



MMMagazine™

Official Newsletter of the North American MMM Register

Celebrating Pre-War Cars of the MG Car Company

Summer 2023

NAMMR

South Bend, Indiana

June 20-23, 2023

A circular logo with "MG" on the left and right sides, and "100 YEARS" in the center, flanked by two small MG logos.





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

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

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photo Ken Klemmer



The Editor's Desk

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It is May 13, two days before the submission deadline for this newsletter, and I'm beginning to get serious about it! It is not without good cause. Since the last newsletter went to press there has been much going on in the MG world, both outside and in my own garage.

In the beginning of Club Season (March) I decided it would be a good idea to educate our T-club members on MG history... how hard could that be? Certainly easier than publishing a newsletter! Naively, I determined I'd do prewar one meeting and postwar the next.



The day before the meeting, I started putting the presentation together. I knew there were a considerable number of prewar cars but assembling it all together in cohesive fashion and trying to explain the distinguishing characteristics of a KN vs a K2 quickly proved challenging, let alone the various unique body configurations. I ended up separating information into 3 groups: early, middle and late prewar, and delivering it over 3 meetings. My wife said it was still too long but I think everyone enjoyed it and it made the restaurant happy with alcohol sales. I plan to give everyone a break for a couple months and then resume postwar later in the year. This will also let a few others present, which is one reason our T-register club seems to be growing.

With so many MG events going on in the US, it will be a busy year. In the garage, Wiggy the M-type is substantially complete, but every time I move a task to the "Done" category, I see something else that requires attention or improvement. While not perfect, he is an excellent driver, much better than I had hoped. I think the times of parts falling off have ceased. The hard part is taking it easy on the fresh engine rebuild. I shall endeavor to try and remain under 40 mph for a few hundred miles, but oh, the noise he makes!

It was nice to meet several of you in person at KimberFest 2023; take a look on page 8 to see what all the fuss is about, and on to GOFC in June!

Safety Fast,



Wiggy left "intensive care" in early May, and made a few tentative journeys under his own power. Still some detail work and small projects along with break-in (that's the fun part!). Here we are at a spring MG picnic.



Chairman's Corner

Jack Kahler MGJack@aol.com



It is hard to realize our Register National Meet in South Bend Indiana is about to begin in four short weeks! It seems like yesterday we were enjoying our National Meet in LaCross WI. At this time, Alan Magnuson and Tom Wilson are telling me The Register has registered 17 MMM Cars and 30 members for the Meet. GOOD GOING MEMBERS!

Our Register is holding its own with 146 members joining in the fun for 2023. The MMM fraternity world wide is strong with garage finds still happening and restorations happening everywhere. With this year, being the 100 birthday of MG, is seeing MMM cars appearing at car shows like never before. Our MMM cars truly illustrate the uniqueness of the breed.

Keep up the good work members and I will see you in South Bend.

Cheers, Jack



Sir Stirling Moss greets Jack Kahler

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!



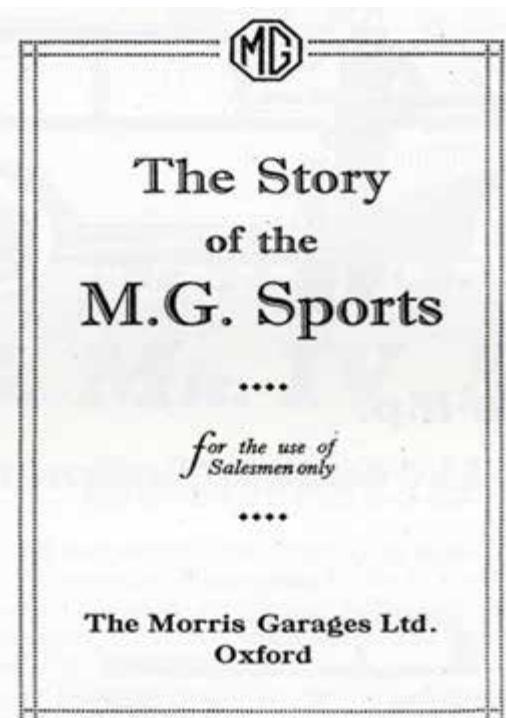
The MORRIS GARAGES MARQUE of CARS (MG): CENTENARY

For many years across the MG community 1924 has been taken to be the year when the first MG cars were made and sold. Some have put the case for recognition in later years – 1925/6/7 – and have given reasons for doing so. In the main though, 1924 has been the accepted year and has been the basis of past anniversaries which have been celebrated by both MG clubs, and the various parent manufacturers of MGs.

The 1924 date has been based upon the modified ‘Bullnose’ Morris Oxford cars of 1924 which have been known as the 14/28s and accepted as the first ‘MGs’. It has been known for a long time that a car prior to the 14/28 was commissioned by Cecil Kimber – founder of MG, and from early 1922 manager of the Morris Garage in Queen Street, Oxford. Kimber ordered six Morris Cowley chassis from the Morris works, had some modifications made to these chassis at the Alfred Lane workshop in Oxford, and ordered bodies from Raworth & Co. based in St. Aldates, Oxford. None of these six cars have survived, and nor – until 1998 – had details of the alterations made to these cars.

The MG community tended to be divided on the Raworths between those who felt the 14/28s and the 1924 date was the correct one, and those who believed that the Raworths should receive recognition as the first MGs – in concept, if not realisation. The 14/28 school had the advantage of surviving cars which could be compared to the standard Morris versions and the modifications identified, along with the very different Kimber-inspired bodies. The 14/28 school were reluctant to acknowledge the significance of the Raworths because there was an absence of evidence that they were more than bespoke-bodied Morrises. The 1923 view was not helped by the fact that the Raworths were a commercial failure, unlike the 14/28s.

It has become apparent that this difference over the Raworths vs. the 14/28s can now be resolved due to the considerable efforts of The Early MG Society and in particular researches in the Oxford County and City archives by the late Robin Barraclough and by Phil Jenkins. Of the twenty-one mechanical differences between the standard Morris Oxford chassis and those sold as Morris Garages Sports (14/28), there is general agreement that the significant differences were in the lowering of the rear springs and the alteration of the angle of the steering column by relocating the steering box. In themselves these alterations do not appear very significant, but crucially it





This **MG** Super Sports Morris will climb the famous Porlock Hill at 25 miles per hour

THE gradient of this noted severity is one in five and the
Treasurer's Rating of the car is 13.5 h.p. It is well
to bear in mind that the inherent power of the
famous Morris engine can be brought out by those who know
how.

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rooms. For a car of such distinction for price, £350 is extra-
ordinarily modest.

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The Morris Garages

Head Office & Showrooms Queen Street

Oxford

Phone 942

Wire "Auto."

not absolutely conclusive, the first Raworth MG was most likely registered on 1st June 1923 with the Oxford authority as FC5581. It is also recognised however that 1924 was the year when the first successful MG was manufactured – the 14/28. Without the success of Cecil Kimber's second attempt at a sports car his employer, William Morris, would not have provided the £16,000 necessary to build the first bespoke MG factory in Oxford (Edmund Road) and ensured the future of the marque. It seems entirely appropriate therefore that the 14/28 and 1924 should also receive celebratory recognition. With these two aims in mind it has been decided that the centenary year should start in June 2023 and last until June 2024. In this way Cecil Kimber's vision as well as his successful realisation of the MG are both recognised.

Peter Cook

MG Car Club U.K.

Overseas Director

This summary is a brief overview of a far more detailed paper. Anyone who would like to read the full paper should contact me: – petercookdr@btinternet.com.

meant that the chassis sat lower, and the driver sat lower and further back. This in turn enabled the bodies to be different from anything currently available in the Morris Motors catalogue.

Research in the Oxford City and County archives, especially microfilm copies of newspapers and magazines – finally revealed some of the alterations which had been made to the Raworths prior to their bespoke bodies being manufactured. The crucial changes, which have allowed the 14/28s to be recognised so far as the 'first' MGs, were, it has been shown, made also to the Raworths a year earlier. The documentation supporting this had lain in the archives for nearly 75 years. The Raworths were overpriced, lacked sufficient distinction, and were a commercial failure, but they were Cecil Kimber's first attempt – along with the support of his employer Sir William Morris – to create the first MG.

The current governing Board of the MG Car Club (UK) has made a careful and thorough examination of the evidence, and arrived at the conclusion that the year 1923 can indeed be regarded and celebrated as the founding year of the MG marque. While the available evidence is

THE OXFORD TIMES FRIDAY MARCH 2 1923

Spring—and the Open Road!

Order now for Easter

Morris
The famous Morris Cowley 2-Seater at £255 from stock.
Other Models by Easter.

Humber
11½ h.p. and 15½ h.p. Model from stock.
8 h.p. Model very shortly.

Sunbeam
14 h.p. Model 4-Seater from stock. Also 16-40 h.p. Special Sports 4-Seater.

Catalogues and Trial Runs on request with pleasure.

The Morris Garages, Oxford

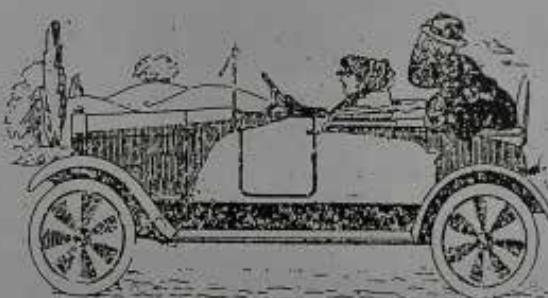
Oxford Times - October 12 1923

The Chummy in question is the recently announced Occasional Four by Morris Motors. However, the advertisement qualifies for a place in this book, because the cartoons and doggerel are pure Morris Garages.

