

THE SQUARE RIGGER



QUARTERLY NEWSLETTER OF
THE CHESAPEAKE CHAPTER OF THE NEW ENGLAND
MG-T REGISTER

CHESAPEAKECHAPTERMGTCCLUB.COM

FALL 2014 (V2)

Words from Our Chairman

This Summer has not been too hot, so we should have been able to drive our MGT's most of the year. Our next event will be the Fall Ramble, which is to be held the weekend of the 24th of October. We will be staying at The Robert Morris Inn in Oxford, MD. Several events are planned for Ramble 2014, including a raffle of a Doepke model MGTD, which is open to all members of the Chapter, and a tour of a private car collection. Please see further details in this edition of TSR.



This Summer I took a course through Fairfax Adult Education on auto body work, joining Steve Woodall and Charlie Adams, who had already taken the course twice. In the last issue of TSR, you can see the progress Steve has made on his MGTC up to that point. Based on progress to date, I'm sure he will be satisfied with the results. Charlie has restored a hardtop for his MGA. Currently, I am working on a total body-off restoration my 1954 MGTF --- and will start again in the Fall Semester, this October.

Recently, a neighbor invited me to a tour of Techshop (see more at <http://www.techshop.ws/chshop.com>) in Arlington, VA. Membership to Techshop provides you access to just about any equipment you would need --- welding, media blasting, upholstery sewing machines, etc. --- not to mention lathes and other cutting devices. There is even 3D printing. Just a reminder what is available to us in the Greater Washington D.C. area.

Safety Fast!

Your Chairman, Shaun English

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From the Editor

I hope you enjoy this FALL 2014 issue of **THE SQUARE RIGGER**. As usual, to make future editions better, I encourage you please to send me pictures of your cars, and stories about them, interesting articles about other MG cars, or anything else you think our readership will enjoy! Note the latest picture of my MGTC --- still under restoration, but some modest progress made this Summer! Back on the lift from the paint booth! See more in Installation Nr 2 of my touching restoration story, later in this Edition.



Flexibly yours, Stephen Woodall

Welcome to New Members

We send a warm welcome to the following new members:

Ruth Schwartzmann / 72mercedes@bellsouth.net / Home Phone: 904-273-1975 / Address: currently a resident of Florida, at 10 Sea Winds Lane, Ponte Verde, FL, with another home in Oxford, MD / She and her husband Fred, who passed about four years ago, owned a white 1955 MGTF 1500, which they are selling. They were previously members of our club. Ruth will be joining us for the Saturday dinner in Oxford for the Fall Ramble!

Russell and Carole Burnett / rcburnett7@verizon.net / Home Phone: 703-860-4593 / Cell Phone" 703-362-7769 / Address: 2010 Lakewinds Drive, Reston, VA / Their car is a red 1953 MGTD!

Recent Chapter Events

It has been a Quiet Summer, for Chapter Events

The Fall Should be Much More Eventful!

Upcoming Chapter & Chapter-Related Events

Chesapeake Chapter MG-T Club Fall Ramble 2014

If you are thinking about attending the Ramble this year, and have not signed up yet, you may want to try to reserve a room at our hotel. Although the time for the "group rate" rooms has expired (as of 24 September), you can try to reserve a room at the Inn by calling (410-226-5111). In addition to reserving a hotel room, please also register for the Fall Ramble by emailing Milton Babirak at mbabirak@babirakcarr.com --- if you have not already done so.

The format for this Ramble will be very similar to the format in past years. We will be driving some really great routes to explore the area including Easton, St. Michaels, Tilghman Island and Oxford. There will be a Friday dinner held at the Inn's tavern or tap room, a casual atmosphere with good food and warm comfortable surroundings. For Saturday, there will be a scenic car trip and special lunch. Saturday dinner will be in the elegant formal dining room in the hotel with a special menu. There will be separate checks for each couple (or single) for Friday and Saturday night dinners and drinks. An allowance of eighteen dollars per person for breakfast is included with your room. Room taxes and gratuity are extra. On Sunday morning, the members of the Chapter will depart for their respective homes.

The Eastern Shore will be a great destination for this year's Ramble. I hope you can attend this exciting event!

