



MMM Magazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Summer 2022





MMMagazine™

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

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

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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.





The Editor's Desk

Tom Wilson MGTCTom@gmail.com

Sometimes it feels like the harder I work the less I get done. That's probably a mirage, but I'm hoping there's an oasis up in the distance. Oh - I know what it is! The NAMMMR/GOF Central gathering in La Crosse Wisconsin in mid July!

I think several of us are making the drive from the Indianapolis area to La Crosse together. Staying off interstates most of the way, Google Maps shows a driving time of just over nine hours. Wonder if we'll do it in one day or mosey on over in two? Probably two days over, one day back. My TC, Greg Peterson's TF, a couple TDs, and perhaps John Libbert's MGA should be the base of our convoy. Anyone want to join us?

Restoration work continues on my MGs. I found a really good shop here in Indiana specializing in restoration of coach built bodies and prewar airplanes. Talked it over with Doug Pelton who has my VA saloon in his Arizona shop for restoration, and we decided to have this shop do the body and metalwork restoration. After waiting 5 weeks for car transport companies to find a carrier, I finally gave up and did the 3,500 mile round trip myself in the Buick Enclave pulling a trailer. Almost 60 hours of windshield time in all. With current fuel prices and ancillary costs there was no savings, but David was excited to see the VA body roll into his shop. We studied it for a while in the bright sunlight, and one could see the wheels turning as he quickly figured out their restoration sequence. If a miracle occurs, you'll be able to see the finished product at the 2023 NAMMMR/GOF Central meet.

Speaking of which, I'm again on the planning committee for next year's event celebrating the MG Centenary. It's thirteen months away and already eating big chunks of my schedule. We have a filming session for the promotional video scheduled this first week of June, I've developed most of the promo material, and a small group is working hard on getting everything lined up. Indiana has a reputation of hosting really terrific events, and I'm sure y'all will want us to uphold the tradition! Details available in July at the NAMMMR meet in La Crosse - come to the banquet and learn what you have to look forward to!

My original plan for the upcoming event was to drive 3 TCs from my home to La Crosse - my venerable TC0273 and the newly completed TC0279 and TC2040. Typical of restoration work, it's not going to happen. Too many delays (painting, machine shop, etc.) and my schedule is way too compressed. So it's just TC0273. Next year

Anyone going to the Beaulieu Autojumble in the U.K. this coming September? I've arranged my travel with an 8 day trip to see friends and do all things MG. We traditionally get together for a nice group dinner the Saturday evening of Beaulieu. If you're attending and want to join us, drop me a line. The past couple dinners have gotten pretty big - the more the merrier!

This issue of MMMagazine features an excellent article written by Mike Allison about the "product life" of MMM cars - their development, their engines, and phasing out the ohc designs.

T minus 2 and counting

Body of VA1508 ready
to move to the "body
restoration" shop





Chairman's Corner

Jack Kahler MGJack@aol.com



Our National Meet in La Crosse, Wisconsin will be your Register's 29th National Meet since the first National Meet in 1994 in Grand Rapids, Michigan. Come to La Crosse, join the fun with your MMM friends, and be a part of making our 29th National Meet a part of NAMMMR History. Our members Lew Palmer, Jack Schneider and Alan Magnuson have been diligently working with the GoF Central group to make the La Crosse National Meet a great event in a very beautiful part of our country.

Reinout Vogt, our Register Registrar has mailed your 2022 Membership Directory. Good going Reinout!

In the coming months Greg Peek and I will begin to assemble a SUPPLIER DIRECTORY that will be distributed to each member. This directory will identify and list parts and service companies and individuals from around the world that are available to supply MMM parts to repair and restore the various models of MMM Cars. These directories will be printed in a format similar to our membership directories. Another benefit of your membership in the NAMMMR.

Cheers,

Jack



YES...IT'S T-TIME

• Soft-grab' brake linings now available for all TA/B/C	Set £60	• T/A/C original petrol tank cap incl trigger	£95
• TA/B/C Original Lucas map lamps	£85	• T/A/B/C Fully restored Lucas 'Allele' horns	£220
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• XPAG ORIGINAL NEW OIL FILTER canisters	£65	• Set TA con-rods	Set £10
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• TA/B/C Red dot ORIGINAL Lucas side lamps	ea £60	• 2 totally restored ORIG. TA Rev Counter (windblock)	£95*
• 2 Prs. Excellent TA/B/C hubs & ½ shafts	PR £160	• 1 totally restored ORIG. INVAC Speedometer	£50*
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• Very rare NEW TA/B/C Dynamo reduction boxes	£135	• Totally restored T/A/B/C 9V/20Ampmeters	£185*
• XPAG Exhaust manifold - excellent cond.	£185	• Totally restored T/A/B/C 0-160 Oil press. Gauges	£185*
• Totally restored, ready to fit: Set T/B/C CARBS	£850	• Fully rebuilt T/A/B (plus T/C/T/D) PI C ign/light switches	£95*
• Totally restored, ready to fit: Set TA CARBS	£875	• From beginning of MAY	
• TA/B/C Crown wheel & pinions 8.43 Brand new.	Set £350	• Totally rebuilt TA or TB or TC headlamps (all types)	
• 2 good condition XPAG cyl. Heads	ea £100	• Totally rebuilt TA or TBC steering boxes	
• Quantity of good used TA/B/C steering boxes	£Various	Bring in what you have and get hugely reduced prices	
• TB/TC Rocker box with quick release filler cap	£135	Off the shelf - T/A/C Dynamics & simulators (all fully rebuilt)	
• T/B/C ORIGINAL air cleaner manifold sets	£95	*All gauges are available at lower exchange prices	

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mmm...cake as well!

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• Pr. J2 front swept wings - v.g.c.	PR £400	• ORIG. PA/NA Rev counter fully rebuilt	Or/R or Exch
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• MMM firewall to chassis triangular bktls	PR £65	• Complete J2/T2/L2 instr. Cluster panel	£350
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• Starter motor spacer rings	ea £18	• Complete car set w/Hornet brakes incl. limmed drums	CAR SET £600
• Long thin battery fixing kits F/W/LP	Set 068	• MMM front axle (DW/LP)-EXCEN...I	£375
• Bishop Cam St. Box chassis c/tube	£185	• MMM rear axle (DW/LP) -EXCELLEN...	£475
• Pr F2 1/2 aeroxif ORIG. fl. wings/stays	£220	• Set 1 & 1/8" OM series carbs complete	ea light or exch
• Complete car set. MMM 12" cable brakes	£1280	• PA/B Complete windscreen + all supports	£650
• PA/FB N/A/NB Rhombic panel switches (both types)	ea £65	• PWFB very good condition radiator shell with nose cone	£580
• Set 4 DTU 8" alloy brake back plates - car set ..	£100	• PWFB excellent condition radiator. Tested	£650
• Superb PA/PR bonnet. lovely condition	£560	• MMM original brake and clutch pedals	ea £95
• PWFB excellent condition false honeycomb sheet	£95	• Numerous MMM ORIGINAL engine parts. Please ask	

*All gauges are available at lower exchange prices

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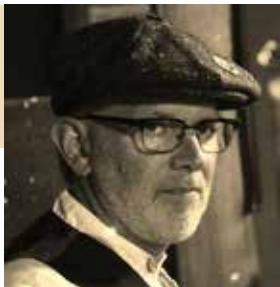
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Treasurer's Report

Jack Schneider

britjack@comcast.net



It's not finances, but it's good info. Here's a list of our members and photos of their cars who have registered for the upcoming NAMMMR meet in La Crosse Wisconsin this coming July, and the motoring machines they are planning on bringing.

I encourage you to add your names to this list and join us for a fun week!