TRADE ANNOUNCEMENTS.

The Charm of the Chummy Body

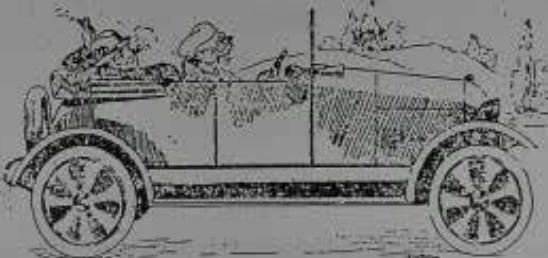
Out
in the
Rain.



The
Old
Way.

If you've sat feeling wretched and glummy,
With a pain in your back and your tummy,
On a small dickey seat
You will say "What a treat"
When first you go out in a Chummy.

All
Under
the
Hood.



The
New
Way.

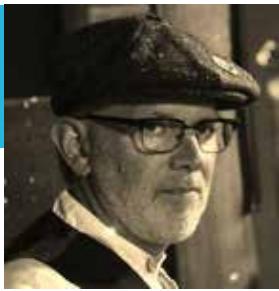
Morris Cowley Occasional Four, £215.

Send for full details to-day.

The Morris Garages,
Queen Street Showrooms,
Oxford.

Telephone 942 (2 lines),

Telegrams: "Auto."



Treasurer's Report

Jack Schneider britjack@comcast.net



Effective May 12, 2023

It's unbelievably almost half way through 2023! The Register finances are rolling along. A number of new memberships this year exceeds our forecast for dues income. Additionally, we have incoming funds from national event sponsorship and our newsletter/website advertising program. This puts the balance sheet in nice shape.

Our Register remains in very stable financial shape. Please continue to support our NAMMMR! See you at our national meet in South Bend, Indiana!

Thanks for your continued participation,

Incoming funds to date: \$6,965.00

Outgoing expenditures to date: -4,058.00

Funds balance to date: \$2,907.00

Budgeted expenses remaining: -2,044.00

Net balance to date: \$ 863.00

Jack Schneider

NAMMMR Treasurer

britjack@comcast.net

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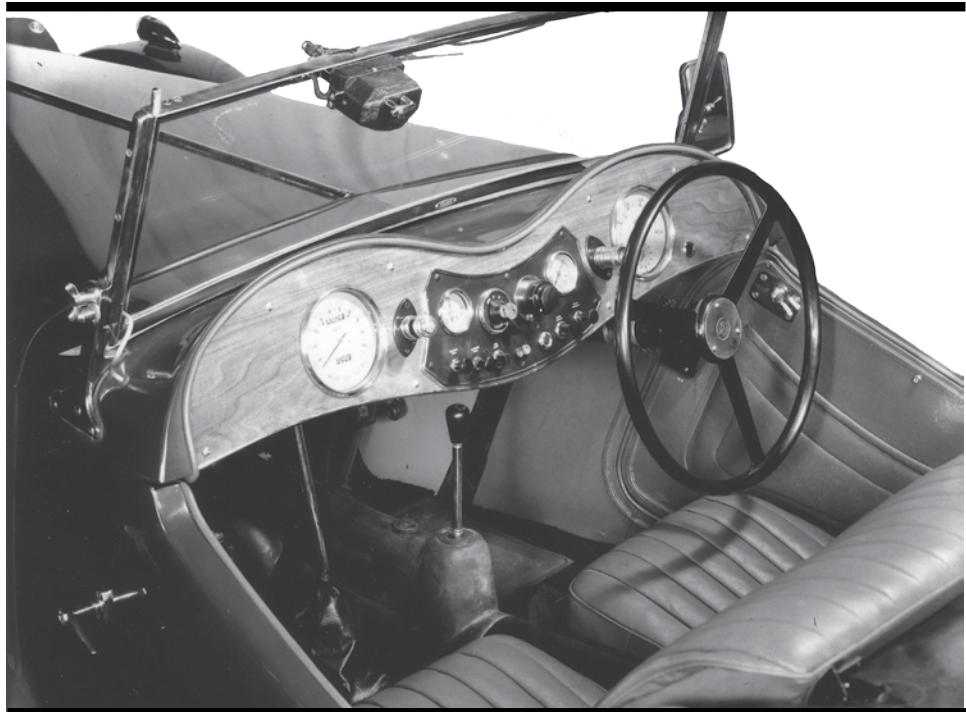
Accurate Fit - Kimber Creek can custom make interior trim panels for your MG to ensure simple and straightforward installation.

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K3 in 1933

by John Dugdale, submitted by Reinout Vogt



A personal account which takes the reader through some highlights of George Eyston's Mille Miglia, Tazio Nuvolari's TT, Whitney Straight's Continental sweep, and Eddie Hall's 500 Mile Race victory - all in K3! - all in 1933!

This article appeared in MG Magazine, No.6, Spring 1981. See our separate note on MG Magazine in this issue of MMMagazine. Since 2023 is the MG Centenary, much has been, and will still be, written about the beginning years of the MG Car Company Ltd. However 2023 also marks the 90th anniversary of the 1933 launch of, arguably the most important MG model, the K3. In 1981, John Dugdale wrote this article and it is reprinted here verbatim, without comments or notes with additional information or facts which may have been discovered since then.

The year of the K3 Magnette, MG's greatest car, was 1933.

The writer remembers that pretty well even after all this time, because that was the year when he got his first job on The Autocar as what was called an 'improver' and in one giant stride at the age of eighteen found himself in the heart of motordom. That was January 1933 and two months later in March (48 years ago!) we published the first two photographs of this entirely new MG which was being prepared for the Mille Miglia. The impact was only comparable to that of the first pictures of Jaguar's D-type, over twenty years later in 1954, - the inspiring sight of a new British sports racing car of obvious authority.

Those two MG photos may not be too well known. One showed the visit by one of the practise Magnettes to the Scuderia Ferrari in Modena. Behind the car, which had a long nose and sloping radiator (later altered) are all those illustrious names. Alfa Romeo driver Sienna, Earl Howe president of the British Racing Drivers' Club, Tazio Nuvolari the Italian champion, Enzo Ferrari of the famous 'stable,' Count 'Johnny' Lurani, and Captain George Eyston. Following MG's success in the Italian 1000 Miles Race in April, Nuvolari became even more interested in the K3, inquiring for a drive in the Tourist Trophy later in the year, a race which eventually he was to win at record speed.

Ferrari was not the only constructor they looked in on. On the way across France, led by Lord Howe, a great Bugatti enthusiast, the MG team called at the Molsheim plant of Ettore Bugatti. The latter, according to John Thornley, recommended beefing up the front axle and indeed this was done.

The second photo was more sinister. It showed Benito Mussolini receiving the MG team at his Palace in Rome. The short dictator, feet astride, is posed between the taller Howe and Tim Birkin, flanked by Lurani, Bernard Rubin and the president of the Royal Automobile Club of Italy. George Eyston was not there, gladly taking himself off to England on Air Ministry business - or so he said - but paying the penalty of having to stand the team a farewell party, because he was dodging the next morning's parade before Il Duce in tail coats de rigueur for such occasions.

The team returned covered in glory, having won the 1.100cc class very important in Italy - and the team prize, against considerable Maserati competition. Cecil Kimber, MG's boss, was a great friend of the Autocar editors and this ensured that our crack continental correspondent W.F. Bradley covered the race with a very capable report. The equally famous Gordon Crosby, the staff artist, had prepared a beautiful action drawing in advance, which has been much used since. Kimber immediately made K3s available for sale to the public and the racing customers were soon lining up, especially at £795 sterling.

So what with the three or four works cars and private owners in England like Eddie Hall, Whitney Straight, Yallop, Mere, and others such as Kay Don getting rides, there was a strong entry of eight K3s for the new Isle

of Man race in July 1933, strangely named in Manz The Mannin Beg. This time they all went out, mostly with rear axle trouble caused by excessive use of the self-change gearbox for braking effect on the tight new 'Round-the-Houses' circuit. Freddie Dixon's Riley won, chased by some fast supercharged Midgets.

The Magnettes had done better at Brooklands in the JCC's International Trophy handicap race in May 1933 with Eddie Hall. Mrs. 'Bill' Wisdom and Earl Howe finishing second, third and fourth. But it was in the latter half of their very first season that K3 won three of its deservedly most famous races and thus made 1933 MG's greatest year.

Whitney Straight buys a K3

That International Trophy race over 200 miles of the bumpy old Brooklands track had nearly been won by Whitney Straight, driving with great skill and verve a Grand Prix 2½-litre Maserati which had previously belonged to Sir 'Tim' Birkin. Whitney had ambitions, which he later fully realised, to become a top flight Grand Prix driver and one of his ways of achieving this was to buy a K3 that year. He took the older GP Maserati - while he was ordering a team of three new ones- and the smaller MG to the Continent, in order to cram in as much experience as possible. Thus he could drive not only in the Grand Prix events but also in the preliminary Voiturette races (limited to 1½-litres). He reckoned the powerful 1,100 cc engine of the new Magnette would cope with the competition of even 1,500cc Maseratis and Bugattis: and as usual, Whitney was right.

I was familiar with Whitney Straight because he was still up at Cambridge: and the colleague with whom I shared an office, Brian Twist, had recently graduated. So we always followed the light-hearted events of the Cambridge University Automobile Club, a very active group whose members included Whitney, his protege Dick Seaman, 'Buddy' Featherstonhaugh, Oliver Bertram who later held the Brooklands lap record, and others, all of whom became top racing drivers. They certainly brought more glory to Cambridge than the 'Gang of Four' traitors - Burgess, Maclean, Philby and Blunt, who were their near contemporaries and this should be remembered by instant analyzers of Thirties youth.

