

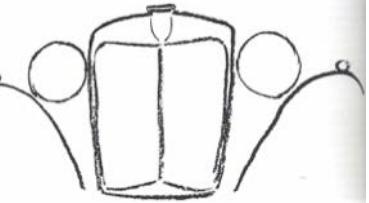


*"Then there is the radiator. I must confess that I am old fashion in my ideas and deplore the growing disappearance of the radiator proper and with it the individuality of the marque. No doubt the streamline expert, when designing the enclosed coachwork, will sweep aside my desire to see my distinctive radiator design retained; but I shall go down fighting. I like the individuality of a car to be distinctly recognizable and not submerged under a bulbous exterior. From a purely commercial aspect alone, I think what publicity value is lost!" Cecil Kimber, from book, "Cecil Kimber, The Kimber Centenary Book", The New England MG "T" Register, 1988. Excellent book to read about Mr. Kimber.*

## 1935 MGPA goes to the 2017 Arizona Concours de Elegance

Preface: I wrote this article to share my experience and also inspire others to submit a short story and some photos of having their cars out for the day with the club or at a car show. Randy Copleman

Late in 2016 a friend suggested we enter our MGPA in the well respected Arizona Concours de Elegance. Having volunteered for this event the last couple of years, I knew of the high quality of the cars and never considered entering. After thinking about entering for a couple of weeks, I decided to enter the car for consideration to the concours selection committee. After a week or so I received an acceptance letter back in the mail... the MGPA was accepted.



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# The North American MMM Register

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Please submit all contributions to Randy Copleman via:  
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Preferred format is:  
Microsoft Word or text format  
JPEG format for photos (Please do not embed with the text)

## MMM Websites

Visit our Updated web site  
at:  
<http://www.nammmr.org>

The Pre-war MG Register  
Of Australia web site at:  
[Http://prewar.mgcc.info](http://prewar.mgcc.info)

The UK Triple-M  
Register web site at:  
[www.triple-mregister.org](http://www.triple-mregister.org)

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## Chairman's Corner - Jack Kahler

Photos by Malcolm Robertson, Australia

Spring is here and it is time to uncover those beautiful machines and prepare them for the trip to our National Meet in Akron, Ohio July 11 through the 15! Again this year we are joining the GoF Central group for another fun filled event. Go to our web site nammmr.org where you will find the link for the event registration, schedule and hotel information. The main host hotel is the Hilton Fairlawn and I encourage you to book your rooms here so our Register members are all in one hotel.



The Fraternity of MMMers and enthusiasts is truly world wide! This past three weeks I have had the distinct

opportunity to visit two of our members who reside a long way from the shores of the USA. They are John & Brenda Hancock and Frank & Coral Langridge, both couples living on the North Island of New Zealand.



Frank and Coral Langridge

John and Frank are MMMers through and through. Frank is currently finishing his NB Boat Tailed Special as shown below.

John is sporting about in his exquisitely restored K1 Special which he will race throughout Europe this summer.

We were most pleased our NZ visit was perfectly timed for our attending the annual Art Deco Festival in Napier, New Zealand. Napier is known worldwide for its Art Deco era architecture and is celebrated each year. I was most excited



John and Brenda Hancock



and honored to ride with John, in pouring down rain, in the parade in the K1. Wow what a treat!!

Our next New Zealand adventure was to attend the bi-annual pre 56 MG meet. This year it was held in Whanganui which is a village on the west coast of the

North Island. We drove our rental from Napier to Whanganui through some beautiful country meeting up with our MG friends in Wanganui. Their Pre 56 meet is quite similar to our GoFs here in the states.



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### UPDATE:

#### Register Address:

North American MMM Register

P. O. Box 271825

Littleton, Colorado 80127

NAMMM REGISTER NEWSLETTER Volume 30, Number 4

Please find NAMMMR Guidelines at the end of this Newsletter



17.02.2017 16:55



They had in attendance about 80 MGs with 6 MMM cars on the show field. This was my third Pre 56 MG meet in NZ and you will never feel more welcome any place in this world as you do with MGers in New Zealand.



After leaving Whanganui, my Colorado friends Larry Frakes, Jolene Pryor, Bill Frakes and I continued touring the North Island for a few more days. Our next adventure was the South Island which began in Christchurch. The South Island is, in my opinion, one of the most beautiful places on this planet!

*Continued on Next Page*

Cheers, Jack





## **Treasurer Report - Jack Schneider**

It is official! I received a letter from the IRS, early February. The NAMMMR is a confirmed Non-Profit organization and therefore exempt from federal income taxes under the Internal Revenue Code, Section 501(c)(7). This aligns us with the New England MGT Register, North American MGA Register, North American MGB Register and the North American Council of MG Registers.

Next up, as I have learned the other day, is getting State's recognition as a tax-exempt entity. I would imagine we need to gain such status in states where we are making the majority of normal expenditures. So, there would only be a few states which to solve this item for but this is yet to be determined.

The annual required IRS filing has already been completed for 2016. Filing for previous years 2015 and 2014 had been done, at appropriate times, as well. We must file annually to retain our exempt status. Failure to file for three consecutive years would result in loss of that status.

As for our 2017 budget, we forecast an income based on our 2016 membership count of approximately 150. As of today, I consider our budget to be fully funded from membership renewals. We are only off \$60.00 from our income forecast.

So, on to a great looking year, with a continued strong North American MMM Register!

Thank you for your continued participation,  
Jack Schneider



## Register Ramblings - Lew Palmer

Thanks to all who did better getting their renewals in a bit earlier this year. I only had one late renewal who shall remain nameless. The new directory is just about to go to the printers, so look for it and your 2017 membership card in the mail in the next couple of weeks.

Now that my pleading is over for this year, I thought I would bring everyone up on what is happening elsewhere.

First, there have been a number of members who have submitted their photos of the key information on their cars. For those who may not remember, I need several key photos of your car. These are 1) a clear photo showing the chassis number on the right front dumb iron, 2) a clear shot of the engine number stamped into the raised boss on the engine, 3) a shot of the ID plate on the firewall, 4) optionally the number on the top front of the gearbox, 5) if the bonnet is original, the number stamped into the hinge, 6) and finally an overall shot of the car, regardless of condition. These may be sent electronically to me at [lew@roundaboutmanor.com](mailto:lew@roundaboutmanor.com).

The reconciliation of the new database and various printed records is slowly progressing. Once, complete, those who have provided their information above will be able to access the new worldwide database. This will allow you to browse the car records and to access and update their personal information.

Lastly, if you have not signed on to the UK Triple-M Register forum, by all means do so. There is a wealth of information available. You are able to post questions with access to some of the most knowledgeable people, look for that elusive part you need, sell un-needed parts, or just simply engage in some good natured banter about our cars. The forum may be found at [www.Triple-MRegister.org](http://www.Triple-MRegister.org). On the main page click on "Discussion Forums". You will need to register to post messages, but not if you only want to browse the groups. There is several years of archived information, so I doubt you would find this a waste of time.

Please join me in welcoming our newest members:

Dr. J. Clark & Marina Mason  
Belmont, CA  
NA0613  
Brian Sullivan  
Woodinville, WA  
PA1024

Editors note: Welcome aboard!



