

THE HIGHWAY HOOTER

THE NEWSLETTER OF THE FRASER VALLEY BRITISH MOTOR CLUB

* NOVEMBER, 2012 * VOLUME 18 * ISSUE NO. 11 * www.britishcarclub.ca

MEET "OLD BILL"



"OLD BILL" IS, AMONG VINTAGE MOTORBIKE ENTHUSIASTS, ARGUABLY THE MOST FAMOUS BROUGH SUPERIOR EVER. SINCE HE HAS JUST SOLD FOR THE HIGHEST PRICE EVER PAID AT AUCTION FOR A MOTORCYCLE, WE THOUGHT WE'D BETTER HAVE A LOOK AT THIS MARQUE. AFTER ALL, THEY MADE A FEW CARS TOO.....

President's Message, November, 2012

Another year is quickly coming to an end. We have had a good year, membership remains steady, we continue to be strong financially and we're still almost free to join. We are fortunate to have strong associations with our friends at LAMB and OECC in Kamloops and others. We will continue to develop close ties with other British Car Clubs. Our membership is always quick to participate and help in making our events, meetings and runs fun and interesting. A helping hand, an expert opinion and good camaraderie is always available.

At our next meeting in January, you will be electing a new executive. Some familiar faces will not be running next year and they will be surely missed. To anyone who has thought about donating time, personally I have found it to be a rewarding experience and I would urge you to give it a try.

As I write this we have more than 50 tickets spoken for to our annual Christmas banquet on November 24. We still have room for anyone who wants to join in. Don't forget to bring your favorite photos for the Photo Contest. See the HOOTER for details and rules. Mary-Jean and I look forward seeing many of you there to celebrate the holidays. To those who cannot be there, let me take this opportunity to wish you all a Merry Christmas and a Happy New Year.

Don't you love belonging to a club that can be politically incorrect ?

Larry

EDITOR'S CORNER



WE'RE DOING SOME ARTICLES ON BRIT MOTORCYCLES, STARTING IN THIS ISSUE WITH THE BROUGH. OVER THE NEXT YEAR OR SO, WATCH FOR THE VINCENT (H.R.D.) AND THE NORTON ROTARY. TIME NOW FOR OUR ANNUAL BANQUET – GET THE DETAILS ON PAGES 20 – 22!! IF YOU HAVE ANY SUBMISSIONS OR QUESTIONS, PLEASE E-MAIL ME DIRECTLY AT boswell12@shaw.ca

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INTERNET ISSUES: Don't forget to check out our website (www.britishcarclub.ca)

ANYONE WISHING TO CONTRIBUTE ARTICLES, PLEASE E-MAIL IN "MS WORD" TO boswell12@shaw.ca, OR PASS ALONG TYPED HARD COPY.



A BRITISH MOTOR INDUSTRY LEGEND



GEORGE BROUGH (1890-1969), ON ONE OF THE FIRST SS100'S TO BE PRODUCED

By any standards, George Brough was one of the most outstanding figures the motorcycle world has ever known. From many points of view he was THE greatest. In a lifetime which spanned three important phases of motorcycle development (Veteran up to 1914, Vintage to 1930, and then post vintage) he became a legendary figure throughout the world as founder and leader of the exclusive cult of the *Brough Superior*, the "Rolls - Royce of Motorcycles." The real measure of his achievement was that by life-long dedication to the cause of perfection he raised the status of the luxury motorcycle to the point of acceptability by nobility, aristocracy and even royalty, and the image of his own machine to equality with the Roll-Royce car.

Brough Superiors were always exclusive because so few were made - by manufacturing standards, a "mere handful" of under 3,000 over twenty years. The ultimate tribute to George Brough's genius is that so few machines achieved so much in the world of motorcycle sport and contributed so much to British prestige, achievements out of relation to their numbers.

So, is this a story about the Brough Superior Marque.....or the man behind it? We'll let you, the reader, decide.....

THE BEGINNING....



In 1861, William Edward Brough was born at Basford, Nottinghamshire, and we first hear of him as mechanic in charge of the large steam winding engine at Cinder Hill Colliery belonging to the Babington Colliery Company. At this point electricity was fast becoming of commercial importance in its various applications, so it is not surprising after a few years to find W. E. Brough, a man of no little initiative, foreman electrician to the colliery, a position he held until he left in 1899. During his tenure of office at Cinderhill, he built 10 Mandalay Street, Basford in

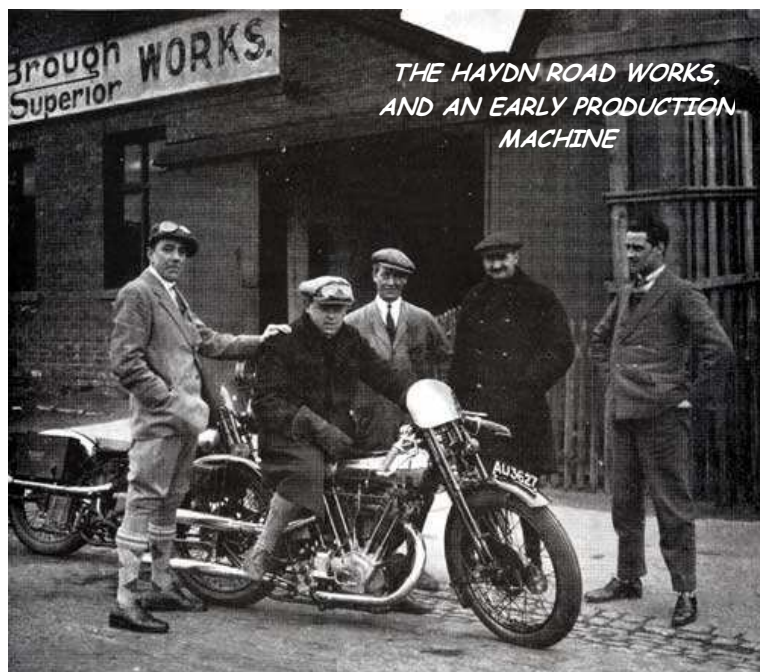
1889 and resided there until 1895 when he moved to Vernon Road, still in Basford, and built there a small works with residential quarters attached. The object of the works? Newfangled motor cars and motorcycles were "coming in" at this period, and W.E. Brough was farsighted enough to see the great possibilities in this direction.