There is a photo of Whitney's K3 (black with silver wheels) re-entering the paddock after a short Brooklands race in 1933 and at the wheel is a gorgeous platinum blonde. That brings back memories of a golden time or should one say platinum! for this was Psyche Altham, Whitney's girl of that glamorous period. Whitney was aged 20 at the time - handsome, brilliant, brave and of wonderful perception and taste. Between the tender ages of 19 and 23 he turned himself into one of the most skillful and successful drivers in the world. He was not the wealthy playboy heir as some elements of the press liked to portray him. He duly organised his own team of GP cars, obtaining the best machines, the best engineers (such as Reid Railton and Giulio Ramponi) and the best drivers available to him. In the K3 and the Maserati he won at Brooklands, and in hill climbs, often being second only to the German cars in Europe. Then with prescience he got out at the top, turning down it is believed an offer to drive for Auto Union.

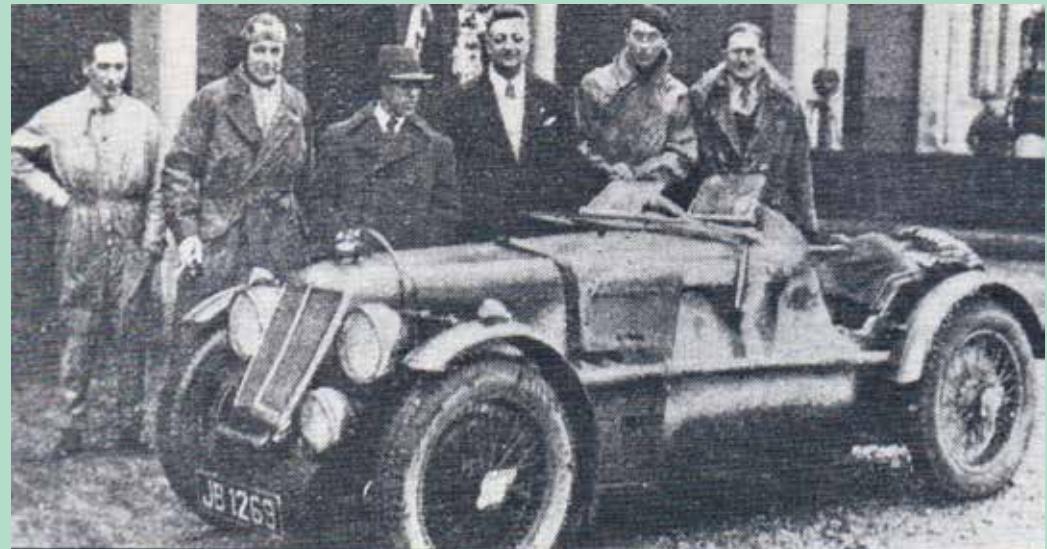
One must emphasise that Whitney, in spite of his wealth, made a life filled with achievement. In the war he commanded 601, the leading Hurricane Spitfire fighter squadron in the Battle of Britain stationed on the Sussex coast. He eventually rose to Air Commodore, then deputy chairman of British Overseas Airways Corp, and finally of Rolls-Royce. Whitney died last year, a truly great American-born Britisher, mourned by all that knew him.

We were all familiar with Whitney at Brooklands but frankly little was made of his first win with the K3 in August 1933. This was in the Coppa Acerbo at Pescara by the Adriatic Sea on Italy's East Coast, a 15-mile circuit. He led almost from start to finish, trouncing the Maseratis so much so that an engine inspection (for size) was demanded after the race. The Pescara race was far from The Autocar's beat, at the height of all the summer racing going on in the British Isles. In fact, my boss, Sammy Davis the sports editor, who had been the first to road test the K3 in July,



The British champion Dick Seaman started racing in 1933 with Whitney Straight's K3, driving it in South Africa.

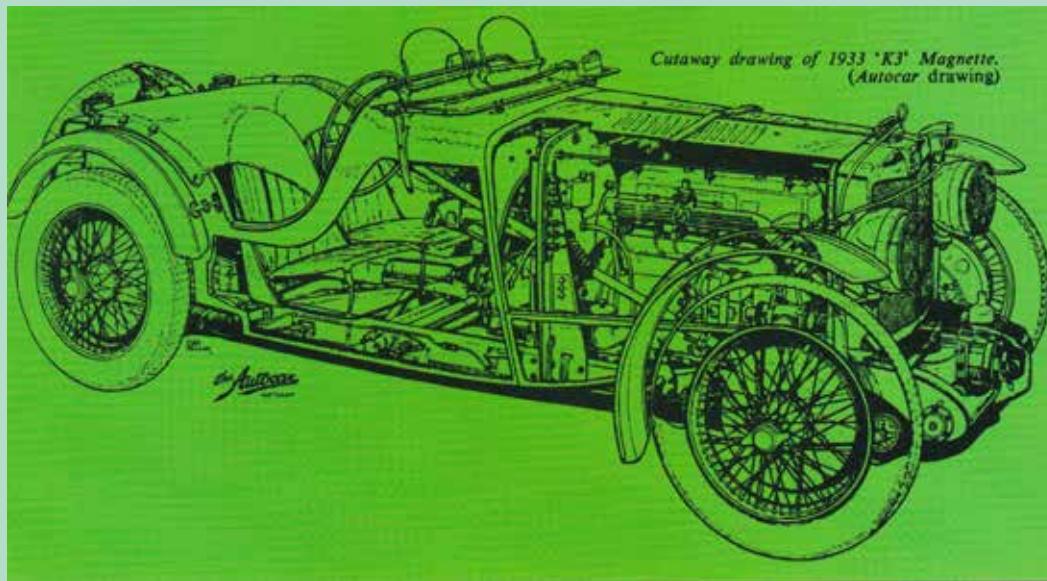
On the drive out from England to Italy for practice, the K3 team called in on the Scuderia Ferrari. (L to R) Siena, Lord Howe, Nuvolari, Enzo Ferrari, Count Lurani and Eyston.



Whitney Straight after winning the 1933 Coppa Acerbo junior race at Pescara in Italy

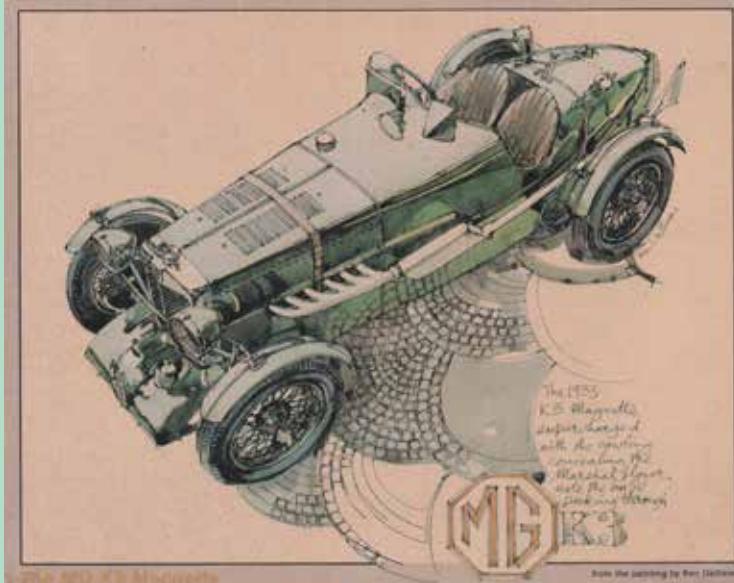


Winners of the 1100cc class in the famous 1933 Mille Miglia, George Eyston and Count Lurani in their K3, as depicted by James Dugdale in the Collectors Library of Art's portfolio.



A sectional drawing of the 1933 K3 by Max Miller of the Autocar showing the fine proportions of this preeminent sports/racing car. with its supercharged 1100cc, 6 cyl. engine.

Ken Dallison's MG K3 art work, as mentioned by the author, was on the cover of MG Magazine and also came as a separate print, ready to frame and display, without having to damage the issue itself.



only gave Whitney's win one paragraph in his column.

The third great MG K3 success of 1933, after the Mille Miglia and the Tourist Trophy, was winning the 500 Miles Race at Brooklands in September. E.R. Hall, the Rolls-Bentley racing specialist, who three years running was second by a few seconds in the TT handicap, purchased his own K3 from one of the first batch. He and his amateur team - with his wife acting as time keeper - and driving to a prearranged plan, won this tough race at 106.53 mph. Of course it also was a handicap race, with 750cc Austin Seven and MG Midget teams going off first, followed by K3's and Rileys in the 1,100cc class, and then 1½, 2-litres, and 3-litres, etc., up to John Cobb's 24-litre Napier Railton. So he had plenty of competition and his winning speed was faster than the Indianapolis 500 of that year! Hall in fact beat all the established MG men - including Straight and Eyston.

Driving the K3

It was George Eyston's Mille Miglia car that Sammy had tried, with the square fuel-tank tail. Sammy loved the little car, his only criticism being that he would have preferred a gate to the quadrant used for the gear lever, which selected the self changing gears. One then depressed the clutch pedal at the precise moment needed for the gear change, so that both hands could be on the steering wheel when cornering.

This unusual gear change even tripped Nuvolari when he practiced for the TT - doubtless due to the language problem in first explaining it - leading to several excursions off the road at alarming speed: but later he caught on to excellent effect. George told me he was given the task by Cecil Kimber of meeting Nuvolari on his arrival in England and his job was to ensure that the maestro duly got to Belfast and drove the MG. Nuvolari was very independent and well aware of his worth. For instance, they had him down to drive in a Brooklands race later in a lesser car, but he never showed. He won the TT in Ireland twice (for Alfa in 1930. for MG in 1933) but never drove in England till 1938, when he won the Donington GP for Auto Union. He was delighted. "I always win in Britain!" he said.

