



MMMagazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Winter 2023





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Celebrating Pre-War Cars of the MG Car Company

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A Register of the MG Car Club
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The Pre-war M.G. Register of Australia
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Deadline for contribution submissions is the 15th of the prior month.

Please submit all contributions to the Newsletter Editor, Ken Klemmer. See contact information above.



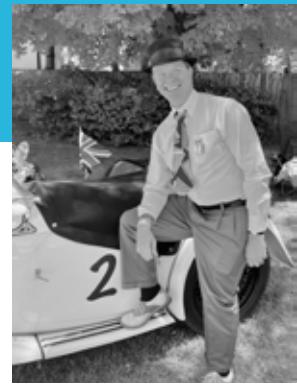
The NEW! Editor's Desk

Ken Klemmer

kaklemmer1969@gmail.com

Who is this guy? What happened to Tom? Will we still get a newsletter (really a magazine in disguise) every quarter? So many questions; I'll try to provide some answers.

Born generations far too late, I have been an MG fanatic since about 11 years old, inspired of course by "The Red Car", which I recall purchasing during one of the Scholastic book drives at my elementary school. I don't know what happened to that copy, but I recall it being pretty tattered from several re-readings. Years later, I could still recite all of Frenchy's sage operating and driving advice.



It was many years before I purchased an English car (new), but few years later wanted something older to replace my Ford Model T and 1878 bicycle. Thus began a succession of venerable vehicles, including an Austin-Healey Sprite and Lotus Europa, but soon my own "red car", a 1951 MG TD, arrived. It was somewhat a second choice, as what I really wanted was a TC, but finding a promising and affordable one proved difficult. It was not until several years later that I finally found TC #5510 which has turned out to be one of my and wife Melody's favorites.

Prewar cars of all types have always been an attraction for me, and the TC, while prewar in spirit, is a bit ordinary. Even before the TC graced our garage, I was fascinated with the Midget, with its exotic overhead cam motor, finned brake drums, and V-windscreen, with the added advantage of the fabric body. While I will cover in more detail the history, acquisition, and completion of "Wiggy" #2m1281 in some future issue, a MMM car finally came home to us in 2022.

The "virtual ink" of my first issue of the MMMagazine wasn't even dry before I received a call from Reinout Vogt asking if I was interested in the position of editor, as Tom Wilson was retiring after an impressive 3 year tour of duty. Tom hasn't gone anywhere, but is very busy with a vast array of interesting projects. I held out, claiming lack of knowledge in the MMM world, but was persuaded to take the position when assured I would have a steady supply of content from a team of motivated reporters.

So, since you are reading this, the first issue with a very steep learning curve was more or less a success, and assuming I haven't run far, far away by now, there will be another in your mailbox soon!

...And while I am still on my bully pulpit, please consider attending the Kimber Festival in April at the Simeone Museum in Philadelphia... it is a fascinating place and event.

Safety Fast,

Progress is slowly coming along on "Wiggy", our new little four-winged friend. He WILL be ready in time for the GOFC MMM event in June.





Chairman's Corner

Jack Kahler MGJack@aol.com



Our Register is going to South Bend, Indiana June 19-23 for our National Meet and to celebrate the 100th Birthday of MG. Registration is open so sign up on-line or go to our Register web site nammmr.org to register to meet and enjoy your MMM friends! See ya in Indiana!

Our Register is totally a volunteer organization and that allows changes at anytime. We have two new Board of Director members to announce and they are Ken Klemmer as Editor of our MMMagazine and Dan Fest as Director of Register Advertising. Ken brings to the Register years of editorial experience and was editor of the Austin Healey newsletter. Dan is most qualified to head up our advertisers as he deals with MMM parts and material suppliers all around the world in his ongoing buying and selling of MMM parts. Welcome aboard in leading our Register in these two important activities.

My J2 Special is completely built and ready for bodywork (see photo), paint and interior finish. I am still out in left field as to color. Color is a big decision as it can make or break the project. About seven years ago, I decided to build a J2 from the ground up taking my time to build it as close to Abingdon specifications as possible. I started this project with chassis J2 3140 that I purchased from Tom Metcalf who had it stored in one of his barns. With Tom's help, I have discovered that J2 3140 was built in Abingdon March 30, 1933 and delivered to University Motors. It was then sold to the British gentleman, George Taylor. It was also once owned by Jerry Goguen, then Mike Allison. I have no idea what happened to the entire car but will keep searching. I wish to thank so many MMM buddies on this side of the pond for helping me with J2 details and all the J2 bits I required. THANKS Tom Metcalf, Dan Fest, Chris Leydon, Gary Kruskoski, Casey Duncan, Bill Richey, Bill Bollendonk, Bob Grunau, Reed Tarwater, Tom Wilson and all the material and service shops in the USA. I also wish to THANK all the Beaulieu Autojumble British bits vendors and shops like Sports & Vintage, Steve Gilbert, Barry Walker, Berlen SU Carbs, MG Car Club UK, Vintage MG Parts, Vintage Supplies, Namrick Nut & Bolt. Without the above suppliers, restoring or building our MMM beauties could not happen.

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 present another great MG event for you. GOF Central combines special friends, activities, and food for an MG centenary birthday party to remember! The Embassy Suites in South Bend, Indiana is the guest hotel and headquarters for GOF Central. All MGs and enthusiasts are invited!

For details and to register, visit GOF2023.com.
Be sure to watch the video!



**Use Order form to
Order Today to have in time
for GOF CENTRAL!**



**Large Variety
of Logos,
Styles and Colors!**

NAMMMR South Bend GOF Regalia Order Form

Each Primary Registrant will receive a free Polo shirt compliments of Hagerty. Please report what size that shirt should be by filling out the first row or calling Cathy at 303-808-3772.

Item	Color	Embroidery	Size	Cost	Total
Hagerty Polo	White	MMM SB Logo	Adult _ Women _ S_ M_ L_ XL_ XXL_ 100% Cotton _	N/A	N/A
Jacket – Fleece	Forest Green _ White _ Navy Blue _ Light Blue _ Red _ Black _	NAMMMR Logo _ MMM SB Logo _ MG Octagon _ * MG Safety Fast _ * MG Loved First _ * *Thread color	Adult _ Women _ S_ M_ L_ XL_ XXL_ XXXL_ Tall _	\$35 Add \$3 Add \$6 Add \$4	
Polo Shirt	Forest Green _ White _ Navy Blue _ Light Blue _ Red _ Black _ Other _____	NAMMMR Logo _ MMM SB Logo _ MG Octagon _ * MG Safety Fast _ * MG Loved First _ * *Thread color	Adult _ Women _ S_ M_ L_ XL_ XXL_ XXXL_ 100% Cotton _ Tall _	\$22 Add \$3 Add \$6 Add \$4 Add \$4	
Dress Shirt – Long Sleeve_ Short Sleeve_	Forest Green _ White _ Navy Blue _ Light Blue _ Red _ Black _ Other _____	NAMMMR Logo _ MMM SB Logo _ MG Octagon _ * MG Safety Fast _ * MG Loved First _ * *Thread color	Adult _ Women _ S_ M_ L_ XL_ XXL_ XXXL_ Tall _	\$22 Add \$3 Add \$6 Add \$4	
T-Shirt – Short Sleeve	Forest Green _ White _ Navy Blue _ Light Blue _ Red _ Black _ Other _____	NAMMMR Logo _ MMM SB Logo _ MG Octagon _ * MG Safety Fast _ * MG Loved First _ * *Thread color	Adult _ Women _ S_ M_ L_ XL_ XXL_ XXXL_ With Pocket _	\$16 Add \$3 Add \$6 Add \$4	
T-Shirt – Long Sleeve	Forest Green _ White _ Navy Blue _ Light Blue _ Red _ Black _ Other _____	NAMMMR Logo _ MMM SB Logo _ MG Octagon _ * MG Safety Fast _ * MG Loved First _ * *Thread color	Adult _ Women _ S_ M_ L_ XL_ XXL_ XXXL_ With Pocket _	\$18 Add \$3 Add \$6 Add \$4	

Baseball Cap	Forest Green _ White _ Navy Blue _ Light Blue _ Red _ Black _ Other _____	NAMMMR Logo _ MMM SB Logo _ MG Octagon _ * MG Safety Fast _ * MG Loved First _ * *Thread color	One Size	\$22	
Grille Badge		NAMMMR		\$50	
Postage If by Mail	Add \$10 for first item	Add \$4 for each Additional item			
Total					

NAMMMR South Bend GOF Regalia Order Form

Available LOGOs for regalia:

NAMMMR Logo: The official MMM shield with the original colors.

MMM South Bend Logo: A special 100th Anniversary logo with Old #1 pictured.

(If you want the GOF 100th Anniversary logo, order that from GOF Central)

MG Octagon*: The Octagon with MG in the middle

MG Safety Fast*: The MG Octagon with "Safety" on one side and "Fast" on the other side.

MG Loved First*: The MG Octagon with the phase "The Sports Car America Loved First" below.

*These three logos need you to designate the color of thread on the order form in the blank area below "Thread Color".

To pick up at South Bend, order must be received by 5/15

Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Paid amount: _____ Check: ____ Cash : _____

Make Check out to NAMMMR

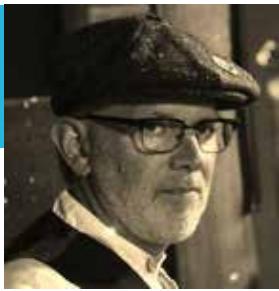
Email address: _____

Phone Number: _____ Text: Yes_ No_

Method to receive items: Pick up at South Bend Event: ____ Mail: ____

Mail form to:

Cathy Gunderson
6160 W Lakeside Ct
Littleton, Co 80125
Or
Call or Text:
303-808-3772



Treasurer's Report

Jack Schneider brijjack@comcast.net



February 1, 2023

I think overall we did very well in 2022 with a net difference of negative \$27.43! Our Register remains in very stable financial shape. On to 2023! Please continue to support our NAMMMR! See you in South Bend, Indiana!

Thanks for your continued participation,
Jack

Here is our financial standing, as of 12-31-22:

Checkbook balance 01-01-22	\$6,160.52
Total earnings & income during 2022 (dues, advertising, event raffle/auction, regalia)	\$6,190.10
Total available funds 2022	\$12,350.62
Total expenses during 2022 (gen. operating, membership, newsletter, event)	\$-6,217.53
Final checkbook balance 12-31-22	\$6,133.09
Net difference income/expense	\$(27.43)

Kimber Creek

Custom high quality interiors and weather equipment for MGs

Accurate Materials & Colors - custom made to match original colors and shading.

Connolly Celstra leather, as original for MG.
Vinyl carefully selected and custom matched.

Weather equipment in fawn wigan or modern fibers.
Carpets in original design for MMM and T series.

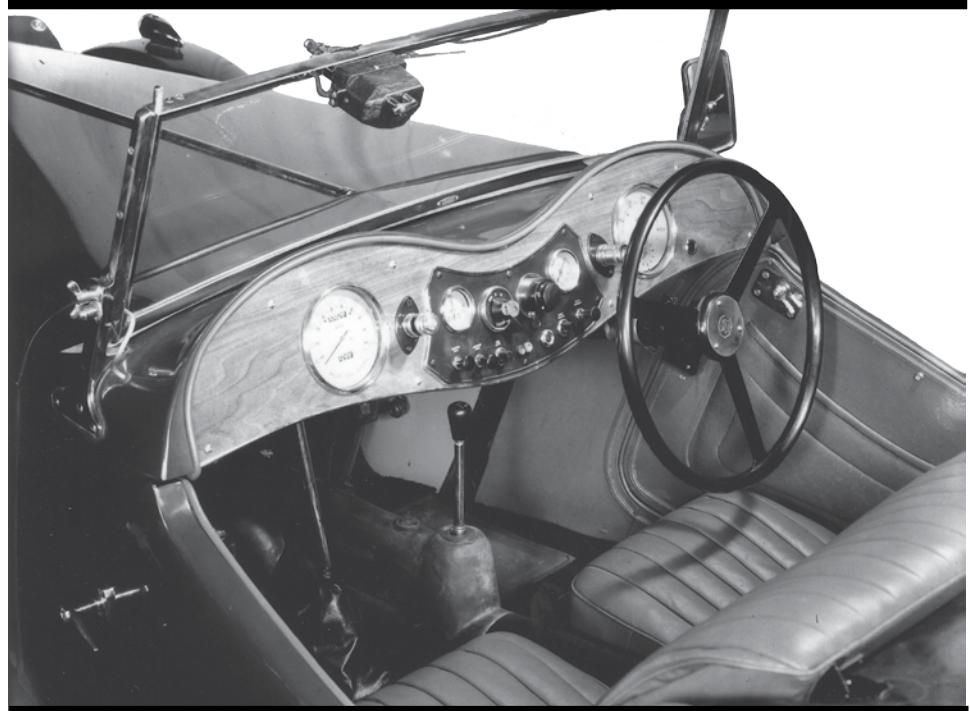
Accurate Details - Hand made by a craftsman,
duplicating original details.

