

THE OFF-SIDE UNDO

“A GENTLEMAN DOES NOT MOTOR ABOUT AFTER DARK” JOSEPH LUCAS



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This 'n That

By Roy Schooler

It's good to see that less events on the calendar are being canceled but the Spring weather can hinder events for sure. One of the hardest decisions to make is a last minute date change as Mike Marsh had to make this year especially after having to cancel his first event. Glad to see Mike pull it off with a good array of vehicles in Natchez.

Between working and other obligations it's been hard to get Baby B out of the garage lately. Guess it is time to get out and finish the next countryside drive— we will try for late May. Watch for an email with details.

Pollen Everywhere



MARCH TECH SESSION

By Charlie Durning

After 2 false starts, this year, we finally had success with our first event for 2021. It couldn't have been a better day for a picnic at Rocky Springs Park.

It's really been a rough few months with cancellations due to Covid and rotten weather. It was obvious that the folks were ready to get out in our LBCs. I believe this was the best turn out for Rocky Springs that I have ever attended.

I must apologize, I was having such a good time that I neglected to get a head count, car count, or pictures.





Exhaust Rattles



A Spirited Drive by Charlie Durning

Free at last. It couldn't have been a better day to bust out and go for a drive. The Sun was out, the temperature was mild, and the folks were ready to go. All were on time at the Flying J truck stop for an on time departure, except Bro Gene discovered an issue with his bonnet prop rod. It took a surprising number of helpers to get the pro prod secured. With that fixed we were once again headed for the road.

With the exception of a couple of pokey drivers we encountered along the way, the drive went off as expected with some fun curvy roads. The drive to the Smokey Mountain Grill in Mendenhall lasted about one hour. For some reason VP Steve decided to be the odd man out with his creative parking placement. Of course he was ribbed about that. The folks at our destination were ready for us and gave us the VIP treatment.

Eleven folks attended in seven LBCs. It was a day well spent and I look forward to our next outing.





AND THE SHOW WENT ON

Thanks Mike Marsh for

The Great Event



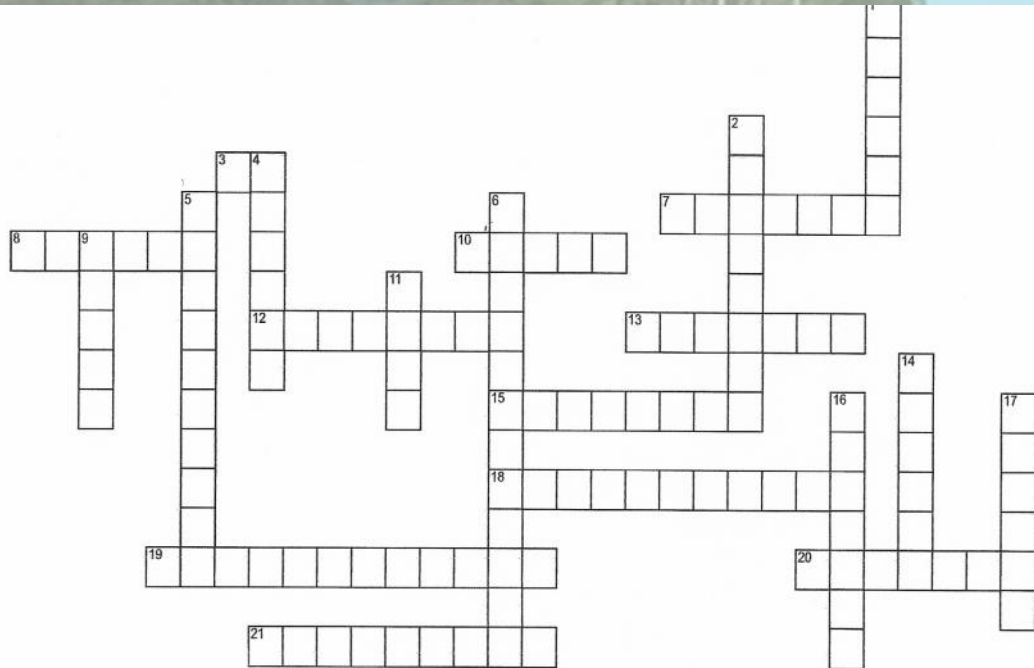
“After two rescheduling episodes, we finally had a beautiful day for a most enjoyable event. Great new venue along Broadway St. in downtown Natchez strong mix of entries, including motorcycles, 8 plane formation air show and finally weather that could not have been better. The change of venue to pavement and to randomly park the field, as opposed to class parking, seemed to create a lot more interaction between owners and spectators. General Manager of the Grand Hotel, Walter Tipton and his staff could not have been more accommodating and we thank them very much.”