On 21 April, 1890, W.E Brough's second son, George, was born. From an early age, both sons naturally (one could almost say automatically) became actively involved in motorcycling. Thus we find William Jr., his eldest, entering his first trial, the *A.C.C.*, end to end in 1906, winning a gold medal, his number being 23. George was number 24, both on Brough's of course. George finished three days behind the last man!! In 1902 William junior transferred his energies into shipbuilding. Not so George, who we find remaining with his father and testing machines as they were completed.

In the Nottingham Road trials in 1911, George rode a v-twin produced in the Vernon Road works. One of George's greatest feats during this period was to come first in the London - Edinburgh trial three consecutive years - 1910, 1911 and 1912. This won for him the *Motor Cycling Cup*.

In common with every English engineering concern of any standing the Vernon Road works during WWI was most actively engaged in essential production for the Admiralty, largely petrol priming installations for Rolls Royce aero engines and 13-pounder A.A. shells. Naturally, such efforts curtailed development and manufacture of motorcycles. In addition to running the Basford works successfully, W. E. Brough was quick to patent any good idea his fertile mind produced.

Such was the background and atmosphere in which George Brough grew up, most favourable and encouraging for one with ideas of improving the English motorcycle. At the end of WWI, George found himself in partnership with his father, a situation he thought most favourable for developing his dreams of producing a luxury motorcycle of large engine capacity, excellently made and finished to appeal to the connoisseur.



In the years just after WWI, George Brough was not by any means the only designer/manufacturer/rider, yet from the moment he announced his intentions to market his own machine - The *Brough Superior*, so as not to be confused with the flat-twin *Brough* made by his father - he stood head and shoulders above the rest. He planned and built his personal "ideal" machine while still on war work at Coventry at the end of WWI, after trying out over 30 different machines. It had a thumping great vertical-valve 1000cc J.A.P. (J.A.Prestwich) engine in a light frame. There was nothing very original about it apart from the beautiful plated saddle tank. His father, once a trend-setter who had made a rotary-

valve single and was then sold on the flat twin theme, was still living in the world of flat tanks and was not impressed. He was not ready for such a serious venture, so George procured from his father his £1,000 one-third share in the Basford business, telling him that he would make a Brough "superior to the average motorcycle then available". He immediately bought a small plot of land in Haydn Road, Nottingham, and erected a small workshop, office and store of prefab concrete.

INDEPENDENCE....

For a few weeks before settling in at Haydn Road, the first four or five "*Brough Superiors*" were built late in 1919 in a small garage previously built by his father. George was assisted by another youngster, Ike Webb, fresh from military service. Proper production commenced in the new home early in 1920. As the new premises were ready, his father's garage was vacated and *Brough Superiors* began to emerge to lucky customers whilst *Brufsup*, Nottingham became a new telegraphic address via Imperial Cables, to be memorized like the postal address *Haydn Road*, by countless big twin fans.



FIRST EVER SS100 SPORTS, CALLED THE "SHOP BIKE"

This humble building was to become a veritable shrine of a heroic cult. Oddly enough, George Brough did not think up the name "*Brough Superior*" himself; it arose from a discussion over pints in

a pub. A crony chipped in with the suggestion, "Why not call it a Brough Superior?" When George decided to go with the name, George's father was not best pleased. "I suppose that makes mine the "Brough Inferior," he snorted.

The first *Brough Superior* advertisement appeared in November, 1920, and was written by George himself, as were all subsequent adverts. It was right to the point and sprinkled with the motorcycle slang of the day, an idiom which was never updated and in consequence developed a P.G. Wodehouse ring to it. A bike was a "bus", the throttle a "tap", the machine itself he referred to as an "atmosphere disturber". He did not deign to quote a price, but within hours deposit cheques were pouring in. In one bold leap George Brough had sprung to the top of the motorcycle tree - by his personal prowess in races, trials and sprints he was to hoist his banner to the topmost branch. Success attracts competition and soon others were copying his ideas and his methods. Always the opportunist, he made capital out of their attempts by quoting Kipling:

*"They copied all they could follow
But they couldn't copy my mind
And I left 'em sweating and a'stealing
A year and a half behind."*

He did so with innovations like the first prop stand, twin headlamps, crash bars, interconnected silencers and, of course, his exotic fours. In all success stories there are points at which seemingly unimportant occurrences have profound effects. When H. D. Teague, then Midland Editor of *The Motorcycle*, summed up in his road test of the first SS80 Brough Superior by suggesting that it was "The Roll-Royce of Motorcycles", he likely thought no more of it than a convenient and popular synonym for the superlative in the motoring field. Seized upon and manipulated skilfully by George Brough, the arch opportunist and publicity man, it became an accolade beyond price. Every subsequent advertisement and catalogue bore it proudly, though he was always careful to attribute the quotation to *The Motorcycle*.