The car is always clean and well cared for.. of course. But concours clean... no, Having attended many car shows and concours in my life, and conversing with some of the owners in these shows, I knew I was going to spend some time detailing the PA. Many owners of special interest cars have the luxury of calling up their Automotive Management team and ask for the car to be delivered, concours ready to so-and-so car show. Not me, time to roll up my sleeves. So with a bunch of rags, q-tips, cleaners and a brewing passion I started the daunting task. After a couple of weeks I had her ready to go.

The Arizona Concours is held on the lovely grounds of the Arizona Biltmore in Phoenix in January. For Arizona, our car driving season is anytime except summer, unless one cares to take early morning drive. I have not seen a MMM car with air conditioning. On occasion, we do experience cooler storms and rain during the winter season and the forecast for the concours was not looking like the typical 75 degree day. Forecast was for temp in the 50's with a chance of rain.

Since the PA was clean and driving 25 miles in city traffic didn't seem like a smart idea, I elected to have a reputable flat bed tow truck deliver the car to the hotel early Saturday AM. Thinking it could rain, I



decided to raise the top and install the side curtains. Right on time, we load the PA on to the flat bed. Away we go, with me driving modern in chase we get on the freeway. At about 65 MPH the side curtains start to get caught in the wind flow and start violently flapping. So I pulled over the driver, on the

freeway, and removed the side curtains. Now I knew to never drive the PA 65 MPH, with the side curtains on! As if I could go that fast anyway.

The owners and cars were getting dropped off and parking with the lovely sound of their engines resonating in the garage structure. Especially the high performance racing machines. Everyone was busy with last minute polishing, with the thoughts in the back of their minds about pending rain.



Sunday arrived and time to get the cars on the lovely grounds of the Biltmore. A well planned group of organizers and volunteers escorted the cars to their locations for their respective class. The day was chilly and a little overcast, but steadily warmed up as the day continued. One last minute polish and the spectators started to arrive. What I have found with having the PA out and about, is there is a lot of interest. Pre-War MGs, and MG's in general, seem to stand out among the other cars in shows. Lots of questions about the "cute" little cars, stories about MGs which spectators use to have or someone in the family had, flow continuously. Our 1935 MG PA has been in three smaller car shows in the last couple of years, winning three first places and two best of shows. Yes, our car is recently restored and shiny, but even with tough competition, the MGs stand out.

The Judges start their rounds and one hears the honk of horns, starting of engines and crowds collect around the cars being judged. Seems like

*Continued on Next Page*



judges are interested in the car, but also the link between the car and owner. Is there a passion for the make, club associations, did the owner restore? Seems like some subjectivity, but sure every judge has their own thoughts which play in concert with the specific rules.

As it turned out, the day was a great day for a concours. Following the judging, the judges came back around and the 1st, 2nd and 3rd place cars and associated owners were given a ribbon. I was very happy to get a 2nd Place Ribbon, in the Pre-War and Racing Sportscars. First Place went to a beautifully restored Jaguar SS100.

The Best of Show was a stunning Bugatti Type 57 SC Atlantic from the Mullin Museum. It was a great day for all and wrapped the third year of the Arizona Concours de Elegance.





# A Tribute to Alan

From Chris Leydon

When Alan McCreery spoke, his melodic British accent resonated with a lightheartedness that was emblematic of his character. It drew you in as if to confide in you, that whatever quixotic inquiry was his latest passion, might also be yours in your future. It was an expression of endearment: he filled you with rhetorical questions, disarmed you with chuckles and soon any whisper of pretentiousness you might harbor would melt into the shadows. He was my friend, my Brit.



Alan and I belonged to the Merry Band of Brothers who liked anything that moved: moved by mechanical design that is. Cam notched gears, vacuum assisted accumulators, rockers and rattles ... but to Alan, all these articles of steel and strain seemed to have anthropomorphic value as if they had a soul to be treated with tenderness and reverence. When any of these components failed, as all mechanisms eventually do, there was never lingering feelings from Alan of disgust or anger: only curiosity, resolution, promises of reconciliation and restitution. His cars and I were part

*Continued on Next Page*



of his family.

Alan and I met in the way most characteristic in my trade: he was desperate and I was his perceived savior. He owned an MG TC which had only barely survived the ravages of three restoration attempts. When delivered in parts to me, it looked like the remains left on the field of an auto jumble at the end of a long weekend. His expectation was his vision of what I could provide for him. What I didn't know was how much, over the years he was to give to me. I supplied parts, knowledge, labor and tender craftsmanship. Alan provided passion and vision. I designed hand controls and entry aids. Alan provided the patience and forbearance as to how I might do better. I accomplished what I had never tackled before. Alan praised me for what he always knew I could do. He left my shop beaming with joy; I stayed home in tears as he drove out the drive.

Months passed, spring was in the air and one Sunday my wife, Rita, and I heard a toot at the end of the driveway. An unmistakable toot. An MG TC toot. And there was Alan, with his impish and mischievous tooth gapped smile sitting radiant next to a drop dead gorgeous passenger. Our initial exchange was unforgettable:

Alan: "We've just come from Church"

Startled Passenger: "He's kidnapped me!"

Alan: " Please meet Kathy."

Passenger: " He told me it was to be just around the block and we've been out for an hour!"

Rita, sighting color under Kathy's blouse: "That's a pretty sexy red bra for going to church."

Alan: "Rita's Swedish"

And so the four of us connected and forever Alan became the Kidnapper and Kathy the Racy Gal with the Red Bra. Visits, meals and letters sealed our friendships and never a shepherd's pie (his favorite meal) has been consumed without Alan in spiritual attendance.

I am at liberty to make a confession now that Alan has passed on: there were times that I feared for him. My role was to insure that his car, born the same year as myself, might continue to be dependable even as I became more decrepit. The mission was always to insure that he and Kathy got home safely. Sometimes these were tall orders for a car over a half a century old. But my fears were unwarranted. Alan would whip his wheel chair into the back of the TC with the mastery of an Olympic discus thrower and whatever challenge he and Kathy met, they triumphed over it together.

Through all my interactions with Alan, he always had the courage to sail away from safe harbors, catch wind in his sails and explore what was next on the horizon. Alan had the capacity to wonder and imagine, to embrace everyone with his kindness and to overlook handicaps. He knew the risks of jumping chasms in two leaps, and not being able to leap, he could manage creative ways to roll to the other side and leave you in the dust. Alan could be relied upon to "make straight the gate," master his own fate and become the captain of his own ship. I am grateful for his gifts of intelligence, love, laughter and friendship. I am grateful and will forever miss my Brit.

Chris



# 7 Bravo Charlie Rally

**A TRIBUTE TO ALAN'S PASSION FOR ADVENTURE,  
AVIATION AND AUTOMOBILES...**

**Join us for a casual scenic drive through Hunterdon and Bucks Counties. Rain or shine, daily driver or classic, all marques welcome!**

**Or, meet us at the finish (Clinton Elks Lodge) for refreshments & loving remembrances ~12:00 to 3:00 PM**



**Date: Saturday, April 22, 2017**

**Start: Sky Manor Airport** 48 Sky Manor Road, Pittstown, NJ  
(Sky Café at the airport opens at 7:30 am)

**Time:** first cars off at **10:00 AM**

**Finish: Clinton Elks Lodge** 211 Sidney Road, Pittstown, NJ  
**12:00 PM to 3:00 PM**

**RSVP to Kathy:** Katbrg7@gmail.com



# Kathy and Alan, Watkins Glen, 2013





# Reinout Solicits M-Types for GOF Central 2017

Hello to all M-Type owners and care takers,



How many M-types are there in this original photo below? Hard to tell and probably quite a bit more than what we can possibly get together at the 2017 NAMMMR National Event in conjunction with the GoF Central in Akron, OH from July 11-14, 2017. However, the first row in the picture has 11 M-types lined up, eager to get out on the road with their future owners.

