925 and sporting a special close-coupled two-seater body by Carbodies, it competed in the 1925 Lands End Trial in the capable hands of Cecil Kimber and his passenger Wilfred Matthews, qualifying for a gold medal. The car was sold off soon after and was bought back by the company in the early 1930s.



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