*SS80 - SIDEVALVE
ENGINE, 80MPH*



Where George Brough differed from so many rider manufacturers was in the unswerving way he followed his idea of what a motorcycle should be. He did not allow his vision to be confused by the demands of experts, the trade, or the press. The first Super Sports model was the SS80 which came out in 1923. It was a production replica of G.B.'s first personal racers. The Mark 1 with its pre-war type engine had not been fast enough in sprints and hill climbs, and was too gawky. So he built a lighter, lower model with a highly tuned side-valve J.A.P. engine and set out to prove its capabilities at Brooklands in 1922, the only suitable racing circuit. His Brooklands career was short and sweet. He won a five lap "experts scratch race and was reputed to have lapped at over 100mph, but subsequently the beaded-edge front tyre left the rim at full chat and G.B. created something of a record for sliding on his backside. No matter - he had proved his point.

His second racer had a frame so light that it had to be strutted externally from ahead of the crankcase to the rear spindle, to keep it from bending in the middle when the power was turned on. The engine, a side valve 1000, was very special, the pet of no less than Bert le Vack, the JAP development engineer and record breaker. It was the track -tested prototype of what was to be a production super sports engine. G.B. tuned it still further. With the bottom end guts of a side-



valve and the top-end revs of an ohv, this was probably the most potent side-valve ever. It was nicknamed "Old Bill" after Bruce Bairnsfather's immortal First World War Tommy (see following story).

No grass grew under anyone's feet at Haydn Road. Before the copyists could produce a match for the SS80, G.B. had another trump card up his sleeve. Le Vack had finally developed the Val Page-designed 8/45 J.A.P. ohv engine to the tune of taking the World maximum record at 119.05 mph, a record which was to last for two years.....and G.B. had seen to it that the tank said *Brough Superior* whatever the rest of the machine had been made up from (the forks were pure Harley Davidson!!). In this magnificent "world-beater" engine G.B. saw the chance to realize his first great ambition in speed - a road-going motorcycle with Brough refinement which would safely top 100

mph. BUT...sheer speed was not enough, it had to handle as well. By the time G.B. had tried and tested it, it did handle. This became the SS100 model which, in 1925, was G.B.'s idea of the ultimate motorcycle and a breakthrough to a new dimension in motorcycling. The SS100 had, for all its potential, line soft delicate grace, the lines of a greyhound. It was G.B.'s greatest triumph as a designer. And this line was perpetuated in every subsequent *Brough Superior*.

With the aid of Freddie Dixon, he built himself a world beater. It was a SS100 shortened a bit and fitted with the latest long-stroke J.A.P. Dixon developed it at Brooklands, doing 103 mph for five miles, and then George then went to Arpaion in 1928 for a serious crack at the record then held by Baldwin on a Zenith-J.A.P. at 124 mph. His failure became another legend, a failure so magnificent as to achieve much of his object. He did 130 mph one way but a piston failed on the return run. One way runs didn't count officially but for all that he was the fastest man on two wheels - until the following year when Le Vack took over the bike and the record at 129 mph.

His fabulous fours , one-off experimental jobs which stole the annual trade shows in 1927, 1928, 1931, and 1938 were commercial failures which cost him a great deal of money but were such magnificent failures as to be publicity scoops. These fours, first an in-line vee, then a straight four, next the twin-rear-wheel, shaft driven Austin-engined machine (which did reach a token production of 10), and finally the h.o. four, were symptomatic of a recurring dream which drove G.B. on in the search of the ultimate motorcycle. He believed as long ago as the middle 20's, as did many of his contemporaries, that to reach finality in design and in acceptance by the greater public the motorcycle would have to have four cylinders, perhaps shaft drive, but certainly the silence and refinement of a car. Accordingly he felt, as leader of the exclusive class, that the *Brough Superior* should lead the way to that goal.

It was the end of an era, the autumn of G.B.'s life, though he did not at this point give up altogether. Still following his four-cylinder dream, he negotiated for a time with Gilera for the manufacture of their four, with continental scooter manufacturers for the manufacture of a scooter.....after riding many makes to assess them. The final decision to give up two-wheelers must have been a hard one.

"TITCH" ALLEN, FOUNDER OF THE V.M.C.C. AND FORMER OWNER OF "OLD BILL", WRITES:

"I was a latter day BS enthusiast who had never been able to afford a Brough before the war & being brought up to respect my elders and betters, would not have dared to touch the hem of his Stormgard had I actually met George! But when "Old Bill" came my way and was duly restored after a lifetime of hard labour on the road, I had the temerity to suggest in 1959, through a mutual friend, that G.B. might like to see it again, might like to have a ride. After 36 years he jumped on "Old Bill" and blasted off in the manor born. No "what's this for?", no hesitant trial runs..... "Wham" - just like that - leaving a cloud of dust and the reek of Castrol "R". The letter I received afterwards was in priceless period slang."

*"I thoroughly enjoyed my reunion with my dear old pal, "Old Bill ".....
the kick in the pants which you get when you turn up the wick was there as of yore."*

"The Brough Superior Club was formed to carry on where the Vintage Club had left off. G.B. became the patron and was in demand at rallies. The rumble thump of Brough engines was heard



G. B. SITTING ON "OLD BILL" AT THE REUNION IN 1959 - 69 YEARS OLD ('TITCH' ALLEN IS IN THE MIDDLE)

again to the glee of the old-timers and the mystification of the new boys. Flash bulbs popped again, articles began to appear in the papers. It was meat and drink to him and the gleam came back to his eye.

His last ride when, defying doctors, he rode Albert Wallis's Austin engined outfit round Mallory Park circuit on full chat at the Vintage Founders meeting, creating the final legend of his lifetime. Intuitively he knew that was how his fans, both young and old, would wish to

remember him. His memorial is the hundreds of very superior motorcycles cherished throughout the world and the fund of legends that endures with them."

BROUGH SUPERIOR MOTORCYCLE MODEL BREAKDOWN:

Early models include the Brough Superior Mark I Sidevalve, Mark I Overhead, Mark II Standard and Mark II Sports. Early to mid-manufacture included the Overhead 500, 680 S.V. 5.15, and 750 Side Valve, but these were not popular and were dropped from production.