Jason & Brenda Klemm	'26 Morris Bullnose
Reinout & Henneke Vogt	M
James & Alice Faye Hester	M
Dennis & Crystal Klemm	D
Jack & Kathryn Schneider	J2
Gary & Gwen Krukoski	J2
Reed & Jan Tarwater	J2
Carlyle & Averil Merritt	J2
Phil & Karna Anderson	PA
Lew & Darlene Palmer	PA
Jack Kahler	PA
Lou & Tina Louchios	Airline
Bobby-Frances McDonald	
Ray & Mary Dee Holtzapple	PB
Bill & Greg Bollendonk	KN/K3
Tom & Emily Wilson	TC
Alan & Laura Magnuson	MGB
Bill & Sarah Richey	A big motor home!



Jason & Brenda Klemm



Reinout & Henneke Vogt



James & Alice Faye Hester



Dennis & Crystal Klemm



Gary & Gwen Krukoski



Jack & Kathryn Schneider



Reed & Jan Tarwater



Phil & Karna Anderson



BIII & Greg Bollendock



Lew & Darlene Palmer



Lou & Tina Louchios



Jack Kahler



Carlyle & Averil Merritt



Tom & Emily Wilson



Bill & Sarah Richey

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 participate in the assemblage of all types of MGs 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/> where you'll find all the info you need. Once you've completed registration, hotel reservation instructions for the Radisson will be sent to you.

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 Registration Hospitality, Silent Auction Swap Meet, Ladies Sip & Paint Tech Session Bibulous Gallimaufry La Crosse Queen River Ride/Tour	9 am – 4 pm 10am - 4 pm 10 am - 4pm 1 pm – 4 pm 2 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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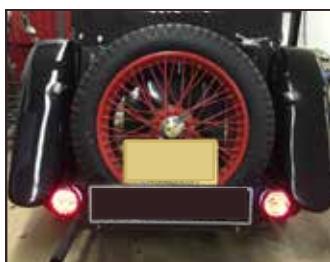
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Registrar's Ramblings

Reinout Vogt

reinoutvogt@gmail.com



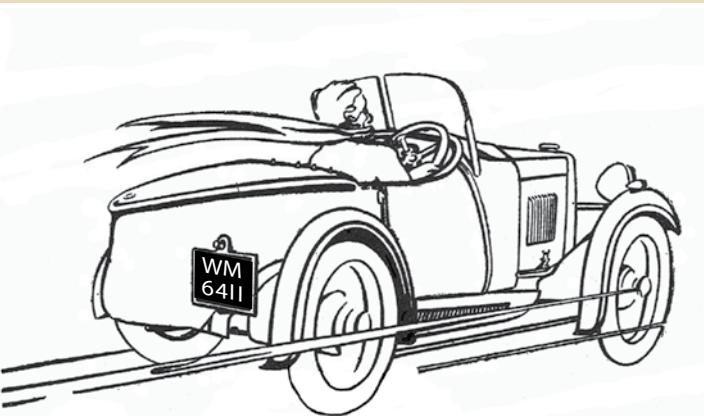
The 2022 membership directory went in the mail on May 16 and will be in your hands by now. My apologies for being a little bit late this year. After the 2022 renewals were completed in February, my plan was to take a break for March and then get the directory out in April. Well, as it sometimes goes, other things popped-up, and I didn't get to it. Anyway, you may find these changes to make it easier to use this year:

- Following your name you'll now find your North American MMM Register membership number.
- The information of your car(s) that appears under your name has been improved for easier reading, by equally spacing the different numbers and a legend on page 7 where the list of active members begins. The information now also includes the number that your car receives when it is registered with the UK based Triple-M Register. From left to right you'll find: Model, Year, Chassis Number, Current Engine Number, UK Triple-M Number, and the body style. Blanks and/or n.a. means that the information is not recorded in our database.
- The two lists in the back of the directory; by chassis number and by UK Triple-M number have a break every block of 500 numbers allowing you to find a certain car more quickly.

I hope you find the directory useful; if you have any suggestions to improve it further, please let me know.

Our register has 140 members and in total we have exactly 200 Midgets, Magnas, and Magnettes including these latest changes:

- ◊ Russel Hertzog sold one of his J2's, J3356. Unfortunately the new owner has not joined the NAMMMR yet.
- ◊ Jason Klemm purchased the J2541, a J2 project, from John Baker Welch, who did not renew his 2022 membership.
- ◊ Tom Metcalf now has J3333, a J2 project with interesting pre-war history in Germany, previously owned by a non-member.
- ◊ And please welcome Robert Carr and Holly Bird. They have two J2's. J3663 is a project under restoration and J3721 is the blue J2 that you may have seen in reporting about The Amelia 2022, where the J2 and Robert's period outfit won awards.



Summer is here, along with MG and other classic car events around the country. And when you're out enjoying your MG, please let every MG owner you meet know that we are NAMMMR, the only organization in North America that is focused on the pre-war overhead cam cars made by MG. There are many MMM car owners who are still not (or no longer) in our Register. Our database holds, sometimes partial, information of about twice as many MMM cars as you, our members, have. Those records are not easy to access, but maybe we can try to go through them and categorize them to get a more complete picture of all that's MMM in North America. In the meantime, if you know of a MMM car owner not in the 2022 directory, please encourage them to join, either through our website or by contacting me directly. And if you have any ideas, concerns, or suggestions about your membership or the register records, please let me know. You can always reach me at reinoutvogt@gmail.com or (847) 342-9805.

See you in La Crosse, WI at our national meet or in my next column in the fall issue.

MGreetings,
Reinout



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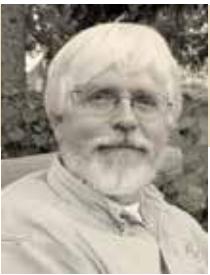
MMMagazine now offers display ads within its quarterly issues as well as the opportunity to advertise in the Resource Directory on the NAMMR Register Website, NAMMR.org.

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

Your ad on the NAMMR website : \$50 /year

Contact:

Greg Peek at the Register
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When I Was Your Age

Phil Anderson PAnderson@northpark.edu



The Tradition of NAMMMR National Meets

The Register was founded in 1988, but gatherings in the early years were irregular and focused on specific plans of interest to members or highlighted regional events. This was the case in 1991, when the Register became involved jointly in planning an "MMM Raid" of several members and cars from the Triple-M Club in England. In 1993, a special "birthday bash" event focused its celebration on J, K, and L-Types. These gatherings involved considerable advance planning in conjunction with other clubs, and David Harrison wrote interesting accounts before and after the events in the Newsletter.

Prior to 1994, the tradition of yearly official gatherings had yet to emerge but was beginning to percolate. For example, a headline in the Fall 1991 Newsletter read: "MMM JAMBOREE IN '93?" An idea was floated about meeting at the Indianapolis Speedway, based on "the geographical data on MMM cars reveal that the 'center of gravity' must be somewhere in the Midwest." While this never materialized, the Register was now seriously thinking about establishing a yearly meet—and it would eventually get to Indianapolis in 1996, the first of the five-year gatherings of the North American Council of MG Registers.

The Fall 1992 number noted with enthusiasm: "After more than a year of searching for the 'just right' location for our very own NAMMM Jamboree, we think we have found the venue! Many locations were discussed, advantages and disadvantages weighed, and we are happy to report that

in August 1994 the MMM MGs will gather in Michigan and be the featured MG at the University Motors Summer Party!" The Fall 1993 edition (still well in advance of the gathering in Grand Rapids from August 18-21, 1994) again underscored its inaugural importance, "officially dubbed *The First Annual NA 'MMM Roundup.'*" The tradition was indeed launched, which continues to this day, though never referred to again as a "Jamboree" or "Roundup."

At the same time, the Register announced: "We will soon have our VERY OWN car badge for you proudly to wear on the front of your MMM MG." Tom Metcalf, who also chaired the gathering in Grand Rapids, took the lead in making this happen. The initial idea was to produce fifty badges, researching various vendors for quality and price. In the end, The Gladman & Norman Company of Birmingham, England, was chosen. The manufacturer of badges for the Triple-M Club, its bid was the most expensive but, most importantly, the quality was unmatched. Sixty badges were ordered and sold to members for \$38.00.

