



news update November 2020 (No. 12/20)

Winter draws on, along with Winter drawers. Our beloved cars will soon be prepared for a period of hibernation. 'Experts' say that the proliferation of berries on the holly trees herald a cold winter in the UK, so it would be wise to check anti-freeze levels and to carry out any other preparatory routines prior to temporary storage.

Let's hope that the Covid regulations allow us to have an enjoyable Christmas, even if it might be quieter socially than normal, and for next year, we hope that the boffins soon produce a vaccine that might enable us to enjoy attending those motoring events we've all missed this year.

Your next EMGS magazine is at the printers, and should be with you in early December. On the subject of our magazine, a slight panic had begun to set in about content for the Spring/Summer edition for 2021. The dearth of motoring events in 2020 has robbed us of much data from which we normally compile articles for our magazine.

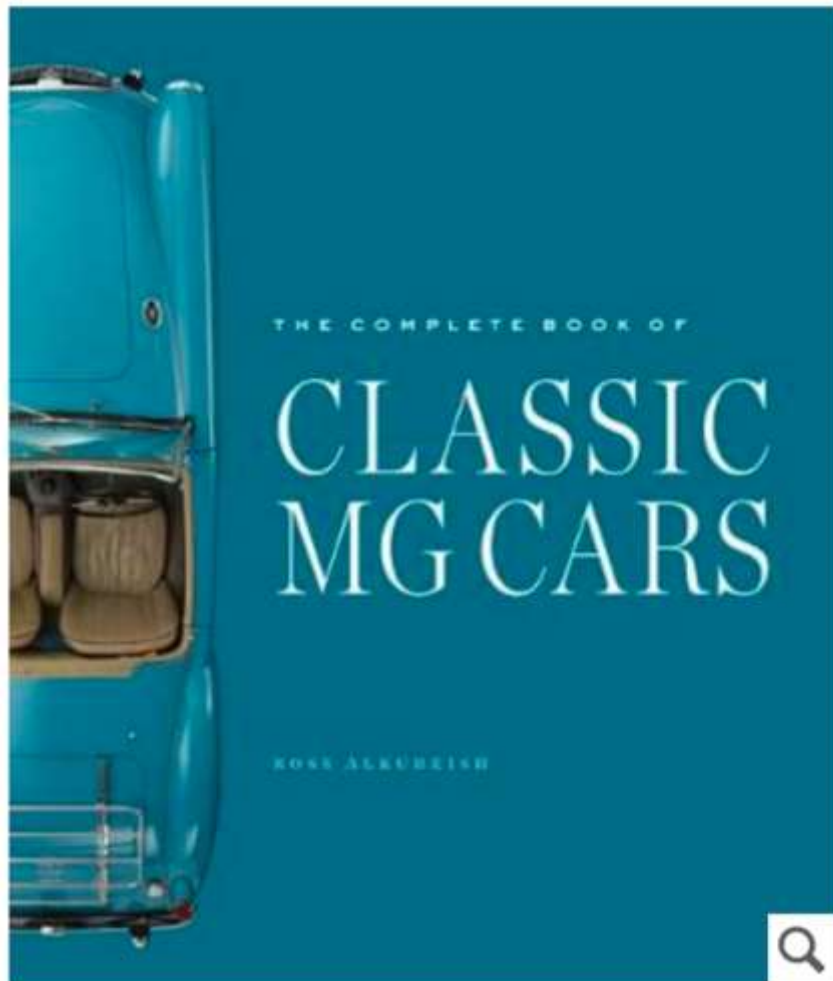
However, a few phone calls to potential contributors brought forth a plethora of articles, and as a result I am pleased to report that the Spring/Summer 2021 edition is now full! Work has already begun on the Winter 2021 edition, for which I invite contributions.





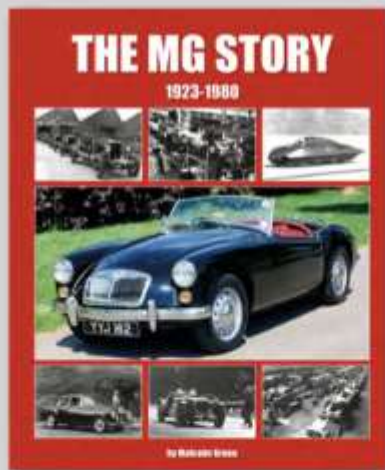
One wonders what more can be written on the subject of M.G. cars, but two new books are about to be published.

'The Complete Book of Classic MG Cars' by motoring journalist Ross Alkureshi will be available from November 17th for £35 at Waterstones. The book covers the period from Cecil Kimber's desire to produce sports cars in the early 1920s, up to 2006 and an afterword about the sale of the brand to China.



Researching for this book, the author sought information from the Early M.G. Society and we supplied much of the historical information upon which the first chapters are based. We also licensed the publishers to use a series of images from the EMGS archive, for which the Society was handsomely remunerated!

The other new book is by Malcolm Green, who was an Associate Member of the Society in 1992, entitled 'The MG Story 1923 to 1980'.



NEW BOOK OFFER

THE MG STORY

by Malcolm Green

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We had contact last month via our web-site (www.earlymgsociety.co.uk) from a past owner of an M.G. 14/28. He is Larry McCartt, from Cape Coral, Florida, USA and he owned the 1927 4-seater Flatnose 14/28, car number 180686 in 1963, when he lived in Dayton, Ohio.

