



# The British Connection

Volume 2019 Issue 12

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## President's Message

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### 2019 ABCC Officers

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I hope everyone had a great Thanksgiving but didn't eat so much that you can't fit into your LBC. The ABCC Christmas party is Dec 14th at Spruce Creek Park and we will be electing new officers. I hope we have some new volunteers to be officers. There really isn't much to it. The president position is mostly writing the monthly Presidents Message and if you're smart like Steve and dumb like me you'll get your spouse to do it. I hope we have plenty of enthusiastic volunteers so they can help breathe new life into the club. In case this is my last time ghost writing the Presidents Message I thought I would update you on the MG "Bitch". I think I told you we finally got it running and out on the road all the way to

Lake Helen. The next day Steve took it down to the tire place and had the tires balanced. He drove it home afterwards, getting half way home he heard a loud pop and drove on home. After getting out he noticed a trail of oil leading up to underneath the MGB where there was a large puddle of oil. After Steve rising the car up and off its front suspension to be able to get to the front 5 bolts on the oil pan that has a hole in it. With the pan off all mysteries were revealed and he said it was an extreme rarity. Well from here you'll have to ask Steve what it was because it went right over my head.

Safety Fast (and maybe last)

*Deb*

*Merry Christmas*



# History of the MG cars

By: Karen Border , TRF Publications

## Installment 2. The Evolution of the MG.

Cecil Kimber (1888 - 1945) was born in Dulwich, South London, and he is credited with being the driving force behind the creation of the MG sports car. In 1921, he became the Sales Manager for Morris Garages in Queen Street in Oxford. Morris Garages was a sales and service center for Morris Motors, Limited, and included the main sales facility in Queen Street, a repair garage at Longwall Street and Holywell, and workshops in Cornmarket Street. William Morris also owned a manufacturing facility in Cowley where the Morris Oxford and Cowley cars were made. In 1922, Kimber became the general manager of Morris Motors after the resignation of Edward Armstead, and was then responsible for managing the sales office, the repair garage, and the workshops.

Kimber was aware that many people wanted cars that looked and performed more like sports cars than the cars that Morris offered, and he knew that people would pay a premium for them, thus increasing the profit for the business. He began promoting sales by producing his own special versions of Morris cars to appeal to people who wanted a custom or sporting car. In addition to being a sales manager and general manager, Kimber was also a visionary, and he and his wife, Irene, drew and designed custom body coaches. To build the cars that would eventually become the MG, Kimber first used the Morris Bullnose Cowley chassis and running gear from the Morris factory, and then he added his custom coachwork which he had produced by Carbodies of Coventry. The suspension was lowered and the high steering components were modified and lowered (raked). The car colours were pastel and they were two-seaters with leather seats and with the "Dicky Seat" (occasional seat) behind. The hood was unique because it covered the front seats as well as the occasional seat at the back. The car was nicknamed a "Chummy" which might have been because the hood covered all of the passengers and not just the two in front. One source called these cars "Kimber Specials". The cars were originally assembled at the Longwall Street repair garage, but in 1923, they needed more room. They moved to an old stabling yard in Alfred Lane which Morris had used to store used vehicles. The assembly staff consisted of Cecil Cousins and his assistant, Stan Saunders, Jack Lowndes and George Morris.

Eager to prove that his cars were true sport cars, Kimber entered a Chummy with a race-tuned engine in a road race. In March 1923, Kimber won a gold medal in the London-to-Land's End-Trial. He celebrated his win by designing and ordering six two-seater coaches from Raworth of Oxford. These bodies featured yacht-like scuttle ventilators and rakishly slanted windscreens braced on the sides by triangular glass supports. These 11.9 hp Raworth Chummies were probably the first cars to be referred to as an M.G. However, sales were slow because the cars were twice as expensive as a Morris Cowley.