Accurate Fit - Kimber Creek can custom make
interior trim panels for your MG to ensure simple
and straightforward installation.

As of August 2022, production space is booked for
the next 12 months. Call for details about
scheduling your order.

Tom Wilson
Kimber Creek Ltd.
Zionsville, IN USA
(317) 432-1984 Kimber0251@gmail.com

Bespoke Interiors & Weather Equipment for T and MMM



Kimber Festival 2023

The New England MG T Register registration site is open for the 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 have a keen interest 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. You do not need to be a NEMGTR member to present or attend. All MG enthusiasts are welcome!

Our host hotel is the Embassy Suites by Hilton Philadelphia Airport. The room pricing is \$189 + taxes. Room rate includes breakfast both mornings, reception and in/out parking. You need to make your own reservations with the hotel directly. Rooms will be held at group rate until April 1, 2023. Call 1-888-728-3025 if you have questions about room reservations.



For full event information visit: <https://www.nemgtr.org/events/events/event/159-kimber-festival-2023.html>

SCHEDULE OF ACTIVITIES

	Activity
Friday, April 28, 2023	
11:00 - 4:00	Registration / Museum available for touring
12:00 - 4:00	Flea Market
5:00 to ?	Flea Market and social hour; Buffet dinner (there is no Flea Market on Saturday)
Saturday, April 29, 2023	
7:00 to 8:30	Breakfast at the Embassy Suites (included in room cost)
	Morning Presentations
9:00 - 12:00	Fred Horner – “MG Archeology: Matching Numbers and Beyond” Tom Metcalf – MMM Series Ed Cooke – MGA/MGB Series
12:00 - 1:00	Lunch
	Afternoon Presentations
1:00 - 4:30	Len Fanelli – MG Engines Provided the Power Tom Lange – “The Arnolt MG: An Anglo-Italian Beauty” David Harrison – “Alpine to ARCA – An L2 Races Two Continents”
5:00	Dinner Buffet
	Feature Presentation - “The Birth of MG” Chris Nowlan and Dave Lawley
9:00 - 'til ?	Socializing
Sunday, April 30, 2023	Goodbyes

Event News - 2023

Alan Magnuson alanmg1978@gmail.com



MG Car 2023 North American and MG & Triumph 100 Activities:

Get these 2023 dates on your calendar for MG Centenary Events in North America starting in June of 2023. Organizers will be delighted to have you attend events in your area of North America. These Centenary celebrations invite All MGs and their owners!

Please check for up-to-date information before departing for the meet. The Register encourages local groups and clubs to submit their MG events to the NAMMMR Editor. Information must include the date, location, and website. Please submit events at least three months in advance to Ken Klemmer, kaklemmer1969@gmail.com

- MGCC Rocky Mountain Centre's 71st Annual Rallye Glenwood Springs, Glenwood Springs, Colorado. June 9-11, 2023. Celebrating MG's Centenary with the MG TD as car of show. www.mgcc.org
- MG & Triumph 100, Silverstone Circuit, Northamptonshire, United Kingdom, June 10-11, 2023. Centenary celebration for MG and Triumph, www.mgtriumph100.co.uk
- NAMGAR's GT-48 in Memphis, Tennessee. June 12-16, 2023. www.namgar.com
- NEMGTR GoF Mk 109 "Rally up the Rideau" Kingston to Ottawa, Canada. June 14-18, 2023. www.nemgtr.org
- GoF Central/NAMMMR meet will be June 20-23, 2023. Show is in South Bend, Indiana, home of Notre Dame University and Studebaker. www.gof2023.com/
- NAMGBR's MG2023 – Calgary, Alberta, starts after the Calgary Stampede from July 17-20, 2023. https://namgbr.org/
- Lime Rock 41st Historics Race, Lime Rock, Connecticut. September 1-4, 2023. Celebrating MG's 100th Anniversary! limerock.com/events/all-events/
- SVRA Collier Cup MG Race, Watkins Glen, New York. Weekend of September 9-10, 2023. www.theglen.com/events/2023-hilliard-u-s-vintage-grand-prix/
- 40th Annual Colorado English Motoring Conclave, September 16-17, 2023. This Centenary celebration will have over 400 British vehicles. <http://thecoloradoconclave.com/>

MG: The Marque of Friendship!

The logo for Abingdon Spares, featuring the MG logo on either side of the word 'Abingdon Spares' in a blue octagonal badge, with a small Union Jack flag below it. Below the badge, the text reads: 'Since 1968 • Knowledgeable staff • Same day shipping • Best prices! Quality New & Used Parts for MG T-Types and MGB Everything you need to keep your MG on the road'. At the bottom, there is a yellow bar with the phone number '800-225-0251' and the website 'www.abingdonspares.com'.

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Magnetic-speedometer-repair.com

MJPFlannery@hotmail.com

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G loucestershire GL17 9TU U.K.

North American MMM Register's 2023 North American Meet - June 20 – 23, 2023

Celebrating 100 years of MG Sports Cars!

Join your MG family in South Bend, Indiana for GoF Central and the MMM Register's annual gathering. You are encouraged to drive/trailer your MG and view the assemblage of Midgets, Magnas, Magnettes, T-Series, A's, B's, and C's. Share the excitement of NAMMMRs Chairman's Award for the Best Abingdon, England Original MMM MG in attendance. The Award presentation will be Thursday morning in the Embassy Suite's restaurant.

We'll be in the Embassy Suites across the street from the University of Notre Dame and be able to enjoy walking the campus, the South Bend Chocolate Museum, the Studebaker Museum and Oliver Mansion, the Car Show at St. Mary's University with a Hoosier BBQ, nearby restaurants (look online), local craft beers at Tippecanoe Place and Studebaker Brewing, and O'Rourke's Public House. South Bend was incorporated in 1865 and named from its position on the southernmost bend of the St. Joseph River.

Our Bibulous Gallimaufry celebration will be Tuesday night at O'Rourke's Public House. How did we start the tradition of the Bibulous Gallimaufry and what is the definition?

A bit of NAMMMR history first. The Register was founded by Jerry Keuper in 1989 "to provide a means of communication among owners of MMM cars in North America." Jerry served as chairman from 1989-1991. Bill Tantau became chairman in 1992 and served in that capacity through 2012.

As Bill Tantau recollects, "The word Gallimaufry was introduced to us by Mac Reynolds who had a C-Type. I believe it was at a Florida meet when we held one of our early get-togethers as MMMers gathering amidst a sea of 'ordinary' MG owners. Mac was a classy guy and always enriching to be around. But wait – don't forget the original context... we convened what came to be called, thanks to Mac, a Bibulous (fond of alcoholic beverages) Gallimaufry (any inconsistent or ridiculous medley)."

The Bibulous Gallimaufry terminology was penned by Mac Reynolds at the 2000 GoF/MMM meet in Mt. Dora, Florida. Mac had a 25-year career in Chicago industrial real estate. He was an avid jazz fan who for decades played the banjo and recorded with several Chicago area jazz groups. Mac, a true gentleman, received the second Jerry Keuper Founders Award in 2001 at MG International, St. Paul, Minnesota.

Tech Sessions: These are a few of the planned technical sessions.

- Resonator Guitar Building - Master Craftsman Tim Scheerhorn. Come hear Tim's story of why and how he developed his first resonator guitar in 1989 and learn of the improvements he made which led him to be world renowned as a premier resonator guitar designer and builder.
- MG Through the Ages - To celebrate the 100th Birthday of the MG Sports Car Tom Metcalf and his team of experts will walk us through key MG models from the beginning in 1923 until the factory closed in 1980. You won't want to miss this impressive display of MGs.
- It IS rocket science! - Greg Bollendonk, a fellow MMM enthusiast, has invested his career in the space, rockets, and exploration industry. Greg will share stories and details about the projects, processes, and people who come together to create successful launches and space missions.
- Valve Cover Workshop - Conducted by Lee Jacobson, you will learn the ins and outs of Valve Cover Racers and Racing. Lee's Valve Cover Racing was a hit last year in La Crosse.

Funkhana: MMMers Jan and Reed Tarwater are leading this event. The challenge for teammates will be to assemble a model MG from provided components (frame, tub, wheels, axles, etc.), then pull the car from the assembly area to the finish line without losing any components along the way.

Parking: Covered parking is available at the hotel. Trailer parking is available.

Highlighted MMM/GoF Schedule of Events

Monday, June 19	Registration	3 pm – 8 pm
	Hospitality Silent Auction, Photo, Craft	3 pm – 8 pm
	Managers Reception	5 pm – 6:30 pm
Tuesday, June 20	Registration	9 am – 8 pm
	Hospitality Silent Auction, Photo, Craft	9 am – 8 pm
	Tech Sessions/ Tours	1 pm – 4 pm
	First Timer's Show/Reception	4 pm - 6 pm
	MMM's Bibulous Gallimaufry	6 pm – 8 pm
Wednesday, June 21	Hospitality Silent Auction, Photo, Craft	8 am – 10 am, 2 pm - 5 pm
	Car Show/ Hoosier BBQ	10 am – 2 pm
	Tech Sessions/ Tours	2 pm – 4 pm
	MG Reception/ Live Music	4 pm – 6:30 pm
	Live Auction and Entertainment	7 pm – 9 pm
Thursday, June 22	MMM Chairman's Breakfast	7:30 am – 8:30 am
	Hospitality Photo, Craft	9 am – 4 pm
	Tours – morning and afternoon	9 am – 4 pm
	Tech Sessions	9 am – 4 pm
	Funkhana – Jan and Reed Tarwater	TBA
	Swap Meet	TBA
	Valve Cover Races	1 pm – 4 pm
	MG 100th Birthday Party and Awards Banquet	5 pm – 9 pm
Friday, June 23	Farewell/ Hospitality	9 am – 11 am

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

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

Safety Fast!

Alan Magnuson
Director of MMM Register Events
303 437 0527
alanmg1978@gmail.com



Alan Magnuson, MMM Register
Event Director
Alanmg1978@gmail.com
303-437-0527

Hello Alan,

I wanted to take a minute to put out a short update on GOF Central #42. The gathering this year is in South Bend, IN which is central to all MGs, and ALL MGs are invited! It will officially run from June 20th to the 23rd. Early check-in on the 19th is possible. The plans are well underway with many of the old comfortable things that make up a GOF plus some new stuff to pique your interest. Of course, we will have a first timers car show, the main car show, tours and sights to see in South Bend, the ever-popular valve cover races return with a tech school to find out all the speed tricks, maybe a short movie, the banquet, auction, flea and vendors marketplace and certainly trophies for the winners. You can also sit in on music and Rocket Science tech sessions to add some diversity to the greasy car parts and MG history discussions. Oh, it also just happens to be the 100th Birthday of MG!! There could be quite a birthday party someplace in this mix of friends, people, cars, memories and friends yet to be made. The event website WWW.GOF2023.com is fully active for registrations as well as adding current updates when various plans are finalized, so please drop by the website for all the latest. Regalia items will be added in the next week or so you can order for pickup at the registration desk; keep coming back as we add more items.

Our Embassy Suites headquarters is set up nicely for close conversations to catch up on times past, and has plenty of open space for cars, a manager's reception every evening, complimentary cooked to order breakfasts, as well as a nice dining room. It's a short walk to Eddy Street Commons for all your dining and nightlife needs. There is an indoor parking garage for our cars!