It was my office colleague Twist who got an interview with Tazio's mechanic after the TT victory with the Magnette. It was a somewhat star dazed article, inferring that Nuvolari by some inspired magic did not use the brakes - or very seldom. Instead he must have adopted some personal technique of slowing the car the exact amount necessary, by down changing the selfshift box and sliding the four wheels. The mechanic of course was Alec Hounslow, long with the Abingdon racing department and who visited America only a few years back for a Gathering-of-the-Faithful. Also, as riding mechanic on that record breaking 464-mile road race. Hounslow was really in no position to be an impartial observer: but that Nuvolari had his own magic none can deny, nor indeed that he can lay claim to be the greatest racing driver ever.

Being the newest, youngest, greenest member of The Autocar staff, I was not on the editorial team covering the 1933 Tourist Trophy. But I managed to get to that race several times in the thirties, at first literally travelling steerage and sleeping on the open deck from Liverpool to Belfast, with a couple of other penniless friends. By 1935 I had progressed, had my own N-type Magnette and went over to the TT with the Evans racing team. The following year I got to try a K3 and that selfchange gearbox for myself. But I do not remember that it was any problem because I was simply testing on the Brooklands outer circuit at modest speeds. I wrote about this in my book and perhaps it is worth quoting that note:

"In May 1936 Prince Chula of Siam was selling the K3 supercharged Magnette which his cousin Prince Birabongse raced under the name of 'B. Bira.' The latter, a brilliant driver, was going rapidly on to bigger and better things and buying a 1½-litre ERA. I telephoned Chula and with his usual courtesy he kindly offered me the car to try at Brooklands and asked me only £350. The factory base list of a K3 when introduced was £795, perhaps

the most marvellous bargain ever offered to an unsuspecting public. But the truth of these things is that, even in 1934-1936, how many nuts were there who were prepared to pay good money to use such a high performance car on the road - sans windscreen, sans hood, and sans side curtains? The idea must principally have been to encourage as many good drivers as possible to race these MGs, much as we offered the D-type Jaquar for sale in America twenty years later for only about \$7.500. to selected drivers who would race them.

"I tried the MG out at Brooklands, easily achieving over 100 mph but not going for a fast lap. The car, superbly maintained and finished in the pretty Siamese blue, was a real temptation but I had to face up to the fact that this racing car would also have to be my road car, which was not a very practical proposition. This beautiful K3 was later sold to a wealthy Australian, John Snow, who took it out there, where it had a most successful career."

Talking about the K3's gear quadrant reminds me of another incident. After the 1933 season Whitney Straight sold his K3 to his Cambridge friend Dick Seaman, who set out to do exactly the same thing and gain racing experience on the Continent. In 1934 Seaman shot to the top, winning with that wonderful MG at Berne, again bettering all the Maseratis and the aging Bugattis. It is now racing history how he did it again in 1935 with his privately owned ERA and so in 1937 was invited to join the top Mercedes Grand Prix team.

It was 40 years later that I saw the Straight/Seaman K3 again, when Bob Herlin of West Haven, Connecticut kindly loaned it to British Leyland for the 1974 New York Show. It was still painted black and had that bulky special tail, incorporating an oversize fuel tank which had been made for Whitney by Thompson & Taylors. Anyway, what I remember - to our everlasting shame - is that one of those infallible New York Coliseum show kids, who have been known to rip off whole radios and carburetors under the very eyes of sales staffs, made off with the K3's beautiful octagon gear knob. We could not find a proper replacement and so offered to have one hand made. I believe Bob has now sold this car and that it is back in England.

Across the years we have continued to give honors to K3. When Dave Ash was putting such energy into the SCCA's Sports Car, he undertook a special MG 50th Anniversary issue in January 1975. There were exclusive articles and a glorious color cover of a long-tailed second series K3 by Ken Dallison, actually taken from our MG history poster of that year and which we are now using again in MG Magazine No. 6. A curious thing happened to this small but masterly painting. It was down at some art printers in Manhattan going on the press in five colors or so, together with his nineteen other car drawings. Ken did all these separately and collaged them into the final composition. Just when I was awaiting the final color proof, a vice president telephoned with the dreadful news that the K3 painting had been lost! Apparently they had had a fire that night and in the general chaos, all the art work had had to be moved quickly. Then in cleaning up after the fire, some had been thrown out or destroyed. What were we to do? Well Ken had to paint another and the printers paid, but its detail bore no comparison to Ken Dallison's first labor of love.

The Number Three haunts the famous car. 1933 was indeed The Year of the K3 and - in the words of Camelot - "It will not be forgot!" So great is the reputation of the car that out of the production run of 33 it is estimated at least 27 have survived, many of them still driven at historic car races and treasured by collectors in nine different countries throughout the world.

KimberFest - 2023

Ken Klemmer



Philadelphia and the Simeone museum was once again the setting for KimberFest, a chance to accommodate our more scholarly interests in all things MG. This was the first time back to the Simeone Museum since 2019 and the unfortunate passing of Dr. Fred Simeone in June 2022. Dr. Simeone amassed a collection of nearly 75 historical vehicles, most with significant racing and ownership pedigrees, created the Simeone foundation and museum and gifted his personal collection, opening to the public in 2008.

Authenticity is the operating watchword of the Museum. The most prized museum pieces are unrestored, preserved racing examples. Some, like the MG K3 BLT703 (fondly referred to as Bacon, Lettuce, and Tomato) were literally obtained in baskets and reassembled. Set in attractive vignettes of track, pits and winner's circles, the museum excites the all the senses, even more so when selected cars are taken from the collection and enthusiastically exercised on the 1/10 mile "track" set up on the property.





Unfortunately we landed in Philadelphia to rain, and it continued to rain throughout the entire event, so we were unable to experience the pleasure of seeing cars do laps. Despite the weather, there was a flea market and a chance to see the museum on Friday, followed that evening by a dinner at the hotel, complete with birthday cake for Cecil (very yummy) and social time afterwards.

Saturday was a full schedule and we hit the ground running right after breakfast. The MG K3 as preserved by Dr. Simeone was reviewed in detail including its history as the highest placing MG at LeMans. There

were presentations at the museum of MG ancillary part numbers, primarily carburetors by Fred Horner and a very hoarse Tom Metcalf presented the history of the MMM cars,

After lunch, Ed Cooke spoke at length about the development and success of the MGA and MGB. There were 2 of the LeMans MGA's to provide inspiration. Tom Lange gave presentation on the origins of the Arnolt MG.

I had never seen one firsthand so it was a treat to have a stunning example present. David Harrison shared the colorful story of Magna L2 JB2265 (featured in the spring 2023 newsletter). A break in the rain and a contingent pushing it outside to be loaded on a trailer prompted discussion of a quick demo run around the museum course, but the keys were missing! There was also an “open mic” portion of the program where attendees could talk about their favorite MG books.

Dinner was served at the museum and when we had settled in with our coffee, we heard the origin story of the 1926 Cowley bullnose Super Sports of Chris

Nowlan. While this car has been the subject of considerable skepticism, Chris’ presentation made a believer out of me and most gathered there!



With that, we pushed the Super Sports out of the museum onto a waiting trailer, returned to the hotel and over a few cocktails wrapped up KimberFest 2023.