Raffle to Benefit Charity

A Member of our Chapter, Mr. John Williams, has donated a green Doepke model MGTD to the Chesapeake Chapter. These Doepke model cars are highly collectible and are frequently sold on the Internet or by private sale.

The money raised by the Chapter for this raffle will be donated to a charity, the Classic Motor Museum, a new classic car museum to be built on the Chesapeake in St. Michaels in 2015. This Museum was selected because the Museum is on the Chesapeake and we want to have a special relationship with a classic car museum in our area. Some members of the Chapter will visit the future site of the Museum on our Fall Ramble on October 25, 2014.



Raffle tickets are now available from our Treasurer, Michelle Cattaneo, for \$10.00 each. The raffle is open to all Chapter Members except Mr. Williams. To buy tickets, send a check made payable to "CC NEMGTR" to Michelle Cattaneo, 772 Oak Grove Circle, Severna Park, MD 21146. Her email address is MCattaneo@AACPS.org. She will email your raffle ticket number(s) to you. Tickets may also be purchased from Michelle Cattaneo at the Fall Ramble. There is no limit to the number of tickets that a Member may purchase. The winning raffle ticket will be chosen at random by John Williams on Saturday, October 25, 2024 at the dinner for the Fall Ramble. Attendance at the Ramble and dinner are not required.

Good Luck!

New Chesapeake Chapter Event --- a Winter Tour to Florida Keys

Hank, Dick and Deb, Shaun, Jim Bradley, and Milton --- among others --- are at work on this one --- a Chesapeake Chapter *Winter Tour* to the Florida Keys. Dates have been selected: the last week in January 2015 --- the 24th of January to the 1st of February. Escape the Winter Doldrums and the Dark Ages!

Please let Milton Babirak know if you are planning to join the group, and if you will be bringing your MG or using some other vehicle. Jim Bradley has agreed to look into making the hotel reservations for the group. If you have any suggestions for him, please call or e-mail him. Please also let him know what your room preferences are so he can include them. More on this event in e-mails from Milton, and look for final details in the Winter Edition of *The Square Rigger*, to be published in early January 2015!

Technical & Historical Matters Articles for this TSR Issue

Fall Technical Article – A Few Suggestions for Beginning an MG-T Restoration

By Charlie Adams, TSR Technical Editor

Congratulations to all who intend to restore an old MG --- it will be highly rewarding. If the project appears to be daunting in size, stop looking at the whole car and think about the project piece by piece. This view brings a restoration down to the manageable size in which it will be accomplished. Moreover, there is so much help available to MG restorers, I believe the work is possible even for those with very modest mechanical experience.

The following books, listed here, are helpful. The first two will take one a long way through a restoration and the latter 3 provide additional depth. These books are regularly available on EBay and Amazon.

- TD-TF Factory Workshop Manual Reprint
- The Complete MG TD Restoration Manual by Horst Schoch
- MG T Series Restoration Guide by Malcolm Green
- Original MG T Series: The Restorer's Guide to MG TA, TB, TC, TD and TF by Anders Ditlev Clausager
- The MG Workshop Manual, Complete Tuning and Maintenance for All Models from "M" Type to "T.F. 1500" by W.E. Blower

Get organized by starting a three ring binder— it will become a thick one over a full restoration. Here you will keep all receipts, correspondence, and photos of key phases of the work. The receipts will prove to be very helpful dealing with parts returns. This binder also provides the evidence of what you have accomplished and will be highly useful when the car is passed on to its next owner. You might also consider starting an Excel spread sheet for recording the details of your costs and hours spent in the restoration.

There are too many parts to remember them all and how they were assembled, so take many, many photos of the car including every piece before you remove it. You will find these photos to be invaluable references for the reassembly. You may also find it useful to make some small drawings of parts as you go along, particular for places where you wish to record the specifics of the sizes of the bolts and brackets.

When I started my MG TD, I found the brake hoses were assembled incorrectly at backing plates. The hoses were stretched to connect to the front wheel cylinders. In this configuration, the hoses would have been quickly pulled apart if the car had made it to the road and been driven. If the previous owner had photos before the brake disassembly, he would have had a source to see the proper route of the brake hoses.