The gathering locations through the years are listed on the opposite page, with notes attached that identify special occasions and cooperation with other groups, most typically the regional GOFs of the New England MGT Register. One can also see that the first reference to a "Bibulous Gallimaufry," a highlight of every yearly meet, was not until 2000.



NAMMMR National Meets

- | | |
|---|---|
| 1991 NEMGTR GOF MMM Raid
Lime Rock, Connecticut | 2005 GOF West
Los Olivos, California |
| 1992 GOF West
Jackson Hole, Wyoming | 2006 MG International
Gatlinburg, Tennessee |
| 1993 GOF West Lake Tahoe, Nevada
MMM 60th Birthday Bash
Summit Point Raceway, West Virginia
<i>celebrating J, K, and L-types.</i> | 2007 NEMGTR GOF
Kingston, Ontario, Canada |
| 1994 MMM Jamboree/Roundup
Grand Rapids, Michigan
<i>Listed as the "first North American MMM gathering" in conjunction with John Twist's Summer Party and therefore the first official NAMMMR national meet.</i> | 2008 GOF Central
Auburn, Indiana |
| 1995 GOF West
Ventura, California | 2009 GOF West
Squaw Valley, California |
| 1996 MG International
Indianapolis, Indiana

Second Camming
Summit Point, West Virginia
(listed as the 'official' event) | 2010 GOF Central
Huron, Ohio |
| 1997 GOF Central
Merrimac, Wisconsin | 2011 MG International
Reno, Nevada |
| 1998 NEMGTR Watkins Glen 50th Anniversary
Watkins Glen, New York | 2012 GOF Central
St. Charles, Illinois |
| 1999 Concord, California
<i>(50th anniversary of the first west coast race at Buchanan Field)</i> | 2013 GOF Central Put-In-Bay, Ohio
GOF West Carefree, Arizona |
| 2000 GOF South
Mt. Dora, Florida
<i>(first reference to a "Bibulous Gallimaufry" gathering)</i> | 2014 SVRA MG-Featured Event
Watkins Glen, New York |
| 2001 MG International
St. Paul, Minnesota | 2015 GOF Central
Carmel, Indiana |
| 2002 MG Summer Party
Abingdon, Illinois (with the Chicagoland MG Club) | 2016 MG International
Louisville, Kentucky |
| 2003 GOF West
Long Beach, California | 2017 GOF Central
Akron, Ohio |
| 2004 SVRA 50th Anniversary of the Collier Cup
Watkins Glen, New York | 2018 GOF Central
Lake Delevan, Wisconsin |
| | 2019 Bowling Green, Kentucky |
| | 2020 Colorado Springs, Colorado
(with NAMGAR, cancelled because of COVID-19) |
| | 2021 MG International
Atlantic City, New Jersey |
| | 2022 GOF Central
La Crosse, Wisconsin |

Working inside the Octagon

MMM History

Reprinted, courtesy of the MG Car Club,
from the August & September 2014
issues of Safety Fast.



Why were the Triple-M models dropped?

By Mike Allison



The Morris Cowley Sports, 1921, possibly the car which inspired Kimber at Morris Garages to see if he could do better, starting the MG Car Co. a few years later

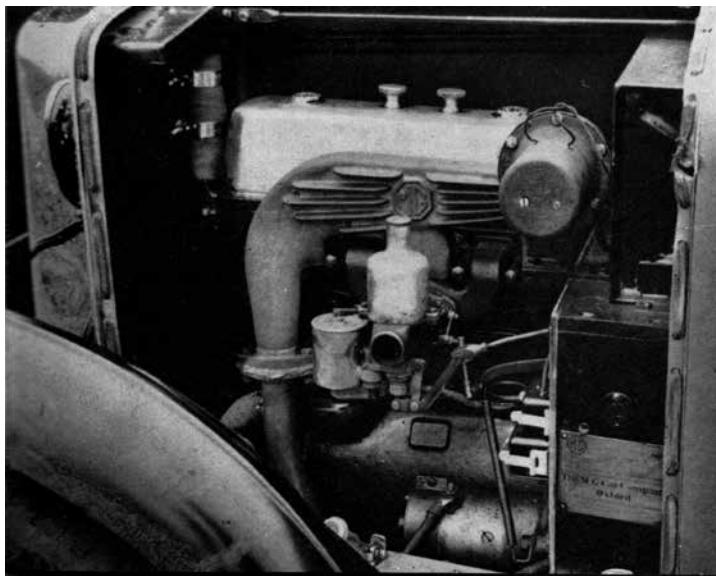
From 1929 to 1936, most MG cars, arguably the most successful British sports car of the inter-wars period, featured engines derived from an original Wolseley Motors design which boasted an overhead camshaft. The concept of the engine dated back to 1921, and although updated, was an old-fashioned layout by 1930. Despite this, between 1929 and 1936 at the MG Car Company these underwent a development which raised outputs from around 27bhp per litre to a capability of 164, the highest specific output achieved by any engine until around 1950. This, the reader may be reminded, was with a single overhead camshaft, and two valves per cylinder, and barely 50 years after the invention of the internal combustion engine. The production cars sold to the general public had benefited from this development, in that the production cars had engines which were developing 45bhp/litre, well in excess of the offerings of other manufacturers. Then from 1936 these advanced engines were dropped and replaced by pushrod operated ohv engines developing less than 40bhp/litre. Many people have tried to explain this apparent engineering aberration and came to the conclusion that the reasons were purely financial and that interest in the ohc models was on the wane by 1935, resulting in falling sales, aggravated by many complaints

regarding the reliability of the engines. I have been able to examine this thesis in some detail and find that the arguments are not altogether valid ... in fact, one needs to look for deeper reasons.

Firstly, we need to examine what was actually being made. So, in turn I will visit the car factories which made up William Morris's industrial empire, which in 1928 consisted of Morris Motors Ltd, his original company, Wolseley Motors Ltd, and the MG Car Co Ltd. There were additionally a number of other activities, such as Morris Commercial Cars, Morris Body Company, and the SU Carburettor Co, but none of these really concern us as they barely affect the MG story.

Morris production

Up to 1935, production of Morris cars was based solidly on engines using side valves, apart from a model known as the 'Isis' and featuring ohc, coupled through a clutch running in oil to a three-speed gearbox. The design of engines and chassis had their roots dating from around 1913. In fact, the Minor was the first Morris model to employ a dry clutch, but the engine, featuring ohc, and gearbox were in fact of Wolseley design. The later Morris four-speed gearboxes, introduced from 1934, also owed



The carburettor side of the M-type engine" 847cc single ohc, developing 20 bhp in its original form

their origins to Wolseley. For 1936 excepting the Minor, replaced by a new 'Eight' model, all new Morris cars were to feature a new series, called Series 2, of ohv engines, but still using wet clutches, although now coupled to four-speed gearboxes. There were to be, in addition to the Eight, a Ten, Twelve, Fourteen and Eighteen model, so embracing the entire car market.