Event News - 2023

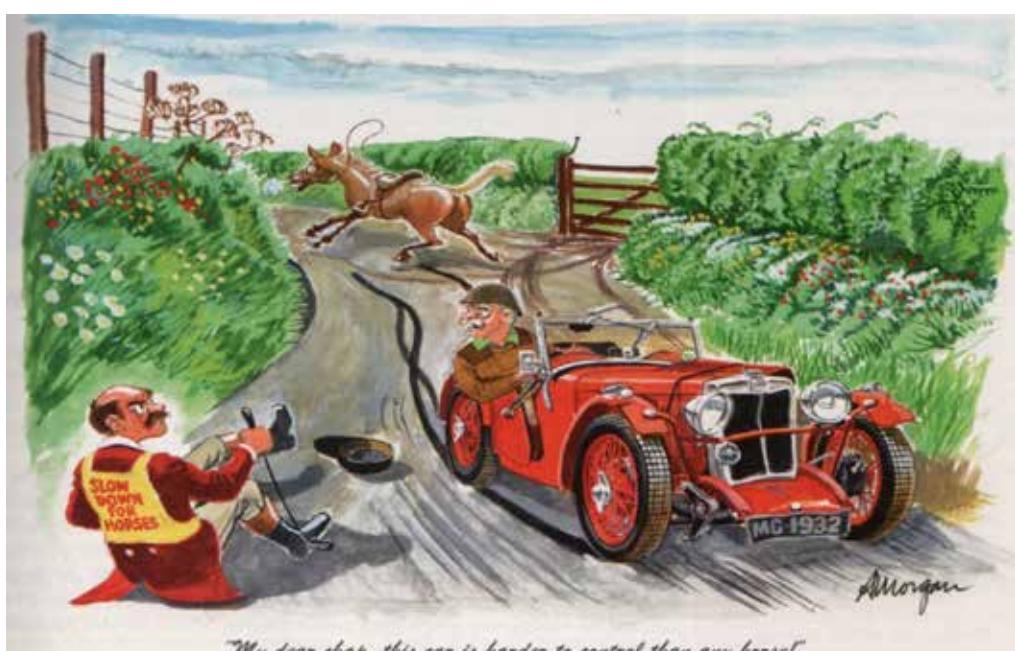
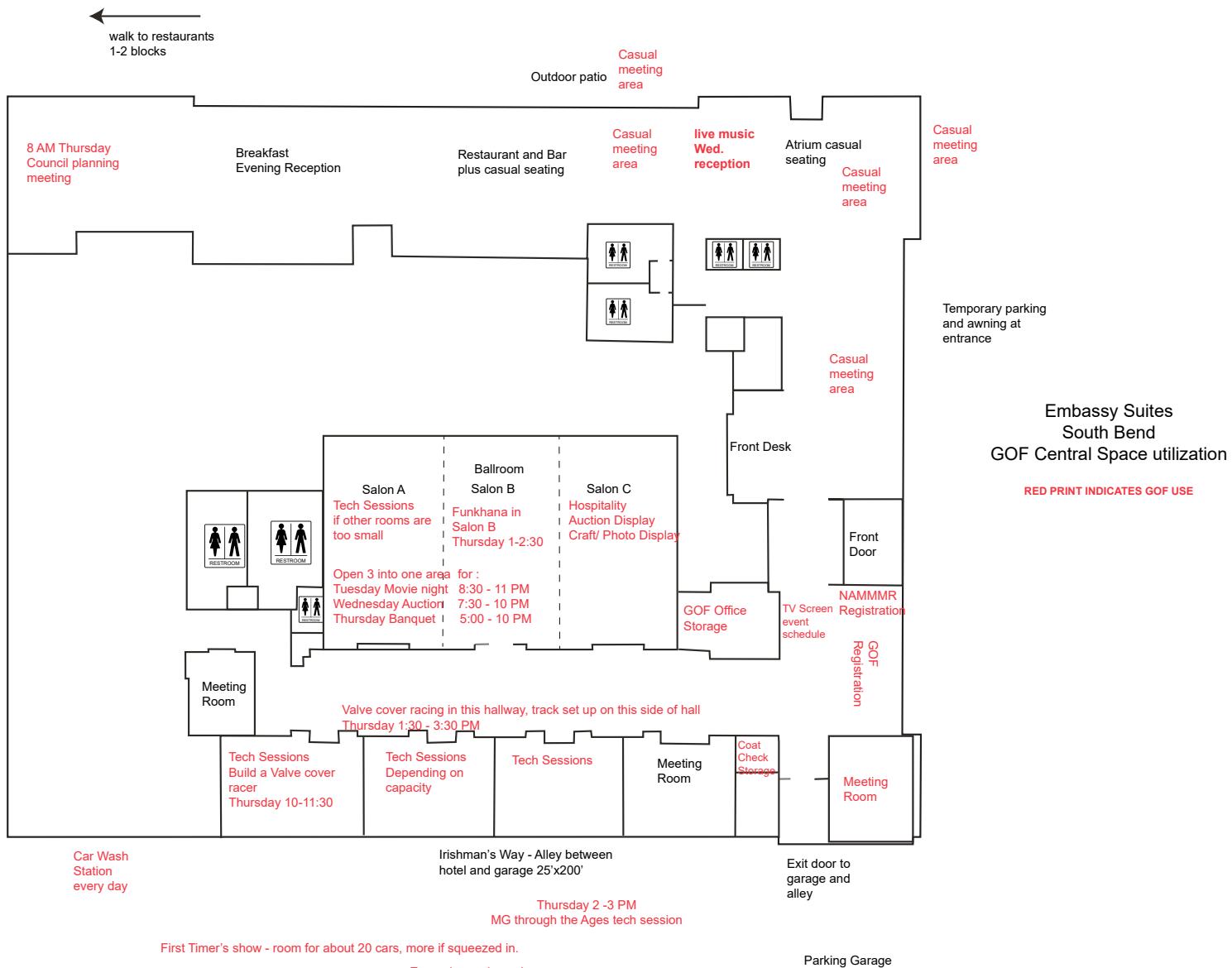
Alan Magnuson alanmg1978@gmail.com



GOF Central 2023 Schedule (tentative) as of May 24

<u>Monday</u>	<u>6/19/23</u>	<u>Wednesday</u>	<u>6/21/2023</u>
• Arrive in South Bend		• Hospitality Open	8-10, 2-5
• Registration Open	3-8 PM	• Car Wash Open	All Day
• Hospitality Room Open	3-8 PM	• Car Show/Hoosier BBQ	10 AM - 2 PM
• Car Wash	Noon – 9 PM	• Tech Session 60 minutes long Rocket Science/Greg Bollendork	3 PM
• Managers Reception	5-6:30 PM	• MG Reception & Live Music	4-6:30 PM
		• Evening Auction	7:30
<u>Tuesday</u>	<u>6/20/23</u>	<u>Thursday</u>	<u>6/22/23</u>
• Hospitality	9-4, 7-9	• Council Planning Meeting	8 AM Breakfast
• Registration Open	9 AM – 8 PM	• Hospitality Room Open	9-4
• Car Wash Open	8 AM – 10 PM	• Tours	10 & 2 PM Notre Dame, Studebaker, SB Chocolate
• Tours	10 & 2 PM Notre Dame, Studebaker, SB Chocolate	• Tech Session	Build a Valve Cover Racer 10 AM Lee Jacobsen
• Tech Sessions 60 minutes long EX186/ Joe Gunderson Guitars/ Tim Scheerhorn	1:00 2:30	• Swap Meet	9 AM – 1 PM
• Afternoon Driving Tours	Noon	• Funkhana	1 – 3:00 PM
• 1st Timers Car Show and MG Reception	4 – 6 PM	• Afternoon Valve Cover Races	1 – 4:00 PM
• Dinner on Your Own or with your Registry Group	6 PM on	• Tech Session 60 minutes long MG thru the Ages/Tom Metcalf	2 PM
• Movie Night	8:30 PM	• MG Birthday Party	5 – 6 PM Reception Banquet and Awards 6 – 9 PM
<u>Friday</u>	<u>6/23/23</u>	• Hospitality Room Open	9-11 AM
		• Morning Goodbyes	

  
GOF Central 2023
South Bend, IN
June 20-23, 2023



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.

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

July

1930 MG Car Company Ltd registered

August

1923 August 11th, Oliver Arkell, of the Arkell Brewing family, purchased his yellow Raworth Chummy, FC5855. This purchase is the first MG sale documented by photos.

1927 First batch of chassis collected from Morris Motors for MG 14/40 Sports Mk IV production at Edmund Road factory.

October

1877 October 10, 1877 - William Morris birthday, founder of Morris Motors, was born in Worcester.

MG: Safety Fast!

An advertisement for Abingdon Spares. It features the MG logo on the left and right sides. The main text "Abingdon Spares" is in a large, bold, white font on a blue background. Below it is a small British flag. The text "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" is in a smaller font. 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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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

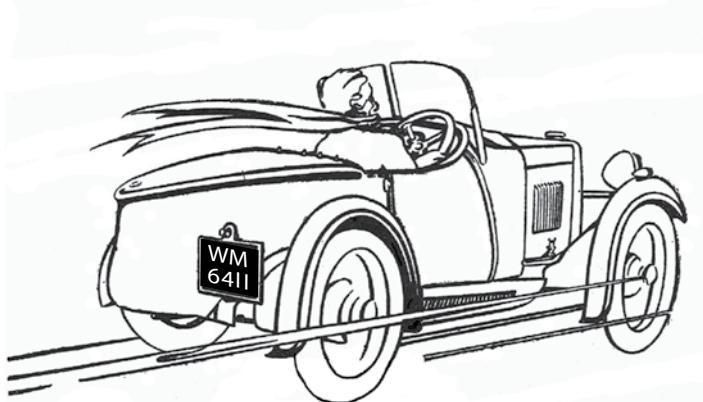
Reinout Vogt reinoutvogt@gmail.com



We began the 2023 membership renewal period with 146 members and by the end of February, all but five did stay with the NAMMMR. Health situations and/or no longer having a MMM MG were the reasons for not renewing. In January we had two new members join us, both already introduced in the previous issue of MMMagazine. Since then we also welcomed:

Michael & Lisa Bond from Charlotte, NC

Bought J3017 just this month. The car is restored and running and will hopefully arrive soon. The photo still shows the J2, still with its previous owner, Bob Grunau, from Canada.



Jim Booth & Tricia Raezer from Seven Valleys, PA

Found J2863, being stored in Frederick, MD for over 40 yrs., in 2016 and has the J2 almost refurbished to a roadworthy condition.

Dave Jackman from London, OH

Rejoined, after a few years of absence, with his restored four-seater PA1391. They will be at our National Meet at GoF Central.

John & Patricia Morris from Lake Mills, WI

Have three MMM MGs: J2821 which was completely restored in 1989, F1477 a recently (2020) restored F2 two-seater, and F0414, a dismantled and damaged F1 four-seater project. They also rejoined after a short leave.

So, right now we are 147 members strong and you should be able to see all member and car details in the annual, printed, directory. However, I am very late with that project and it is doubtful that I will be able to get the directory together, printed, and mailed before our National Meet in South Bend, IN. My apologies for being so late this year. Several other things came up recently, nothing serious luckily, and although I am retired, there just isn't enough time in a day to get everything done in a timely manner. Please feel free to contact me if you have any question about your NAMMMR membership or your (or any other) MMM MG, while awaiting the 2023 directory.

MGreetings,
Reinout



Returning
members John
& Patricia
Morris from
Lake Mills, WI
have this lovely
F2...



... and this J2!

New members
Jim Booth &
Tricia Raezer
from Seven
Valleys, PA own
this J2 nearly
complete!