Get parts catalogs from the following vendors:

- Moss Motors www.mossmotors.com
- Abington Spares www.abingdonsparesllc.com
- NTG Motor Services www.mgbits.com
- Anglo Parts www.angloparts.com

These catalogs are helpful beyond being sources for parts you may need. In particular, the Abington Spares and Anglo Parts catalogs have terrific illustrations and expanded views of parts which you will find to be helpful. The Anglo Parts catalog can be downloaded and its illustrations are easily enlarged on your computer screen so small details can be seen.

A quantity of medium size zip lock bags and note cards are useful for keeping the nuts, bolts and small parts organized. Use the note cards to record where the parts came from and include notes and small drawings on the cards as well if you want to remember particular features of assembly. I also use small plastic tubs for parts storage. For example, I have boxes for electrical parts, fuel system, brake system, small body parts, gauges, lights, and so on.

Also, you will find several on line discussion sites for our cars which are of exceptional assistance. At these sites, you can discuss your work with some of the most knowledgeable and helpful MG owners in the world.

- MG Enthusiast BBS <http://www.british-cars.net>
- MG Experience <http://www.mgexp.com>

Maintaining the momentum in restoration work is often the highest challenge. Milt Babirak told me he spent about 2 hours a day on his car, and perhaps a little more on weekends. This pace took him through the project somewhat more than one year, and excellent pace. Another friend with an MGA coupe, now about 75 percent restored, has also taken this approach and will be finished in under two years despite having to do a substantial amount of rust repair. The message from these restorers is one of success. Get yourself into your garage, and get your hands on the work most every day --- and your restoration will soon be done.

Jumping In With Both Feet – Restoration of My 1949 MGTC – Installation Nr 2

With Thanks to Your Editor

Since I began this discussion in our Summer Edition of The Square Rigger, I have been able to get a bit of additional work done on my MG-TC restoration. Not as much as I had hoped, but ... work and family events often take priority, and there are only so many “man-minutes” in a day. Refer to Charlie Adam’s article for the ideal pace of restoration!

The need to continue to make progress on finishing the body work and painting has compelled me to sign up for a fourth time for the advanced (Industry Collision Repair) Fairfax County course in Auto Body Repair. For this Fall Semester, both Charlie Adams and Shaun English will be joining me!

Again, the basic info on the courses we have taken is:

- Auto Body Repair – Personal Repair and Refinishing / Course TI05323
- Auto Body Repair – Industry Collision Repair and Refinishing / Course TI05324

As I noted last Edition, our classes run in the evenings, 6:00 pm to 10:00 pm. Separate Sections are held on Tuesday and Thursday evenings. Classes are held at the auto shop classrooms in the George C. Marshall High School, on Route 7 in Falls Church, VA, just inside and in sight of the Beltway. Our instructor has been Mr. Ron Moore, a highly experienced auto body repairman, painter, and restorer. In these classes, you can learn elementary MIG welding, body repair (lots of different hammers to learn about), use of new epoxy fiberglass and body filler materials, and preparation for and execution of painting, from polyester primer to final clear coats.

Having made the leap last year, I remain committed to completing the restoration --- all but “body off,” since the wood body frame seemed to be in good shape --- and transform my ‘raggy’ MGTC into a state of beauty. I am still wrestling with whether I should pull and rebuild the engine, although it ran fine (actually, really good) when I started taking the car apart. Also, I am wrestling with rewiring. Aughhh! Any suggestions?

As noted last Edition, I began disassembly in mid-October of 2013. To date, I have completed painting of the black body pieces (see pictures), and have completed in August the painting of the body tub. Although the body tub painting turned out beautifully, I had an “adventure” with a spray gun early in the summer, at the end of our spring class session --- I discovered too late that the spray gun was not properly set --- and had a bad (wrinkled, bumpy surface) clear coat result on both of the doors and the gas tank. Just part of the learning experience! But, frustrating. I lost a lot of time and momentum here. This mistake with the spray gun required a complete wet sanding down to a smooth surface of both doors, and the gas tank. Due to a series of issues with my work travel schedule and availability of the classroom paint booth this summer, I have yet to complete the repainting of the doors and the gas tank, and have yet to paint the four pieces of the bonnet assembly. Not to mention cleaning up and painting the car frame! Also, I am planning to paint the brake drums. Not whining. Just sayin’!