The following four models represent the bulk of manufacture. Most were custom built to order and many variations were made:

- The SS100 (Super Sports), powered by J.A.P. (J. A. Prestwich of Tottenham) or Matchless 1000 cc overhead valve V-twin engines. Approximately 383 were manufactured from 1924 to 1940.
- The SS80 (Super Sports), powered by J.A.P. or Matchless 1,000 cc sidevalve V-twin engines. Approximately 1,086 were manufactured from 1922 to 1940.
- The SS680 O.H.V. (Super Sports) powered by J.A.P. 680 cc overhead valve V-twin. Approximately 547 were manufactured from 1926 to 1936.
- The 11.50, powered by J.A.P 1096 cc sidevalve 60° V-twin engines. These were primarily designed for sidecar and police use. Approximately 308 were manufactured from 1933 to 1940. The model name refers to the horsepower rating of the engine, 11 RAC (Royal Automobile Club), 50 bhp (37 kW). In reality these engines produced 32 bhp (24 kW). Tax horsepower ratings were required by manufactures for tax purposes. RAC HP equals the piston diameter squared times the number of cylinders divided by 2.5.

Brough Superior produced many other experimental, show, and racing models. These include:

- *Golden Dream*. This was powered by a vertically stacked twin crankshaft opposed four cylinder engine. George Brough called this a "flat vertical" engine. The bike was finished differently and was unique for the marque as it was painted gold and was shaft driven.
- *Straight Four Combination*. This bike was powered by a modified Austin 7 automobile engine. The transmission also came from an Austin 7. The Straight Four Combination was an inline four-cylinder motorcycle with shaft drive. It had two rear wheels that were mounted on each side of a cast drive unit. This motorcycle was made for sidecar use.
- *Pendine*. These were built in the early 1930s and had a guaranteed top speed of 110 mph (180 km/h). They were based on the SS100 model but with higher performance modifications to the engine. A well known racer, Barry Baragwanath, installed a supercharger on one, and it is now known as "Barry's Big Blown Brough". Noel Pope bought this motorcycle and in 1939 set two lap records with it at Brooklands; 106 mph (171 km/h) with sidecar, and 124 mph (200 km/h) in solo configuration, which exceeded the previous record set in 1935 by Eric Fernihough also on a Brough Superior

THE BROUGH SUPERIOR "DUAL PURPOSE" CAR.....

George Brough made approximately 85 cars named Brough Superior. Built between 1935 and 1939, they were powered by Hudson engines and had Hudson chassis. Three models were made, but only two reached production. Early cars did not carry Brough Superior badges as Brough thought the cars sufficiently distinctive in themselves.

The first car was the *4 litre*, made from 1935 to 1936 and using a 114 bhp, 4,168 cc side valve, straight-eight engine. Performance was remarkable for the time with a top speed of 90 mph (140 km/h) and a 0-60 mph (97 km/h) time of 10 seconds. The drop head coachwork was by Atcherley of Birmingham. Hudson stopped supplying the eight-cylinder engine in 1936, and subsequent cars had a 107 bhp, 3,455 cc straight-six, still with side valves and called the *3.5 litre*. A Centric supercharged version was also listed with a claimed output of 140 bhp. The chassis was 4 inches shorter than the 4 litre at 116 inches. Saloon bodies were available but most were open cars.



Approximately 80 were made between 1936 and 1939. The final car, the *XII* made in 1938, used a Lincoln-Zephyr V12 engine of 4,387 cc and Brough's own design of chassis with Girling brakes and Ford axles. Only one was made with a saloon body built by Charlesworth. A large car with an overall length of 219 inches (5,600 mm) and width of 71 inches (1,800 mm), it still survives.

FAMOUS "BROUGH SUPERIORS".....

"OLD BILL":

This motorcycle was built in 1922 by the Brough factory for the personal use of George Brough. Featuring a 1000cc side valve J.A.P. 'V' twin engine, it was first used at Brooklands in 1922 and nicknamed 'Spit and Polish' due to its immaculate appearance.

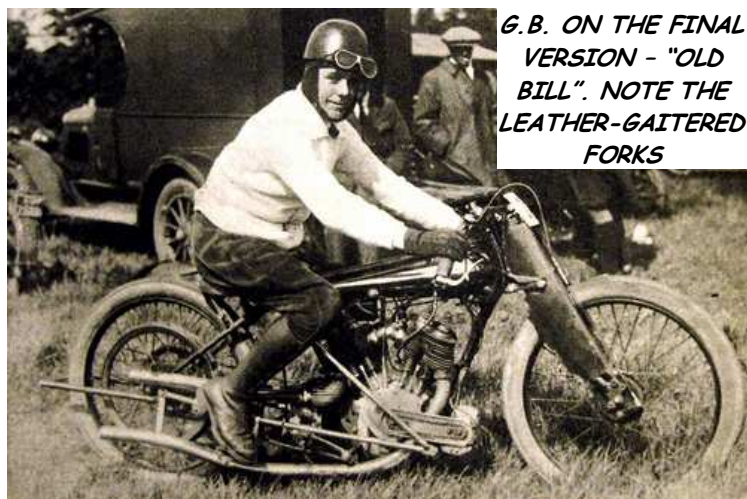


It was at this event that George Brough won the 5 lap expert's race, his first win. Later that day, though, George crashed due to a burst front tire and promised his family on leaving the hospital that he would not race again. Later, he argued that sprinting and hill climbing were not racing, and the damaged bike was rebuilt as a sprint machine using special forks and a prototype engine specially developed at the J.A.P. factory.