I am asking your help to ensure that the important PEOPLE part of the event reaches its' full potential. Please work with the NAMMM Register to encourage as many members as possible to attend. Also reach out to your local MGT, MGA, and MGB groups; the 100th Birthday Party is for them as well. Place the GOF on your event calendar, arrange for members to travel in small groups to South Bend. If their cars are still a work in process, have them bring the stories of the car and talk to the experts that will be all around them. Tell members to be prepared to celebrate 100 years of MG in (Indiana!) style!

During registration there's a step to indicate if you could volunteer to help during the event - maybe help out in Hospitality, or during the auction, or with leading a group to a museum. It is the volunteers behind the scenes that make GOFs run so very smoothly. Check the box and we will get together with you about how you can to help. Just as in Minnesota last year, the volunteer commitment will be short and well defined.

Safety Fast,
Greg Peterson
Chairman, GOF2023
gpeterson@sprynet.com
317-445-7492

Your hosts for GOF2023 are the Olde Octagons Of Indiana, the Hoosier A's and the Hoosier MGB Club Unlimited. Please note that ALL models of MG are invited to celebrate their 100th Birthday at the GOF.

Event News - 1923

Alan Magnuson alanmg1978@gmail.com



100th Anniversary of MG Sports Cars - 2023 Centenary Events

MG's Centenary celebrations begin June 1, 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.

February

1923 Morris Garages Cowley Chummy, an 11.9 h.p. two-seater with a Dickey (Rumble) seat produced at Alfred Lane, Morris Garages, Oxford location.

March

1921 Cecil Kimber was appointed Sales Manager of Morris Garages and General Manager in March of 1922 at the Queen Street sales office

1923 First Advertisement with Octagon mark with Morris Garages Cowley Chummy

1928 MG Car Company (proprietor Morris Garages Ltd) formed.

April

1888 April 12, 1888 - Cecil Kimber's birthday

1923 London – Land's End Trial, Cecil Kimber wins gold medal in Morris Garages Cowley Chummy

1923 Six two-seat sporting bodies ordered from Raworth and placed on Cowley chassis

1924 London – Land's End Trial, Cecil Kimber wins gold medal in Raworth Cowley Chummy

1924 Introduction of M.G. Special four-seater Sports on modified 14/28 Morris Oxford chassis

1925 London – Land's End Trial gold medal in Kimber special, Old No. 1, License # FC7900

1928 MG Octagon registered as trademark.

May

1924 "MG" Trademark and patent retroactively claimed from this date

June

1923 1st Raworth bodied Cowley Chummy purchased 1 June, FC5581. Oliver Arkell, of the Arkell Brewing family, purchased his yellow Raworth Chummy in August, FC5855

1924 London – Edinburgh Trial, gold medal in a Bullnose Morris 14/28 Morris Garages Super Sports, License # MF8068.

1926 Announcement of MG Flat Radiator 14/28 Super Sports

MG: Safety Fast!



The new **ADR106** and **ADR95** are our electronic versions of the old **Lucas RB106** and the **RF95**

Direct Replacement brand new units - Fit and forget
They are both available in 6v or 12v, negative or positive earth

The ADR106 with screw or Lucar terminals

The ADR95 with screw terminals

Various outputs available - Fully fuse protected

Made in England, right here in our own workshops

[See our website for more details.....](#)

MANUFACTURERS OF ST51 D LAMPS
AND ST38 PORK PIE LAMPS IN CHROME
AND BLACK ENAMEL

MASSIVE STOCKS INC. SPARE PARTS

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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

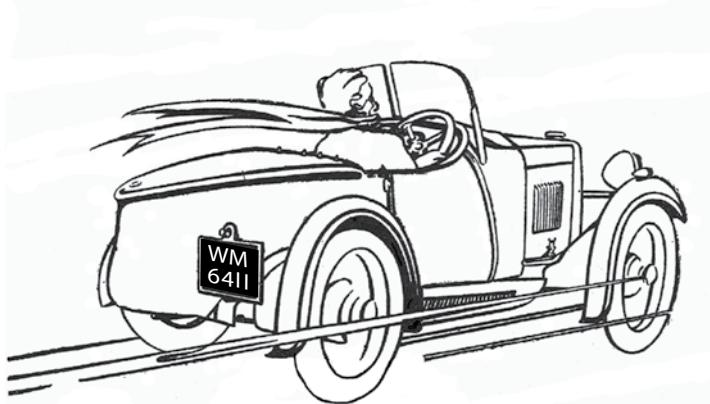


Registrar's Ramblings

Reinout Vogt reinoutvogt@gmail.com



The 2023 NAMMMR renewal is basically concluded. It always amazes me how quickly and easily that goes. It was just three days after I dropped off the renewal notices at the local post office that the first PayPal dues came in and a few days later the first checks came through the regular mail. With the USPS having some delays and PayPal not everyone's most favorite app, we have now received responses from all but three members. Unfortunately four members decided to not renew for 2023 but we also picked up two new members (see below). That means that we begin the MG Centenary Year with 141 members (144 if the three outstanding decide to remain active). Thank you all very much for making the renewal process go so well and I enjoyed the conversations and email/text exchanges we had along the way.



Next up is the directory. The format for the, annual, printed piece has been more or less the same for as long as I've been a member of the Register. I made a few, mainly cosmetic and formatting related, changes to try to improve its readability. I would like to hear from you if you have suggestions to further that or, to make bigger changes to make it more useful to your needs. Our treasurer Jack Schneider always sets aside a dollar amount for the directory and within that budget we have a lot of freedom. I look forward to every new, fresh, or cool, idea.

Here are the two new members, a warm welcome to the NAMMMR to:

Eric Welty from Argyle, TX with an L1 (L0308)

He purchased the project from the estate of (NAMMMR member) Lew Reader from Watsonville, CA. who imported the L1, from Great Britain in the 1960's, and later took it apart. Eric has begun to put the car back together and the photo shows its current state.

Glenn Brazil from St. Simons Island, GA (re)-joined the Register. His car (PA1466) was totally destroyed in a garage fire last year. He now has PA2233 from the estate of (NAMMMR member) Richard Germano. The car is still in storage awaiting the completion of Glenn's new garage. The photo of PA1466 should serve as a reminder for all of us to make sure that our garages, shops, or storage locations are as safe as possible and that our cars are appropriately covered by insurance as catastrophes; fires, tornados, floods, and hurricanes do happen.

Please give me a call at 847.342.9804 or send me an email at reinoutvogt@gmail.com with any questions or suggestions about your membership or the register records of your MMM MG.

MGreetings,

Reinout



New member
Eric Welty, from
Argyle, TX

Pictured is his
L0308 during
re-assembly



Returning member
Glenn Brazil, from
St Simons Island,
GA has rejoined.

Pictured is his
PA1466, destroyed
in a garage fire.

Happy 90th! 1933 MG L2 Magna

by David Harrison



JB2265, a 1933 MG L2 Magna, has a distinguished record on both sides of the Atlantic. JB2265 was one of three factory L2s entered in the 1933 International Alpine Trial, which traversed high and dangerous alpine passages. JB2265 was co-driven by W.E.C. Watkinson and H.A.F. Ward-Jackson. The team won the 1100cc class for MG, the cars being driven from Abingdon to Italy and back again from Nice after the event, covering thousands of miles.

JB2265 raced twice at Brooklands. The same team of three L2s won the light car relay a week before the Alpine Trial, and raced again in the 500 mile BRDC, competing against the new MG K3s, one of which won, driven by Eddie Hall. JB2265 was co-driven by G.W.H. Wright and Eddie March, aka the Earl of March, grandfather of the current Duke of Richmond and Gordon, who hosts the Goodwood FOS and Revival.

By seasons end, the L2s were non-competitive. In 1934, JB2265 was sold by the factory to W.E.C. Watkinson. Watkinson drove the car extensively in trials such as the Abingdon to Abingdon, then returned the car to MG.

In 1935 Barron Collier purchased JB2265 from the factory. The Colliers had competed in the 1933 Alpine in an Auburn and were no doubt familiar with the MG. The Colliers founded the prewar ARCA, Automobile Racing Club of America. JB2265 competed in several ARCA events before it once again became non-competitive. It was replaced by Maseratis and was retired, then sold by the Collier estate. The ARCA was disbanded the day of the Pearl Harbor attack.

The next twenty years are a mystery. The car turned up on the UVA campus in the late 1950s. It spent several years as a student car until owner George Salley graduated and moved to Norfolk. He disassembled JB2265 for a much needed restoration, and it remained in pieces in his basement until I purchased it in 1990. The car was amazingly complete and original and was re-assembled and gently restored by David Laughton.

It has returned to the track at Watkins Glen and VIR for special events and Collier Cup demonstration laps, and was previously on display at the Moss Museum. It will be displayed at the Simeone Museum in February 2023 in the "Best of Britain" exhibit and will be featured at the Kimber Festival event in April.

THE AUTOCAR
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AUGUST 1933

MG sales ad after Alpine win

MG
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THE INTERNATIONAL ALPINE TRIAL

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MANUFACTURER'S TEAM PRIZE (COUPE DES ALPES)

DRIVEN BY:
W. E. F. WATKINSON &
H. A. F. WARD JACKSON L. A. WELCH &
D. F. WELCH T. H. WISDOM &
MRS. WISDOM

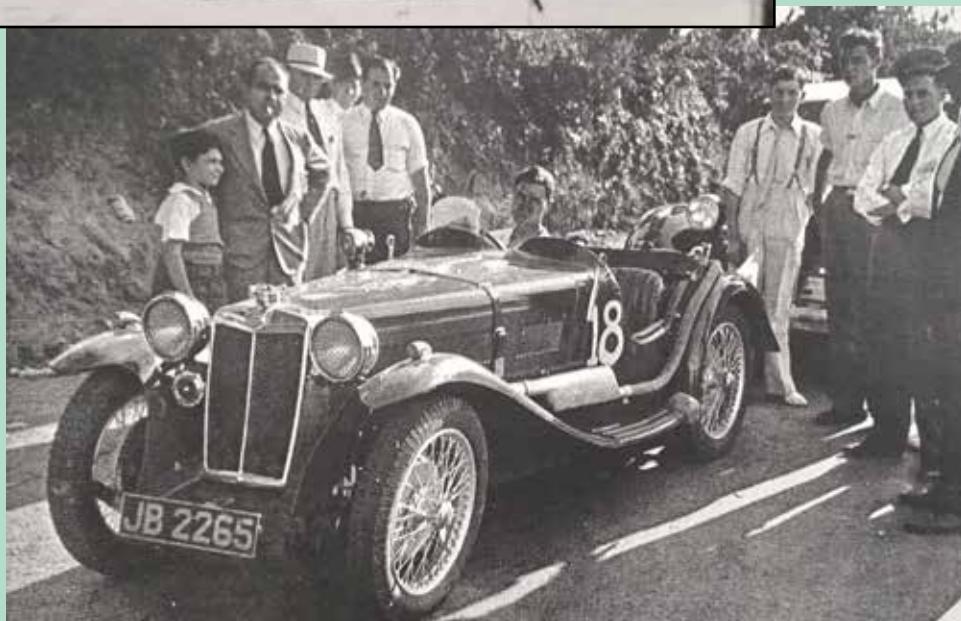
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500 c.c.-1100 c.c.) — 1st W. E. Belgrave**
M.G. MIDGET (Supercharged)
(The only Glacier Cup car in this Group)
SUBJECT TO OFFICIAL CONFIRMATION

M.G. Midgets from £199.10.0 M.G. Magnas from £285.0.0 M.G. Magnettes from £360.0.0

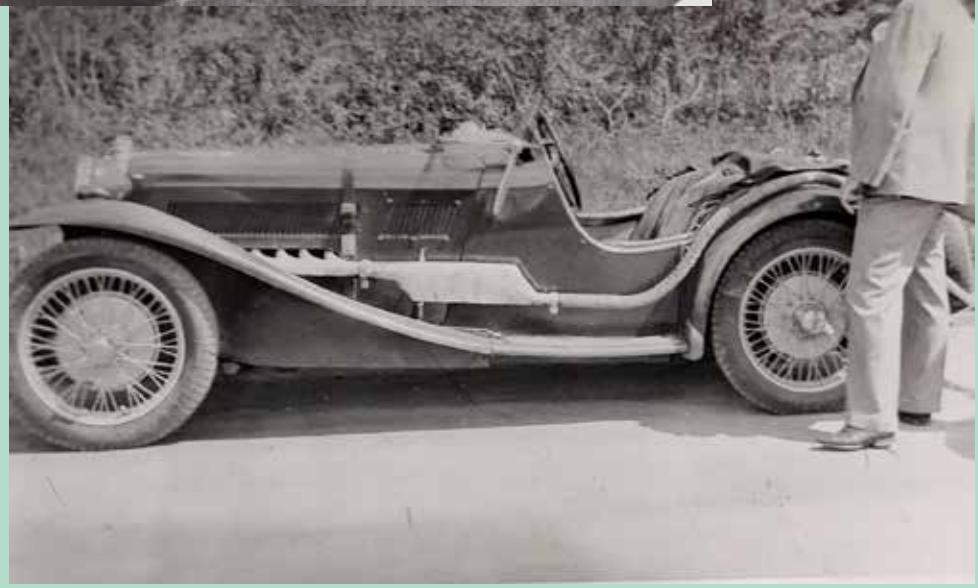
Printed by the Publicity Department of the M.G. Car Company Limited, Abingdon-on-Thames, Berkshire.