This Fall my goals for the MGTC include completing all the painting, getting the parts that require re-chroming all re-chromed, and getting all the new elements I will need to put the car back together. These include a new canvas hood (top), a new leather interior kit, a new carpet set, and new rubber bits and pieces. I hope to have some really exciting pictures of progress to share with you in the Winter Edition of The Square Rigger. Stay tuned! Encouragement appreciated!



MGTC back on the Lift



Bonnet Bits Ready for Color



Fenders All Painted Black!



Shiny, Painted MGTC Rear Fenders Stowed on my Removed Parts Storage Shelves

Ethanol – One of My Favorite Subjects

Ethanol is one of my favorite subjects: It's about the government screwing us without bothering to even kiss us first.

Source: <http://dancingczars.wordpress.com/2014/08/01/ethanol-is-one-of-my-favorite-subjects-its-about-the-government-screwing-us-without-bothering-to-even-kiss-us-first/#more-113695>



This is a very interesting piece that I recently found on-line. It does however, fail to mention that corn grown for ethanol raises the price of corn futures, i.e. the cost of corn and the fields are now not being used to grow other vegetables which from a supply and demand standpoint make said vegetables more expensive at the super market.

Here's an example why, from [the Patriot Post](#):



Comedian Al Franken, who routinely embarrasses Minnesotans by impersonating a U.S. senator from their state, affirms that, “based on [his] conversations with [White House adviser] John Podesta and EPA Administrator Gina McCarthy,” the EPA is going to raise the ethanol requirement for fuel.

Senator John Barrasso (R-WY) argues, “The Renewable Fuel Standard is fundamentally broken and beyond repair. Instead of delivering meaningful environmental benefits, it's driven up food and fuel costs for American families.



This flawed program will also inevitably lead to widespread lawsuits against American manufacturers. When Congress enacts bad policy, the right response is to scrap it and start over.”

But the federal government’s ethanol mandates are proving to be a typical case study in how, once the state funds a program that the free market won’t, the political implications of that program make it virtually impossible to undo.

Despite the lack of evidence for any net carbon emission reductions, the constriction and loss of biodiversity, the significant deforestation and soil erosion associated with increased grain production, the enormous impact on water quality and aquatic species, and the implications for starving children, the ethanol mandate lives on.



Oh, did I mention that gasoline engine mechanics, who work on everything from weed eaters to drag racers, affirm that ethanol is very destructive to engines and engine components?

Did you know that ethanol combustion produces significantly more formaldehyde – which results in more than twice the amount of choking ozone smog?

Or that ethanol also costs consumers a 15-cent premium per gallon? (Everything from hoses to metal parts are destroyed by Ethanol)

All in the name of protecting the world from “climate change.”

I happen to have done my own personal experiment. My current tank is getting 30.5 mpg ... When I used fuel with ethanol my average was around 26 mpg. That's a 17% bump in mileage over using ethanol-polluted fuel... and I can imagine the damage that crud is doing to the engine as it diminishes fuel economy.

Subsidies mask the real price of almost everything, but in the end we all pay a ton more for virtually every single item we buy because the government is finding ways to stick their fingers in the pie.

This is just another bit nonsense [that doesn't even help the environment](#).

(Not to mention the damage it will do to our LBC's! Ed. --- *talk to your Congressman* about this BAD idea.)

All About Tools

This article is particularly relevant for any of us who have EVER had some kind of tool in hand for some kind of task. Most amateur auto-mechanics will have had these experiences:

HAMMER: Automatically aims itself at any expensive or personal parts near the object you are trying to hit. Also used as the instrument of last resort, as in "NOW WILL YOU GO IN THERE YOU #@&%\$\$!!!"

BOX CUTTER: Used to slice through and ruin the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seat covers and folding tops, and is popular with ER departments.