Last year we had four M-types (plus one in spirit) in Louisville, KY and that was, as far as we know, more than at any previous event in the US. But it wasn't close to the number of M-types that are active members of (or known to) our register. I think that we can easily fill the front row in that factory photo, Eleven M-Types on the show grounds of Hale Farms (checkout the beautiful location [here](#)), wouldn't that be a spectacle to never forget? I think it would, but it will only happen if many of you can make it to Akron.

Although the date of the event is more than four Months away, I hope that you are already making plans to attend. If you haven't decided yet, please consider adding the 2017 NAMMMR National Event to your calendar and, more importantly, make arrangements to bring your M-type. You can find a lot of information and registration forms here at the [GoF Central website](#).

Emma, my 1931 M-type, would really like to see all of you there.

MGreetings,  
Reinout Vogt  
[reinoutvogt@gmail.com](mailto:reinoutvogt@gmail.com)  
847 342 9804

PS Even though you may have indicated that you're not able to attend this year, I will keep you on the distribution list, to keep you updated about the event. Things may change, you never know.





Santa Maria, California

July 10 - 14, 2017

Monday through Friday

Registration Fee

\$45.00 USD before March 1, 2017

\$55.00 USD after February 28, 2017

In Spirit \$25.00

Cancellations before March 1st will revert to In-Spirit Registration, with the balance refunded. Due to advanced planning requirements, no refunds will be given after February 28th.

#### HOTEL INFORMATION

Radisson Santa Maria

3455 Skyway Drive

Santa Maria, CA 93455

(805) 928-8000 <http://www.radisson.com/santa-maria-hotel-ca-93455/camaria>

"GoF West Group" Rates are \$125.00 per night for a standard room, plus applicable taxes and fees.

To get the group rate, reserve by June 24, 2017. Reservations must be guaranteed with credit or debit card.

Details at <http://www.gofwest.org/>



# **MG Featured Marque at: Hemmings September 15th - 17th, 2017 11th Annual Concours DElegance**

Peter Kumar  
GULLWING MOTOR CARS  
Gullwing Motor Cars  
We Buy Classic & Antique Cars

Open to factory-correct, concours-quality pre-1974 collector cars and trucks, along with the featured marques, by invitation only.

## **Annual classes:**

Full Classics (as listed by the Classic Car Club of America)  
Pre- and Postwar American  
Pre- and Postwar European  
American Muscle Cars  
Preservation  
Vintage Trucks

## **2017 Concours featured marques:**

Chevrolet Camaro/Pontiac Firebird (1967-1981)  
Buick Riviera (1963-1973)

**MG**

Professional Vehicles (pre-1980)  
Studebaker  
Wood-bodied Station Wagons

For questions, email [mglover@hemmings.com](mailto:mglover@hemmings.com).

To enter your show car in the Sunday Concours:

Submit photos to [concours@hemmings.com](mailto:concours@hemmings.com). Open to concours-quality, pre-1974 collector cars and trucks, by invitation only.



Wayne Carini has been named Honorary Chairman and Keynote Speaker for this year's 11th annual Hemmings Motor News Concours d'Elegance.



*OK.... How many other artist do we have out there?*



It was painted by Nancy Shane of Dan Shockey's PA on the slopes of Mt. Tamalpais, north of San Francisco.



# The Philadelphia Report

## Update from Jan and Reed Tarwater

Two of our MMMs won National Awards from the Antique Automobile Club of America at the AACA'S Annual Meeting in February: Len Star's 1933 K2 and Jan and Reed Tarwater's 1936 PB.

Tom and Kathleen Metcalf and Reed and Jan Tarwater attended the two day event in Philadelphia in February. The event included seminars, a vendor's area and a presentation by Bill Warner, founder of the Amelia Island Concours d'Elegance.



*Tom, Kathleen, Jan and Reed Tarwater in the "star" used as the entrance to Saturday's awards banquet.*

Len Star was unable to attend the meeting so Tom



and Kathleen Metcalf accepted Len's award, the S. F. Edge Trophy. This honor is given to the outstanding restoration of the year of a foreign-made automobile entered in a national AACA meet. (the K2 was shown at the Hershey Fall Meet.) The original trophy is the racing trophy presented to Mr. Edge as the winner of the Gordon-Bennet race in 1902. He is the designer of the first 6-cylinder engine for Napier automobiles and was also known as the father of the British motor industry.

Jan and Reed happily accepted their trophy, the James Melton Memorial Cup, given to the outstanding senior car in all classes at the Spring Meet of the Southeastern Division. The original cup, which is permanently on display at the national AACA headquarters, is the racing trophy won by the Winton Bullet in 1905. James Melton was a past president of AACA.

In addition to each trophy the AACA provides a tab that you affix to your car on the badge bar. The tab is blue and says National Award Winner. It is rewarding to realize that our MMM cars are appreciated not just by MG fans, but by the entire antique car hobby.





A National Award is the highest honor that the AACA has. A member of the AACA can't nominate their own car. The cars considered for a National Award are selected by senior AACA Judges. Once a car is considered for a National Award the senior judges meet for a three day session to select the National Award cars.

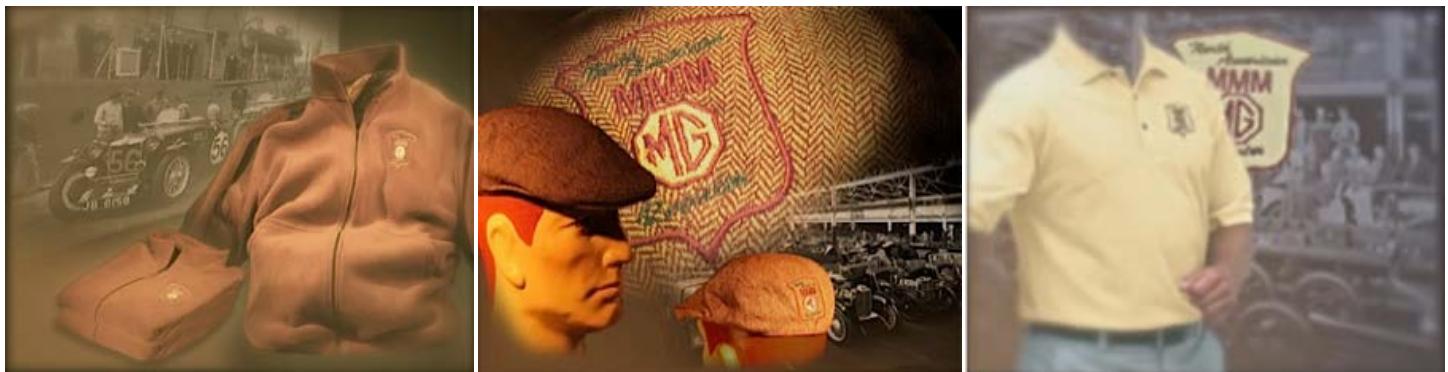


Editors Note: This is an update on the ongoing report of two of our MMMs won National Awards from the Antique Automobile Club of America. Len Star's 1933 K2 and Jan and Reed Tarwater's 1936 PB.