The machine was re-named 'Old Bill' by George himself after Bruce Barnsfather's cartoon character from World War One. The bike, with George in the saddle, won 51 consecutive sprint events in 1922/3. In the 52nd, at Clipstone in Nottinghamshire, both bike and rider crossed the finish line making fastest time of the day - but they were not together. Due to yet another burst tire at more than 90mph George again crashed and suffered severe injuries which kept him in hospital for many weeks. During this time 'Old Bill' was repaired, converted to road trim and sold to help pay the factory wages while George recovered.

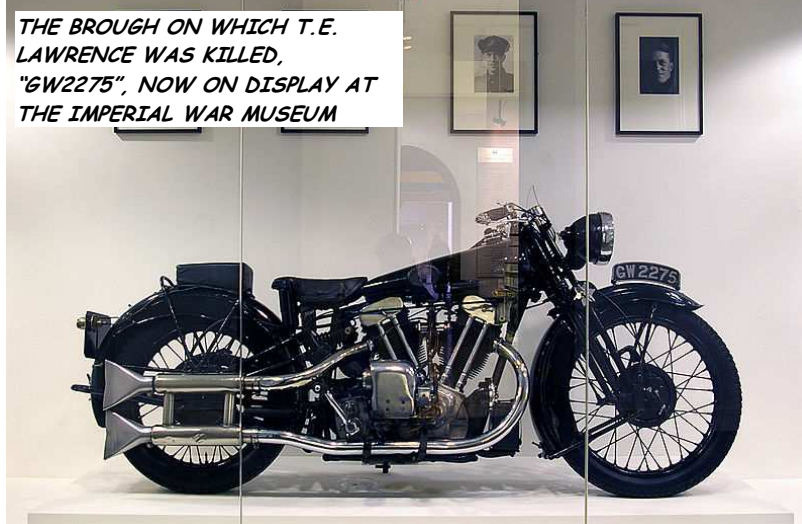
The bike was used on the road by one or two owners until WWII, when it suffered some damage again in London during the Blitz. A cast iron bath fell through the ceiling of the building where it was stored and damaged the petrol tank. It was then taken to a safer place for storage until being offered in the late fifties to "Titch" Allen, founder of the Vintage Motor Cycle Club ("VMCC") and a well-known Brough enthusiast. With the help of George Brough and the original engineer Ike Webb, the bike was restored to its 1923 condition. It was running well again by 1959 when at a historic and touching occasion George Brough rode it on the actual piece of road where they had parted company 36 years before, but this time he crossed the finish line still on the bike. 'Titch' subsequently demonstrated the bike at the Brighton Speed Trials and Brooklands before passing it on to his son Roger in 1988.



The motorcycle has been on display since the '90s in the Nottingham Industrial Museum. It was recently offered for sale at H&H Auctions, with correspondence from 'Titch' Allen in which he describes his discovery of 'Old Bill' and the subsequent rebuild, outlining the assistance received by Ike Webb. Value estimate was £250,000-270,000; actual selling price was £291,500.

LAWRENCE OF ARABIA:

Thomas Edward Lawrence (1888-1935), known professionally as "T.E." and internationally as "Lawrence of Arabia" from his WWI exploits in the Middle East, was a keen motorcyclist and owned seven *Brough Superior* motorcycles over his lifetime. His memoir, *The Seven Pillars Of Wisdom*, is still given to U.S. soldiers in the Middle East as a guide to fighting in the region.



He called his Broughs 'Boa', short for *Boanerges*, "Sons of Thunder". That was 1922. Later, he owned seven more, numbered "George I" through "George VII", the last of which was registered GW2275 and was the one he died on. "George VIII" was never delivered as it was being built when he was killed. Lawrence is said to have topped 120mph on one of his Superiors.

Lawrence was killed avoiding two small boys on bicycles, in a blind dip near his military camp, only weeks after leaving

the service in 1935. He wasn't wearing a helmet and suffered severe head and chest injuries, remaining alive in hospital for six days (though unconscious) before dying. The Brough did what tens of thousands of enemy soldiers had failed to do in ending the life of a bona fide hero. Lawrence probably wouldn't have wanted it any other way - he loved bikes and regularly wrote detailed reports of how he thrashed them around the Dorset countryside. Lawrence thought nothing of covering 500 miles a day on an uncomfy bike on shite roads (rumour was he was into sado-masochism...). He even once raced a bi-plane on his Brough.

The bike Lawrence was killed on was a late SS100 given to him by writer George Bernard Shaw, who was later to lament that giving it to Lawrence was like "handing a pistol to a would-be suicide." Bizarrely, the Brough only sustained superficial damage in the crash and it was returned to the Brough factory after the crash where it was

restored and sold. The fuel tank, with polished sides and a black top, was badly damaged, and it is believed that it was repaired and sold off as a spare to another Brough owner. As can be seen in the photo, its current tank is all black. I wonder if the Brough owner whose bike has T.E.'s old tank knows it? Anyway, after attempts by its owner to sell the bike were unsuccessful in the '70s, it remains on display and the current owner wishes to remain anonymous.



....TO BE CONTINUED.....

THE SAGA OF THE MGA...or *"HOW ABINGDON BACKED INTO THE FIFTIES"*



After WWII, the MG Car Co. restarted its production lines by producing what was essentially a pre-war car, the MG TC, based on the MG TA and TB models of 1936-39. Spindly 19" wire wheels, right hand drive only, 1,250cc's of storming (??) power - nothing to write home about but loads of fun for returning U.S. servicemen providing a type of automotive experience which had never been seen on the left side of the Atlantic. But....this couldn't last forever.

Bill Morris, AKA Lord/Baron/Viscount Nuffield, had gone from success to success, building up his automotive empire since 1912 to include Morris, Wolseley, Riley, Morris Commercial, MG, and a number of trade suppliers such as Pressed Steel Co., car and truck body manufacturers. While MG remained pre-war in concept, Morris's chief designer, Alec Issigonis created the revolutionary Morris Minor and success was assured. However, old Bill was tired, and agreed to discuss a merger between his company and the Austin Motor Co., run by Leonard Lord following the death of Herbert Austin in 1941. These discussions became the British Motor Corporation ("BMC") in 1952.