PORTABLE ELECTRIC DRILL: Normally used for spinning steel pop rivets in their holes until you die of old age or the hole becomes too big for future riveting, but it also works great for making non-buffable skid marks on prominent finish points.

PLIERS and VISE-GRIPS: Used to round off bolt heads. They can also be used to raise blood blisters on hands.

HACKSAW and AVIATION METAL SNIP: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

PROPANE TORCH: Used almost entirely for setting various flammable objects in your garage on fire. Also handy for igniting paint, rubber, plastic, wiring and grease next to things you're trying to remove by heating. MAPP works faster.

WHITWORTH SOCKETS: Once used for working on older British cars, they are now used mainly for impersonating almost-the-same-size-but-not-quite SAE sockets so you can hurt your knuckles and round off those ugly corners.

DRILL PRESS: Useful for suddenly snatching the work you were too lazy to secure out of your hands so that it smacks you in the chest and flings your beer can across the garage, unerringly at your car's finish or windshield.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses from your fingers in about the time it takes you to say "Ouch....".

HYDRAULIC FLOOR JACK: Used for lowering a vehicle to the ground after you have installed your new front disc brake setup, trapping the jack handle firmly under the front fender. Sometimes used to break fins off oil pans.

EIGHT-FOOT LONG 2X4: Used for levering a car off a hydraulic jack.

TWEEZERS: A tool for removing splinters from using the above item without gloves.

PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

GASKET SCRAPER: Useful as a sandwich tool for spreading mayonnaise and getting dog-crap off your boot. (All scrapers should be inspected before making sandwiches).

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off inside a broken bolt or stud and is ten times harder than any known drill bit, turning a simple job into major engineering.

TIMING LIGHT: A stroboscopic instrument for illuminating grease and grunge buildup.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of the grounding strap, choke wire, throttle linkage and fuel line you have forgotten to disconnect.

16 INCH SCREWDRIVER: A large prying tool that inexplicably has an accurately machined ½" screwdriver tip opposite the handle. Also useful as a makeshift punch.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to your car's finish after determining that your battery is dead as a doornail, which you knew in any case.

TROUBLE LIGHT: The mechanic's own tanning booth, it is designed to fall just far enough to break its bulb. May be a source of vitamin D, "the sunshine vitamin", which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume light bulbs. More often dark than light, its name is somewhat misleading. Good for arm exercise by shaking it as the light goes on and off.

PHILLIPS SCREWDRIVER: Used to stab the foil seal on oil containers and splash oil on your shirt; can also be used, as name implies, to round off Phillips screw heads. Some cheaper models are designed to round themselves off in order to save screw heads.

AIR COMPRESSOR: A machine used to collect water from the air and mix it with paint. Takes energy from a power plant hundreds of miles away and transforms it into compressed air to power an impact wrench that grips rusty bolts last tightened 50 years ago and rounds them off nicely. Additionally, powers a nozzle to blow small parts into corners where they can't be found until you come home with a replacement.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

WIRE CUTTER: Ditto.

TORQUE WRENCH: A sophisticated tool to break various fasteners and threaded joints. (What is a Polish torque setting? Until it breaks and then back off 1/4 turn). (I also use "Ford" torque: Tight as you can get it plus 1/2 turn).

ARC WELDER: The operator wears a hood that makes it impossible to see the work as the welding rod sticks to the part until it glows red and melts.

TUBING BENDERS: Their main purpose is to bend perfectly good pieces of steel tubing into various shapes good for absolutely nothing except modern art displays.

POWER BANDSAW: A device used to destroy circular metal bands with teeth on one side of them, or remove the first joint of your fingers.

CORDLESS DRILL and various other cordless electric tools. Developed to enhance the profit and loss statements of the battery industry.

CHUCK KEYS: One of the most commonly lost tools. NOT made by the same companies who design chucks, so you never know what type and size to purchase.

TORX DRIVERS: Formerly the mystery tool designed by manufacturers in collusion with repair shops, to prevent DIY owners removing like-named fasteners. Since they are now in the hands of the public, new mystery fasteners have been developed. As retribution, several types of products have been designed that, at first glance, look like Torx parts, but turn out to be a different type only after you ruin the fastener.