# NAMMMR Regalia

Order your NAMMMR Regalia now!



We have expanded our selection by allowing you to select more colors.

Each item will be embroidered with the NAMMMR Shield in a complimentary color scheme. If you have a special garment that you want embroidered with the NAMMMR Shield, you can send that to me and I will have it embroidered to your specifications.



Also available is the NAMMMR Grill Badge. [Order Now!](#)



## NAMMMR Regalia Order Form

Item	Color	Embroidery	Size	Cost	Qty	Total
Long Sleeved Twill Shirt, 4.5 oz, 55/45% cot/poly		NAMMMR Shield on Left Crest	Adult_Women_S_M_L_XL_XXL_XXXL or Tall	\$25 add \$2		
Polo Shirt- Short Sleeve, 5.6 oz, 60/40% cot/poly		NAMMMR Shield on Left Chest	Adult_Women_S_M_L_XL_XXL_XXXL or Tall	\$30 Add \$2		
Cabby Hat	Blk Grey Cream	NAMMMR Shield on back	S/M_L/XL	\$15		
Ball Cap Two Tone Mid-Profile	Brown/Black Cream/Black Navy/Cream Dark Green/ Cream	NAMMMR Shield on Front	One Size	\$17		
Fleece Jacket Full Zip 13.8 oz 100% poly	Black, Grey, Red, Royal, Choc, Navy, Dark Green	NAMMMR Shield on Left Chest	Adult_Women_S_M_L_XL_XXL_XXXL or Tall	\$30 Add \$3		
NAMMMR Grill Badae				\$50		
Stadium Blanket 50" x 60"	Black, Grey, Red, Royal, Choc, Navy, Dark Green	NAMMMR Shield		\$25		
MG 2016 T-Shirt	White	Screen Print Back -Lg, Frt -Sm	Adult S_M_L_XL_XXL	\$18		
Postage	For 1 Item	\$6.50				
	Ea. add'l item	\$4.00				
Total						

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email address: \_\_\_\_\_ Phone : \_\_\_\_\_

Make Check out to NAMMMR and mail order form and check to:

Cathy Gunderson

6160 W Lakeside Ct

Littleton, CO 80125

Any questions call 303-791-4902, or email j-cg@juno.com



Editor's Note: Much thanks to Malcolm of the Pre-War Register in Australia for providing the following. "We have just been running a campaign to persuade our local MG car clubs to adopt 1923 as the date of the first MG, not 1924 as promoted by the new Chinese owners of our hallowed emblem (probably on the advice of the home MG Car Club in Abingdon)."

Centenary paper

February 2017

## Centenary of M.G.

### Proposal from the Pre-War MG Register to the MG Car Clubs of Australia

#### Introduction

Through a combination of ignorance, apathy and well-intentioned enthusiasm, the MG world is being led to believe that the first MGs were created in 1924. First, in ignorance, British Leyland's marketing department adopted 1974 to "celebrate" the 50<sup>th</sup> anniversary with the release of suitably jazzed up "Jubilee" MGBs, and matching regalia, to boost flagging sales. Then, despite knowing better, in apathy, the MG movement in the UK failed to correct this error when they had the chance with the result that now, in the 21<sup>st</sup> century and with well-intentioned enthusiasm, the new owners of the hallowed MG trade mark, a Chinese firm with no English heritage, is proclaiming it has been manufacturing MGs "since 1924" and the MG movement is lining up behind this commercial marketing slogan to adopt 1924 as the historically accurate date.

The year 1924 might have been acceptable for the global celebrations of MG90 in 2014, but it is completely unacceptable for the forthcoming Centenary of MG in several years' time. Cecil Kimber would be turning in his grave. The correct year for the start of M.G. production is 1923 and the Centenary needs to be celebrated in the correct year, 2023.

#### Proposal

The Pre-War MG Register of Australia, as researchers and documenters of the early history of MG in Australia, urges the MG Car Clubs of Australia to adopt 2023 as the correct year for the auspicious M.G. Centenary and to declare that the National Meeting in 2023 will be one of the earliest of many international celebrations acknowledging both Cecil Kimber's genius and the creation of the M.G. motorcar.

#### The Facts

The facts are as follows:

Firstly, when contemplating the start date for M.G. car production, the logical choice would be the point at which M.G. cars were first available for sale, and fortunately, there are documents that provide us with precise details on that subject.

The Morris Garages, Oxford, supplied bespoke coachwork built on chassis from various motor car manufacturers, but most commonly Morris. These cars were sold as Morrises.

Then in 1923, under Cecil Kimber's leadership, the Morris Garages did something different. They introduced the M.G. octagon emblem, used for the first time in an advertisement in March 1923, and they produced for the first time a sporting 2-seater car, built on a Morris chassis, but advertised as "The M.G. Super Sports Morris". This was the first time the letters M.G. were used to identify a motor car.

The "M.G. Super Sports Morris" cars bore coachwork by Chas. Raworth & Sons of Oxford, and today, the Early M.G. Society in the UK identifies these cars as 'Raworth M.G.s'. The

1

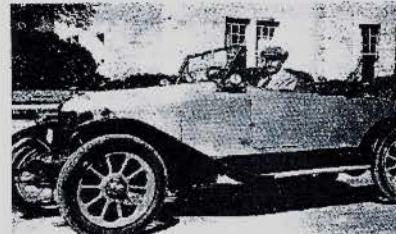


Centenary paper

February 2017

cars carried features which were to become iconic M.G. details, such as the distinctive triangulated windscreen pillars and marine-style scuttle ventilators.

A batch of six Raworth M.G.s was made but unfortunately none survive. The first person to buy one was a young Mr J. Jemson, a student at Pembroke College, Oxford, who bought his M.G. Super Sports Morris registered FC 5581 on June 1st 1923. Another was purchased on August 6th 1923 by another student at Oxford University, Oliver Arkell (right) from the Arkell brewery family. Arkell's car was finished in yellow and black and was registered FC 5855.



The next line of sports cars produced by The Morris Garages, the very stylish Bullnose 14/28 M.G. Super Sports of 1924, 1925 and 1926, still gave a nod in the catalogue to their parent chassis, the Morris Oxford 14/28.



Secondly, in which year did The Morris Garages Ltd consider that M.G. production began? In January 1928, a guide book entitled "The Story of the M.G. Sports" was issued by managing director Cecil Kimber to Morris Garages salesmen and the very first line of the "Introduction" page says "When the M.G. Sports Cars were first introduced in 1923 ...". So as far as Cecil Kimber and M.G. were concerned, there was no doubt that production began in 1923.

Thirdly, in his authoritative book *M.G. by McComb*, author Wilson McComb relates that Cecil Cousins, who "was there at the start" and went on to be the development guru at M.G., assured him that "the Raworth Super Sports were the first Morris Garages products that may be considered M.G.s."

## Conclusion

As the above discussion shows, and there is more supporting information available in Jennings and Barracough's seminal work, *Oxford to Abingdon*, and in the files of the Early MG Society in the UK or the Pre-War MG Register of Australia, there can be no doubt that the facts support Cecil Kimber, Cec Cousins, Wilson McComb and many other key M.G. personalities, who all agreed that M.G. production began in 1923. It follows that the Centenary must be in 2023.