New members
Michael & Lisa
Bond from
Charlotte, NC
just purchased
this J2 from Bob
Grunau (who
doesn't look
like he's giving
up the driver's
seat!)



Best of Britain at the Simeone Museum

by David Harrison



The “Best of Britain” show at the Simeone celebrated 100 years of MG and showcased two dozen cars ranging from a 1933 L2 Magna to a 1996 MGF. Race cars were well represented by my ex-Brooklands 1933 L2, the 1934 K3 that placed 5th at Le Mans and 1959 and 1962 Sebring coupes. The evolution of MG body design from the overhead cam and T series square riggers to the sleek MGAs was especially evident in the display. The WA Tickford showed MG was capable of producing large and elegant cars as well as a sporting Midgets and Magnas. All in all the Simeone’s BOB show , which ran from February 11 to 19, kicked off MG100 in spectacular fashion with a well organized and presented display which was well attended.

Opening day was further enhanced by a special presentation on MG history by Jonathon Stein. Kevin Kelley separately narrated an excellent review of the display cars which can be seen on the museum website. He also was kind enough to give Larry and me a “backstage” tour of the maintenance area .

On a personal level, my day started off more like the Battle of Britain. Larry Smith and I had the somewhat daunting task of trailering our cars 250 miles up I-95 to Philadelphia from Richmond, Va. We had precious cargo, Larry hauled





the 1962 Sebring MGA 1600 De Luxe and I hauled my 1933 L2 Magna . We agreed to drive a steady 55-60 mph in the slow lane. What with the perennial construction and 18 wheelers passing at 70 + mph, it was rather stressful at times. The good news is that we and the cars survived. The museum was very helpful and kept my L2 on display until the Kimber Festival in April, and is keeping the Burruss 1962 Sebring coupe on display for the duration. It was a great start to the MG centenary.





Tools, Tools, Tools for Loan!

Gary Krukoski

Some of you may recall the sad loss of Gary's shop from the tornado that struck it just one year ago, on May 30, 2022. Gary is rebuilding but does not have his shop fully operational yet.

In the meantime, he has generously offered many tools on loan for anyone restoring a MMM car. Please contact Gary directly at:

(763) 226-5789 or garykrukoski@yahoo.com



A

B



C

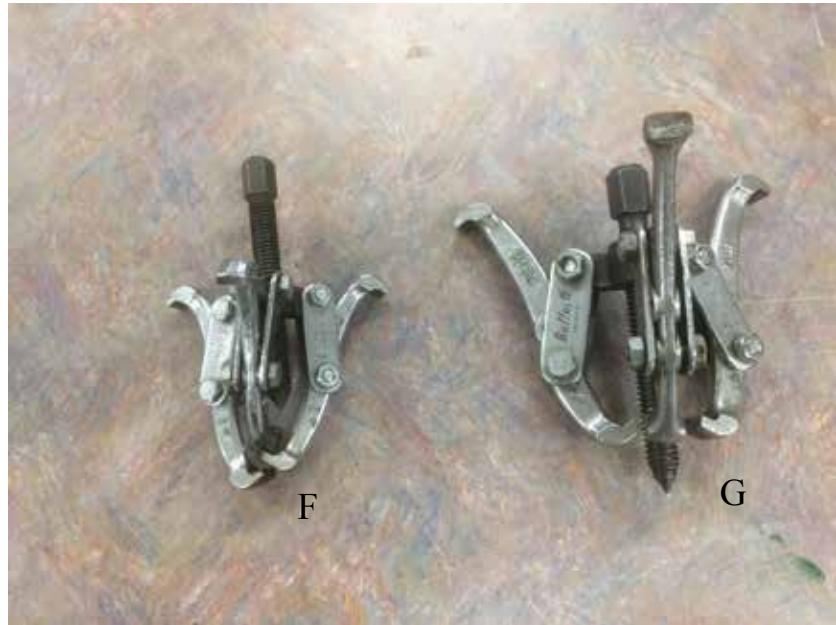


D



E

When requesting tools, please note the identification letter so you get the correct item.





Q



R



S



T



U

Special Treat!
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Many thanks to Gary
Krukowski for the link

<https://www.youtube.com/watch?v=XggOUR2LGPs>



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The Influence of Trials

by Peter Ross

I started my article in the previous issue with the question: “How did the Colliers get hooked on MGs”, the Collier Brothers having been instrumental in introducing MGs to America. But I was diverted by the question of why we are celebrating the 100th anniversary of M.G. in 2023. Along with other commentators there is agreement that the introduction and sale by Morris Garages of the six Raworth bodied vehicles on modified Morris Cowley chassis represented the sports car direction which would define the future of what would become the M.G. Car company. This is according to Cecil Cousins.

But what about the interests of the Collier Brothers? Who were they? To set the temporal stage, in 1923, Barron, Jr was 15 years old, Samuel was 11 and Miles was 9 whilst their father was 50 and a successful advertising executive and real estate developer. The success of the family business enabled them to enjoy an additional home in southern Germany at Baden-Baden to which the children would go when out of school, the boarding school being St Paul’s in Concord, New Hampshire. The boys would certainly have considered themselves “upper class” and they would have observed the pastimes of similarly placed families. Motor Sport was probably not a school-directed sporting direction for boys at St Paul’s because motor sport in America at that time was a professional activity and, dare I say, practiced by individuals below their social position. But when in Europe they had noticed how Motor Racing was the domain of “upper class” amateurs and very much involved national prestige. Their interest, excitement and exclusivity were fueled by the way motor sport was reported particularly in the “Motor” and “Motor Sport” monthly magazines.

Back at St Paul’s they continued their enthusiasm for motor racing and made friends with boys of a similar social standing and interest. After matriculation they each went on to Yale where they met similar enthusiasts, and this formed what would become a New York center of interest. Meanwhile a similar cadre of enthusiasts attending Harvard formed a Boston center.

The Collier family estate was called Overlook in the Pocantico Hills north of New York City where the estate manager, a person named Fred Cousins, was the estate manager and chauffeur for Mrs. Collier. One cannot help but wonder about the background of Fred Cousins, but he was instrumental in creating a circuit on the estate roads and building or modifying motorized buckboards on which the boys could entertain themselves and their friends while keeping out of the way of the social life their parents. In my opinion, their education and their father’s business acumen enabled them to think beyond having fun on the dirt paths of the estate. Their goal became to establish amateur motor racing in America as a sport of similar social standing to that found in Europe. They were just as interested in the organization and formed the Overlook Automobile Racing Club in 1930 to enact their youthful dreams. Adding 7 to the ages quoted earlier, they were 22, 18 and 16 in 1930.

Just as auto racing in America had morphed (or shrunk) to racing specialized cars on oval tracks all across the country, appealing to a large aggregate audience, the spectrum in Europe was somewhat different. As referred to in last month’s article, the need to demonstrate the technology of motorized transport in first the viability and then the reliability resulted in the activity known as “trials”. This resulted in competition between producers (motorcycle as well as automobile companies) whereupon, as the machines matured, the skill of the operator created the sport. In the young Collier Brothers era, trials had become well and truly an established sport in Europe. If they were following the upper echelons of international races in the motoring magazines nearly all enacted on public roads, they were also reading the detailed reports of trials taking place every weekend, sometimes with several hundred participants and being watched by thousands of people.

The Motor Cycle Club in England was founded in 1901 and was the dominant trials organizer continually adapting to stay current and this led to opening the entry to cars in 1908. They organized the three famous long-distance trials which have endured in various formats and calendar placements to this day, namely the Exeter,

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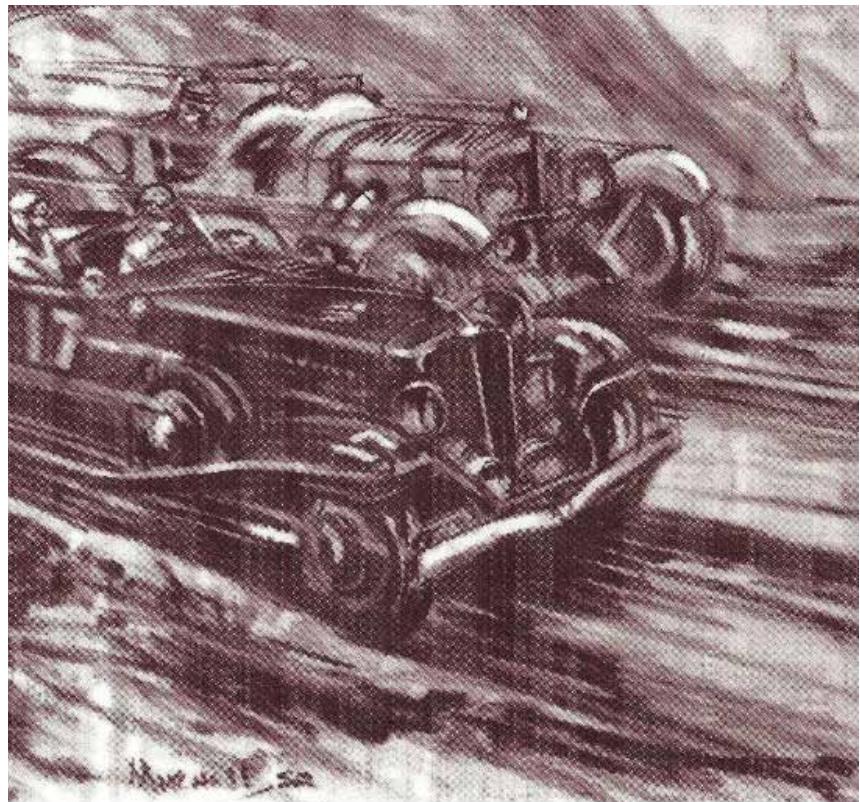
the Edinburgh and the Land's End. Many other regional and local car clubs organized trials to the point, it is said, that every buyer of a (Triple-M) M.G. bought it to use in trials.