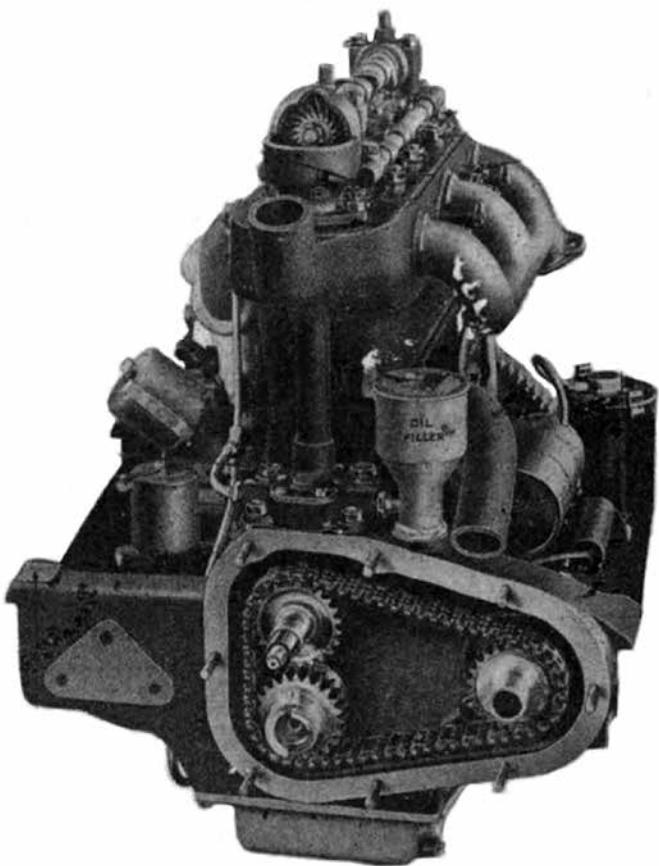
During 1935 Morris sold all his companies, hitherto personally owned, to a new holding company to be known as Nuffield Products, Sir William having been ennobled in 1934 and taken the title 'Baron Nuffield, of Nuffield in the County of Oxfordshire'. Lord Nuffield was by this stage approaching 60 years of age, and possibly felt it was time to take a back seat in the running of the Company. The title was bestowed in recognition of his many charitable acts, rather than for any activity building motor cars. In Oxford city to this day, there is a blind spot among their councilors concerning the motor car, and a genuine reluctance to accept the truth that the real wealth of Oxford was built on Morris Motors and its subsidiary Pressed Steel Fisher Company, not to forget the millions of (pre-war) pounds Morris earned from his activities and paid to the City to establish a public hospital and endow a college in the University.

Wolseley production

The Wolseley Motors Co was always a larger operation than MG, dating back to the early days of the motor car, although smaller than Morris Motors, which was one of the largest and most productive car manufacturers in England. Wolseley always looked to the slightly up-market and more expensive cars, which today might be bracketed as 'executive'. Unlike Morris Motors, the Wolseley Company produced everything in-house. The cars were generally well-appointed touring cars, powered, by the

mid-20s, by a range of overhead camshaft engines. They never tried to produce sports cars, the way that MG did, although they eventually supplied their 'Hornet Special' model in chassis form only for the bespoke carriage market from 1934 to 1936. Many of the bodies fitted to these were sporty types, but it was quickly found that a good engine alone does not make a good car, and while there is now an interest in the Hornet models, those cars which now take part in competition are highly modified examples of types not seen before the late 1980s. Sadly, very few examples of the true Wolseley now exist, and those that do only rarely make an appearance.

The range of ohc engines started in the early 1920s, and was progressively improved through the years, although they remained faithful to the AA porting which was believed at the time to aid smooth running. The need for careful 'choking' of the engine during the critical warm-up period was also improved by this form of porting. Camshaft timing on the engines was always very conservative, with little or no overlap at TDC.



The 10/22 Wolseley engine in 1922 featuring many of the parts which are familiar to the Triple-M owner, and was developed into the B4 engine used in the Minor and Midget

Up to the time of our story, Wolseley had been a part of the mighty Vickers operation, and Wolseley Motors had made aero engines for the war effort. After the war, they

were largely left to their own devices, and due to a huge and undisciplined model range worked towards bankruptcy; and Vickers had lost interest in car production. In 1927, when Sir William Morris bought Wolseley Motors out of receivership, he was delighted to find a new range of small engines in the design stage, which included a four-cylinder unit of 847cc displacement and a six of 1271 cc. There were also other engine designs for a 2.2 litre six and a 3.5 litre eight, all featuring the same basic layout with a vertically mounted dynamo at the front of the engine taking the drive from crankshaft to camshaft. The only claim to fame for the eight was for it to be fitted to an 18HP Morris chassis as yet in the prototype stage, but the engine was found to be unsuitable, due its flimsy construction which allowed the camshaft to twist so much that the rear cylinders were out of time with the front ones, and the car, without the engine, was given to MG and formed the first chassis for the 18/80 cars, EX100. One of the engines is on display at the Gaydon Museum but had for a time been on display at Cowley in the apprentices' training area and cited as an example of poor engine design!

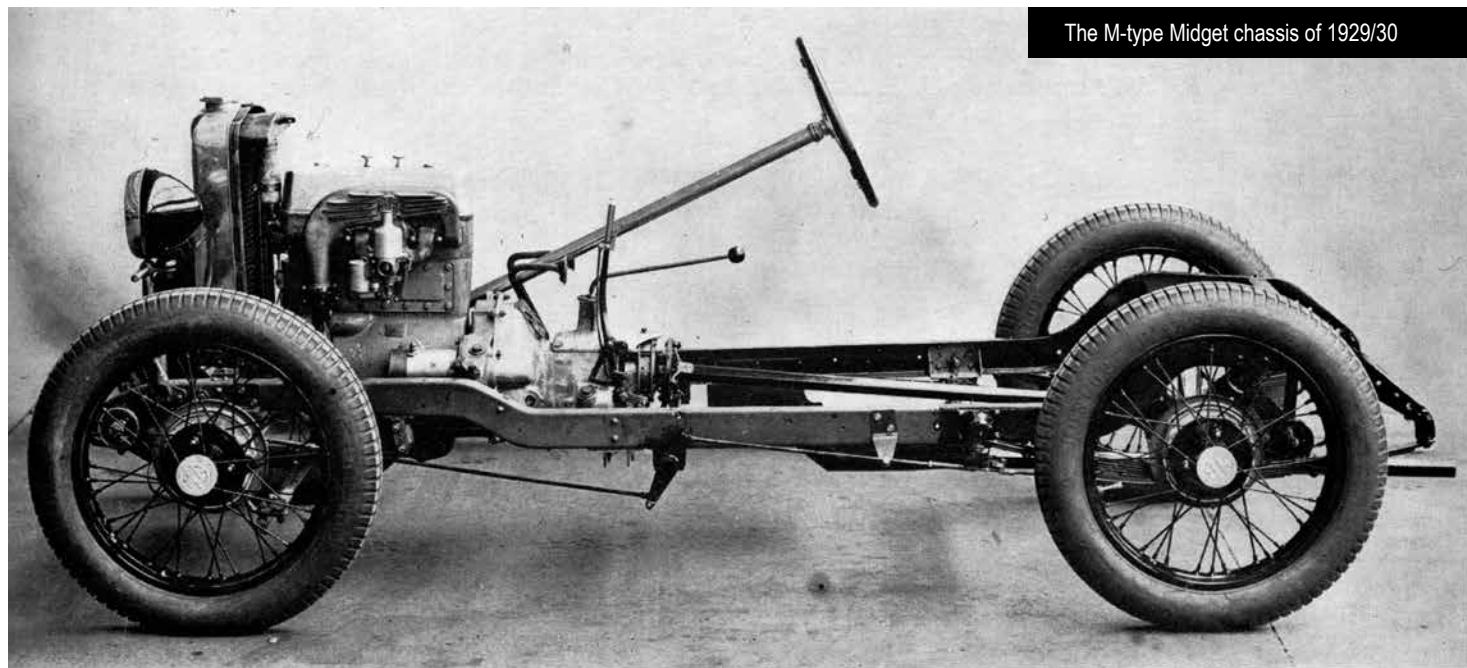
The small four-cylinder engine was fitted to a chassis and formed the basis of the Minor, introduced at the 1928 Motor Show. There is some doubt that this chassis was, in fact, a Morris design, and that the whole concept had been a pre-1927 Wolseley certainly all the major components were made by Wolseley and carried Wolseley part numbers. Wolseley Motors (1927) Ltd slotted the small six engine into a stretched Minor chassis, which appeared during 1930 as the Hornet. By 1931, criticism was coming from the motor trade regarding the problems arising from the camshaft drive, and Wolseley answered this by replacing the vertical dynamo with a chain drive. This

meant that there was an overstocking of the old dynamo drive sixes, and around 1,500 were offered to MG at a very cheap price, possibly £ 10 each, which in turn resulted in the introduction of the F-type Magna. The changing of the vertical dynamo for the Minor/Midget engine did not arise, as Morris Motors decided to revert to side valves for the Minor, leaving MG with the dynamo driven camshaft for both of its models, for uniformity in production.