## Recommendation

It is recommended that

- the MG Car Clubs in Australia discuss this issue within their own Clubs before the delegates' meeting at the MG National Meeting in Adelaide on Tuesday 18 April;
- at the delegates meeting, the MG Car Clubs of Australia agree that the Centenary year for MG is 2023 and begin planning for appropriate celebrations;
- the MG Car Clubs agree that the National Meeting in 2023 celebrate the Centenary of MG with a special display of MGs through the ages, perhaps in association with the Concours event.

Ray Fowler  
Patron

Graeme Jackson  
Historian

Walter Magilton  
Patron

Tony Sloan  
Registrar

Malcolm Robertson  
Editor

Jennie Jackson  
Treasurer



## Pointed Tails - Oliver's Beetle - the Last Word...

Malcolm Robertson has been delving into the Centenary issue again and has found a beetle ...

### Morris Cars

Without the slightest exaggeration the Morris Car for 1923 is the most astounding value ever offered to a car-buying public.

*See Local Distributors*  
**The Morris Garages**,  
Queen Street, Swindon,  
Oxford.  
1923

With the Centenary of MG looming in just a few short years, it seems to me that we, the MG community world-wide, need to come to a consensus soon on when that will be. And as always with the New Year, Australia and New Zealand will be first off the mark, so we downunder have a special responsibility to get it right. But how we measure that critical year seems to be a moot point. Correspondence to this Newsletter demonstrates this, with Alfred Lane saying one thing, Harry Hickling another and Ted Loversidge chipping in from the side lines.

Is there some key date after the end of World War I involving William Morris and The Morris Garages in Oxford that could be used - a name registration, a building opening or a move? Or perhaps it was when Cecil Kimber was appointed the man in charge in 1922? Or maybe when he started dabbling in coachwork creating the popular Morris Chummy, showing his eye for design and line as well as his interest in safety fast! Or perhaps it was when the MG octagon was developed and first used in advertising in early 1923. 1924 is another possible year as that was when the first batch of MG Super Sports Morris were offered for sale, fabulous, stylish cars built on the Morris Oxford chassis of the day. Old Number One emerges somewhere in here too, just to muddy the waters, and was registered on 27th March 1925.

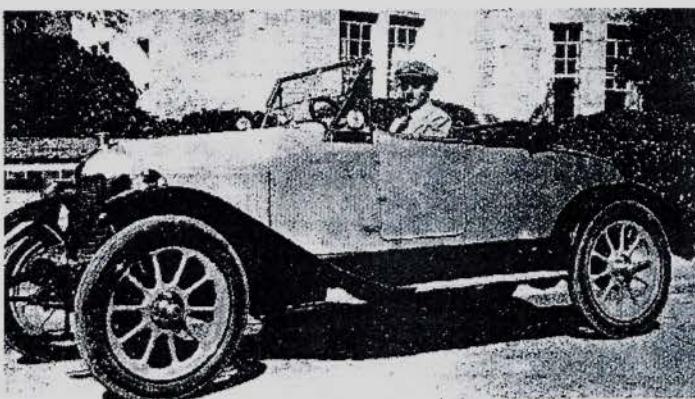
*From Oxford to Abingdon page 6*

And so the possibilities roll on. 1928 when the little MG M-type was conceived and performed so successfully in competition, perhaps the first model to define the essence of the MG sports car - cheap, fun and fast. 1928 was the year the M.G. Car Company was formed - the name was registered in 1930. So many options, and good arguments for all.

Personally, I'm taken with the idea of who was the first person to buy an MG as defining this critical moment in the marque's history. After all, the primary aim of a motor manufacturer is to try to make some money by selling cars. So, who was that person to first buy a special bodied car from the Morris Garages, why did they buy the car and when? Fortunately, Phil Jennings, author in conjunction with Robin Barracough, of that definitive work *Oxford to Abingdon*, can answer some of these questions, the late Wilson McComb answers others in his book and his earlier writings, and the archives of the Early MG Society can answer some more.

John Oliver Arkell, known as Oliver, was the grandson of John Arkell, the founder of Arkell's Brewery which is still in operation today in nearby Swindon, producing a range of fine beers and operating or supplying a string of pubs, including in Abingdon. In 1923, Oliver was a youthful 23 and looking for a stylish set of wheels appropriate to a young man of his standing. He continued the family tradition and became a director of the brewery when he was 27, but at 23 he was still having fun and learning the ropes. Like Kimber, young Oliver had an eye for style and soon found what he was looking for - a two-seater special-bodied Morris Cowley in yellow over black. This was the first of six cars constructed by Kimber with bodies from Charles Raworth of Oxford to broaden the range of styles available at The Morris Garages. As we all do, Oliver remembered his first car fondly when interviewed by Wilson McComb in the 1960s. He paid £300 for it and still had the receipt he received from Kimber in August 1923 on which he had written: "My first car. I believe it was the first MG as the price had not been fixed and was later said to be £350".

Oliver told McComb that he had gone to the showrooms to buy one of the Morris Garages two-seater Chummies, Kimber's first foray into designing coachwork. Instead, he "saw this yellow sportscar in the window - an unusual yellow, the colour of good butter and it had black wings. Mr Kimber was there. He said it was £300. It wasn't much more than the Chummy, so I said, very well, I'll have that." Arkell paid a deposit three days later and his new Raworth was registered FC5855 on 16 August 1923. It was delivered to Swanage in Dorset where his father, James Arkell, immediately christened it "Oliver's Beetle".



*Photo from P L Jennings- Early MG Society*

As far as is known, none of the Raworth cars built for Kimber have survived, but Oliver's Beetle lives on in our collective memories, well documented by authoritative authors, and must surely rank as a prime candidate for the first MG. More than that, as we all were when we were 23, car or not, Oliver epitomises the essence of the MG sportscar buyer - daring, dashing, and devil-may-care! In 2023, he deserves to be remembered and celebrated as the first MG owner! Maybe, in the spirit of our own Australian Pre-War MG port, Cecil's Sauce, Arkells could do an MG centenary brew - Oliver's Oil!



Pre-War MG Register of Australia



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Also MMM cars,J2,/L/N/P, etc

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-TA/TC Alfin brake drums- \$1400.00 set of four.

-TD/TF Alfin brake drums=\$1200.00 set of four.

-TA/TC new high ratio crown wheel and pinion gear set, 4.625 ratio \$750.00.

-MMM-J/L/N/P/ 4.875 ( 8/39 ) and 5.125 ( 8/41 ) new CWP gear sets @ \$750.00

-TB/TC rear gearbox steel reinforcing plates, pre-drilled ready for installation. Includes bolts, some spacers required. Repairs a broken rear TC gearbox aluminum plate. \$80.00

-TA/TC/MMM Dual Spare wheel adapter, Also fit PA/PB etc ( uses original lock-nut )- \$175.00

-TB/TC/TD/TF light flywheel, under 10 pounds weight, \$450.00

-2 eared MG knock-off hub nuts, 12tpi, \$40.00.

-2 eared MG Rudge Whitworth 12 tpi knock off nuts,. \$75.00

-TA/TC new wire wheels, painted or chrome, Enquire

-New Tyres, Blockley, Ensign, Dunlop, Michelin. Enquire

-SAE660 bearing bronze gearbox cluster thrust washers, -\$20.00 each or \$40.00 the pair. End float on the cluster gear is 0.004". This end float is sometimes difficult to achieve because proper thickness bronze washers are not available. Standard thrust washers are 0.075" thickness or less. Replacement new parts from various suppliers vary in thickness. These new thrust washers in 0.076" thickness and 0.078" thickness for use in TC and TD/TF gearboxes allow you to adjust the end float to correct 0.004".