Meanwhile, back at the MG ranch, The Boys had come up with the MG TD, a not-very-imaginative follow-on name for a not-very-imaginative car. Same 1,250cc engine, 15" pressed steel wheels, and....well, not very much different from the TC, but at least the steering could be had on the American side and the old "potato crisp" wire wheels were gone. This lasted until 1952, by which time Morris and Austin (Lord) had merged. Bill Morris promptly scarpered off the island and left all of his old staff to the tender mercies of Leonard Lord, Lord of All He Could See (and Much That He Could Not).

In the meantime, looking forward, The Boys at MG had come up with a special-bodied MG TD racer ("EX172") built for photographer George Phillips to campaign in the 1951 LeMans race. This had the basic shape of what was to become the MGA, but looked somewhat odd on the road as the TD chassis made the driver sit up very high in the car, so a new perimeter-style chassis was designed, and the car (now "EX175") was put forward in 1952 as the intended replacement for the TD. But by this time Nuffield and Austin had merged to form BMC, and it had just been agreed (or, rather, decreed by Leonard Lord) that Donald Healey's Austin-based prototype would be put into production as the Austin-Healey Hundred. Accordingly, the new MG model was not authorized, and MG had to fall



back on face lifting the TD into the TF. Whoopee. After the lukewarm reception this received, BMC recanted, and development of a serious, modern TD replacement was seriously promoted.



*GERALD PALMER
CONCEPTS FOR AN
MG TD REPLACEMENT*



Chief Designer Gerald Palmer (he of the Magnette and Pathfinder) was authorized to come up with some replacement concepts, commonly referred to as "Thing One" and "Thing Two" by the Cat in the Hat in the Head Office. However, Mr. Palmer found himself replaced by Alec Issigonis, whose passion was most definitely NOT sports cars, so Syd Enever and The Boys in the MG Design Office were given a freer hand in design of what was still, at this point, regarded as the "MG TD replacement". SO...the EX175 concept was dredged up again (thank God) and refined into EX182.

The EX182 project log includes 68 entries. Entries #38 to #41 are four chassis (dated prior to Le Mans 1955). #42 to #45 are four engines type BP 15 GB (dated after Le Mans 1955). The chassis were welded at Abingdon and were fitted with all aluminum bodies with undertrays, close ratio gearbox, 3.7:1 final drive ratio, and 6.00 x 15 rear tires. Jim Cox was responsible for building the engines.



EX175



*EX182 NO. 1,
NOW
RESTORED*

These cars are most important in the history of the MGA because they are the immediate pre-production MGA racing cars built specifically to run in the 1955 Le Mans race. This was intended to be the showcase and publicity for the new MGA model. These race cars were originally intended to run in the Production class at Le Mans, but when the production date - er - slipped a little they were re-registered in the Prototype class, which allowed latitude for some additional modifications.

The MGA, when it finally arrived in 1955, was the first "modern" MG, and relaunched the company after a rocky

period when the traditional 'square-rigger' models (read TD/TF) had fallen from favor and competitors had started eating into Abingdon's lucrative US market. Most notably was the new entry from Triumph, the TR2/3 which, as everyone knows, was based on the design of the collapsible lifeboats used on the Titanic. However, like the Austin Healey, it had a wacking great tractor engine and pulled like a train, which American drivers loved (rumor had it that Triumph considered offering a three-point plow hitch as an option, but Harry Ferguson wanted too much

money). The 'A' changed all that, in the guise of a light, well-mannered and good-handling car, going on to sell over 100,000 examples, a feat never before achieved by a sports car. It achieved this success as much as anything because it was a genuinely delightful motor car with no significant weaknesses.



1958 MGA
COUPÉ

Clean, elegant styling was matched to straightforward mechanicals, there being the TD/TF coil-and-wishbone front, with its rack-and-pinion steering, and a leaf-sprung live back axle. With the 1489cc engine delivering 68bhp, the more aerodynamically-efficient MGA had lively performance and crisp, forgiving handling in the true 'Safety Fast' tradition.

Over the years the 'A' changed little, other than receiving two increases in engine capacity and gaining disc front brakes. In 1956, the roadster was joined by a fixed-head coupe, while in 1958 the high-performance Twin-Cam variant was announced. This proved a catastrophe, as its engine demanded high-octane petrol and judicious tuning if it were not to hole its pistons. It soon developed a bad reputation, and rather than scrap the large stock of specialized components used on the Twin Cam and still lingering at Abingdon (e.g., center-lock pressed steel wheels, etc.), these were used in a run of pushrod-engined cars known as the MGA DeLuxe.

These days, people know how to make a Twin-Cam reliable, and the alloy-head engine gives a gutsy carved-from-the-solid performance that is intoxicatingly Alfa-ish, so the car makes an intriguing choice for the bravely non-conformist MG enthusiast - although high prices mean a deep pocket will be needed.

Smaller and narrower than the MGB, the 'A' is far less spacious, with a tighter cockpit and a minimal boot, it also has to make do with slot-in sidescreens rather than winding windows. Counterbalancing this, it has a delicacy and an instantaneousness to its responses that make it more 'alive' than its more refined successor - *driving a well-sorted MGA is truly a pleasure.*

I DIDN'T KNOW THAT....

- A prototype MGA chassis was the basis for the EX179 record-breaker, a streamlined special using the TF-1500 'XPEG' engine. Over 120mph was averaged for 12 hours at Utah in 1954, at speeds of up to 153.69mph. With a prototype Twin-Cam engine fitted, in 1956, the car exceeded 170mph and captured 16 class records; later records were broken with a 948cc A-series engine installed.
- There is some controversy over the MGA DeLuxe. It seems likely that only 50 or so genuine De Luxes - with the Twin-Cam chassis - were made, and that subsequently the Twin-Cam wheels and four-wheel disc brakes were offered as an option on the regular chassis, cars so equipped being mistaken in later life for genuine DeLuxes.