In 1934, the chain drive engine was again modified, no doubt at considerable expense, as it also resulted in new cylinder blocks and heads, while MG design was progressing to more robust engines, still favouring the dynamo driven camshaft. Whatever problems arose with this arrangement, MG Service Department issued rectification notes which were effective, and, if adhered to, no adverse problems were suffered by users of the cars, despite the fact they were driven harder and faster than any Morris or Wolseley! Warranty claims against this 'problem' with MG were, in fact, around 40 cases out of a production of 11,500, hardly a major cost centre!

Production rate at Ward End was less than 4,000 a year before 1927 and rose to 6,000 and more during the 1930s. Exact figures year by year I do not have, but I have full production figure for each model, and in four years (1933-36) 2,455 Hornet Specials were produced. In the five years of production, over 28,000 Hornets were produced, the majority of which were saloon cars, a market MG barely toyed with.

After 1935, a whole range of new Wolseleys, called Series 2, were introduced; only the larger models featured six cylinders, but the cars were nicely appointed and good, offering a great deal for the money, and commonality of mechanical components with the Morris Series 2 cars.



MG production

Morris Garages Ltd started marketing sporting bodies on Cowley and Oxford chassis from 1924, although it was only the Oxford that sold well, and in 1925 production was up to 150 cars built. The following year the number sold rose to 232, which highlighted the importance of building a factory. The result was Edmund Road, where it was hoped to reach an annual production of 300/350 units a year, which figure was maintained in 1927 and 1928. However, in 1928 the 18HP car was designed and put into production, and it was anticipated that production of the old Mark IV model would be phased out. At the end of 1928 the new Midget model was conceived, and a production of 500 of these was planned for 1929, as 200 orders had been taken for the new sports car at the Motor Show on the basis of one car on display and one running demonstrations, both mere prototypes. The 500 were all sold before the end of 1929, and a second sanction of 500 was started shortly after the move to Abingdon was completed in February 1930. At the same time only 201 18/80s had been sold.

MG was allowed by Morris to continue to produce its sports cars because these were completely different in style to the productions of Morris Motors and Wolseley Motors; not only that, but the cars were produced profitably. All three companies had their own design and development departments, and MG was supplied with major parts from both the other companies. Bodywork was bought in originally from Carbodies, but this ceased towards the end of 1933 when the capacity of Morris Bodies Ltd was increased and could supply the 2,000 or so bodies a year called on by Abingdon. MG arranged for their own press work, and parts were bought in from suppliers all over the Midlands. There was nothing unusual about this, being the way Morris Motors worked. It was fortunate indeed that Wolseley Motors was so big that they could produce relatively small quantities of engines, gearboxes and axles for MG, although by 1933 all these parts were

of unique MG design, derived from the original Wolseley parts. The design team at Abingdon were definitely more dynamic and forward looking than those at either Cowley or Ward End, led by their inspirational Chief Engineer, Hubert Charles.

Abingdon were content to produce their 2,000 or so cars a year, or roughly 40 a week. For this they employed a staff of around 50/60, the production workers moving from car assembly to sub-assembly work as required, while there was a small press-shop, a woodworking shop, a trimming department, a design department, and an in-house service department. The operation was obviously financially secure because between 1930 and 1934 Sir William contributed no further money, the business was self-supporting. Everyone employed by the Company contributed to either production or sales, and the whole business was run as a 'tight ship'. This made it a happy place to work, and many of the employees stayed for the whole of their working lives, with sons and in some cases, grandsons working in what had become a family.

Everyone who worked at the Factory enjoyed the successes of their products in trials and racing, and many knew the drivers and mechanics that came to collect cars from the Abingdon before events. For some of the larger racing events, buses were organised so that the people who had built the cars could see them perform at Brooklands; this was not a freebee, though, because a nominal charge was made, which was willingly paid by those interested enough to make the journey.

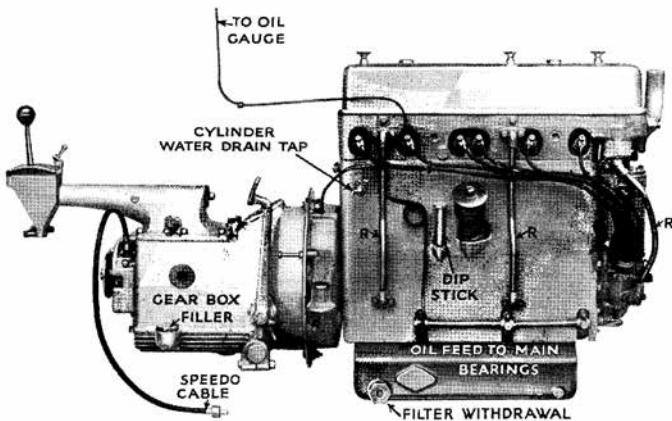
For present-day financial people to say that MG was unprofitable in 1934 was not correct. They use the spurious 20th century argument that since there was no department of 20 or more controlling the finance, then nothing could be profitable! MG sold every car they built, and the Factory was running at its full capacity for the whole of the period 1930/34.

MG production figures for the years 1929-1939

	14 HP	Mark I	Mark II	Mark III		Midget	Magna	Magnette	Total
1929	158	198	3			499			858
1930		95	165	5		1724			1987
1931		96	44			1019	271		1430
1932			26			1432	979	4	2441
1933						1342	532	201	2074
1934						1580	44	493	2117
1935						856		392	1248
1936						126		95	221
			SA	VA	WA	TA/TB			
1936			200	800		300			500
1937			1300	800		1003			3103
1938			800	807		1200			2807
1939			445	800	363	879			2487



By 1935, the design team at Abingdon was thinking in strong terms of a very modern car. The only thing they lacked was a suitable motive power unit. I have no direct information regarding an un-dated engine, but have heard, via Cecil Cousins, Syd Enever and Reg Jackson, that other producers had been approached for possible designs. It is highly unlikely that Lord Nuffield would have condoned buying engines into the system, and so far as he was concerned, the new range of ohv engines would have to suffice. Leonard Lord believed that "all that suspension nonsense had no future for ordinary cars" and so the chassis designs stayed modest, if not old-fashioned. The only way to improve sales was to increase capacity and keep producing cars which were attractive in price, and which offered a lot of advantages over competitors' offerings. Even the Chief Engineer at MG was heard to say in 1935 that the limit of development had been reached for the old engines, which had their origins some 15 years previously.



F-type Magna, six cylinder engine, shows clearly its derivation from the M-type unit. Its 1271cc developed 37 bhp at 4200 rpm, was extremely smooth, but prone to overheating if pushed hard.

Having considered the factories and what they produced, we now need to look at the senior management. In Nuffield Products Ltd there were four whom we need to consider.

Cecil Kimber (1888-1945) was the son of a London printing engineer, whose interest in motor transport led him to work eventually for E.G. Wrigley Ltd, the motor components manufacturer and a supplier to Morris Motors Ltd., and which company Morris eventually bought. There Kimber caught the notice of Sir William Morris, who transferred him to work at Morris Garages Ltd, as assistant sales manager, succeeding to the position of General Manager in 1921. Kimber was apparently a genial personality and a good person to work for; certainly (although I never met anyone apart from his family who knew Kimber on a personal basis, they were all employees) the story comes through that he was good to work for and tried to reward good service. He was well respected, not only by his work force, but also his customers, whom he realised were an important part of the MG ownership. Kimber was not the usual embodiment of the hard-nosed businessman who ran most companies in the period 1920 to 1940.

William Richard Morris (1877-1963) was born in Worcester, but the family moved to Oxford when he was but three years old. Morris always spoke with the broad Oxford dialect. At the age of 16 he became apprenticed to a bicycle maker, and later opened his own shop, repairing machines and then manufacturing his own, on which he had success in cycle races. He then moved to building motorcycles in 1901, and dabbled with designing a small car, eventually putting it into production in 1914. The factory at Temple Cowley, near Oxford, turned to war work, and in 1918 his efforts were rewarded when he was created a baronet, after which his title was Sir William Morris.