The car features on pages 45 and 47 of *'Early M.G.'* by Phil Jennings, ISBN 0 9514509 0 5, but nothing is known of the car's history prior to 1962, nor after the mid-1960s when it was owned by Gerry Goguen of Abingdon Spares, Walpole, New Hampshire, USA. If any reader knows of its whereabouts – please let us know.

Larry sent us this picture of the car, taken during his ownership:



It can be seen that there are many 'non-standard' features evident, not least the 14/40 radiator and unusual hub-caps.

Larry tells us that there is a picture of the 14/28 in a 1964 edition of 'Safety Fast' magazine, taken when the car was parked outside of the aeronautical pioneers, the Wright brothers' bicycle shop in Dearborn. If any reader has a copy of that magazine, please let us know.

Larry is "pushing 89" now, but was a serial owner of some interesting cars, amongst which were 12 M.G.s of various types, 4 Model T Fords, a 1923 American La France, Jaguars XK120M and E-Type, plus many others too numerous to mention here, but including the Bugatti type 35A shown below:



Larry says that the Bugatti is now in Switzerland and he understands that it has been upgraded by the fitment of a Type 51 engine.



Kevin Atkinson, one of our New Zealand members, sent us this link to a YouTube video of the 1929 Land's End Trial, in which several 'Early M.G.s' took part.

<https://www.youtube.com/watch?v=Y8dhPHrGn3g>

Those that Kevin spotted (including sequential timing) were:

0' 54" Number 422 EG Farrow 14/28

1' 16" Number 408 HD Parker 18/80

15' 39" Number 392 HG Collingridge 14/28

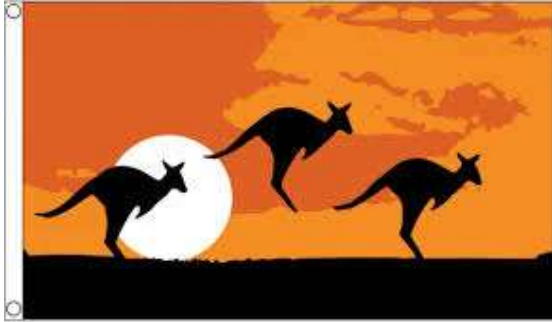
16' 40" Number 403 C Tindall 14/40

17' 12" Number 408 HD Parker 18/80

Kevin is restoring the M.G. 18/80 Mk I Speed Model RX 7207, which was a works demonstrator and magazine road test car. The full story of the car appeared in EMGS magazine number 53, Spring 2019



More news from Down Under



We know that on the Pacific coast of Australia, the sun rises 10 hours ahead of London, but the Pre War M.G. Register of Australia is more than two years ahead in regard to the centenary of M.G.

Here's an exclusive preview of their rally plaque for the big celebration:



Note the 251 number which was the chassis number always allocated to M.G. prototypes built at Abingdon, taken of course from the factory phone number, Abingdon 251.

For those who are considering the purchase of an electric car, here's an interesting image ...



... and for those who were part of the "Mod" fraternity in the 1960s, here's a very special Zimmer frame, just for you ...



Spares

M.G. 18/80 Mk I rear hub studs.

Following a rather unfortunate and unexplained incident that befell a fellow 18/80 Mk I owner, I have had a further small batch of hub studs made as all my previous stock of studs from 2008 have gone.

The reasons that usually require the studs to be replaced are: stretched or damaged threads, broken stud or them becoming loose and making it difficult to undo or tighten up. For the latter a temporary measure is to cut a slot in the outer end and hold it with a screwdriver whilst tightening the nut.

Should you wish to tackle the replacement of your studs, or be prepared for a future need, these are available in sets of six. (one side only) at a cost of £21.00 plus £2.00 UK postage. Contact keith.herkes@btinternet.com or 01234 771769.



I would also suggest that the nuts and spring washers are replaced at the same time.
(3/8 B.S.F.)

18/80 Mk II, 18/100 Mk III, MG K3, MG Q, Alvis

Replacement internal spider for original petrol cap for Mk II and oil tank cap for Mk III. Nearly all the originals have rusted and broken over the years. These were very difficult to produce due to using spring material.

They are not suitable for the later repro caps supplied by Bill Grudgings some years ago.

I recommend buying two per cap, one to repair and one for stock as these won't be produced again.

£5-50 each plus P&P (Some of you have already reserved one!)

18/100 Mk III engine cars.

Exhaust manifold to exhaust pipe copper gaskets with correct filling!

In sets of 3 at £18-50 plus P & P per set

I recommend 2 sets per cylinder head , one to go now and one in stock.

I'm also having made up rocker cover gaskets in cork designed to allow for the bronze casting taking the Rev counter drive , in one piece.

Can't think why we haven't done this before!

Due just after February!

Contact Geoff Radford. geoff.radford@btconnect.com 01580 892641



Spider

Gasket

And finally – something to keep you occupied during those long Winter nights,

bring indoors those old bald tyres, that you couldn't bear to throw away, and refresh them with this tyre groover:

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Smooth tyres are illegal. With this simple British-made tool you can re-groove them almost like new in a few minutes to any pattern. No injury to tyres, less likelihood of punctures. 5,000 safe miles added to tyre life. Quick. Easy. A boy can re-groove perfect non-skids at first attempt. Ask your dealer, or send 4/0 (post free).

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