William Morris, seeing an opportunity for profit, created his own version of a "Chummy," called the "Occasional Four", and priced it lower than Kimber's Chummies. Knowing that he had to make a distinction between his Chummies and the Occasional Four, Kimber next tried the Chummy coach on the Morris Oxford chassis and added a more powerful 14hp engine later in 1923. Sales of this car were not too successful, so in 1924, Kimber tried a more elegant saloon body, designed by G.S. (Jack) Gardiner who was one of Kimber's sales team, on the Morris 14/28 Bullnose radiator, Oxford chassis. This car body was of polished aluminum and may have been fabricated by Clary Hughes of Birmingham. Gardiner's car was so distinctive that Kimber created a similar one with a coach from Carbodies® for Billy Cooper who was a timekeeper at the Brooklands track. His car attracted a lot of attention when drivers and spectators saw it parked at the track entrance.

Morris Motors made some changes to the Oxford chassis in September 1924, which included a nine-foot long wheelbase. Kimber took the longer chassis and designed all aluminium, four-seater open tourer with optional two colour-

*(Continued on page 3)*



*(Continued from page 2)*

paint on the bonnet, boot, and wings to go with the polished aluminium side panels. He dropped the Morris Motor name and advertised them as the M.G. 14/28 Super Sports, "our popular M.G. Saloon". At least four different versions of the 14/28 Super Sport were offered at the 1924 Motor Show, including an open two-seater, open 4-seater tourer, and a vee-front saloon. The car badge was still the Morris Oxford badge that was used on all of the Morris cars, but a separate MG octagon badge, "MG Super Sports", was added to the last of the 14/28 cars built. The cars featured artillery-style wheels in 1924-1925, and then in 1925-1926 they had bolt on wire wheels. Some experts feel that the 1924 Morris 14/28 was the first car to be called the M.G. instead of the 11.9 hp Raworth Chummy. Here is a YouTube video link about the 14/28 Super Sports: <https://www.youtube.com/watch?v=K8TCxKrr-gw> In 1925, Morris Garages moved from Alfred Lane, Oxford to a larger place on Bainton Road, which shared space with the Morris radiator works. Also in 1925, Hubert Charles, a Morris engineer, began working in his spare time fitting the MG bodies to the new Bullnose Morris Oxford chassis, and he also worked with Kimber on engine tuning and experimental work. He officially joined MG in 1928 as Chief Draughtsman. Continuing expansion meant another move in 1927 to a separate factory in Edmund Road, Cowley, Oxford, near the main Morris factory and for the first time it was possible to include a production line.

There are several points of view about the MG octagon badge and the official registration date of the M.G. Car Company. The logo appeared in Oxford newspaper ads as early as November 1923, and some sources say it was registered as a Morris Garages trademark on May 1, 1924. Other sources say that it was not a registered trademark until 1925. The exact date when the M.G. Car Company was officially formed also varies between sources. Most sources say it formed in March 1928, and they had their very own stand at the London Motor Show in October 1928.

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## FOR SALE

**NEW** Stainless steel exhaust system with 3 pipe header. Fit 1963-1974 MGB. Moss \$519.99 – My price \$365

**NEW** Weber down draft carburetor with manifold for 1963-1980 MGB. Moss \$569.99 – My price \$395

**NEW** MGA Fan Shroud – Moss 459-645 \$49.89 My Price \$30.00

**NEW** MGA 1600 & MkII Braided Stainless Steel Teflon Brake Hose Set, Moss 182-208 \$78.99 My Price \$45.00.

Contact Steve Bradley, Orange City [sbradley5@cfl.rr.com](mailto:sbradley5@cfl.rr.com) 386-775-9558, 386-801-2624 cell July



# Celebrations

By: Gene



## Happy Birthdays ~ December

- Gene Schoonmaker - 1st
- Tom Fansher - 13th
- Charlie Richardson - 23rd
- Frank Herbert - 28th
- Sally Sieling - 30th

## Happy Anniversary

William & Lucie Kooy 14th

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## 2019 ABCC Upcoming Club Activities