- At one stage Abingdon considered a drophead coupe MGA, to be built by Vanden Plas; additionally it looked at building a longer-wheelbase 2+2 MGA roadster, possibly selling this as a Riley.
- In the quest for a replacement for the MGA, Italian stylist Frua was commissioned to build a car on the 'A' chassis. The result was an imposing Maserati-like vehicle.
- In a bid to create a cheap sports car, a stripped-out MGA was fitted with a 948cc A-series engine. The car had no performance to speak of and would not have been financially viable.
- Independent rear suspension was considered for the MGB, and a semi-trailing set-up was tried on an MGA 'mule' but an MG engineer wrote the car off and the project was rapidly canned.

SPECIFICATION

Engine:	1489cc/1558cc/1622cc four-cyl. water-cooled in-line four; ohv/dohc
Power:	68bhp at 5500rpm/72bhp at 5500rpm/79.5bhp at 5600rpm (1600)/86bhp at 5500rpm (1600 MkII)/108bhp at 6700 rpm (Twin-Cam)
Transmission:	four-speed gearbox
Construction:	separate chassis, steel panels
Front Suspension:	independent coil-and-wishbone, with lever-arm damper as upper arm
Rear Suspension:	live axle with leaf springs; lever-arm dampers
Steering:	rack-and-pinion
Brakes:	all-drum until July 1959; thereafter front disc; Twin-Cam has four-wheel Dunlop discs
Kerb weight:	17.75 cwt (1500 roadster)

EVOLUTION

September 1955	MGA announced
October 1956	Coupe introduced
May 1958	Twin-Cam introduced
July 1959	1588cc engine and front disc brakes; renamed MGA 1600
June 1960	Twin-Cam discontinued
June 1961	MkII, with 1622cc engine; inset grille slats; larger horizontal-set rear lights
September 1962	Replaced by MGB



**MGA TWIN
CAM**

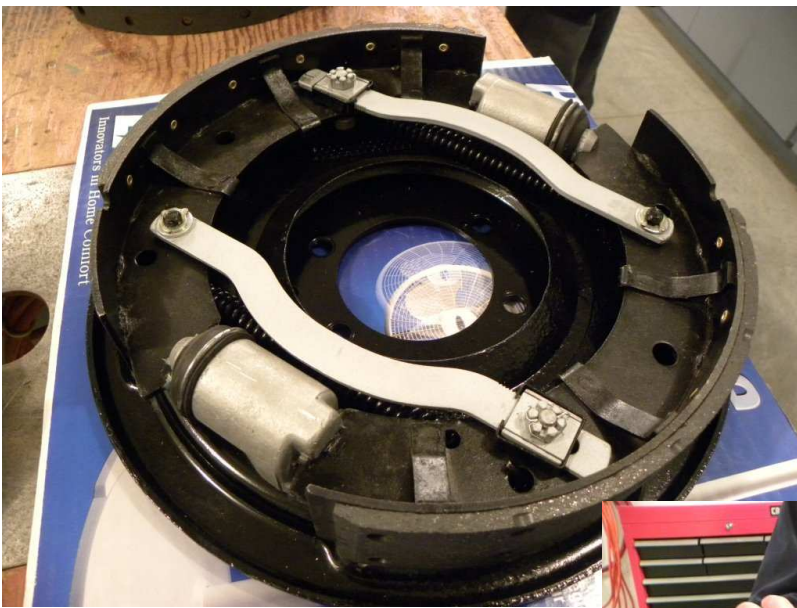
WHERE TO RE-LINE RARE BRAKE SHOES

For many of us that work on more common UK cars, such as MG's and TR's, we know how available replacement brake shoes are and we can simply order them. For some of us working on older and more uncommon cars, finding brake shoes can be difficult and when we do find them, they are very expensive to purchase. I ran into this problem with our 56 Jaguar XK 140, as we needed new brake shoes on all four wheels. After a lot of searching, I finally found a company in Vancouver that does reline brake shoes and will either bond or rivet the linings onto your brake shoes. The name of the company is Senco Brake & Machine Works and they are located at UNIT 5, 1598 S.E. MARINE DRIVE. Their number is 604-327-6889 and the owner's name is Chandra Sen. I am very impressed with the quality of workmanship and the price to supply and install the linings. They had the work finished within the same week they received the shoes from me and they riveted the lining on, just as original installation. Apparently they are about the only company around that still does this type of work and they do this for many classic car owners. They work on anything from Model T Fords all the way up to trucks and tractors. In our case, we needed $2\frac{1}{4}$ inch by $\frac{1}{4}$ inch thick linings for a 12 inch diameter drum, which is rather large for a car.

I thought some of you might be interested in this information, as you work away on your cars.

Cheers

Haru



October's Mystery Car was a 1934 10HP BSA COUPÉ



This charming BSA is one of only two Coupe bodies built by Coventry Motors at Coventry in 1934. Powered by a 1398cc sidevalve engine with a 4-speed gearbox. This car was the subject of a recent 2 year chassis up restoration which included a new ash body frame, overhauled chassis, engine and gearbox, and new glass and rechromed brightwork. New wiring and tyres as well. Offered for sale through Brightwells Auctions in Britain last September, sold for

£7,200. Very nice original blue leather seats, original buff log book. A very unusual and interesting little car - somebody got a good buy!!