Partial List of Winners

British Open/Best in Class/1957 AG ACE	John Baldwin
British Open/Outstanding in Class/1973 Jaguar XKE Roadster	Roger Koby
British Open/Outstanding in Class/ 1962 Austin Healey BN7	Keith Anderson
MG/Best in Class/1962MG Leaham Tribute	Anne Martin
MG/Outstanding in Class/1972 MG MGB	Clay Johnston
MG/Outstanding in Class/1973 MG Midget	Cathy Kelly
British Closed/Best in Class/1981 Leland Cooper Van	Randy Fleming

British Cars Crossword Puzzle

Submitted by Richard Greene



ACROSS

- 3 Which long-running series of Jaguar cars is their luxury saloon model?
- 7 British super car
- 8 The popular Triumph Herald was replaced by the Triumph _____.
- 10 Which company makes the M400, a car that can reportedly achieve 0-60mph in less than 3 seconds?
- 12 German car with Herald engine that floats
- 13 Which company was famous for producing lightweight, three-wheeled cars?
- 15 Triumph named after a WW2 fighter plane.
- 18 James Bond most famous car.
- 19 American designed car built in England for American market.
- 20 Which famous racing marque, that produced some of the most powerful road-going cars of the 1920s and 30s, is famed for producing luxury Grand Tourers and fast sports saloons?
- 21 The British version of the 'Jeep'.

DOWN

- 1 Which British company built a luxury Grand Tourer called the Interceptor?
- 2 Which sports saloon was one of the more successful British Leyland products, being the first ever mainstream-car to have four valves per cylinder and the first British car to offer alloy wheels as standard?
- 4 The E-Type was a classic sports car made by this British car company
- 5 The most distinguished luxury car brand in the world.
- 6 What do the initials "MG" stand for.
- 9 "Lots of trouble usually serious"
- 11 tiny, small, cute practical British car.
- 14 Politically incorrect name for small MG model.
- 16 British car named after a ray of sun.
- 17 The Austin Healy Sprite is affectionally know as the _____.

Quotes are writings from the Chris Harvey book, Great Marques, "M.G."

Submitted by Mike Glore

"Seldom has any make of car aroused more emotion than M.G., emotion that has, above all, been fired by love." Cecil Kimber was the designer and building force behind the re-designing and fabrications of the Morris Cowley chassis to be made into a completely different vehicle. He was tired of selling and promoting the heavy and 'dowdy' Bull-nosed sedans Morris Co was producing, and saw an opportunity to produce a sporty little car re-using the Morris components, but down-sized them to form a sprightly little two-seater car. The band of friends that helped out in his endeavors called the efforts and early cars, 'Morris Garages' and 'Morris Garage Chummies', found it clumsy and lengthy, eventually shortened it to M.G.

Mr. William Morris disliked the notoriety these cars were gaining and tried to keep Kimber from continuing, so Cecil moved his after-hours operation to a nearby shop where his pals could continue their development without the watchful eye of disapproving glances weren't so prevalent.

"Kimber, an enthusiastic sportsman with a flair for publicity, was keen to indulge in competition with one of his Chummies, had special tuning done by a friend at Longwell St, Oxford, and in March of 1923 won a gold medal in the classic 'London-to-Land's End Trail.' His decision to call the car Morris Garages came from his hopes and aspirations the car and its name might help the discourse between Mr Morris and himself. Shortening it to M.G. years later angered Mr. Morris even further."