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**905-274-4136 or email [grunau.garage@sympatico.ca](mailto:grunau.garage@sympatico.ca)**



# For Sale - NB 1935 #N0931

Project in process . Clear Texas title. Chassis disassembled and ready for paint. Includes axles, shocks, steering column, factory wheel, gas tank, brake lever, pedals, some wheels, and side rails. Engine rebuilt by Leydon Restorations with Phoenix crank, Carillo rods, new rocker cover, manifolds, Baynton Jones head, etc. Marshall 85 supercharger supplied by Peter Gregory. ENV 75 pre-selector gearbox with close ratio MG gears and remote supplied by Tom Dark. Stainless steel exhaust. Restored Lucas L150 headlamps, thin pre-war trafficators, windscreen, toolbox, grill shell with honeycomb radiator, new rear fenders, instruments rebuilt Vintage Restorations. Lacks body, hardware, interior, distributor, and small parts. \$60,000. Jack Simpson (972) 931-8213.  
[simpsonapp@msn.com](mailto:simpsonapp@msn.com)





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NAMMMR NEWSLETTER – Winter 2008 - complete restoration story.

NEMGTR Sacred Octagon Feb. 2009 Volume 47 #1 – complete restoration story p31. Sacred Octagon Oct. 2009 Volume 47 # 5 - Centerfold picture. Sacred Octagon June 2010 Volume 48 #3 -Centerfold picture of engine.

More details available from Malcolm Appleton.

cell (802 793 0352) email – [architec.vt@gmail.com](mailto:architec.vt@gmail.com) \$68,000



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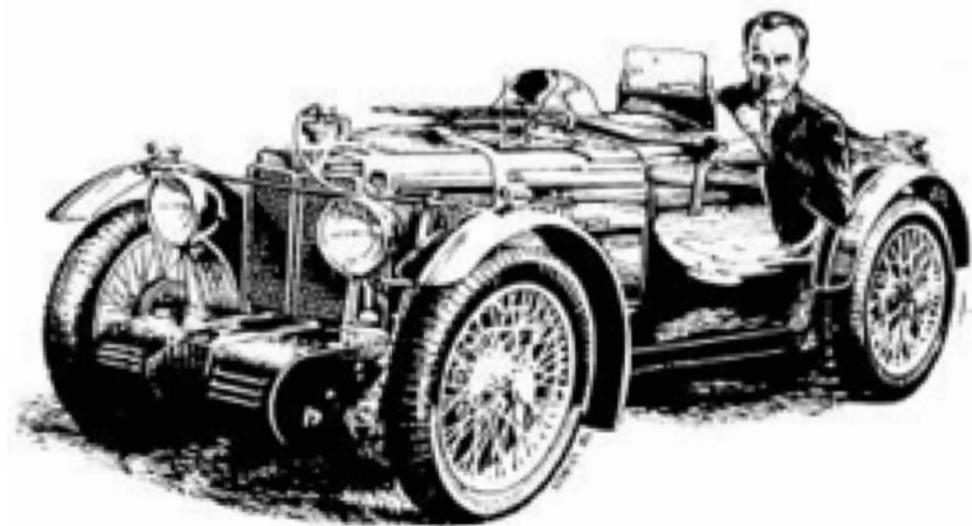
# For Sale - NB 1935 #N0895

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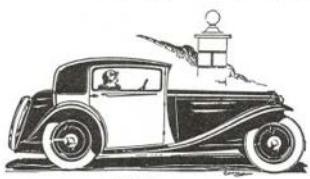
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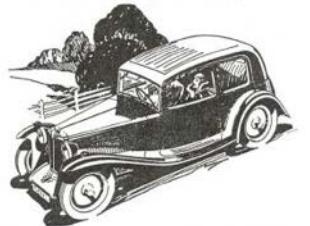
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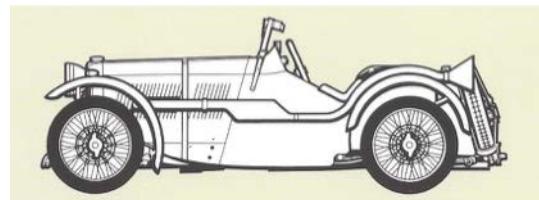
Chassis . . £245  
Two-Seater . . £285  
Four-Seater . . £299  
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Continental Coupe . £350



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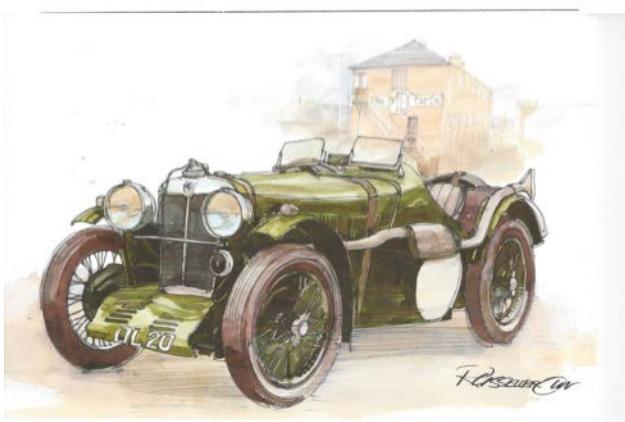
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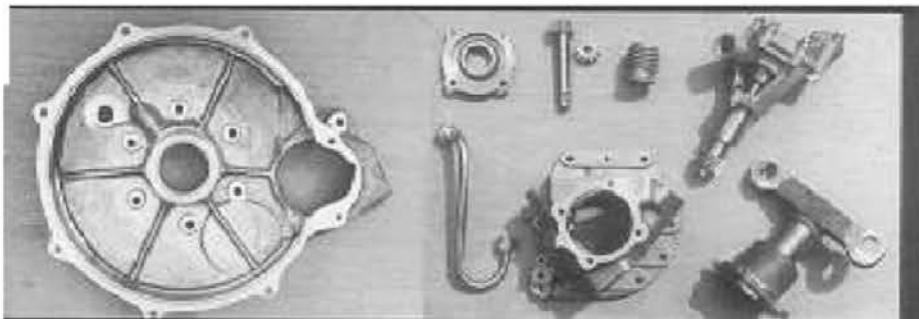
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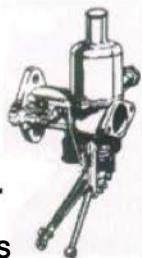