William Morris had partaken in trials himself in earlier years but the major corporate focus of Morris Motors in the mid-1920s was the mass-motoring market, leaving Morris Garages to exploit the smaller but incremental market for style and performance. We mentioned in the last article how Kimber, with Russell Chiesman had achieved success in the 1933 Lands End Trial with one of his Morris Cowley Chummy specials; Alan Magnussen on page 13 records how he was successful in a Raworth special in 1924; we all know about his success in "Old Number One" in 1925 and 1926 marked the entry of the 14/28 in the hands of the first customer, Billy Cooper. Roger Thomas's book "M.G. Trials Cars" lists how M.G 14/40s and 18/80s were successful, with increasing publicity, in these major trials right through 1930 but with the introduction of the Midget in 1929 the number of participants took off and M.G. heyday number one began.

With success in the Brooklands Double 12, the record-breaking exploits of EX120, and the introduction of the Montlhery Midget (C-type), the motoring press took notice and, I imagine, so did the Collier brothers. Furthermore, if they were reading about the successes in all the major trials, they were reading about competitive motoring in conditions similar to OARC back home with cars that could be purchased out of a catalog. The M.G. Car Company was not unique because competitive vehicles were available from Austin, Singer, Wolseley, and Riley. Indeed, as we shall see, these marques did see use in ARCA racing particularly the America-made Austins.

To a family with the Collier resources, and to any American who needed an automobile as a transportation appliance, small cars like the M.G. Midgets looked like and were treated like toys. In reading about European trials, and with Sam being 21 in 1933, he and Miles (19) entered Sam's daily driver, nothing less than an Auburn V-12 Speedster, in the International Alpine Trial which was a 5-day, 1,163 mile event challenged by several Alpine passes in France, Switzerland and Italy. The report by Miles in Joel Finn's book tells of an arduous experience that was not trouble free and they could not have failed to observe the M.G. team of three factory prepared L2 Magna's winning the team prize. Refer to Dave Harrison's article in the last issue about his surviving L2 from that event. Their active European experience convinced them to attempt to build an organizational structure in America and, I believe, they had the entrepreneurial and business connections to do so.

The following picture shows an artist's rendition of the Collier Auburn (Finn page 22) descending the Col du Galibier which is only one of the passes on the Alpine Trial. The picture alongside is of the author's TC ascending the same pass in 1964, but, in late June, we found the pass blocked by snow near the summit and had to find an alternative route.



In the Colliers finally passing the two Mercedes on the descent of the Galibier pass.

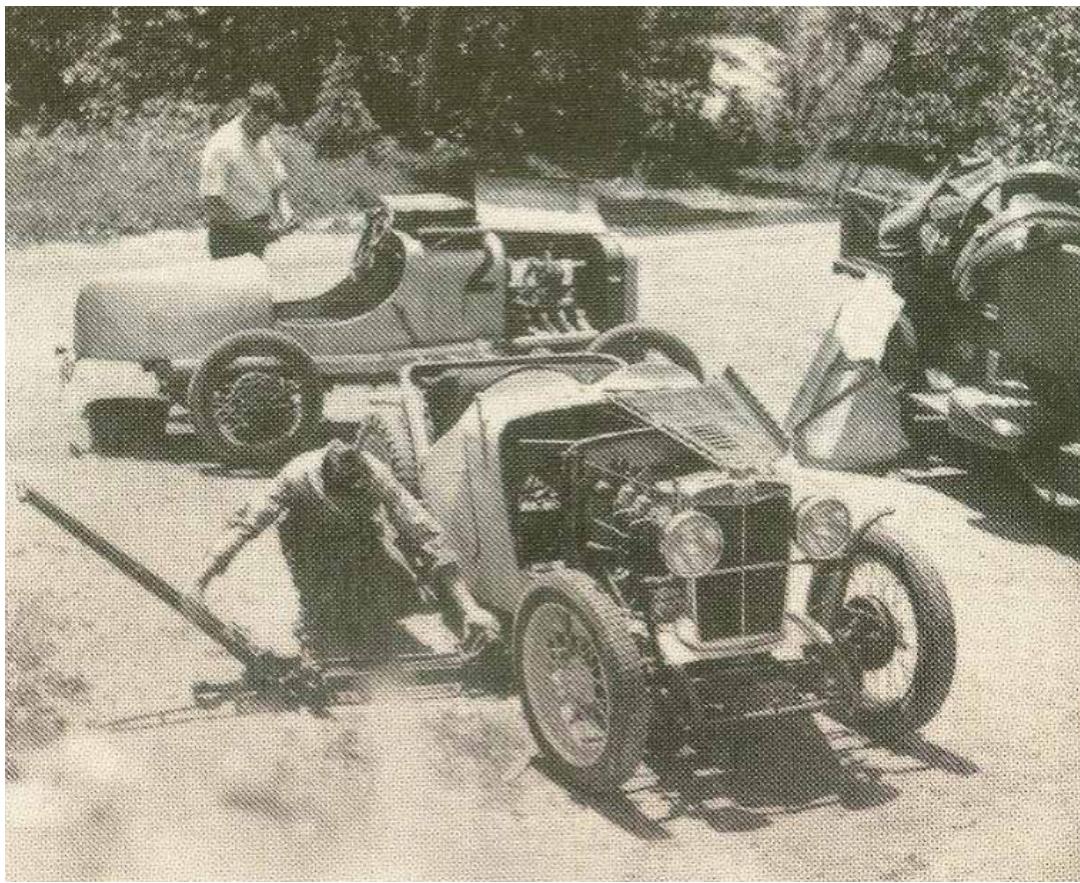


While Sam and Miles were trialling the Auburn, Barron and his fiancée Barbara were starting an engagement tour of Europe in London. They collected a new J2 on June 16th, 1933 from University Motors, the main London M.G. dealer, which had been purchased by Oliver May, Barbara's father in advance. How two people, usually travelling First Class, were able to then tour England in a J2, I will never know. They shipped the J2 back to America and it won its first race at Overlook on September 15th, 1933. They were married on November 24th, 1933, but whenever it was raced, the J2 was referred to as "Barbara's M.G.".

The organizational structure of the Automobile Racing Club of America as a successor to OARC was set up by Sam and Miles on the boat back from Europe in August 1933 and ARCA was established on November 1st, 1933 and incorporated on June 30th, 1934. The first race was scheduled for July 8th, 1934 on the newly named "Sleepy Hollow Ring" on the Overlook estate. Sam Collier entered this event with a J2. This was a few months after the shipment of the first PA Midget, so this J2 was the first of a line of redundant or ex-competition M.G.s imported by the Colliers. This was the ex-Macdermid factory supported trials car J2416 (JB 859), made redundant by Mac's acquisition of his PA, later to become a member of the Cream Cracker team.



This is Barbara's J2 at Overlook – the first MG to race in America and it finished first that day, with Barron at the helm.



The picture to left shows J2416 competing in a trial in England and on the right, its first appearance in the hands of Sam Collier at Overlook on July 8th, 1934. Note the louvered bonnet top which should be an identifier if the car still exists.

Shortly after ARCA incorporation on June 26th, 1934, Sam Collier signed the contract on August 16th, 1934 in England to become the exclusive M.G. distributor for the United States. Their first order was for six used J2 models, not being required to sell only the current PA model range. They probably negotiated successfully

because they had sales already lined up for customers who wanted to participate in ARCA racing and the J2 could be purchased at a used car price as well as being more suitable for the style of ARCA racing at that time. ARCA races were run on surfaces more like those of a trials competition than a race like the Mille Miglia.



Other identified ex-competition M.G.s destined for ARCA members were: The pre-Cream Cracker team mate to Macdermid's J2, that of Jack Bastock for Tom Dewart, J2495 (WP 2915); An Alpine Trial 1933 team car for Barron Collier L2068, (MG 2265); An ex-LeMans team car for Miles Collier, PA1667 (JB 6157); and the ex Whitney Straight (et al) K3 for Sam Collier, K3011 (MG 3570). More of these cars in a future episode.

To conclude – back to my original question – “How did the Collier Brothers get hooked on M.G.s?” or “How did they get introduced to M.G. management at such a young age”; or “Did they know someone inside the M.G.

Car Company". Maybe they just had a good line of credit to become M.G. agents for such a big country or just a credible business plan if such a thing existed in those days.

One clue may be the estate manager at Overlook, Fred Cousins. Is his last name a coincidence?

At the recent Kimber Festival, I was interested that two people nominated Austen (C.A.N.) May's book "Wheelspin" as their favorite book. May was an avid trials driver and his book exudes the enthusiasm of the period but is there any coincidence in his last name being the same as that of Barron's father-in-law.

Just wondering.

Just like the picture chosen for the mast head of the Triple-M Register web site:



Jack Bastock trialing his MG J2, early 1934

Aren't trials fun !!!!!

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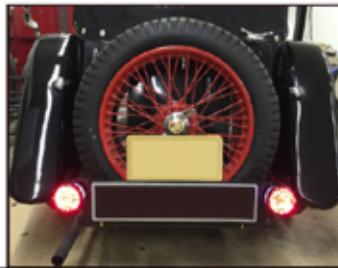
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Technical Corner

David Harrison



A Twisted Tale

I was looking through my spare MMM engine parts (I have most everything for a K engine and drivetrain) and came across this twisted copper pipe. I recognized it as the curly pipe carrying oil from the sump to the suction side of the oil pump. To clean the sump filter, it must be removed, and the PO must have twisted the pipe in the process. I should add that the curly pipe is unobtanium.