JB2265 in
Brooklands
paddock before
1933 BRDC 500
race



Barron Collier in
JB2265 at Cotton
Carnival race,
Memphis, TN



Barron Collier
observing
JB2265 at Cotton
Carnival race,
Memphis, TN



David with JB 2265 and Graham Robson at the Moss Motors Hall of Fame, Petersburg, VA



JB 2265 leading the victorious Magna team away from Nice after the 1933 Alpine Trial

FROM:-	TO:-
Sales Department	Service Department
TYPE... L.....	MODEL... 95.....
CHASSIS NO... 12068	ENGINT. NO... 81014
BODY COLOUR... Green	STARTER NO... 61280
UPHOLSTERY COLOUR... Green	BODY NO... 634.....
WHEEL COLOUR... Green	DELIVERED TO.....
GEARBOX NO... 356	DATE DELIVERED.....
BY HANNO NO.....	MAIN AGENT... Alpine Trial
SIGNED.....	
Despatch Department	

Factory Build sheet for JB 2265 and shipment sheet for Collier sale

To :-
Mr. Thornley
MWH/BLC.

From :-
Miss Jenkins
28-4-35

Regarding the MG Magna L two-seater, Chassis Number L.2068 I have, following a conversation with Mr. MacFadyen, arranged to have the car delivered to Morris Industries Exports Ltd., for attention of Mr. Jenkins on Monday next April 1st.

Would you be good enough to see that this car is sent up.

Morris Industries are arranging for the car to be shipped to Mr. Sam Collier.

To Mr. King - Garage From Mr. Thornley
J.W.T./GL 1-4-35

Please arrange for L.2068 to be delivered to Morris Industries Exports, attention Mr. Jenkins, for shipment to Mr. Sam Collier, New York.

J.W.T.

A MG Life

by Dana MacDuff



One of my first memories is riding in my dad's MG TD. Tyler MacDuff was a cowboy actor in Hollywood in the 1950's, and a car guy. He had a flat nose Morgan, then a Jaguar MK IX, and then the TD. The 1950's were a great time to be in the British sports car world. Being a little boy in 1960, with a handsome actor dad, I was hooked. He also had a 1963 BRG MGB, but had to sell that because there wasn't enough room for my brother and I, so he traded it in for a 1964 ½ (also BRG) Ford Mustang 2+2. We were a car loving family. When I was 11, he bought an old 1955 TF 1500 just for my brother and I to tear apart, and learn about wrenching. We did.

I didn't get my driver's license until I was 17, and my dad had taken to selling cars to make ends meet for the family... Being an actor doesn't always pay the bills! It was time for me to get a car, and while I did have a 1950 Oldsmobile that I got for \$100¹, it wasn't really what I wanted. In 1973 my dad took me to see a 1955 Chevrolet Nomad, in the quintessential Coral and Grey, that was \$350, and in great shape. I liked it. But at the dealership where he was working, was a 1960 MGA 1600, ALSO for \$350!

I sold the Olds, sold my Lionel train set, and bought the MGA. That was it. I was an MG owner! I drove that while in my senior year at Blair High School, in Pasadena California, until one day, while driving down the famed Colorado Boulevard, I looked over at the Marque of the Uptown theatre, that was showing Kansas City Bomber with Raquel Welch, and THUMP! I rear ended a 1968 Chevelle, and pushed in the grill of my lovely MGA. Turned out, it wasn't the first time. There was body filler (bondo) one inch thick. Ok, well, I guess now I have to restore it. That would have to wait, since I joined the US Navy after I graduated from High School in '74.

My dad would send me Classic and Sportscar Magazine while I was aboard my ship and overseas, and I saved a lot of money, mainly because I stayed on the ship and was paid to take other shipmates duty, watch, and I also lent money at a big interest rate to my fellow sailors who needed money for San Miguel beer, and their Sweetheart's in Subic Bay, Philippines, but THAT is another story...

I finished my hitch in the Navy, and started going to my local junior college on the GI Bill, and got a job at ABC Television, all the while continuing the MGA restoration.

I married a girl from Northern Ireland, in 1986, and we went on our honeymoon in Scotland and England, in her dad's new XJ40 Jaguar. Nice car. Because I was an MGA guy, we had to stop at Simon Robinson's MGA Centre in Darlington. I met Simon briefly, but he put me with his assistant, for a tour. I was shown a row of about 15



Dana poses with his first and last (latest?) MGs

MGA's out behind the shop. I couldn't believe it. ALL the cars were so rusty, you could actually pull them apart with a good tug. Being from Southern California, there is no rust. I asked if they wanted me to send a few rust free MGA's. That was the beginning. I was buying forgotten or abandoned project MGA's, even good running cars, for virtually nothing. \$100 would buy a project, and \$1000 would buy a running, driving car, all rust free! I was putting 6 cars in a container and shipping them to Darlington. I was selling the cars for what I paid for them and was getting a commission on every one I sent. I think I was the only person on the west coast doing this. I met a Jan Verbieson, who had a British car shop on Cahuenga Boulevard in Studio City, and we became friends. He and his brother had a ranch in Santa Clarita, California with maybe 50 MGA's, Jags, Healeys, etc. I started buying cars, 6 at a time from Jan. Simon Robinson flew to Southern California and stayed with me for a week, borrowed my 1966 Land Rover, and drove up to Goleta to Moss Motors. Little did I know, and Simon didn't tell me, that he sold The MGA Centre to Moss, and that is what eventually became Moss -Europe.

I had a falling out with Simon over money, so I refused to send him any more cars. That year, 1988, while at my sister-in-law's wedding in N.I., I went to the Silverstone MG meeting and I got talking to a Bob West, a really nice guy, about MGA's. Bob and his partner, Mike Horner, had set up a workshop in Pontefract, West Yorkshire.

Bob and I got on like a house on fire, and I ended up finding MGA's and sending him a bunch! Bob came and stayed with me in La Crescenta, California, and the rest is MGA history. Bob West has gone from strength to strength, becoming the MGA Guru and doing beautiful restorations.

I purchased a 1933 MG J2 from Jan Verbieson, that had been sitting for years on his ranch, and contacted the MGCC to see if they had any history on the car... They did; it had belonged to Miss Betty Haig, the famous rally driver. Score!

In 1987, there was a pretty big earthquake in California, and my wife said "bullets & bombs



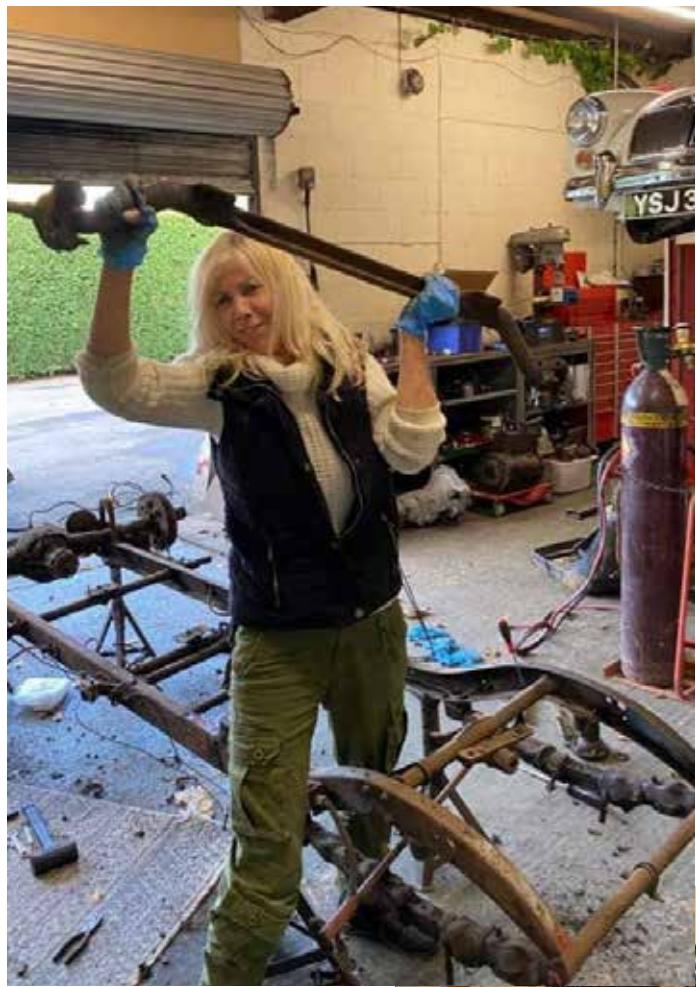
A pile of parts



J3699 arrives!



J3699 prior to disassembly



Mighty Julie removes the front axle



Julie poses with J3699 early in the process

in Belfast are better than earthquakes!" I had finished the restoration on my MGA, and she was beautiful. I shipped it in a container to Bob, with 5 other cars, and was just about to pick it up, but had earlier given Bob the permission to sell it if the price was right. It was. Prices, since I had been shipping cars back to the UK, were starting to skyrocket. Ron Gammons even came to see me in California, and started buying cars. That was the end of my export business. I was put out of business because people were buying cars for more and more money, by people with deep pockets, and I couldn't compete.

My wife and I moved back to her home in Bangor, and I had put the J2 in the container with the household furnishings. I joined the MG community in Ulster, and met Will Corry, who was president of MGCC at the time, and went to Beaulieu with him and put up a little sign at a friend of Will's booth. "Betty Haig's MG J2 for Sale" It sold that day. It was just a bucket of bolts, but the history was undeniable. Mike Allison and the buyer came to see the car in Bangor, County Down, and verify it to be real. Reg # ALL315 J3466 is alive and well living somewhere in Scotland!

I met Eric and Pam Benson thru Will Corry who had a MG

rental business, and told him I had a beautiful black 1960 Aston Martin DB4 still in California, and Eric bought it from me for \$27000, in 1988. I heard he sold it later for 70K BPS! I wonder what it's worth today???

I became involved with the 500 Motor Racing Club in Northern Ireland, got on the board of directors, and eventually became Track Manager of Kirkistown. I was on a team that raced 2 consecutive years at the 24 Hour Citroen 2CV at Mondello Park, Naas, Dublin. What a blast!

I came back to the States in 1995 after the divorce, and have had a couple MG's since, a 1969 MGC Roadster, a 1970 BGT, along with some other crazy cars, like a Abarth Zagato Double Bubble, Maserati Biturbo (I had to have two in order to keep one running!) and a Renault R5 Turbo 2.

Needing "1 Good Car" to get me to and from work in the Motion Picture/TV business in Hollywood (I was a Prop Man) I had a Audi S6 Avant, Saab 900T, and couple Volvo C30's, but no MGs.

Having just retired from the movie business in 2022, and am now spending time in Europe, specifically the Rhine Valley, (great wine!) with my girlfriend Julie, someone I knew in High School, who is a assistant principal in Wiesbaden, and needed a project. I found a forlorn J2 J3699 for sale in Chester. I couldn't help myself. It would become my "senior project!". I got the J2 picked up and taken to my buddy Bob West's workshop in Pontefract! Full circle. Bob is helping me with the J2, and excited to be working on something other than MGAs!