IMPACT DRIVER: An ingenious device with an internal two-way cam; used for loosening tight fasteners on old cars by using the natural muscle spasm of the operator holding the tool when he strikes himself on the thumb. Loud screams are mandatory during use.

Cecil Kimber Steered MG Roadster To The Fast Lane

With Thanks to Paul Whitfield of the Investor's Business Daily, 5 September 2014

MG's two-seat roadsters captured the imagination of generations of [drivers](#)🇺🇸, then receded into history.

In its heyday — from the late 1920s to 1980 — the MG brand attracted a passionate following, especially in America.

At its peak, 80% of the MG roadsters made were sold in the U.S., with California buying more MG sports cars than Great Britain.



Kimber's artistry, engineering, organization, recruiting and marketing shifted MG into high gear.

By 1980, MG was the world's top-selling sports car.

Who was the force behind the MG's creation and success? Cecil Kimber — the man who turned MG into an unforgettable brand.

In the late 1920s and early 1930s, most carmakers were aiming at a broad market. Kimber created a new product for a previously nonexistent market. He created the first [affordable sports car](#)🌱.

Along the way, he redefined the meaning of success.

For Kimber (1888-1945), success wasn't about piling up the most money by selling bland sedans to a large market. It was about creating a car that was like a work of art.

Artistry, if it is truly artful, can't be judged. Instead, it judges the viewer's ability to see.

And so it was with the MG.

All About The Cool

Those who deemed the car too small and too lacking in horsepower missed the point. The MG was about style and handling.

The little car could take a corner fast and smoothly. The MG was fun to drive, and from the start it attracted a cult-like following.

Perhaps the best way to understand MG is through its initials. The letters refer to Morris Garages and were, coincidentally, GM spelled backward.

Everything that **GM** (NYSE:[GM](#)) was and became, MG wasn't and had no interest in becoming.

GM was huge. MG was small.

GM aimed at a broad market. MG aimed at a niche.

GM was about practicality. MG was about aesthetics.

How did Kimber go about creating a new product, a new market and a car that kept the magic for decades after his death?

A better question might be: How could Kimber do anything less?

Kimber was a five-tool talent, wielding:

- Artistry.
- Engineering skills.
- Organizational skills.
- The ability to spot and empower talented people.
- An intuitive understanding of the sports car market.

When William Morris, founder of carmaker Morris Garages in Oxford, England, hired Kimber in 1921, he thought he was getting a sales manager. Morris soon recognized Kimber's wide-ranging abilities. Within a year, Morris named Kimber general manager.

The company [prospered](#), making sedans and coupes.

Six years later, Morris gave Kimber a new challenge. The boss set up MG Car, separate from the parent firm, and put Kimber in charge. The goal was to create an inexpensive sports car. Kimber delivered, designing and building the MG M-type Midget. The 1929 open (no top) version was priced at 175 pounds, or \$4,138 in today's money. By 1932, it was the world's best-selling sports car.

The Midget wasn't just a car. In the 1930s, it became a way of life in England. Adventuresome motorists drove the Midget to work, then used it for weekend races and what the British called trialing.



**MG's modern TF beside an M-type Midget, which Kimber built in 1929
and turned into the top-selling sports car.**

Trialing meant driving the rugged little car off-road, across fields and up muddy hills. To MG owners, rain and mud and rough treatment didn't matter. It was all about the joy of driving an MG.

For those who knew Kimber's roots, his breaking of the established mold was no surprise.

Born in London, he was the son of Henry and Fanny Kimber. The family owned a printing company, and Cecil initially worked there.

Kimber's true passion, though, was motorcycles — dangerously so. In his late teens, he was hit by a car while riding his cycle, suffering a damaged right leg.

The accident proved pivotal. The young man was awarded insurance money, which his dad demanded he turn over to the family business.

Kimber refused to be bullied. It was his leg, his injury, his money. He wasn't going to sink it into a business that he had no heart for.

Kimber went off on his own.

His next jobs included assistant to the chief engineer at automaker Sheffield-Simplex, a buyer for AC Cars and draftsman at auto-parts firm E.G. Wrigley.