Car production grew after the war, and due largely to keen and aggressive marketing sales of Morris cars, based on two models, was hugely successful. Much of the profits was turned back to improve the Factory, and some went in buying out suppliers who were struggling financially. Despite this Sir William became a very rich man, and having no family of his own, much of his personal wealth went to various charitable causes, a fact recognised in 1929 when he was created Baron Nuffield. One of the companies Morris bought was the ailing Wolseley Company, and he bid against Herbert Austin, who had been Wolseley's original Chief Engineer and had got the company into car production in 1899.

Like Kimber, Morris comes down as a good man to work for, and he had a reputation for being careful with his money, although never stingy! He respected loyalty to a degree which is foreign to present day employers, and was always willing to pay for this, which is possibly why he liked Kimber.



William Morris and Leonard Lord discussing financial affairs

Leonard Percy Lord (1896-1967) had been with Morris since 1923, after a period with the Daimler Company, and was charged with rationalising production throughout Morris Motors. On the buying of Wolseley Motors, Lord was put in charge of this operation, tasked with the job of rationalising production there and attempting to use as much of the capability as possible for the benefit of Morris Motors and other parts of the Morris owned companies. In 1932 he was promoted to be General Manager of Nuffield Products Ltd. and charged again with the job of rationalising production. In 1938, he fell out with Lord Nuffield, it is said over a salary rise, and left to work for Herbert Austin.

After the Second World War, when the Austin Motor Co and Nuffield Products amalgamated, Lord became Managing Director of the British Motor Corporation, a position he retained until he retired in 1963. Allowing for his success in getting production lines working with greater outputs and more efficiency than before, Lord was not, in fact, a good manager. By the time he retired he had

allowed BMC to become a group of autonomous factories, with little or no sense of overall direction, the very policy he had decried in 1934/6. His inability to understand development of the motor car as a product was a fault not only of his, but of a large part of senior management throughout the industry. However, the next generation of managers were those who believed that the business could be run by a balance sheet alone, and that the product did not matter... at least Lord knew how to make a motor car: even if his ideals were early-1930s style!

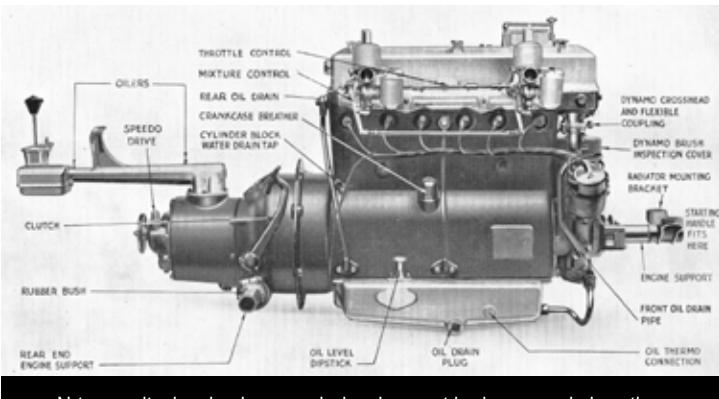
Described by one commentator as "A foul-mouthed production man," I found the description apt from the one occasion I met him. There is no doubt that his best works were in the rationalising of the Nuffield Group of companies in the mid-1930s, but he lost sight of the fact that no-one is indispensable, least of all to Lord Nuffield. His inability to see good in others was a major fault however, possibly displaying a measure of insecurity which was unmerited.

William Miles Webster Thomas (1897- 1980)

was well educated and was something of a war hero, having been a pilot in the RFC. After the war and his demobilisation he became secretary to William Morris in 1921; he was shortly replaced in this position by the lady who later became his wife. His first tangible mark was to edit and produce the monthly magazine 'Morris Owner, which brought news and articles about motoring to those who had bought a Morris car, gently persuading the customer that he had done the right thing and only needed another Morris car to replace his present mount. One of his early advertisers was Morris Garages Ltd, who produced special up-market equipment and accessories for Morris cars. As the business of Morris Garages grew, Thomas thought he could see where he should be, but William Morris promoted Cecil Kimber as manager of the outpost when the previous incumbent died suddenly.

Thomas was always jealous of the fact that Kimber apparently had the ear of their boss, and that Kimber was going from strength to strength as the business of the MG Car Co. grew. Thomas always appeared to feel that Morris under-valued his abilities. Personally, I feel that Morris was probably right in his judgment. Significantly, Thomas had his chance as head of Wolseley after Lord moved away but was soon replaced by the more capable Oliver Boden. In 1935, Thomas got a chance to remove the MG thorn in his side, and was with Lord when the decision was finally made to stop ohc engine production at both Wolseley and MG. Both companies were given the task of using parts from the newly designed parts for the Series 2 Morris range. Design was centralised at Cowley for all three marques. Wolseley continued with policy of up-market Morris designs with better internal appointments. For MG the policy was more of a challenge, but the result was a success judged against the alternative of winding up the MG business.

Too old for further active service during the Second World War, Thomas became managing Director of the Nuffield Industries Group, partly due to the fact that he intrigued towards the 'resignation' of a few arguably more



N-type unit, showing how much development had gone on in less than three years, output up to 56 bhp at 5500 rpm from the same capacity.

worthy people, like Rowse, Woppard and Blake, coupled with the fact that Oliver Boden died suddenly with heart trouble, but chiefly by virtue of the fact that he was there! He was then given a government job, responsible for issuing contracts for the war effort. It was from this position that he was finally able to get Kimber out of the Nuffield Group in 1941 when, off his own bat, he finally dismissed Kimber because Kimber had won a defence contract for MG against a number of other bids, including that of Morris Motors!

Most of the people around in the immediate post-war era remembered Thomas as a man who found it difficult to make decisions, especially if this involved conflict with Lord Nuffield. Indeed, this appears to have been the cause of the late introduction of the Issigonis designed Morris Minor and new Morris Oxford models.

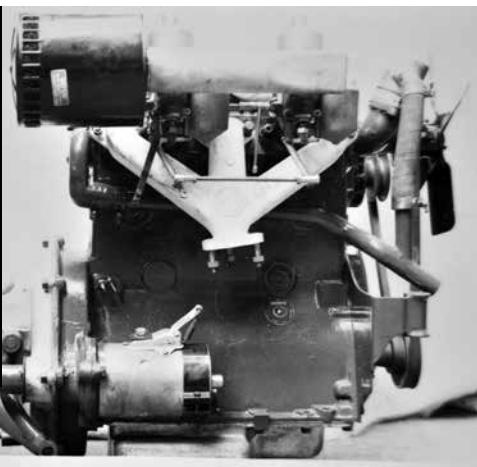
Thomas himself left Nuffield Industries in 1947 and ran the airline BOAC for a few years before moving to Monsanto, following a disagreement with a government minister. Possibly he was an example of a good lieutenant who was a poor captain; and there have been many examples of the type in industry!

A sports car

The ideas of what makes a sports car have changed over the years. The original concept was a car to carry four people and yet be capable of turning a wheel in motoring competition, which at the time was principally racing. After the First War, what constituted a competition changed, with motoring trials gathering interest among the less well-endowed motorists, and from these grew the notion of the rally.

That touring cars could be used in trials made sure of the popularity of that form of motor sport, but it gradually bred a new type of sports car, which was small and highly maneuverable, with a reasonably high power-to-weight ratio, which is where the MG cars were so effective. That these new sports cars could be used in stiffer competition like racing ensured that the drivers of these cars were pilloried for their efforts, and generally referred to as 'racers' by the tabloid press, especially when they got involved in accidents; although, in fact, this was not as often as generally supposed!