Funny enough, my very first MGA is at Bob's workshop, there for its 3rd restoration, so the photo shows me with my first, and my last MG! We immediately started pulling it apart, to see where we were. Luckily, the car had been stored in a dank old shed for the last 50 years, and the chassis had so much oil, grease and grime, there was absolutely no rust at all! Julie, Bob and I got her pulled apart in a couple hours! The bad news was that the engine and box had been replaced with a Ford E93a ford unit. More than likely because of the 2 main crank, that was notorious for breaking. Ok, well, that's ok, I'll find a J2 engine sand box somewhere. With the help of Barry Walker, Terry Holden, and some others, I am not worried. Yet.

The body was another story. The ash framework was in desperate condition. Lots of phone calls made, and possibly a solution has been found to repair the original. Fingers crossed!

Next, was the history. The little J2 came with the Green Logbook, but not with the Buff, or the chassis ID plate. Ok, well, the dumb-iron stamp proved that it was a real car, and the MG Car Club (thank you Ineke!) gave me some much need information. I sent a letter to the last owner listed on the green logbook, and the owner's son, Andy, emailed me back with a plethora of information on his dad, his dad's mate that was involved as well, and confirmed the fact that the car was raced, as I thought, as it had a racing Rev Counter and a number of extra gauge holes drilled in the dash. I'm still looking into the history of the car at Cadwell Park in Lincolnshire. I'll be having dinner and pints with the previous owners in April!!!

That's all for now. You can view photos of the progress of the restoration on the MGCC MMM website!

Happy 2023 everyone, and stay safe(ty) fast!



Dana and Julie pose with J2 J3699's number plate
there for its 3rd restoration, and the chassis had so much oil, grease and grime, there was absolutely no rust at all! Julie, Bob and I got her pulled apart in a couple hours! The bad news was that the engine and box had been replaced with a Ford E93a ford unit. More than likely because of the 2 main crank, that was notorious for breaking. Ok, well, that's ok, I'll find a J2 engine sand box somewhere. With the help of Barry Walker, Terry Holden, and some others, I am not worried. Yet.

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Peter Thornley's M-Type

by Peter Thornley



It used to be, in England, that you could get a license to ride a motorcycle at age sixteen, and for a car it was eighteen. My father had ridden, progressively more powerful, motorcycles in the 1920's – when traffic density was a thing of the future. In consequence, his father had persuaded him, at the age of 21, to trade in his Ricardo for an automobile. The choices were: a supercharged Triumph, a Morgan three wheeler, or an MG M Type. We sometimes wonder where this story would have ended, if the choice had been different.

As my 16th birthday approached, some plans were hatched to distract me. Entirely unbeknownst to me my parents went on a search for an M Type. They found one, advertised for sale in the picturesque village of Bibury Gloucestershire. The car came with the registration number RX 7894 - a number which both my parents instantly recognized. It had adorned a handsome little Sportsman's Coupe that had been delivered by the factory to the Earl of March (see footnote). In fact, my mother had stamped the Chassis Plate (which has subsequently been lost). The condition of the 'car' was less than pristine. The body aft of the scuttle and dashboard consisted of a structure made from hardboard, gash lumber and somehow chicken wire was involved! But the basic chassis was all there, and after it was shoehorned into our garage I spent a summer holiday, taking it to pieces and cleaning parts. Then I went back to school, and the car sat.

My father always had a reputation for having 'ants in his pants' and was frustrated with the lack of progress. He had the boys sweep up the pieces and deliver them to Show Shop. The car was more 'built' than 'rebuilt'! Using photographs and the knowledge of those who had worked on them thirty years before. At some point Mike Ellman-Brown loaned his M Type as a pattern.

The build took some two years, and then it was shown to Cecil Cousins the Works Manager, and one of Kimber's first employees in the fledgling MG car company in Oxford. Cuz walked around the car and admired it, and then said "Very nice, but the upholstery is wrong, it's much too good. This was a cheap sports car!" So, they ripped it off and re-did it in the cheap vinyl that you see today!

My first introduction to the complete car, and a three-speed crash gearbox, was the trip down to the MG Car Club event at Beaulieu in, I think 1963. There was a little fun and excitement at the start outside Show Shop. I had not managed to get out of the factory gate, when it developed a substantial misfire – with only 848cc, losing 25% of them is a substantial handicap! The problem was traced to tracking inside the distributor cap. Scratch the carbon out of the track, apply a couple of coats of shellac, and it was right as rain – I still have that cap as First Reserve. The concern with a gearbox without synchromesh was solved by Pop, who suggested that if you don't hesitate, but change gear quickly, you have less time to make a mistake! The trip to Beaulieu was otherwise uneventful, as most of my trips have been.

For several years the car was used by the Publicity Department and shipped to dealers for display. I used it to go to Club events. And on one memorable weekend, my wife and I used it to go camping. The tent was on the floor under our knees, everything else that we needed was packed in plastic bags and stowed in the tail. A fairly spartan weekend!

When we were living in Atlanta, there was a weekend event in Ocala Florida (400 miles away). I drove back that Sunday and was very glad that Atlanta was not another 50 miles further north.

In 2001 our big event was in Minneapolis. I had fettled the car through the winter and worked on the brakes, but my work made them worse not better. I did the journey on my own, in mostly beautiful weather. If I put the top up when it rains I can't see through my glasses, so I just get wet like a motorcyclist. (I sing when in the M at speed, no one can hear me!) I made it to Mount Vernon Illinois that first night (479 miles); a very tired puppy, I slept the sleep of the just that night. Next morning a short squirt along I-64, skirt around St Louis, and head north up the left-hand side of Illinois on either 67 or 78 one of

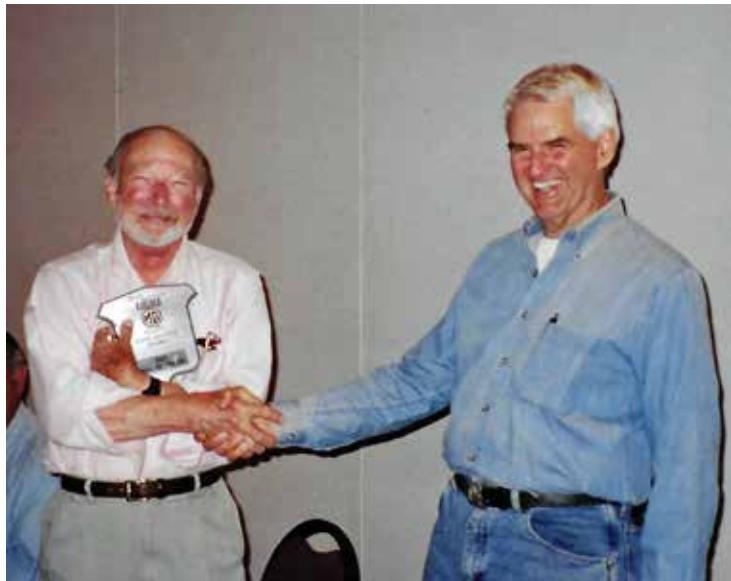


FDR's concrete arterial roads, Bdum Bdum Bdum.

It was just after lunch, we had been making good progress, about on the same latitude as Chicago, but constant throttle on a straight road, so I lifted the throttle to get some oil up the cylinder bores. There was a horrible and expensive noise, and we coasted to a halt. My seventy-year old crankshaft had decided that this was quite enough. My cell phone called my son with the trailer, and eventually the pieces were shipped over to Mike Allison in England. He rebuilt the engine with a modern crankshaft. You can see it through the oil filler, it has a matte grey nitrided surface, and, wonders of wonders, counterbalance weights. What an upgrade! The original crank is, by comparison, a piece of bent wire. That is the power unit that is in the car now; Mike said it will probably outlast both him and me both!

The most recent concern with the engine is the oil pump loses prime while it is parked. You sit there for what seems an age waiting for the oil pressure to show up. Consequently, I got a new oil pump and installed that. Now when the engine starts, the oil pressure builds to over 100psi, at which point I turn it off!

-(Footnote:- Earl of March, Frederick Charles Gordon Lenox. A motor racing promotor, engineer, and British Peer. Became the 9th Duke of Richmond and Gordon on the death of his father. He created a team of MG M Type midgets for 1931 and won the Brooklands Double Twelve race. He created the Goodwood Motor Racing Circuit out of the World War II airfield on his property. (I believe it is his grandson who has created the Goodwood Festival of Speed).



The word is legit and was introduced to us by Mac Reynolds who had the C Type. I believe it was at a Florida meet when we held one of our early get-togethers as MMMers gathering amidst a sea of "ordinary" MG owners. Mac was a classy guy and always enriching to be around. But wait - don't forget the original context... we convened what came to be called, thanks to Mac, a Bibulous (fond of alcoholic beverages) Gallimaufry (any inconsistent or ridiculous medley). . . So fitting!!

Gallimaufry

NOUN

1. A confused jumble or medley of things.
2. A dish made from diced or minced meat, especially a hash or ragout.

EXAMPLE SENTENCES

"The movie critic panned the latest release as a 'gallimaufry of cinematic styles that don't belong together.'

"I need to clear out the gallimaufry my closets have turned into before I can put my house on the market."

"The party will be a potluck, but I plan on serving a gallimaufry big enough for everyone to share."

WORD ORIGIN

French, mid-16th century

WHY THIS WORD?

The noun "gallimaufry" has made a boomerang in its path from origin to current usage. It originated in 16th-century archaic French as a mashup of "galer," meaning "have fun" in Old French, and "mafrer," which means "to eat copious quantities" in Picard, a Romance language closely associated with French. "Gallimafrée" in archaic French meant an "unappetizing dish," but by the time the word "gallimaufry" was adopted into English, it had broadened to apply to any jumble or mishmash of items or concepts. More recently, in the United States, it has earned new life in the kitchen as a dish made of minced or ground meat, served as a hash or ragout. Home cooks will often use up leftover ingredients as part of a tasty gallimaufry.

Why 2023?

by Peter Ross



I wrote an article which was published in the 2014 Triple-M Yearbook entitled “The Collier Brothers introduce America to M.G.s”. Some of you may have read that article or been present when I have presented the topic of “ARCA” M.G.s at several Kimber Festivals, GOFs and NAMMMR Annual Events.

So, this time, rather than simply serializing that article for the NAMMMR Newsletter and boring some of you stiff, I’d like to turn the question around in this series of episodes to “How did the Collier Brothers get hooked on M.G.s?”.

However there a more burning question today namely “Why are we celebrating the 100th anniversary of M.G. this year, 2023, and not in 2025?”. After all, what we know as “Old Number One” was not registered with number FC 7900 until March 1925 and, made a name for itself by winning a Gold Award in the Land’s End Trial. Let’s start in this episode by reviewing the appropriate early history of Morris Garages and finding out why we are celebrating this year. Then, in subsequent episodes we’ll pick up on the Collier thread.

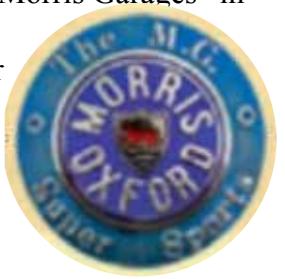
Much has been written, gathered through their own research, by authors who were able to make contact with people who had firsthand knowledge of the period. We probably have those books in our libraries. The following salient portion of history is my summary of the narrative in F.W. (Wilson) McComb’s book entitled M.G. by McComb. I have also used “Early M.G.” by Phil Jennings to learn additional detail and to read the opinions of other M.G. experts. I don’t have the definitive tome “Oxford to Abingdon” by Robin Barraclough and Phil Jennings though. Rather than uncover any new facts, this episode should be considered the opinion of the author. Contextual dates were concisely shown, together with pre-war production data, in the December 2022 issue of The Sacred Octagon, page 16.