The varied experience within the same sector helped Kimber develop his five-tool talent. A look at those skills in more detail:

- **Artistry.** Kimber's mother was an artist, and he had a similar gift. "A sports car should look fast, even when it is standing still," the son said. Car design was Kimber's chief gift, by most accounts.
- **Engineering.** When Kimber bought that first motorcycle, the first thing he did was take it apart and put it back together.

"To me, he was very innovative in using other people's technology," Ken Langford, the Fort Worth-based historian of the Texas MG Register, told IBD. "He adapted stuff that people had already made, adapted them to fit his cars."

- **Organization.** Factories were dirty places in Kimber's time. Visitors, though, marveled at the cleanliness of his MG factory in Abingdon in southern England. The floor was spotless, and departments were painted different colors.

During Kimber's reign, MG workers had pride of workmanship. The attitude was: We get to make MGs.

- **Spotting talent.** Kimber didn't get hung up on credentials. He neither resented nor insisted on proper degrees. He recruited Hubert Charles, with a sheepskin from London University, as his chief engineer. But Kimber also named former errand boy Syd Enever chief planning engineer in 1938, and Enever eventually succeeded Charles as chief engineer.

MG's modern TF beside an M-type Midget, which Kimber built in 1929 and turned into the top-selling sports car. [View Enlarged Image](#)

Part of the reason why MG continued to succeed, even after Kimber's 1945 death in a train accident, was that he had positioned young and enthusiastic talent.

John Thornley, a fan of the MG, launched an MG Car Club in 1930, when he was about 21 years old. Kimber was impressed with the kid's passion and hired him in 1931. Thornley rose in the company and became the MG general manager associated with the sports car MGB's launch.

- **Market smarts.** Kimber understood that racing could give a sports car credibility. So he steered the MG to the racing circuit, where his car won. In 1931, Norman Black captured the Irish Grand Prix in an MG, while second and third places were also taken by MGs.

He's Out

Despite the popularity of the MG, Kimber ran afoul of Morris, who fired him in 1941.

The reason is unclear. Some say that Kimber won a war-work contract without going through company channels. Yet Morris had given Kimber free rein. A second explanation is that Morris and his wife learned that Kimber had a love affair. If this was the reason, it was a bit inconsistent. According to a BBC biography, Morris had a mistress in Australia whom he visited regularly on business trips.

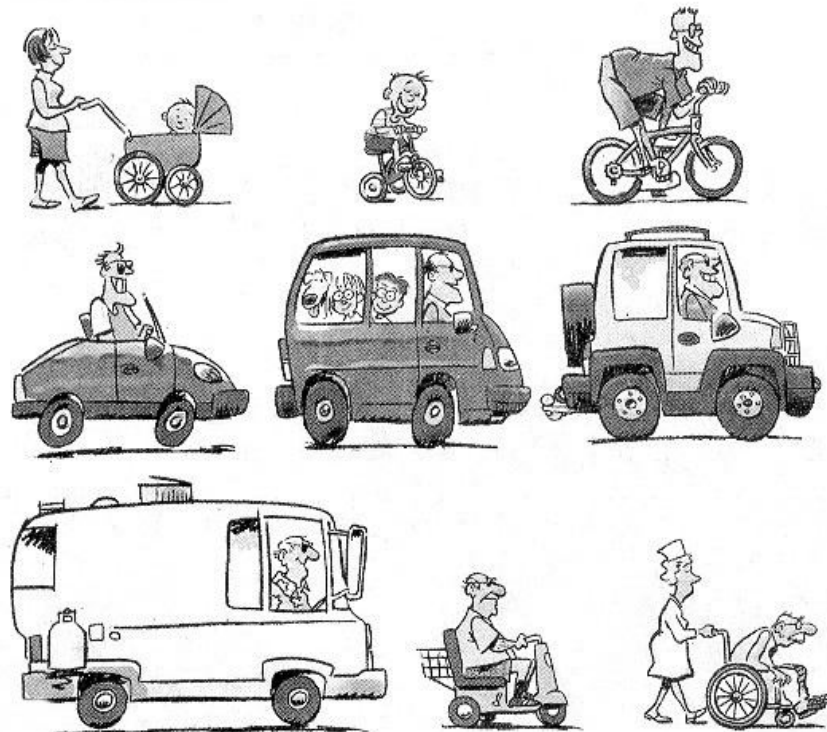
The MG survived Kimber's firing, thanks to his protégés, Thornley and Enever.