The 1292cc pushrod ohv T-series engine of 1936 which replaced the 939cc P-type Midget unit, and developed much the same power but at 4250 rpm, allowing a more relaxing drive. No independent suspension, despite the revolutionary R-type racing car of the previous year



By the mid-1930s, there was a general anti-sports car attitude amongst the non-sportscar owning majority, who were often horse owners or drivers of horse-drawn vehicles ... but that is another story! Certainly, insurance companies were reacting against sports cars and raising premiums to higher levels than those of touring cars. It is possible that this, as much as anything else, made Lord, and particularly Thomas, even more anti-MG than they undoubtedly already were. Lord was beset with rage when he visited the MG Factory in 1935 to find the development shop full of racing cars, declaring "Clear all this bloody rubbish out. We make cars for people, and not rich ones! We want no more camshafts in products of this Company!" This quote came from Cecil Cousin, Works Superintendent of MG at the time, who was present.

Conclusion

From all the threads it is now possible to make a judgment on the discontinuing of the ohc MG.

1. The ohc engines had reached their limits of development.
2. Low production, with units not used in other models within the manufacturing group.
3. Personal disagreements between the principal players in the board room.
4. Need to modernise the product in line with changing market requirements.
5. To some extent, the age of the former owner of the Companies, who wished to retire and leave the business in the hands of younger managers.

Nothing at all to do with profitability of the company, just sheer production logic coupled with forward planning for the product. Whether one likes the MG products of the late 1930s or not is irrelevant; they suited a market and continued to offer what Kimber had always aimed for ... a sporting car offering a great deal for the money. This contrasted with many of his competitors who changed the order of the words to "offering cars for a great deal of money!"

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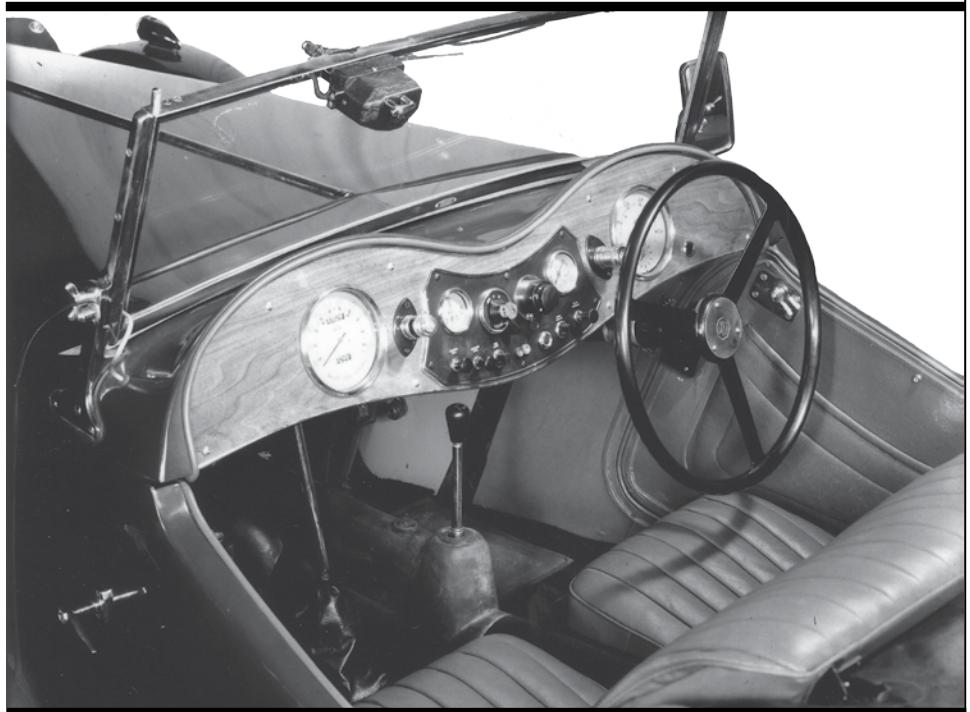
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Bespoke Interiors & Weather Equipment for MG T and MMM





The L-TWO Files

David Harrison davidmharrison2003@yahoo.com



License to Kill

Arguably, one of the most important pieces of metal on a MMM car is the original license plate. In the UK the license plate number normally remains with the car through the chain of ownership, acting as a secondary VIN. Many well known cars are popularly known by their license plate. The plate number at issue is coded to the issuing license office location and can give important research clues for a car's provenance. It is well known in MMM circles that a JB plate prefix locates to Abingdon and possibly relates to a factory car. Some plates are so desirable they could tempt a little mayhem.

The original license plates can get damaged, lost, stolen, or transferred to another car and often do not survive a journey across the pond. Reproductions are available but authentic fonts, pressing details and the obscure manufacturer's trademark are rarely seen. I was fortunate that my 1933 MG L2 Magna, found in pieces in a Virginia basement in 1990, came with its original 1933 plates, **JB 2265**. They bear the signs of 90 years of service, with dings and extra holes, including one for the starting handle, some authenticated by contemporary photos.

To help present and future MMM owners looking to install correct looking plates here are some specs from my original plates:

- Material is $\frac{1}{8}$ " aluminium.
- Size is 21" long by 5" deep.
- The stamped rectangular border is $\frac{1}{4}$ " wide, and the black "recess" in which the characters are stamped is about .015" deep; the raised characters are the same depth.
- The characters are $3\frac{1}{2}$ " tall, natural aluminium, not painted. I'm guessing the plate blank was painted gloss black, front and back, the characters embossed, then the paint on the raised characters and border was cleaned off.
- The Makers trademark is stamped in the top right corner and is difficult to see. My front plate is easier to read - **HOMO HYGRADE PATENT NO. 233179** is stamped in $\frac{1}{8}$ " high caps. The back plate mark appears different for some reason; I can only see HYGRADE 13179.

I have no reason to believe my plates are different from other contemporary plates but this note may trigger others' insight on this neglected field.





Plate Maker's logo

HYMO HYGRADE
PATENT NO.233179

In upper right hand corner of
black section on front of plate





Technical Topics

... after a fashion



The Strange Case of the Crooked Zipper!

By Win Gould, Vintage MG Car Club, Chicago

Courtesy of Dan Shockey

The exploits of the Royal Air Force are well known to anyone who studies history. We know that they made a valiant effort against the infamous Red Baron during World War I, and kept the Luftwaffe at bay during World War II. But, did you realize the influence these intrepid flyers had on early MG design?

In the process of restoring my MG PA, I made the decision to furnish it with a full tonneau cover for the cockpit. My upholsterer gave me an estimate, but just for the installation of the tonneau. He was planning to order the actual product from Moss. After explaining to him that Moss didn't carry many accessories for 1934 MGs, I set out to see if I could locate one myself.

After many hours on the internet and many dead end leads, I found an outfit in England, Bryan Purves Ltd., that advertised the ability to make hoods and tonneau covers for vintage MGs. Not only could he supply what I needed, his price was less than Moss's prices even with shipping. As I noted in the last issue of the Viewpoint, I ordered the cover from Bryan on a Tuesday and it arrived on the following Monday, complete with all the hardware needed for installation.

I delivered the cover to the outfit that is upholstering my PA. At the time they were busy working on the car's interior, but when a material shortage resulted in

a break, they started work installing the tonneau. Then I got a phone message from the upholsterer. The zipper on the tonneau was crooked! Unbelieving, I drove to the upholsterer to see for myself. Sure enough, instead of tracking straight down the middle from the cowl, the zipper headed to the left.

I took some photos and got on the phone to England early the next morning. Reaching Brian Purves, I explained the problem. With typical British calm, he told me the zipper was supposed to track to the left exactly that way. He said if the zipper were run straight down the middle, the blokes in their Royal Air Force flying jackets wouldn't be able to get in the car. MG PAs are narrow, and where zippers can run straight in T-types, Brian has always made them track towards the left in MG midgets so drivers in heavy jackets would be able to access the car.

My upholsterer and I agree the angled zipper looks a bit strange, but apparently it's supposed to be that way! And now I know it's all due to those heavy RAF jackets drivers loved to wear while tackling the popular sports car trials in the English countryside back in the 1930s. I'm just glad the forward part of the tonneau will normally be tucked behind the seat in my car. No one will ever believe me if I try to convince them that the angled zipper is all the fault of the RAF!