Do you have an idea for an event? Contact Steve at [SBradley5@cfl.rr.com](mailto:SBradley5@cfl.rr.com)

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## UPCOMING EVENTS

- JANUARY 3-5, 2020 "Roar before the Rolex 24" IMSA test days. Daytona, FL - <http://www.imsa.com/>
- JANUARY 2-12, 2020 Mecum Auction. Kissimmee, FL. - [www.Mecum.com](http://www.Mecum.com)
- JANUARY 22-26, 2020 Cavallino Classic, Ferrari Gathering. Palm Beach, FL. - <http://www.cavallinoclassic.com/>
- JANUARY 24, 2020 BMW Endurance Challenge. Daytona Beach, FL - <http://sportscarchallenge.imsa.com/>
- JANUARY 25-26, 2020 Rolex 24 hours of Daytona. Daytona Beach, FL.** - <http://www.imsa.com/>
- FEBRUARY 7-9, 2020 Boca Raton Concours d' Elegance. Boca Raton, FL - [www.bocaratonconcours.com](http://www.bocaratonconcours.com)
- FEBRUARY 10, 2020 Sir John Black's Birthday, drive your Triumph day. - Worldwide event
- FEBRUARY 16, 2020 27<sup>th</sup> Annual All Brit Car Show. Boca Raton, FL** - [www.goldcoastbritcar.com/](http://www.goldcoastbritcar.com/)
- FEBRUARY 20-22, 2020 British Motor Trade Assoc. Annual conference, St. Petersburg, FL.** - <http://www.britcar.org/bmta-2020-conference-st-petersburg-fl>
- FEBRUARY 21-23, 2020 Winter Florida Autofest. Lakeland, FL. <http://www.carlisleevents.com/events/schedule>
- FEBRUARY 27 - MARCH 1, 2020 Spring Vintage Classic (SVRA) Sebring Raceway, Sebring, FL - [www.svra.com/](http://www.svra.com/)
- MARCH 5-8, 2020 Amelia Island Car Show. Amelia Island, FL.** - [www.ameliaconcours.org](http://www.ameliaconcours.org)
- MARCH 7, 2020 Annual Festivals of Speed. Omni Amelia Island Plantation. Amelia Island, FL - [www.festivalsofspeed.com](http://www.festivalsofspeed.com)
- MARCH 18-21, 2020 Sebring Support races. Sebring, FL - [www.imsa.com](http://www.imsa.com)
- MARCH 20, 2020 FIA World Endurance Championship (WEC) 1000 Miles of Sebring. Sebring, FL - <https://www.fia.com/events/world-endurance-championship/season-2019/fia-world-endurance-championship>
- MARCH 21, 2020 Mobil 1 12 hrs. of Sebring. Sebring, FL. - [www.imsa.com](http://www.imsa.com)
- MARCH 26-29, 2020 HSR Spring Fling. Sebring, FL [www.hsrrace.com](http://www.hsrrace.com)
- MARCH 26-29, 2020 Road Atlanta Grand Prix. Braselton, GA - [www.svra.com/](http://www.svra.com/)
- MARCH 27-29, 2020 Daytona Beach Spring Car Show and Swap Meet. Daytona Beach, FL** - <http://www.turkeyrun.com>
- APRIL 4, 2020 36<sup>th</sup> Annual British Car Show. Central Winds Park, Winter Springs, FL** - [www.allbritishcarclub.com/](http://www.allbritishcarclub.com/)
- APRIL 17-19, 2020 54<sup>th</sup> Annual GOF South. Howey-In-The-Hills, FL** - <https://www.gofsouth.org/>
- AUG 31 – SEPT 4, 2020 VTR2020. Galena, IL** - (no additional information) - <https://vintagetriumphregister.org/>



### OUR MISSION

To encourage the preservation and enjoyment of all of British cars

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We're on the Web

[www.volusiabritishcars.com](http://www.volusiabritishcars.com)

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