William Richard Morris, the grandfather of our story, started by making bicycles in the late eighteen-nineties and then, after selling the motorcycle rights, he started building cars of his own design in 1911. He named his new company “W. R. M. Motors, Ltd.” but then renamed it “Morris Motors Ltd.” in 1919. Manufacturing was performed at Cowley, a village on the east side of Oxford. In 1911 he established a repair shop on Long Wall Street, amongst the university colleges in Oxford, for servicing and repairing any



The picture shows the Morris Motors “Cowley”, the starting point for improvements by Morris Garages. The young lady in the back seat is the author’s mother in about 1925.

type of car or motorcycle, naming it “The Morris Garage” but as business grew with the rapid popularization of the automobile, additional locations were opened, and the company was renamed “The Morris Garages” in 1913. Indeed, while walking home from school, I often used to gaze into the showroom window of the branch in my hometown, a little north of Oxford. Morris’s bread and butter models, intended to satisfy the burgeoning family-man market were named “Cowley” and “Oxford”. In the early 1920s, the “Cowley” was the entry level and cheaper model with an 11.9 hp side-valve engine and brakes only on the rear wheels while the “Oxford” came with a 13.9 hp engine and four-wheel brakes. Both carried distinctly vintage style bodies in 1923.



Morris Garages were also selling cars of multiple brands in addition to servicing and repairing them. Cecil Kimber, whose early life and career is covered well in the January 2023 issue of Safety Fast!, was hired as Sales Manager of Morris Garages in 1921. Through the resignation of the General Manager, who had held the position since 1919, he assumed that role in March of 1922 holding it right through to the outbreak of war in 1939. And a little beyond.

In those days, the automobiles had very rudimentary electrical systems which only had to light a few lamps on the vehicle, such that there was a delineation between chassis and body. Ignition by magneto, steering, brakes, accelerator, and gear shift were all accommodated within the definition of the chassis. Accordingly, there were two different manufacturing disciplines and coach building was well established from the days of the horse drawn carriages. It was most common practice up to World War II for car manufacturers to sub-contract the bodywork to a “coach builder”. “Carbodies” in Coventry, about 60 miles north of Oxford was the almost exclusive coachbuilder of M.G. bodies up to about 1933.

Kimber was like many contemporaries having graduated from motorcycles to motor cars, not just as a mode of transport, but as a source of fun and competition. By 1922 he had taken part in many reliability and endurance “trials” and found the stock Morris Oxford and Cowley not much fun or competitive. So, he seized the opportunity to add value to the products offered by Morris Motors. One such product was built on a stock “Cowley” chassis to which was added a two-seat body with dickie or rumble seat for the occasional additional

passengers (if they were children!) but with a hood (weather equipment) covering all occupants. Together with lowering the rear springs this produced a 2-seat car which one might call a sports-car and it proved to be very popular, selling well during 1922 and 1923 with about 100 made. It was referred to as the Morris Garages “Chummy” and Kimber drove one himself. Was this really the first M.G.? But why did we not celebrate the centenary in 2022?

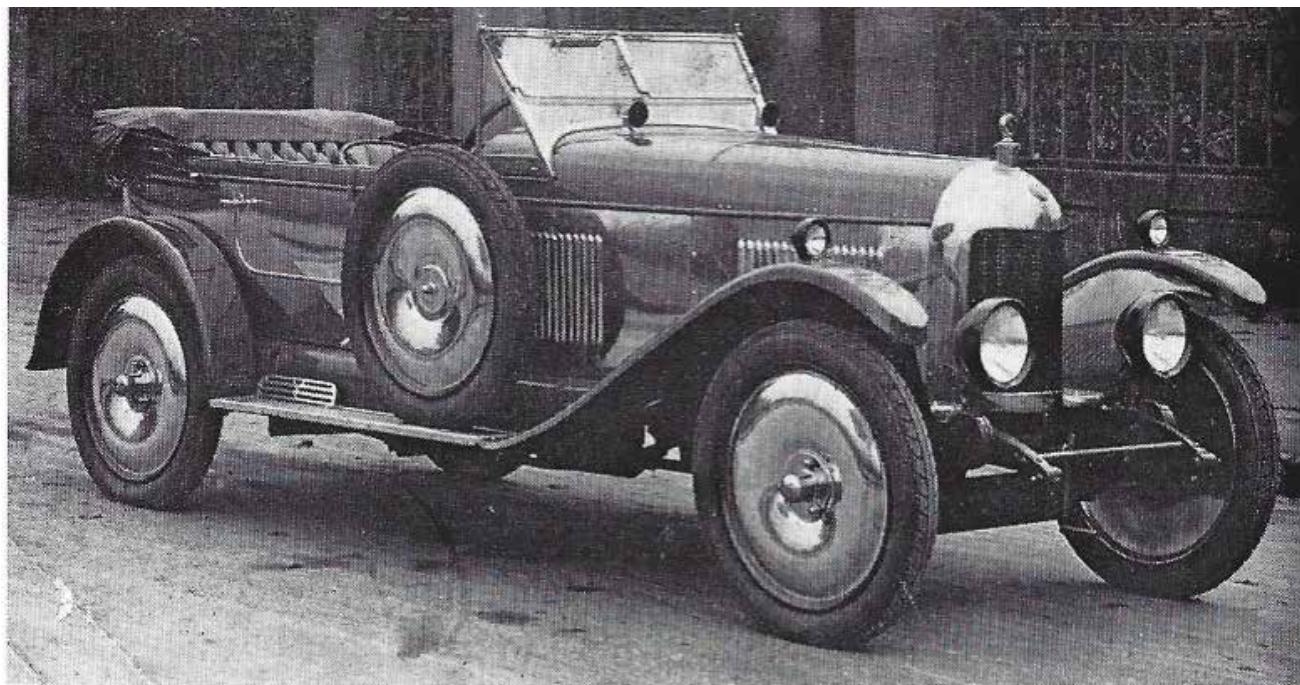


3. The 11.9 h.p. ‘Chummy’ of 1922/3 was one of the earliest examples of special Morris Garages coachwork produced under Kimber’s direction.

In March 1923 Kimber drove his own

Chummy with his good friend Russell Chiesman as passenger in the Land's End Trial and they achieved a Gold Award. "Trials" had become a favorite activity among manufacturers to demonstrate performance and reliability and success gained them notoriety and competitive advantage in the marketplace. In 1923 it was no mean feat to drive a car from London to Land's End at the southwest tip of England, a distance of 263 miles, without it breaking down. Especially when the first half was in the dark. That proved reliability, but what about performance? The metric in those days was whether the vehicle would go up a steep hill, so the Land's End Trial included several hills which had to be climbed to ensure overall success. Some of these hills were not straight and may be on surfaces giving poor traction so the skill of the driver became a factor resulting in the "Trial" becoming a sporting activity for enthusiastic automobile owners.

His next project was to design a body which looked even sportier. He purchased six two-seater bodies from an Oxford coach builder named Raworth and fitted them to the stock "Cowley" chassis. They featured a sloping windshield which made the vehicle look faster; a feature which would persist into the next range of models. And ship-style ventilators mounted just in front of the windshield were another cosmetic but distinguishing feature. These vehicles were priced too high to create significant demand so only the six were produced, again during 1923. Cecil Cousins, who was responsible for manufacturing opined in retrospect that the Raworth was the first product from Morris Garages that could be considered an M.G. based on the future direction. In answer to our question, maybe these two-seat sports cars were the first M.G., again in 1923. However, Raworth's were called Morris Garages 11.9hp Super Sport.



7. A 14/28 M.G. tourer of 1924/5 type with the two-tone finish that was then optional, but subsequently adopted as standard.

Late in 1923 Morris Motors introduced a new model, the "Occasional Four", which had almost identical specifications to and at a much lower price than the Morris Garages' Chummy, so the latter's "sports car" product line became suddenly obsolete.

Kimber experimented with various configurations using the "Oxford" chassis, but they did not introduce an

enduring product line until later in 1924. Early in 1924, Kimber was shown an open 4-seater with flattened springs, polished aluminum coachwork, raked steering and Dunlop wire wheels all mounted on an “Oxford” 14/28 chassis. This was created by the owner and styled after his much larger Vauxhall 30/98.

Kimber created his new models based on this design appearance and functionality with the prototype being registered on 5/14/24 and sold to a Morris Garages salesman. The first production model for a customer, a well-known competitive driver and friend of Kimber, named Billy Cooper was registered on 5/31/24. Still known as the Morris M.G. Super Sport, it inherited the front brakes and 13.9 hp “Oxford” engine but with significant chassis modifications to produce a very attractive vehicle. It became colloquially known as the M.G. 14/28 M.G., and it was the first appearance on the radiator of the initials “M.G.” inscribed on the usual Morris Oxford badge. The nickname “Bullnose” was never used in any product name by Morris Garages, but it was only after the introduction of the next model built on the Morris Oxford 14/40. This had a longer chassis and heralded the appearance of the new Morris square or flat radiator on the Super Sport.

In late 1924 Kimber had the men at Long Wall Street start building a “special” to his specifications which would become “Old Number One”. It used many Morris parts, but they cut the back half off a Cowley chassis and welded on their own design of rear suspension using semi-elliptic (single) leaf springs. It was powered by an externally purchased Hotchkiss overhead valve engine. The project was shelved for the balance of 1924 while the manufacturing business was rationalized around new models using the Morris 14/28 chassis. It was picked up again in early 1925 and the special was registered as FC 7900 on 3/27/25 just in time for Kimber, passenger-ed this time by Wilfred Matthews, to gain another Gold Medal in the Land’s End Trial. He always referred to FC 7900 as the first M.G. because it was built totally to his specifications in 1925 and did not use a complete Morris chassis. There were also three other M.G.s on the trial, all 14/28 Bullnoses driven by Billy Cooper, Russell Chiesman and R.V. Saltmarsh who all achieved Gold Medal performance. Demand for M.G.s took off due to the publicity.



9. Kimber climbs Bluehills Mine during the 1925 Land's End Trial with his specially built o.h.v. car, often erroneously referred to as ‘M.G. Number One’. He gained a first-class award.

The name of the company manufacturing these popular cars remained Morris Garages and the cars had a Morris Oxford chassis number as well as carrying a Morris Motors guarantee. In July 1927, Morris Garages was registered as a limited liability company and took over guarantees for its own products so the “The M.G. Car Company” came into existence as a subsidiary. “The M.G. Car company, Ltd.” was registered on 21st July 1930 with Cecil Kimber as managing director. He had resigned from his post as general manager of the Morris Garages parent when the manufacturing moved to Abingdon in September 1929.

“Trials” became a very widespread form of motor sport, so much so that they are still very popular in England today with “competitors” divided up into classes to provide more opportunity to “win” against like competition. Trials were also keenly watched by sometimes hordes of spectators at each locality where there was a hill-climb; this was excitement on their doorstep. Bicycles were their transport, but small car ownership soon became their aspiration. Manufacturers saw trials as a promotional opportunity. The popularity of “Trials” continued to grow and the participation of M.G. cars increased significantly with the availability of the M-type Midget in 1928. It is probably in this period that M.G. began to be noticed by the Collier Brothers and we will go on to that in the next episode.

In conclusion for this episode: We can celebrate the 100th anniversary this year, 2023, when we consider the “Raworth” open two-seater to be the first vehicle delivered by Morris Garages worthy of preceding our cherished lineage of Triple-M models.

Postscript I: A 14/28 in our midst:

12/12/1925 = chassis start (1926 model) in Oxford

4/27/26 at Western Motors, Perth, Western Australia for body construction.

NAMMMR member Chris Nowlan has a 1926 “Bullnose” which has an interesting background: Australia, like a few other countries, applied import duty to complete cars to enable local auto-related companies to compete and to develop local expertise (skilled employment) and grow the industrial economy. Components, including a complete chassis, were not taxed. Chris’s “Bullnose” was exported to Western Australia as a complete drivable chassis plus the plans and a collection of hardware to enable the coachwork to be made locally, in this case in Perth, WA, where there was already a thriving coach building industry. It was a very early example, which persists to the present day, of shipping a Completely Knocked Down (CKD) vehicle to be assembled or completed locally. Chris has determined through forensic analysis that the wood used was of Australian origin. Another interesting fact about Chris’s car is that it is built on a Cowley chassis while other 14/28 cars at that time built by Morris



Garages were using the “Oxford” chassis which model had front brakes. While doing research for Chris when I was in Perth, I learned that Australia was not convinced about the virtue of front brakes in 1925! Chris’s car is listed in “Early M.G” and further it is recorded in the production records of being a “Cowley” at a coach builder named “Western Motors” in April 1926, which was a coachbuilder in Perth at that time. Nonetheless, there are objectors within the Vintage M.G. community who doubt its authenticity. To anyone who has seen Chris’s Morris Garages Super Sport, there is no doubt that it is authentic!