The octagonal motif and trademark came late in 1924 when it was realized MG was no longer a modified Morris by 1926 and Mr Morris moved the motley bunch to their radiator facility on Blainton Rd. To worsen things, a talented engineer at Morris took sides and went with Kimber at this new facility, irritating Mr. Morris even further. Another move came as space was sought to fulfill their drive to produce even more cars and a variety of types, so a brand new facility came in 1927, leaving the fumes of the radiator work to others. Difficult times came to the new shop when the decision to allow a wider stance and more power requiring a heavier chassis. The beginning of the flat-rad came to save weight, and the style change seemed too severe.

Never the less, the workforce, an incredibly happy band of men, toiled all day and much of the night to make each M.G. Super Sport go as fast as the earlier model." To accomplish this, the power had to be increased, a special tuning crew came on board. The cars were peppy and Kimber somehow managed to retain its elegance, remained attractive as expected.

Mr. Morris had bought out two other car makers, The neat little Wolseley and larger Hotchkiss, this ended with Kimber having a chance at different components, the light chassis of the Wolseley and bigger six-cylinder engine having two S.U. carbs.

Then came the Move to Abingdon as sales had tripled, now 6 miles from Mr. Morris. "This sight was to become the world's largest sports car factory, had a paint scheme of brown and cream (like my TB, ... called cream and crackers by some), octagons everywhere and the coined slogan, "Safety-Fast" came. It was during this period, with Cecil running all he could, a nucleus of Abingdon's formidable workforce was formed, Hubert Charles was his Right-hand man in design, Cecil Cousins and Reg Jackson on engine design and development went to Gordon Phillips and Syd Enever. Here also, in 1930 was the arrival of John Thornley as accountant, later formed the MG Car Club and eventually was to take over as defender of the MG faith in the face of Big Business interests."

In 1932 the distinctive 'J-2' came, raced and won many a trial and race event, the PA followed and the road to sportier cars was forming, ... this is where interest in racing became a focus as the M-Type, K3 Magnette and Brooklyns were developed. The J and M-type-series brought about placing well in the Mille Millia and Monte Carlo events, gaining international recognition. Surfacing in the front edge of these business highs came a surprising development, for the first time 'still-born' cars were surfacing, those that didn't sell due to prices being too high mixed with newly required insurance premiums coming into play. A new upheaval for the newly formed "Nuffield Organization", set up to rationalize the William Morris's myriad empire.

A new production engineering position came in the name of Leonard Lord, a ruthless man, hired to trim all excesses, everywhere he could. The 1st victim was M.G.'s racing program; to the horror to the staff at Abingdon and enthusiasts everywhere! Morris and Lord decided to ax many MG projects well on the way to be tested, like the MG-Wolseley concerns, the over-head cam engines, the V-8 under development and special R-type.

In Great Britain jobs were at a premium in 1934 and there was little anyone could do about these business decisions, even Kimber. Tried as he might, Lord wasn't able to crush the enthusiasm M.G. car owners had, the Octagon Club and a local team gathered together and continued racing. One team, the "Three Musketeers", consisting of three NE Magnettes. Cream Crackers cost little to run and the reinforcement helped immensely. They also brought others along, like the record-breakers and other trial winning cars and owners to show the spirit of the M.G. development. Driven now by Lord, the new cars had to make money but it was the spirit of Abington that brought a future with M.G., they remained individual sports cars while selling in far larger numbers. To further hurt M.G., Hubert Charles was transferred to Cowley, ... a real blow to Cecil. Kimber remained at MG much of the time, told by Lord, "I do not want any more M.G. sports cars. They are more trouble than they were worth streamlining the Morris efforts." It was Kimber's fight against Lord's edict that allowed MG a separate marque in 1936, and finally Lord favored a 2-liter saloon to be built, far larger than any other M.G.. It was to be a luxury saloon he hoped would find a new market. Kimber (now known as 'Mister MG') put all of his effort and abilities into this car, hoping to impress Lord, or go bust trying. The S-Type was its name, a fatter, heavier four-seater open convertible was built. The 1st car using hydraulic brakes.