Curves & Wings

The shape of the rear Swept Wing

Tom Wilson

MGTCTom@gmail.com



Fitting up the rear wings of the 11 MMMs I'm restoring is a long ways off, but work on them needed to start so they are ready when the time comes. Once the rear wings are complete we will tackle the front ones.

For the L1, I was lucky enough to acquire a reproduction set last fall made in the mid-1970s in England; they look just about spot on perfect for shape, contour, and size. The J and P wings are the bigger project.

Two of my J2s were originally swept wing, as were all six of the P types. I'm making all the Ps with 2-seater bodies (2 of the 6 were originally 4-seaters), so that's eight sets of wings. It appears wing contour was the same for both J and P. Some of my wings are originals, a few are reproductions. How does one get them all the same in correct size and shape?

Using the best of the originals stripped to bare metal, I started by having a local firm do 3D scans of the wings and convert them to usable CAD files. This gave me a base to start from. The next step was to check profile contour of several wings – both in cross and length-wise cross section. Tom Metcalf graciously let me do this with 3 sets of original wings in his shop, and I also took profiles from 3 sets of my original wings. This involved making a cross sectional template every two inches around the profile – 32 per wing, 12 wings total. Once

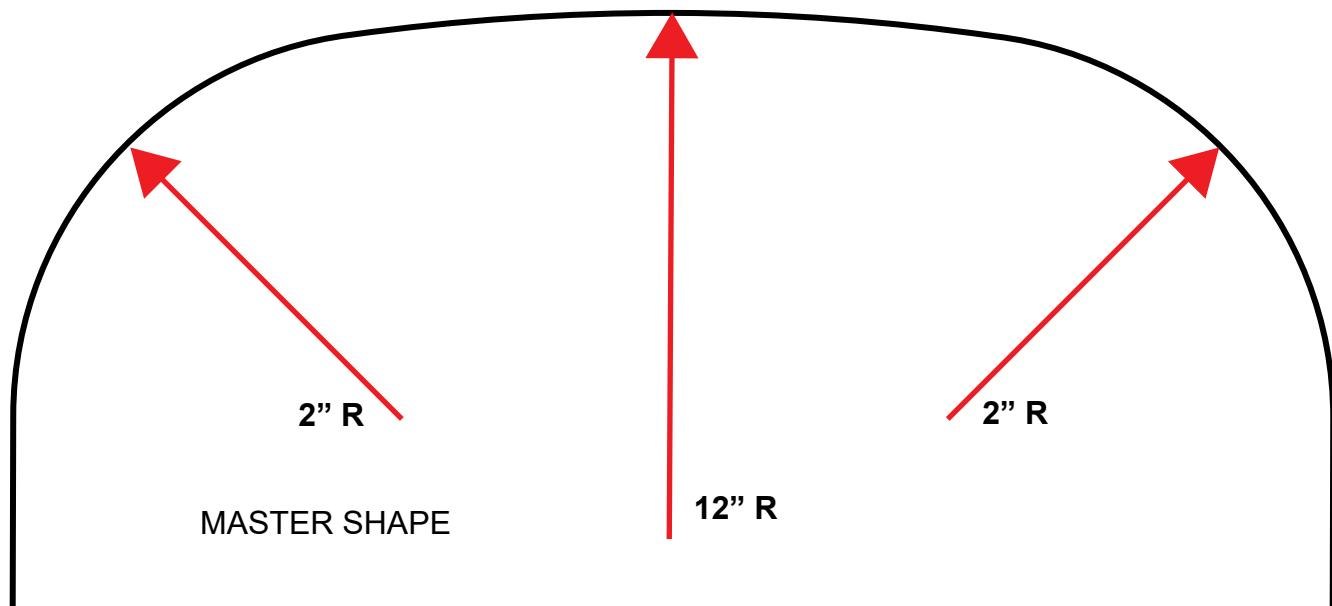
the first six were done, the others took a lot less time as they pretty much confirmed the shape we'd already identified.

The cross section shape is essentially three arcs. The outside curves have a 2 inch radius, mated to the center area's 12 inch radius. The inside curve is flattened a bit where the shape is cut out and formed to fit into the wheel well. The rear tip also flattens out a bit as it tapers to a point.

It appears that the originals were stamped as two pieces - the wing shape and the inner panel. These were welded together and formed, then the outer edge rolled with wire insert and the rear tip shape finalized. Wings probably had a lot more consistency in shape than we've talked about over the years.

With this shape identified, I made a forming buck my metalsmith can use in shaping. One works for both left and right; he'll make forms to correctly shape the area fitting into the wheel well.

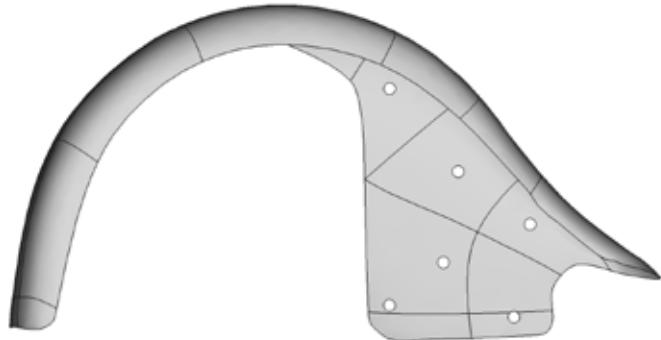
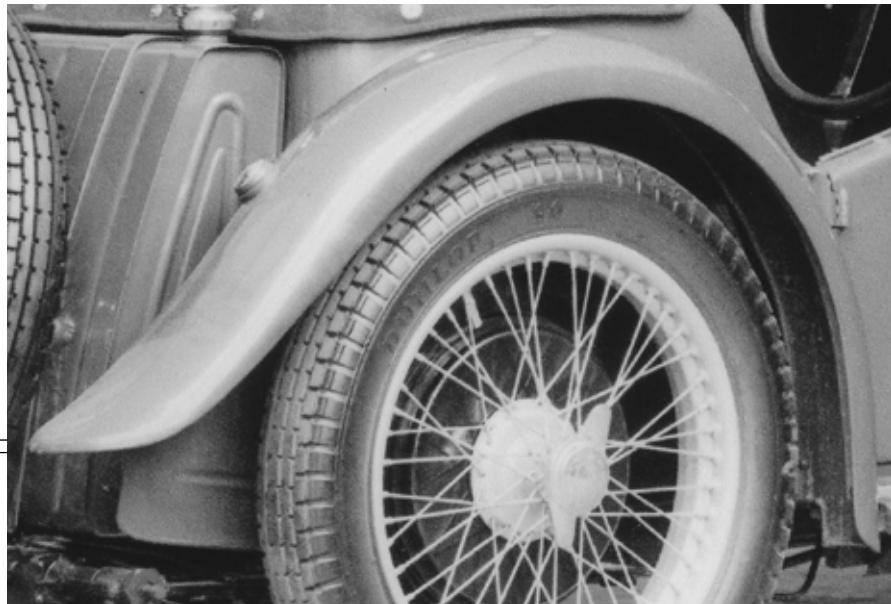
If all goes as planned (famous last words), we will end up with 8 sets of rear wings, all the same contour. Rear tips may vary a bit as they did originally; PBs didn't have a wire edge in the tip, there is also some variance in the turn down around the tip edge.



Cross Section Profile of the rear wings
Width of the wing measures $6\frac{1}{8}$ " to $6\frac{7}{8}$ ".

Circumference of all wings measured 64" to 65"; some variance but likely not noticeable when fit up to the body

Height of the lip at the rear tip varied on wings.
What is "most correct?"



Contour follows a 36" diameter circle for the main arch. Flattens in the front bottom, kicks out at the rear to the tip with that nice arching "slide."



3D scanning of wings produced files we could clean up and use as a basis for making forming bucks. Here we are scanning the front wing - the process is quick and quite accurate!

First forming buck. We've since made some changes to make it easier for the metalsmith to work with. Shape was determined by taking cross section profiles of original wings every two inches from front bottom edge to back tip.





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