Postscript 2: The VSCCA occasionally runs a hill-climb in Wilbraham, Massachusetts and will be doing so in 2023. The venue is the hill which the early automobile manufacturers of Springfield, MA used to test the hill climbing capability of their products. Duryea, Knox, and Rolls Royce are specifically associated with Springfield. We ran our J2 there, but the steepness and straightness did not allow us to exploit the excellent handling of our 847cc engined car. It was a good test for large capacity vehicles of the period.

Postscript 3: As mentioned, “Trials” are still a favourite form of Motor Sport and the major classic trials of the 1930s are still run today even attracting a large entry from that period, like our Triple-M cars. For a YouTube video of the “Exmoor Fringe Trial” see <https://www.youtube.com/watch?v=dkcTxMcChQ0>

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*All gauges are available at lower exchange prices

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Traveling through England with Jack Kahler



by Pat Garity

A few years back I made the trip of a lifetime for an old British sportscar fan. Another chance to travel through England with my fellow MG fan Jack Kahler happened again this year. Jack is the Chairman of the Triple M Register for the United States. Goodwood, Abingdon and Brooklands were familiar with this years trip. But I was treated to an amazing side trip this year. Not far from Heathrow down a road called Devil's Lane we traveled down to a row of small nondescript workshops. Knocking on the door we were greeted with a wry smile and a look of "oh no another looky loo" about to bring the production of my shop to a standstill. Steve Gilbert welcomed us into see his latest recreation. Steve's well known for his amazing work with metal to those who restore pre-war MGs.



He is currently building bodies that replicate a famous racing MG. Students of MG history will recognize the Phillips MG TC. George Phillips was a privateer who raced

MGs in England and the continent. The special that is being recreated once raced at the 24 Hours of Le Mans. This body provides much better aerodynamics and considerable weight saving. This made huge improvements to the MG's performance. Sadly a faulty distributor condenser in the late stages of the race and a minor rule infraction caused the car to not finish. When Phillips mechanic arrived with a replacement part Phillips co-driver gave him a ride back to the pits. He was later disqualified for his actions. One has to wonder what the TC would have done had that condenser not failed. Phillips rebodying of MGs later resulted in what we now know as the MGA.

Steve has orders for five of this body and is limiting production to twelve.

He has gone to great pains to replicate the original body.

Only pictures remain of the original car. Further snooping in Steve's shop found bicycle cartons full of ash timbers that Steve's brother in law produces and he assures that fit

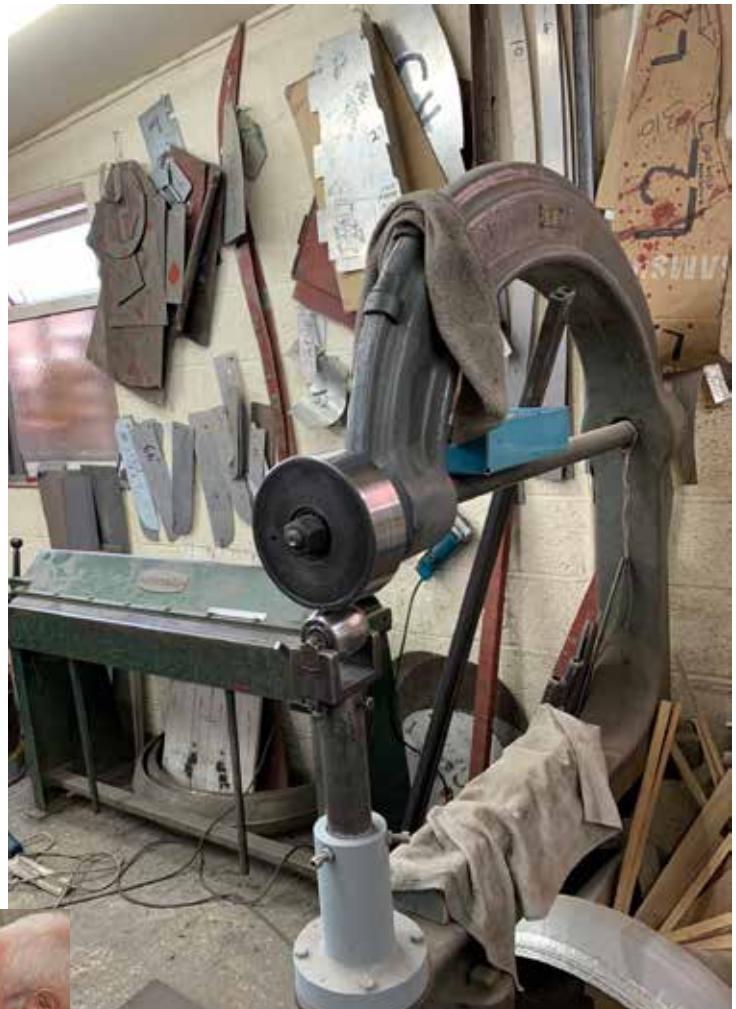


much better than those of his competitors. The metal forming equipment found was incredible and in corners were complex aluminum gas tanks and completed body tubs. Hanging on the walls were patterns and bits of body panels. Steve pointed out the finer points of properly louvering a MG bonnet.

Seeing a two man shop produce car bodies that start as sheets of aluminum is amazing to me. The skills these two men have are sadly becoming a thing of the past.

Steve was once approached by an American millionaire about relocating to the U.S. but love of country and ties to home cemented his decision to stay put. Seeing nearly completed K and J series body tubs stashed on walls and corners of his shop tells me they have plenty of business. The tooling and assortments of presses, brakes, shears, rollers and English wheels represent years of experience. The finished products display the various skillsets of these talented artisans.

Steve Gilbert can be reached at: sjgilbert@hotmail.com.



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CECIL KIMBER THE EARLY YEARS

"DESTINY OR ACCIDENT?"

By George Dutton

MG owners worldwide will soon be celebrating 100 years of the MG brand first conceived in the mind of 35-year-old Cecil Kimber, the General Manager at Morris Garages in Oxford. Based on the recollections of his daughter Jean Cook, this article gives an insight into the world that Kimber grew up in and how his attraction to motorcycles and motor cars was born.

Born on April 12 1888 at Dulwich, London, Cecil was the first-born child to Fanny and Henry Kimber. Henry's family fortunes were made in the mid-19th century, designing, manufacturing, and exporting lithographic printing machines. By 1896 Henry and his brother Walter had left the family business and started on their own as *Kimber and Sons*, making printing ink at 18a New York St, Chorlton on Medlock. The area was



The blue plaque on the property that Kimber lived in between 1896 and 1908



Greenbank House, near the centre of Grappenhall village

unveiling ceremony where I learned that the Kimbers later moved to the village where I live, Lymm in Cheshire, and then to nearby Grappenhall. Driving home, I wondered if I could locate where they had lived, as it might make an interesting back story on Cecil Kimber's early years. The approach of the MG centenary was the motivation I needed to complete this story.

Between 1898 and 1903, Cecil was a pupil at Stockport Grammar School. Leaving with a School Certificate at age 15 but with no money in the family to afford a university education, he joined his father at *Kimber and Sons* to learn his trade in the printing business. Many years later, speaking to graduates of the Derby Institute of Automobile Engineers, he said: "It must be remembered that in the early 1900s, the opportunities for technical training in automobile engineering were very scant compared with today. The only subject of any use at Technical School was accountancy, after all you go into business to make money."

Information from the Register of Electors shows that Henry Kimber lived in Rush Green, Lymm in 1909 and at Green Bank, Grappenhall in 1910. The property in Lymm is long gone, just the stone gate posts remain. I did however discover Greenbank House, near the centre of Grappenhall village, and located the grave of Cecil's mother Fanny nearby in St. Wilfrid's Churchyard.

After two years working for his father, Cecil had saved around £20 and was looking to buy a motorcycle. In his own words: "Having casually in November 1905 bought a copy of *The Motorcycle* I found its contents so bright and interesting that I was induced to get the next week's issue, and then the next, and so on until nothing would satisfy me but to become the actual possessor of a bike."



The grave of Fanny, Cecil's mother



An extract from those 'bright and interesting' Motor Cycle magazines

Thanks to research by staff at The Warrington Museum and Art Gallery, copies of *The Motorcycle* from the 1900s were found on the website of Boston City Library (cybermotorcycle.com).

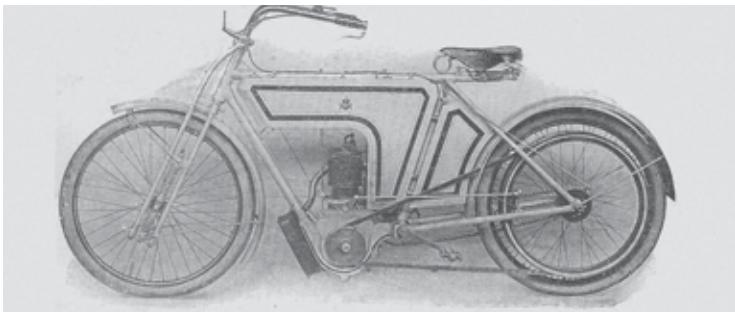


Chorlton on Medlock in the 1900's

cleared in the 1960s and is now within the Manchester University precinct.

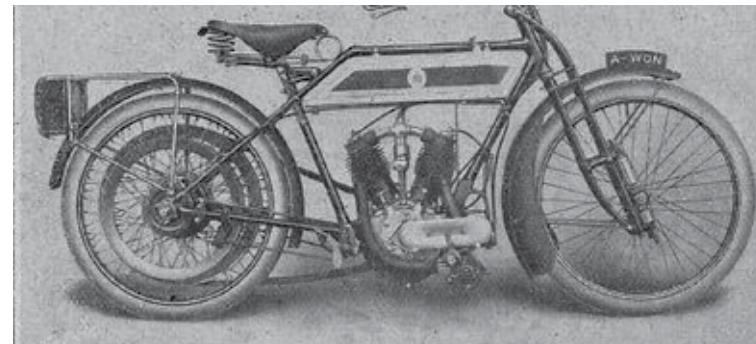
Henry and Fanny Kimber moved north to the Stockport area. Firstly, they lived at Oak Avenue, Romiley then at 'Moorfields', 26 Shaw Road, Heaton Moor. The 1901 Census records that they had two more children, Phyllis born in 1890 and Vernon born in 1894, and additionally a servant, Mary Windsor, age 27, born at Beaumaris.

A Blue Plaque was put up at the property in 2007 to mark the home of Cecil Kimber between 1896 and 1908. The suggestion to install the plaque had come from two local MGCC members, Robin Gordon and Ray Masters, in response to a public consultation. I attended the



3 3/8-h.p. Price - - - 25 guineas.

The Rex 3 3/8 hp, single speed, belt driven Motor Bicycle



1907 Rex twin

According to his brother Vernon; "In three weeks he had it in bits to see how it worked."

On December 23 1908, an item of 'Club News' would have caught his attention. He must have been one of the founding members of the Warrington and District Motorcycle Club. The club seems to have been an instant success with local motorcycle owners; Cecil reports trips to places such as Colwyn Bay in the company of fellow enthusiasts. "Oh! the joy of those first summer mornings! What heights of pleasure were mine."

He was beginning to learn about the maintenance and tuning of engines from his new friends Oscar Whittle and a Mr Woolstencraft. Around this time, he bought his second machine, a 1907 Rex twin; his first task was to open the ports.

One day in 1910, his mother sent him on an errand riding a friend's motorcycle. At the 'Dog and Dart' crossroads near Grappenhall, Cecil was in a collision with a car driven by an elderly solicitor.



The Warrington & District MCC badge on display in the Warrington Museum and Art Gallery

These were exciting times for the emerging motorcycle industry, with new companies opening all the time. The price of a new machine might have been beyond pocket of a working man or woman, but the middle classes snapped them up. Motorbikes were all about speed and fun and clashing with the police wherever an impromptu hillclimb or trial could be organised on public roads. Motorcycle clubs sprang up all over Britain.

Cecil Kimber's first bike was a second hand 1906 Rex 3 3/8 hp, single speed, belt driven, accumulator ignition machine.