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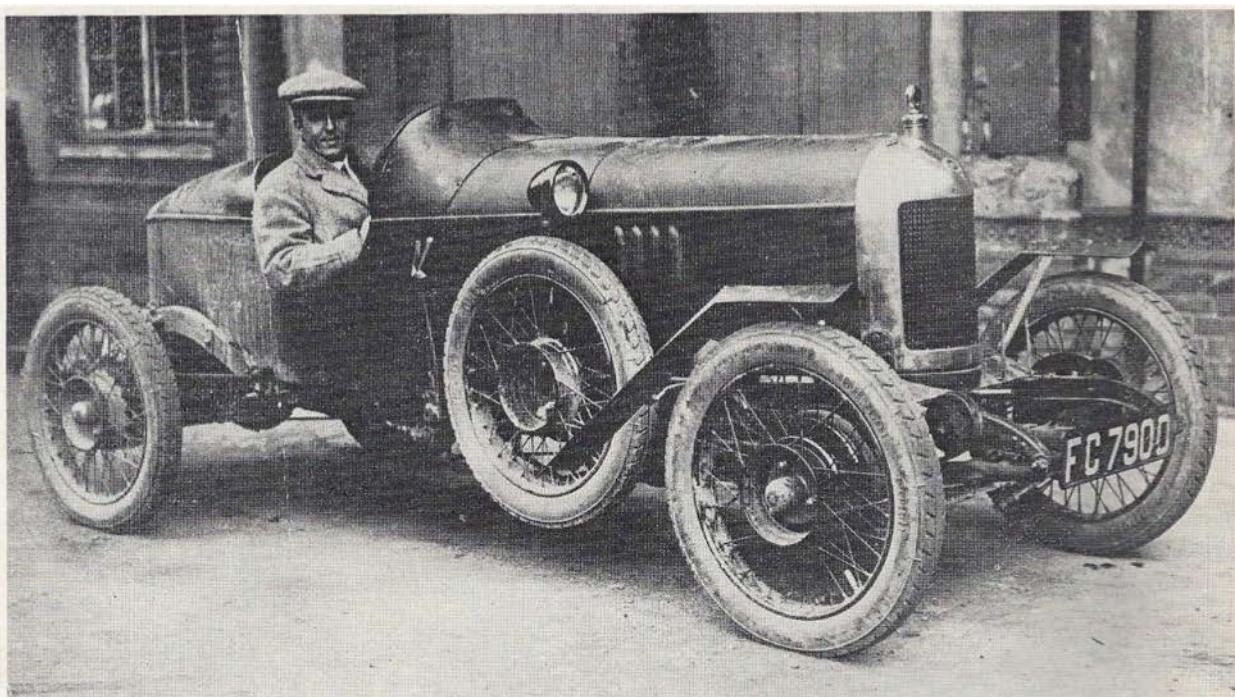
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Source: Veteran and Vintage Magazine, October 1975. This photo was included  
 in an article F. Wilson McComb authored, "The Cars that Kimber Built"



THE RIGHT COMPOSER, BUT WHICH SYMPHONY? Cecil Kimber with the legendary Kimber Special FC 7900, fortunately still with us, and still (incredibly) being described as "M.G. No. 1".



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I also have facebook pages, under my name - Dan McCrary - and also one as Dan McCrary Automotive Art...





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*Please find the following new member/prospect information and guidelines for what constitutes an acceptable car under the Register.*

### 1. PURPOSE

The North American Triple-M Register (The Register) is affiliated with the MG Car Club Ltd. (MGCC) Triple-M Register which caters for the overhead-camshaft Midget, Magna and Magnette models built between 1929 and 1936, hence Triple-M.

The objectives of the Register are:

- 1.1 To maintain a register ('The Register Listing') of surviving Triple-M cars, recording their history and other relevant information;
- 1.2 To encourage the restoration, maintenance and continuing use of Triple-M cars both on the road and in competition;
- 1.3 To preserve the heritage of MG Triple-M cars and promote MG as "THE MARK OF FRIENDSHIP" throughout North America.
- 1.4 To organize and assist others in organizing competitive and social events;
- 1.5 To provide technical advice, and encourage the exchange of spare parts;
- 1.6 To publish a quarterly Newsletter;
- 1.7 To organize and conduct an annual meet, and to participate in the quintennial All-MG Meet conducted by the North American Council of MG Registers;
- 1.8 To maintain a web-site dedicated to Triple-M matters.
- 1.9 To co-operate with like minded Clubs, including the North American Council of MG Registers and enthusiasts with the aim of fulfilling the objectives of the Register.

### 2. OPERATION & MAINTENANCE OF THE REGISTER DIRECTORY

The Register Directory is a compilation of information kept for the Register's own purposes. It is maintained and published for general information only and does not confer authenticity. The list includes surviving complete cars and cars that contain only some components originally supplied by the MG Car Company. The inclusion or exclusion of any particular car or specification is at the sole discretion of The Register Committee (the Committee). Although care is taken in accepting cars for inclusion in the Directory it is not possible to scrutinize every entry, nor is it possible to verify the accuracy or authenticity of the information the Register receives to compile and update the Directory. Neither the Committee, nor the MGCC accept any responsibility or liability for the accuracy or authenticity of the information in the Directory.



Details of any Triple-M car to be added to the Register Directory, or the updating of information on a car already registered, should be submitted in writing to the Registrar using the 'Triple-M Registration and Update Form'. This form can be completed by downloading the form and posting or emailing it to the Registrar. The form is also supplied with the Register "Starter Pack" given to new members. It can also be obtained from the Registrar.

When a qualifying Triple-M car is first accepted for inclusion in the Register Listing it is assessed under the Guidelines detailed in Section 3 below. If the car qualifies under section 3.2 it will be allocated a formal Triple-M Register number as issued by the MG Car Club Triple-M Register. That number then remains with the car permanently, regardless of any future change of ownership. No charge is made for adding a car to the Register Directory.

Cars (or parts of cars) which do not qualify for the allocation of a Register Number will be entered into the Register Listing provided that in other respects they satisfy the criteria in section 3.1.

Copies of these guidelines can be obtained by downloading from the above web-site or from the Registrar.

All would-be purchasers of a Triple-M car and/or those wishing to deal in them are advised to familiarize themselves with the conditions under which cars may be included or excluded from the Register Listing as well as the purpose, operation and maintenance of the Register Directory as set forth in these guidelines.

### 3. TRIPLE-M REGISTER REGISTRATION AND REGISTER NUMBER ALLOCATION

As the North American Triple-M Register operates as an extension of the MG Car Club Triple-M Register and identifies North American member cars using the MGCC register numbers, the following guidelines are those of the MG Car Club Triple-M Register, but apply equally to the member cars of the North American Triple-M Register.

The term "Register Listing" refers to the MGCC Triple-M Register printed listing of Triple-M cars which is a super set of the North American Triple-M Register Directory. The guidelines are the same for both Registers.

#### 3.1 Guidelines for Register Listing

Definitions.

For the purposes of these Guidelines:

**'Original Triple-M chassis'** means an original unaltered chassis in the form in which it left the M.G. Works at the time and place of its original manufacture and including its original front dumb iron (knuckle);

**'Altered Chassis'** means an Original Triple-M chassis that has been either shortened or lengthened;



'Reconstructed Chassis' means a chassis that is based on an Original Triple-M chassis that has had some of its elements replaced with reproduction or non-original parts. e.g. if the side rails or the cross tubes or the castings are replacement parts;

'New Chassis" means a reproduction chassis i.e. a chassis that did not emanate from the M.G. Works;

'Front dumb iron' means the forged steel component at the forward end of a Triple-M chassis which locates the forward eye of the front leaf spring and (where fitted) a chassis cross tube;

'Knuckle' has the same meaning as 'Front dumb-iron';

'Original front knuckle' means the front dumb-iron originally incorporated into the construction of an original Triple-M chassis;

'Original chassis number' means the identifying number of an original Triple-M chassis evidenced by the letter(s) and numerals stamped on an original front knuckle at the time of manufacture. Note: most such numbers will be found on the right hand side (driver's side) knuckle, although certain chassis, including some of those exported from the works are known to have been stamped on the left hand side (passenger's side) knuckle;

'A Triple-M Car', where the context permits means a car built on an original Triple-M chassis which is complete, roadworthy and with its major components or modern replacement components manufactured to original Triple-M specification;

'The Register Listing' has the meaning set out in paragraph 1.1 of this document;

'The M.G. Works' means the factory(ies) of the M.G. Car Company.