Another blow to Kimber and M.G. was the introduction of the S.S. Jaguar from a man he underestimated. William Lyons, the proprietor and studied stylist was probably equal to Kimber's talents. His cars came when the enthusiasm welled, no committee or funds to ponder, no Mr. Lord to confront, coax and appeal for approval, often taking many months to accomplish for Kimber to receive any authorization. Jaguar was taking orders that left MG customers waiting and frustrated, so a turn of events arose, Morris and Lord compromised and allowed the return of Charles so Kimber had his right-hand man back at his side assisting the needed spirit and design of a new two-seater car, ... it was back to the basics with those mates that did such wonderful work with years earlier. This new period brought about a new Midget, the 'T' series was introduced into the re-assembled team. This car was called the TA Midget, it used left-over components from the Wolseley of earlier years, to keep with Lord's cost control. Jaguar was winning prizes and offering sports cars that had been MG customers so they had to speed up production hoping to catch back their customers, ... somehow.

Nuffield-Morris began building a version of the big and heavy SA Kimber was earlier forced into building, Lord had just left N/Morris and Morris was trying to build two different versions of the SA and make some use of the 1st design, one even larger and another smaller.

. Kimber and the MG crew were busy building the MG-TA and sales were brisk, competition was left with the owners and winnings were coming. Many records were broken in these little but capable cars, most in England but several in Germany, Belgium, Italy and France. More than 3000 TA's were said to have been built and sold in their three years of production. No longer were they allowed to build, develop or race those great developments, like the C-Type Midget, J-2,3 or 4's, the K-3's, the R-types, and the EX-179.

In April of 1939, a new car was being designed and developed using a new 1250 cc engine, called the XPAG, (a more robust improvement over the TA), a lower-ratio differential and improved transmission having more useful ratios was offered making for a much livelier car. There was war on the horizon, facing much of Europe, the coming of WW II. Maybe 300 of these roadsters were built, starting production in May, selling for 220 Pounds Sterling.

This is where my TB comes in, ... a car I've had for some long while now. After owning it for a spell, I received an E-Mail request which was delivered to all the MG car clubs around the world. I submitted the radiator number etched into it by the builder, as requested by the man who built and signed them in those days. He responded with, "My God, You've got the September Car ! We have wondered where that car ended up. Write me back, please !"

This car was found in Watertown, Wisconsin, someone alerted the Madison MG Car Club of it. I bought the completely disassembled car, didn't have a title and the widow didn't know its model or year, but knew her late husband took it all apart a long time ago. We were told he was a soldier and brought it back from England. We thought/assumed it was a TC, and I assembled as if it were but was left with two items that differed from a TC. I was left a dash-mounted fuel (reserve) valve and an oil pressure gauge that wasn't a 'split-gauge with coolant temps, like a TC. I didn't think much of it, know people often change gauges, especially over the many years this car has been around. It was eventually declared it must be a TB of 1939. There isn't much information of these pre-war cars around, but the E-Mailed response from the radiator builder offered many bits of its history and verified it as a TB, "My Lord, you've got the September Car."

These quotes are from the builder of the radiator

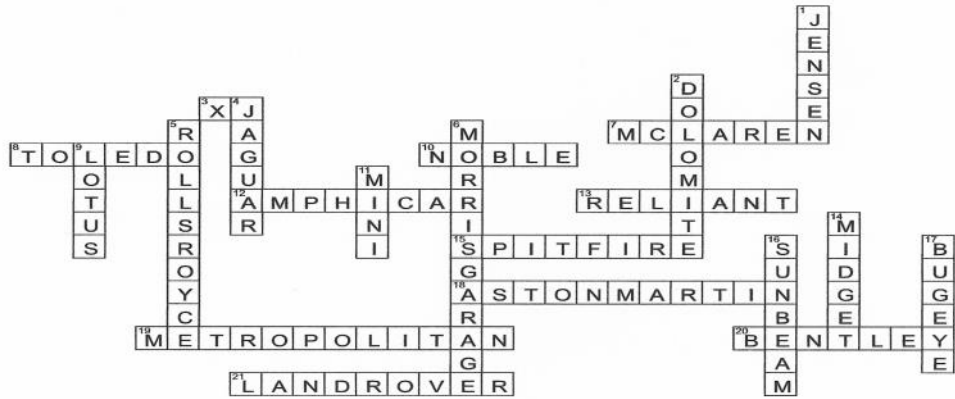
"We were at war against Germany by early August and both Nuffield at Morris and Kimber at MG were under contract to offer their services to the war effort. Morris was made to repair damaged tanks and other large track-vehicles, but MG was directed to build/fabricate projects other firms were incapable of accomplishing. The MG group had landed a contract to