This 1910 map shows the location of the accident

I have been unable to find a contemporary newspaper report of the accident despite reading every page of two local newspapers from 1910. What is well known is that Cecil's injuries were serious. His right thigh and kneecap were smashed. He spent two years on crutches, had three operations and although his leg was eventually saved, walked with a limp for the rest of his life. On April 2 1911, the night of the Census, Cecil Kimber was one of 756 souls recorded at Manchester Royal Infirmary, Oxford Road, Chorlton

on Medlock. His occupation was Assistant Manager Printing Ink Works.

The solicitor was found liable for the collision and Cecil received a compensation payout reported to be £700, about £100,000 at today's value. In February 1913 Cecil bought a Singer 10 for £185 despite his father's wish to see the money invested in the family's printing ink business. This led to a falling out and by 1914 Cecil had left *Kimber and Sons* and was working for Sheffield-Simplex as assistant to the chief designer. Henry

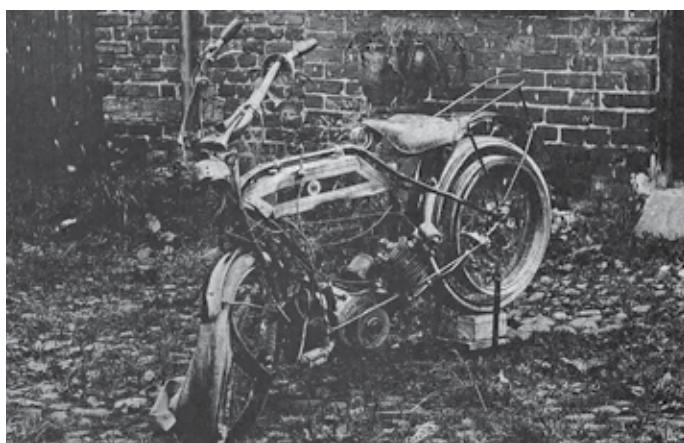
Kimber never spoke to him again.

After gaining experience at AC Cars, Cecil moved to component supplier EG Wrigley. He was spotted there by William Morris who offered him the position of sales manager at Morris Garages.

Within two years he was general manager. The rest is history, MG history.

In later life he remarked that: "All I had was an overpowering attraction towards motorcycles and motor cars in general."

Did Cecil Kimber achieve his destiny? Or was it just an accident? ●



The damaged motorcycle was a Rex twin, a later model than Cecil's own bike



Cecil Kimber's family: Fanny Kimber, mother; Henry Francis Kimber, father; Phyllis, sister; Vern, brother; and Cecil, taken about the turn of the twentieth century

References: 'The Cecil Kimber Centenary Book' published by the New England MG T Register Limited • 'The MG Log' published by Souvenir Press Limited
MG by McComb' published by Osprey Publishing Limited

Acknowledgements: Staff at The Warrington Museum and Art Gallery • Peter Neal, archivist, MG Car Club • Russell Hudson, Paul Goodman and David Rainsbury North West Centre MG Car Club.

Technical Corner

David Harrison



This switch was with the dash that came with my 1933 Magna, which shared some parts with the MG K3. It is definitely not a Lucas switch, possibly a special made by MG for the early K3. Note the MG style lever, not an octagon but close. Would appreciate comments from those with K3 dash photos or other info.



'Okay, ma'am, I'm going to ask you to walk a straight line, then I'm going to ask you to bisect that line with a perpendicular line that slopes to the equation $y = 3x + 5$.'



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Chat GPT How hard can it be?

by Reinout Vogt



How hard can it be, that is what I thought when our new editor, Ken Klemmer, sent out a plea for copy to go in this Spring issue. Just go to ChatGPT and ask it to write something, whatever you want. After all, our newspapers almost daily have articles about ChatGPT. Schools are afraid that students use ChatGPT to write essays, so realistic that teachers can't tell, administrative workers are afraid that the technology, able to write office memos and letters, will cause massive job losses, and Google has called its co-founders Larry Page and Sergey Brin back, to work on protecting its market leadership in Internet searches (OpenAI, the company behind ChatGPT, is heavily supported and funded by Microsoft). And thus, the idea came up to simply ask ChatGPT to write an essay about the 100th Anniversary of MG, which will be celebrated this year across the world.

ChatGPT is an interesting Artificial Intelligence (AI) concept. It works very much like Google (or any other search engine) as you can enter keywords or phrases. But unlike Google, it does not come back with hundreds of hits and advertisements. Instead, it gives an answer, one answer, in long, essay-like, form. And if you want, you can engage with it much like you would with a person, asking questions, making comments etc. So here is the transcript of my conversation with ChatGPT. I inserted (notes), in italics and parentheses to differentiate between the application and my comments. After playing around a bit to familiarize myself with ChatGPT's operation, we began:

Me: "Write an essay about the 2023 MG centenary."

ChatGPT: (And what follows is, in its entirety, the essay. And please note, this is, word by word, generated by ChatGPT based on what the AI application learned from what's publicly available on the Internet.) The 2023 MG (Morris Garages) Centenary marks 100 years of the iconic British automotive brand and its contributions to the automotive industry. Founded as a subsidiary of Morris Garages in 1924, MG quickly became one of the most well-known and respected car brands in the United Kingdom and beyond. (We are actually celebrating the first recorded sale of a car branded as an MG, one of the six Raworth bodied Morris chassis which took place in 1923) Over the course of its 100-year history, MG has produced a number of iconic vehicles, from the MG TC, the first post-World War II sports car produced by the company, to the popular and affordable MG B, and has helped to shape the way that we think about cars and the role they play in our lives. (What?... not a word about our MMM Cars? I'll ask ChatGPT about that later)

ChatGPT continued with: The 2023 MG Centenary is a celebration of this rich history and the contributions that the brand has made to the automotive industry. To mark the occasion, a number of events and activities have been organized around the world, bringing together MG owners and enthusiasts to celebrate their shared passion for the brand. These events range from local gatherings to larger, international events, and offer a unique opportunity for MG enthusiasts to come together and celebrate the brand's rich heritage. (This is just some non-essential general verbiage, just as easily applicable to the anniversary of any other product)

ChatGPT continued with: In addition to these events, the 2023 MG Centenary has also seen the release of a number of special edition vehicles, such as the MG ZS EV Centenary Edition, a special version of the company's popular electric SUV. These special edition vehicles serve as a nod to the rich history of the brand and its contributions to the automotive industry, and offer fans of the brand a unique opportunity to own a piece of automotive history. (We don't have any of these cars here in the US and I can't really tell if these special editions indeed exist. But assuming that they do, their relevance seems greatly overstated. Would the anniversary edition of any electric SUV, not named Tesla, really become a "piece of automotive history"? I doubt it.)

ChatGPT continued with: Another exciting aspect of the 2023 MG Centenary is the opportunity to take a look back at the brand's rich history and to reflect on the evolution of the automotive industry as a whole. Over the course of 100 years, MG has seen and adapted to many changes in the industry, from the advent of new technologies to shifts in consumer preferences. Despite these changes, the brand has remained at the forefront of the industry, consistently producing high-quality vehicles that are both stylish and affordable. (Remained at the forefront of the industry? Closed in 1980, briefly resurrected by a financially scandalized consortium in the 90's, and now in the hands of a mass-producing Chinese car manufacturer, I don't know AI's definition of 'forefront' but it is different from mine.)

ChatGPT continued with: In conclusion, the 2023 MG Centenary is a celebration of 100 years of British automotive history and heritage. Over the course of its history, MG has produced a number of iconic vehicles that have helped to shape the way that

we think about cars and the role they play in our lives. The 2023 MG Centenary offers an opportunity to reflect on this rich history, to bring together MG owners and enthusiasts from around the world, and to celebrate the brand's contributions to the automotive industry. Whether you're a long-time fan of the brand or just starting to explore its rich history, the 2023 MG Centenary is an event that should not be missed. (A bit more non-essential general verbiage)

Well, that was the end of the essay. And the answer to my question: How hard can it be?, is clearly - harder than I thought and harder than the newspapers suggest. To say the least, I was very disappointed. Is this what Google, schools, and workers are afraid of? Let's see how it does when I ask it some qualifying questions.

Me: "What was the first MG and when did it come out?"

ChatGPT: The first MG (Morris Garages) car was the MG 14/28 Super Sports, which was introduced in 1924 etc. etc. (*The 14/28 did indeed come out in 1924, but what we're talking about this Centenary is the six Raworth cars*)

Me: "Have you not heard of the six Raworth cars from 1923?"

ChatGPT: Yes, I have not heard of the "six Raworth cars from 1923". It is possible that this refers to a specific model or limited edition of early MG cars, but without additional information, I cannot confirm.

Me: "...and what about the successful pre-war MMM cars?"

ChatGPT: The MG MMM (Morris Garages Minor Models) were a series of small sports cars produced by MG in the 1930s. etc. etc. (*When I first tried Triple-M and MMM, Chat GPT said that it stands for "MG, Morris, and Wolseley". That was obviously incorrect, not in the least because it abbreviates to MMW instead of MMM. It now thinks that it means Morris Garages Minor Models, still not good, but it is reacting*)

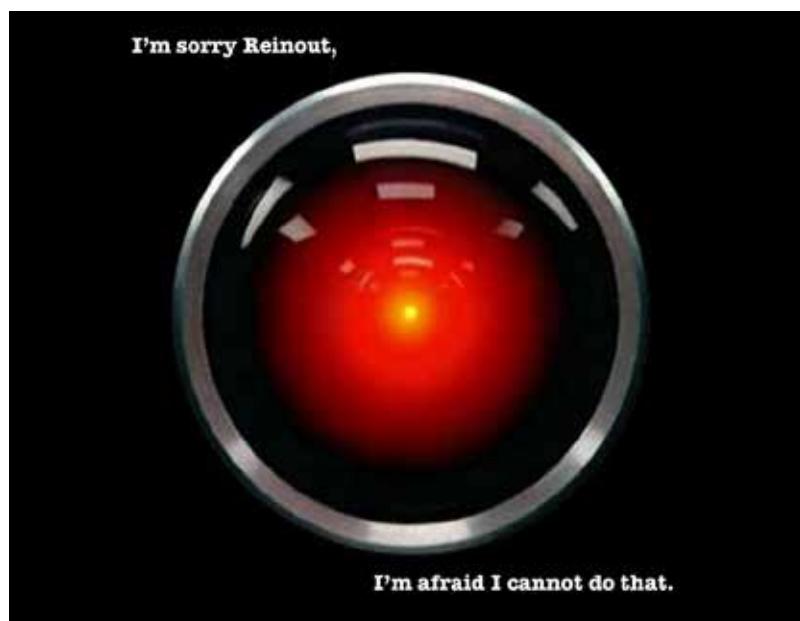
Me: "Have you heard of Midget, Magnas and Magnettes?"

ChatGPT: Yes, I have heard of the Midget, Magna, and Magnetite series of cars produced by MG. The Midget was a small, two-seater sports car produced by the company from the 1930s to the 1970s. The Magna and Magnetite were larger, four-seater saloons that were produced in the 1950s and 1960s. (*It really has no idea what is is talking about, Magna's in the 50's?*)

I thought it might now be about time to teach ChatGPT something.

Me: "I think that MMM or Triple-M stands for Midget, Magna, and Magnetite, MG's pre-WWII OHC engined cars."

ChatGPT: Yes, you are correct. "MMM" or "Triple-M" does indeed stand for Midget, Magna, and Magnetite. These were three different car models produced by MG in the pre-World War II era, all of which were powered by overhead camshaft engines. These engines were relatively advanced for their time and helped the cars achieve good performance and handling, making them popular among sports car enthusiasts. Thank you for the correction. (*Finally correct, sort of, at least. And it even said "thank you".*)



So, if you're playing with ChatGPT next, and it still remembers correctly what Triple-M or MMM cars are, you can thank our new editor Ken Klemmer for his email, asking for copy, because it triggered my conversation with ChatGPT. And if you are a schoolteacher, an administrative worker, or run in to Google's co-founders; no fear in the short term, but I am convinced that we're only scratching the surface. AI will continue to improve and who knows, maybe one day I don't have to write an article for MMMagazine anymore.



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