I almost ended up with a twisted pipe like this on my L2 during a much needed sump filter change. The pipe was stuck to its 1" brass hex at the sump end, it started to twist the curly pipe when I unscrewed the hex. I untwisted my pipe in situ by retightening the hex. I had to break the curly pipe loose at the pump end. I recommend anyone removing the curly pipe to use extreme care, they are easy to damage (see the pics) and unobtanium. When I put everything back together I was careful not to tighten the 1" hexes too much, the pipe is not under any pressure other than gravity.





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The REAL Monte Carlo Rally

by Rodney Walkerley, courtesy of Daniel Shockey



With the Monte Carlo Rally season approaching, Rodney Walkerley recalls the rugged days of The REAL Monte Carlo (magazine source lost, Motor perhaps)

It may seem a little odd to the present generation, accustomed to the exploits if the BMC rally team and the triumphs if the Minis in winning the Monte Carlo Rally outright three times (plus a win that was disallowed on a technicality), that in the last few years before the war Abingdonian products were never numerous in that annual winter contest.

My memories of Cecil Kimber, who made M.G. a global name through competitions, are of a very shrewd man who fully realized Lord Nuffield's antipathy towards racing. In racing, M.G.s – Midgets and, in due course, the famous Magnettes – were outstandingly successful. Rallying was something else again. What is more, no British manufacturer took much interest in the "Monte", probably because it was very difficult to win and drew not all that much publicity until the BBC took it up after the war. From 1931, when Donald Healey won with a 4½ -litre Invicta and Victor Leverett won the Riviera Cup (up to 1500-cc) with his Riley Nine, no British Car or British driver won the rally until Sydney Allard pulled it off 21 years later. The winning Ford V8s of 1936 and 1938 were, I think, American-built.

There were no rally teams, as such, sponsored by manufacturers and handled by professional drivers as they are today. The serious competitors were (a) mostly foreign (b) agents and dealers seeking publicity for increased sales. The majority of entrants, certainly from this country (Great Britain), were dealers or pure amateurs competing for fun. One of two manufacturers would sometimes prepare a car for some of the rallymen who were known more for their enthusiasm than their successes and it was a lucky entrant who managed to extract a cheque towards expenses from the makers of the car he entered.

Everyone was well aware of the great advantages enjoyed by foreign drivers who could benefit from a network of service stations and agencies in every country and especially the manner in which French stars were serviced in Nice just before the finish. All 'organized assistance' en route was disqualification bait, but maker's agencies and dealerships in the various towns were not 'organized.' Once the British contingents left these shores for distant starting points they were on their own, carrying such spares as they could and forced to keep the cars going by their own efforts.



Humphrey Symons and F.R. Kindell took a blown N-type Magnette on the Monte Carlo Rally in 1935 and all but won it outright. They started from Sweden and with an unheated two-seater soft-top, it was no picnic in those days.

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We all know that competitions are of utmost value if the expenditures is offset by success and that a class win is outshone by the outright winner – and nobody ever remembers who is second, third or fourth unless they form a clean sweep for one make.

The Rally was hard. Rally equipment was sparse. Snow shovels and cains, plus a de-ditching winch, were the main armoury against winter in the Balkans and Scandanavia and in countries where the main highways were mere rough tracks. It sometimes proved impossible for any car to get through from Athens or Bucharest. Most of the Big Names chose spartan open two-seater sports models or dropheads (now called convertibles) and sheer power was decisive. Each route was allotted starting marks in relation to the known weather hazards, and those credits were whittled away by falling behind schedule. Thus the choice of route was a sheer gamble with meteorology. It was virtually impossible to win from Jon o'Groats if the better marked routes proved passable.

The average speed was low by our standards but when winter behaved normally, it was enough. For the first 1,500 miles the schedule was 25 m.p.h. and that allowed an hour or two in a bed when all went well; the last 620 miles had to be covered at 31 m.p.h. and few had time to get out of the car for a proper meal. To find the winner among those who finished with equal marks, the final test was a gymkhana affair of acceleration braking, reversing, and executing a long figure-of-eight round pylons, all against the chronometer. Thus one single error after days and nights of real motoring could – and sometimes did – lose the rally on the instant.

The year 1935 stays in my memory as the year M.G. so nearly won the outright prize in the test. I can still hear the great groan of sympathy that went up from the crowded grandstand, for we saw for the first time a small car winning not only the Riviera Cup but the outright victory.

There were three M.G.s – (driven by) A. Denyil Lee, Mrs. Joan Cotton, and my old friend, Humphrey Symons, with a blown edition of the N-type Magnette. Rupert Riley drove an open two-seater Riley with enormous wheels, starting from Athens. He went over a precipice on the Dragoman Pass, deep in snow, and stumbled with his co-driver, bruised but unhurt, from a total wreck. None got through from Athens, none from Bucharest, 12 out of 28 from Palermo. Donald Healey has his Triumph Dolomite on the Umea route from northern Sweden and hit a train in a Denmark fog at a level crossing – and with no serious injuries. Symons ditched himself on ice only hours after the start and then a cyclist in Copenhagen. He was rescued from a lynch mob only by the arrival of police. Europe was snowed up. There were 10 deg. of frost in several places. There was fog from Denmark down into France with roads of ice.

All routes joined at Avignon, in the foggy and sometimes flooded Rhone Valley and here Denyil Lee arrived an hour late, most of it spent trying to find the control which was not ‘in’ Avignon but outside, by a café under the city wall. Symons, I remember, moved to the control table like a man walking in his sleep, dazed with exhaustion. His co-driver Kindell, a one-time Mercedes-Benz tester-demonstrator-mechanic, was too ill to take the wheel or even get out of the Magnette.

A good night after the check-in at Monet Carlo put Symons more or less right again. When the cars began to queue for the “wiggle-woggle” test, the really lay between Luigi Chinetti, the racing driver, and Jean Trevoux (1934 winner), with a 2-3 Alfa Romeo. Lahaye and Quatresous, in a 5½ litre Renault saloon and Symons, all with equal marks after the road section. And the Magnette’s obvious power-weight advantage plus its ‘maniability’ made him favorite.

Symons was set to do the test in around 60 seconds by his time through the figure-of-eight. Then he streaked into the second reverse, 200 yards away, and as he locked over for the spin turn, a ball race chewed up in the steering, the car slid helplessly wide and slammed into a sandbag wall. End of effort. Nor was he alone in this disaster, Trevoux overdid the initial acceleration of 218 yards and crashed into a similar ‘wall’. The big Renault was taken with great care and clocked 64 seconds to win the Rally. Next up was Ridley’s blown Triumph two-

seater, 67.4 seconds. My days was made when an elderly 3-liter Bentley locked brakes and charged the grandstand, coming to rest nose on in a shower of wooden splinters, Frenchmen and me. No one hurt much.

Poor Symons had just vacated the chair if Sports Editor of Motor, into which I slid in his place. He went on as a freelance journalist though adventures with a Wolseley on a record run from London to Cape Town (South Africa). A co-founder oif the Monte Carlo British Competitors Club, he drove the Wolseley 25 in the 1936 Rally and won the Grand prix d'Honneur in the coachwork competition – a section of the rally in which British competitors always consoled themselves by winning all the classes year by year.

There was a single Magnette entered in 1936, by Lord Patrick Chrichton Stuart but I can find no mention of his finishing. In 1937 they tried hard to make the road section decisive (and never succeeded from that day to this). A member of the committee said to me, ‘We want to make it so a 7-h.p, baby car can win the rally.’

The 175 miles from Avignon to the finish was made a Regularity Section (1937), an innovation. The run was done on dry roads under a brilliant moon. D.E. Harris drove a 1287-cc M.G. from Stavanger and put up one of the best British performances but was only 43rd out of 81 placement, 9th in class.

For 1938 the final route was changed. Now the junction city was Lyons, and the survivors went to Grenoble and down the winter Route des Alpes. This was divided into four times stages, at between 31 and 37 m.p.h. The worst section was the shoirt crossing of the seven-mile Col des Leques and its hairpins, but the ice frightened the organizers more than the drivers and the section was scrubbed. The sole M.G. this time was the then-new 2-litre saloon, driven by A.W. McArthur Onslow. All my notes say about this is: ‘the 2-litre M.G. aroused favorable comment’ – in the coachwork line-up. He finished 86th in the Rally.

The final test in the 1939 Rally was a ‘secret hillclimb’ up the slopes behind Monaco, so secret that the competitors were led there in small convoys so the whereabouts of the hill (not the well-known Mont des Mules) could not be passed back – as if it would have made any difference. There was but one M.G. again that year, a new 2.6-litre saloon driven by J.C. Brookfield, starting from Amsterdam and entered fro fun with no real thought of winning anything but a coachwork prize.

Thus ended an era but not with a bang, or a whimper, but as I remember, with a horse race. The night before we all broke up a couple British (naturally) competitors, seeing the famous Monte Carlo horse car rank outside the Casino late at night, leaped on the backs of a couple of horses and set off, full gallop round the gardens. What puzzled them was the neck-and-neck nature of the racing, even on the corners, until on reaching the photo finish, still neck-and-neck, they found the same cab trailing behind!

Notes: In 1933, an MG J2 finished The Monte 4th in the 1500-cc class and won the hillclimb in the 750-cc class. A prototype MG K3 finished 5th in class. The above author seems to have overlooked this effort. The greatest other MG rallying success pre-WWII was the 1933 Mille Miglia with the team and class wins by MG K3 racers.



Humphrey Symons, wearing near-Artic clothing, wipes the snow off the numbers on his Magnette during the Swedish section of the long drive to Monte Carlo.



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