The original chassis number as defined in these Guidelines is used by the Register as the car's Primary Identity Indicator. Before a car is included in the Register Listing it must qualify under one of the following criteria:

3.1.1 A car built on an original Triple-M chassis containing an original front knuckle clearly stamped with its original chassis number as defined above will be included in the Register Listing under that number.

3.1.2 A car built on an original Triple-M chassis which has an original dumb-iron (knuckle) but does not clearly show its original chassis number will be listed under chassis number "A ?????" where "A" is the model letter designation for the chassis used, unless the original chassis serial number can be established beyond reasonable doubt (see 3.1.4 below).

3.1.3 A car that has a history that shows there was more than one MG Works supplied chassis for the same chassis number, will be listed under that chassis number if it is based on the original/first chassis or, in the case of a car based on the factory replacement/second chassis, with that chassis number and the suffix "/2".

3.1.4 A car built on an original Triple-M chassis which does not clearly show its original chassis number but has sufficient physical or documentary evidence to link it to an original number, will be



listed under that number unless it is later proved otherwise.

3.1.5 A car built on an altered chassis but having its original front knuckle clearly showing its original number, will be listed under that number with the note “altered chassis”.

3.1.6 A car built on a reconstructed chassis but having its original front knuckle clearly showing its original number, will be listed under that number with the note “reconstructed chassis”.

3.1.7 A car built on a new chassis but having an original front knuckle clearly showing its original chassis number, will be listed under that number with the note “new chassis”.

3.1.8 A car built on an original Triple-M chassis, incorporating a collection of Triple-M components manufactured to their original specification, which is not covered by any of the above criteria may be included in the Register Listing at the discretion of the Committee.

3.1.9 A complete original chassis clearly showing its original chassis number will be listed in the Register under that chassis number with the note “chassis only”.

In operating these guidelines the Committee will have regard to factors that may, in varying degrees, affect its judgment about a particular chassis or car. These factors include the following:

- The completeness, originality or integrity of the main components of a chassis, including its castings, side or other rails and tubes;
- Factual evidence of past damage or destruction of a chassis or its major components;
- Factual evidence of the replacement of damaged or destroyed chassis components with period or modern replacements;
- Factual evidence of the defacing and re-stamping of a front dumb-iron (knuckle);
- The M.G. Works guarantee plate and its stampings;
- The M.G. Works stamping of the bonnet hinge.

### 3.2 Guidelines for the Allocation of Register Numbers

3.2.1 A Triple-M Register Number will be allocated to the following Register entries:

3.2.1.1 A Triple-M car which is complete, roadworthy and consists of all original Triple-M components;

3.2.1.2 A Triple-M car which is essentially complete with its original chassis and original Triple-M components whether roadworthy, under restoration or dismantled in storage;

3.2.1.3 A Triple-M car which is essentially complete with its original chassis but includes some reproduction Triple-M components, whether roadworthy, under restoration or dismantled in storage;



3.2.1.4 A Triple-M car which is essentially complete with its original chassis but includes some components not originally fitted to Triple-M cars (e.g. XPAG engine, Armstrong pre-selector gearbox), whether roadworthy, under restoration or dismantled in storage. If the Registrar considers that the proportion or type of non-original components is excessive, the application will be referred to the Committee. At the Committee's discretion such a car may be denied a Register Number;

3.2.2 A Triple-M Register Number will not be allocated to the following:

3.2.2.1 A Triple-M car built on a reproduction chassis without an original identity.

3.2.2.2 A Triple-M car that displays a chassis number that is not correct for its chassis type (original or reproduction).

3.2.2.3 A Triple-M "chassis only" entry or an entry where a number of major components are lacking e.g. a car without a body or one without a drive train. As soon as the details for such an entry indicate that the package represents an essentially complete car, the provisions of section 3.2.1 above will apply.

#### Notes

A Triple-M Register Number always stays with the chassis on which the car was built when the Number was first allocated. It is not transferable.

In cases where there is ambiguity about the true identity of a car, the Committee reserves the right to include that car in the Register listing on a provisional basis pending the receipt of definitive evidence concerning that car. The Committee may likewise withdraw or suspend a Register Number if a car is found to contravene these guidelines.

Any member of the M.G. Car Company Club Ltd. who is the owner of a listed Triple-M car may discuss the classification of their car with the Committee.

## 4. TRIPLE-M MGs - SPECIALS AND NON STANDARD CARS

How the Register describes cars that are not built to their original specification.

This guidance will be used by the officials of the Register in response to enquiries, or in commenting upon issues, regarding the proper description of specials and non-standard cars constructed on Triple-M chassis.

4.1 The Register does not recognize the description 'Replica' when applied to any Triple-M car other than the factory produced M 12/12 Replicas;

4.2 A car built in the style of one car but on the chassis of another will be described as the chassis type on which it is built. For example, a C type copy built on a D type chassis will be described as a D type. Likewise, a car built in the style of a J4 on a J2 chassis will be described as a J2. The same applies to a car built in the style of a Q type, K3 or NE;



4.3 A Triple-M car fitted with a non-standard Triple-M engine (for the model) will be described as such. For instance, a J2 chassis fitted with a PB engine will be described as a J2-PB. Furthermore if the engine is supercharged it will be described as J2-PB/s;

4.4 The Register is not opposed to the term 'special' if a car is fitted with a non-standard body (for chassis), but it will be described as the chassis type on which it is built. For example, a single seat body fitted on an N type chassis will be described as an N type special;

4.5 The Register does not recognize a car described as J2/J4 or K1/K3 or P/Q etc. as it implies that some main parts of the car are genuine J4, K3 or Q type etc. when they are not;

4.6 In former years it was common practice for constructors or designers to incorporate their name in the description of a special, e.g. Bellevue Special, Turner MG. Some specials were given names by their owners, e.g. 'Bongazoo'. The Register has no objection to these descriptions still being used.

## 5. COMPETITION RULES

The rules governing Register competition awards can be obtained from the Competition Secretary or found in the competition section of the Triple-M website. Inclusion of a car in the published Register Listing does not confer automatic eligibility for Register awards.

## 6. REPLACEMENT ENGINES AND CYLINDER BLOCKS

For various reasons it may become necessary:

- to replace a car's original engine with another unit derived from another Triple-M car. -

to substitute an original cylinder block with a newly-manufactured replacement block.

Whenever these changes occur, the Register asks owners to ensure that details of the change are notified to the Registrar.

It is the Register's policy that whenever a newly-manufactured cylinder block is utilized, it should be stamped with an identifying number followed by the suffix "/2". The identifying number should be one that is appropriate to that particular vehicle. If the new block is of the same type as that of the engine originally installed in that car at the time of manufacture, it will be in order to use the original engine's number. Alternatively if the new block replaces an engine that was not original to that car, it is permissible to use the number of the engine that is being replaced, in each case adding the suffix "/2" previously mentioned. The Registrar should be consulted in case of any uncertainty.