produce the complex central section of the Albemarle bomber. Three other factories had tried but failed to correctly build the intricate and formidable fuselage. Spitfire aircraft cockpits were also fabbed there, working extra hours to keep the German bombing from reaching their neighborhood. This aircraft contract sat poorly with Mr. Nuffeld at the Morris Group. The new director of operations replacing Mr. Lord, a man named Oliver Boden, died suddenly and was replaced by Miles Thomas. Thomas was adamant that the group should be considered as a unit for producing one and the same efforts toward war against Germany. Due to these selections and differences, Cecil Kimber was fired. Then, so unfortunate as we were talking of further MG developments, Kimber died just after the war in a train accident."

Before his death. Cecil went to re-organize the firm so as to build for the war efforts in Charlesworth, but before the move and while at the Abingdon MG factory, Kimber and the MG employees were fabricating the fighters and bombers as directed. After hours, somehow Cecil with a small group of friends, built two cars contracted to be delivered. This car (my TB) was the first of two, completed in September and delivered in October to a U.S. serviceman. With whatever parts were left in the firm, they built one more which was finished in December. This last 'real' MG is in a museum in England. Due to the special efforts directed by the government as they were, Kimber was fired from Morris. He died in a London train accident in 1945, Mr John Thornley then took over service manager at what was MG. The new managing director was Harold Ryder, one who, like Mr. Lord, was rigidly opposed to any motor sports or sports cars and kept a firm hold of Abingdon and Crowley. However, Nuffield could not kill the spirit that flowed through Abingdon. Within weeks of the war ending this incredibly happy little factory was once again producing sports cars, most going to service men returning to the U.S.. There was no time to redesign a new car, so the TC was essentially the same as the early TB, but for the chassis width increased 4 inches and a couple minor changes. I had no idea of the special car this TB is found to be, pleased I had raced it one time at Elkhart Lake (Road America) and learned (two years later) I had broken the lap record by a stock, naturally-aspirated T-Series MG, ... one lap in just under four minutes !? I won't abuse it ever again

CROSSWORD PUZZLE ANSWERS

British Cars



I know Charlie looks for creative solutions, but this is ridiculous.



English Motoring Club

Membership Application (\$25 per Year) Calendar Year 202__

Name(s) _____

Mail Address _____

City _____ State _____ Zip Code _____

Best Phone _____

E-mail _____

Vehicle inventory (optional). Please indicate condition: a) drivable b) project c) parts car

1. _____ 5. _____

2. _____ 6. _____

3. _____ 7. _____

4. _____ 8. _____

Please indicate areas you would like to offer active assistance in club functions.

1. Newsletter _____ 4. Membership _____

2. Technical _____ 5. Special events _____

3. Annual car show _____ 6. Drives and Tours _____

Annual Dues of \$25.00 are due in January of each year. This amount includes your annual subscription to *The British Marque*. **Due March 1, 2021**

Make checks payable to: English Motoring Club

Remittance address: **EMC of MS**
c/o Stephen Turner
104 SouthPark Drive
Vicksburg MS 39180