In 1980, though, MG's lone plant, in Abingdon, closed forever.

What killed the MG? Government played a big role. In Britain, the prime minister pushed a merger that led to chaos by increasing the unions involved. Then there were the American regulators, who forced expensive safety changes.

- Now China's government-owned SAIC Motor holds the MG brand. SAIC makes cars under the iconic title — but not a two-seat roadster.

The Wheels of Life



Finding Out When Your MG-T Was Built (Re-Run!)

With Thanks to Rocky Van Dullen (Williamsburg MG-T Club)

By going to the website below, I discovered that my MGTC (Chassis Number TC 9276) came off the production line on 16 July 1949, with original engine number XPAG 9851. All you need to get your build completion date is go to the web site, and enter your Chassis Number.

This is the (UK) M.G. Car Club's T-Register website, which has a feature showing production records, what little there are:

http://www.tregister.org/recall_page.php?req_page=records_home

This information comes from a bound, handwritten ledger book now in the Club's keeping. Rocky Van Dullen told me that he saw/held the original when at their HQ in Abingdon in 1994. The only data captured was Chassis number, Engine number and Build date. Nothing on paint, upholstery or destination. How things have changed with data bases! Rocky and Catherine Van Dullen have been the proud owners of TC2482 for 38 years!

**The Original British Car Day 2014
Financial Statement**

10/1/2014

| INCOME SUMMARY | | | |
|----------------|-----------------------------|--|-------------------|
| | Pre-Registration (126) | | \$1,885.00 |
| | Drive In Registration (134) | | \$3,340.00 |
| | Vendors, Pre-registered (3) | | \$100.00 |
| | Vendors, Drive-in (14) | | \$615.00 |
| | Spectator Cars (361) | | \$1,804.00 |
| | Packet Stuffer Flyers (1) | | \$100.00 |
| | Program Ads | | \$1,300.00 |
| | Regalia Sales | | \$221.00 |
| | | | \$9,365.00 |

| EXPENSE SUMMARY | | | |
|-----------------|------------------------------------|--------------|-------------------|
| | Copy Services (ballots, instruct.) | | \$71.07 |
| | Radio Rental | | \$70.00 |
| | Trophies (includes new FM Awards) | | \$2,195.45 |
| | Post Office Box 82 Annual fee | | \$42.00 |
| | Post Card Printing/Postage | | \$660.70 |
| | Voucher Submissions | | \$97.76 |
| | Program Printing/Graphics | | \$1,017.60 |
| | Tee Shirts/Graphics Design | | \$0.00 |
| | New Class Signs | | \$137.25 |
| | Dash Plaques | | \$637.95 |
| | Porta-John Rental | | \$680.00 |
| | PA System Rental | | \$24.38 |
| | BCD Meetings/Luncheons/Donuts | | \$14.57 |
| | Misc. Supplies and Equipment | | \$16.94 |
| | BCD Trailer registration | | \$0.00 |
| | Water & Ice | | \$23.28 |
| | | Total | \$5,688.95 |
| | GROSS INCOME | | \$3,676.05 |
| | DONATIONS | | |
| | Kevin O'Brien (Bag Piper) | | \$210.00 |
| | LHS Band Boosters | | \$600.00 |
| | TOTAL DONATIONS | | \$810.00 |
| | NET INCOME | Total | \$2,866.05 |

TSR Advertisements

Editor's Note: Members of the Chesapeake Chapter of the NEMGTR are encouraged to submit classified ads free of charge to the Editor via e-mail or snail mail at one of the addresses shown on page 2. Photographs are also accepted -- digital pictures are the easiest to deal with, however! Please let us know the results of your ad (did you make the sale, or find what you were looking for?). Also, let the Editor know whether you want it to appear just once, or in follow-on issues of our TSR Newsletter.



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