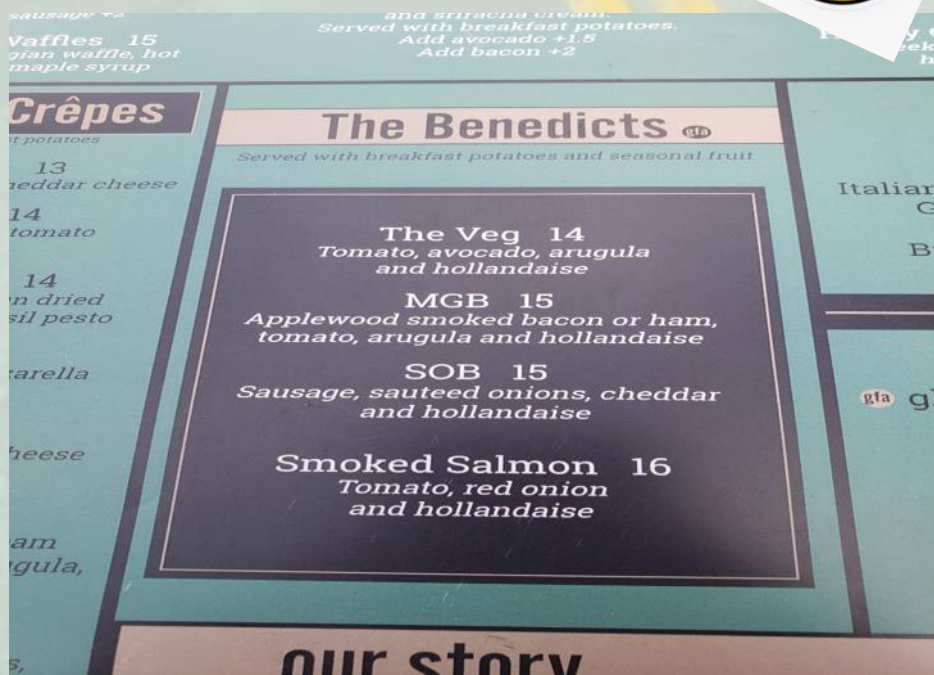


Call to MG owners or others that maybe interested.

During early 2020 John Turbeville initiated the process of getting the EMC included as an affiliated club with the North American MG Register (NAMGBR). One of the requirements to remain in good standing is to ensure that there are eight persons that are active members with NAMGBR and have listed The English Motoring Club of Mississippi as either their primary or secondary club. There are several benefits to an joining the NAMGBR to you and also to the EMC so we'd like to stay in good standing. If you have received a renewal notice from NAMGBR please be sure that your respond timely. If you would like to review benefits, renew or join the you can check out the website at namgbr.org. Note that the NAMGBR did begin as an MG "B" organization however the organization now covers multiple models and series of the MG line. There is something for everyone that owns or has interest in the MG line.

Thanks for your consideration.

The EMC



Just a Penny's Worth



Thank you for the articles you are sending in for the newsletter. I still have a couple to include in next newsletter. They are both lengthy and I will include them in next two issues. Please continue to send your articles of travels, car shows, or car projects. Everyone enjoys reading them. And what would it look like if I did not receive the entertaining articles that Richard Greene is so good at writing and sharing.



National Smile Month

Upcoming Events

English Motoring Club 2020 Calendar

These are some calendar entries that have been posted to the EMC web site www.msemc.org for 2021.

June 14 – 17, 2021 – MG International / Atlantic City NJ – If you're an MG nut and you've not made an all register meet of the MG variety this is the upcoming event for you. It won't occur again for five years. Just a short drive up the east coast. Make plans early. Details: <https://ac2021.regfox.com/mg-international-2021>

June 14 – 18, 2021 – Vintage Triumph Register Convention / Lexington KY - (2021 show cancelled per website) Details: <http://triumphregister.com>

June 19, 2021 – EMC Tech Session / Brandon MS - If our Tech Guru calls for a tech session you know it'll be a real challenge. Join us to see the answer to whatever puzzle Keith has up his sleeve. Wrenching starts at 11:00am and lunch starts at 12:00pm. Details: Keith / Pat Anderson (601) - 829 - 2573.

July 17, 2021 – EMC Lotus Weekend / Braxton MS - I'm sure we'll find some interesting roads on our way down to the beautiful burg of Braxton. Come and join the drive and the visit with Mike and Alice. Bring a dish and enjoy lazing on a sunny afternoon in the summertime with the EMC. Lunch starts at 12:00pm. Details: Mike / Alice Glore (504) 231 – 5801.

August 21, 2021 – EMC Garage and Food Tour / Brandon MS - David and Joann have a way of throwing a great party in lead up to the EMC show. Come on out and see what David has added or improved on for 2021. Always lots to see and do along with a great meal what else can you ask for. This will be the pre-Brits on the Bluffs gathering so bring along a dish and enjoy the fun. Gathering starts at 11:00am. Lunch starts as 12:00pm. Details: David / Jo Ann Bailey (601) 992 – 8566.