THIS MONTH'S MYSTERY CAR



2012 Club Executive & Appointed Positions

EXECUTIVE

PRESIDENT:	<i>LARRY PAYEUR</i>
VICE-PRESIDENT:	<i>HARV MCCULLOUGH</i>
SECRETARY:	<i>IVAN ANTAK</i>
TREASURER:	<i>JOHN SUGDEN</i>
MEMBERSHIP:	<i>SHIRLEY MCCULLOUGH</i>

APPOINTED (READ: VOLUNTEER!) POSITIONS

NEWSLETTER EDITOR:	<i>GLENN LATHROP</i>
LIBRARIAN:	
SCRAPBOOK:	<i>LAURIE RAE</i>
COMMUNICATIONS/ HISTORIAN:	<i>JERRY PARKHILL</i>
EVENTS COORDINATOR:	<i>MR. BEAN</i>
REGALIA:	<i>MARLYNE MANDZIAK</i>
DOOR PRIZE:	<i>MIKE MIDDLETON</i>
CLUB ASSETS MANAGER:	<i>GEORGE BULL</i>

Club Membership Mailing Address: **JOHN SUGDEN**, Treasurer, 45401 Wells Road,
Chilliwack, B.C. V2R 1H3

Club General Correspondence Mailing Address: FVBMC, c/o ATA, 44146 Luckakuck Way,
Chilliwack, B.C. V2R 4A7

Club Website: www.britishcarclub.ca

Club E-mail Address: fvbmc@live.ca

Highway Hooter E-mail Address: boswell12@shaw.ca

Club Chat

PLEASE NOTE: MEMBERSHIP RENEWALS ARE DUE AS OF JANUARY 1ST. New Members are most welcome! Annual dues are \$20.00; and \$30.00 for family (2 votes!!). Make cheques payable to FVBMC, and mail to **John Sugden, 45401 Wells Road, Chilliwack, B.C. V2R 1H3.**

- A number of hard copies of the newsletter will be available at our general meetings for the next while. **Any contributions you may wish to make to the 'Hooter' are welcomed and much appreciated.**

CLUB REGALIA PRICE LIST 2012

• New T-Shirts (FVBMC Crest).....\$20.00	• Gatsby Hat, Stone Colour, w/Club Pin.....\$22.00
• Older T-Shirts (FVBMC Crest).....\$15.00	• Baseball Hat (FVBMC Crest), Gray oilskin.....\$10.00
• Previous Picnic T-Shirts ('06,'08,'09).....\$10.00	• Visors (Pink, Dk.Green,Lime,Lt.Blue).....\$10.00
• New Golf Shirts (FVBMC Crest)....\$34.00 (Forest Green & Sport Gray)	• Men's & Ladies Hoodies (FVBMC Crest).....\$50.00
• Older Gray Golf Shirts (FVBMC Crest) \$25.00	• Men's Hoodies (FVBMC Crest).....\$50.00
	• Men's & Ladies Vests (FVBMC Crest).....\$44.00
	• Licence Plate Frames (FVBMC Lettering).....\$20.00

2012/13 Events Calendar

NOVEMBER

24TH

FRASER VALLEY BRITISH MOTOR CLUB ANNUAL BANQUET at Minter Gardens;
contact John Sugden jmsug@telus.net for tickets or phone @ 604-824-2382.

JANUARY, 2013

18TH

FRASER VALLEY BRITISH MOTOR CLUB ANNUAL MEETING AND ELECTIONS, ATA Clubhouse, 44146 Luckakuck Way, Chilliwack

CLASSIFIEDS

Cars & Parts FOR SALE & WANTED:

- **FOR SALE: 1962 BUGEYE SPRITE:** Original engine included. Call (604)835-0755
- **AUSTIN FX3 TAXI:** Not sure of exact model year but it's a diesel so 1954 – '58. Rough shape but appears complete. Apparently "ran when parked". Am attempting to determine status of paperwork. **Free to a good home.** Property owner also has a rubber bumper **MG MIDGET**, also rough but better than the taxi. Awaiting status so call if interested (I only just found out about these vehicles the day we closed the Hooter for printing.) Contact your Editor at (604)308-4933 or boswell12@shaw.ca.



● **FOR SALE: 1951 AUSTIN A125 SHEERLINE:** I have a 1951 Austin Sheerline that I thought I would one day restore but am unable to do so. The body and frame are very rust free and complete, but the motor was replaced with a 6-cylinder GM unit at some time. It was running when I parked it in the garage 4 years ago but has not run since. I hate to see it scrapped and hope to find someone with the desire and ability to restore it. I am open to offers. The car is located in Hope. Contact Bruce McBride at bigbrw@hotmail.com ***

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FRED KEY
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Tel.: (604) 853-5171
Fax: (604) 853-5169
Email: stoopidfast@hotmail.com
EXPERT FOREIGN AND DOMESTIC SERVICE



We're having a **PHOTO** **CONTEST!!**



Entries will be displayed at the Christmas Banquet.

HERE ARE THE RULES:

1. Two categories:

"British Cars" : as a main subject or theme (e.g., could be a photo of a hood ornament or a whole car);

"Everything Else" : People, members, club events or just your favourite photo;

2. The entrant must actually have taken the photo. (not cut out of a magazine or borrowed from a friend);

3. Open to members and their spouses, 1 photo per category per entrant (i.e. max 2 photos per person, 4 per couple). Guests may enter if they are attending the Christmas Banquet. Members, not attending the Banquet may enter but must make arrangements to get their photos to the banquet.

4. Photos to be hard copy, 5"x7", and unframed. Put your name and category on the back of your photo and bring it to the Christmas Banquet for judging. Judging will be done by anonymous ballot by all attendees of the Banquet (so no bribes).

5. Winning photos will be featured in the HOOTER, and

There will be prizes!!

Email any questions you may have to: larrypayeur@hotmail.com

**CALLING ALL
MEMBERS (&
GUESTS)!!**



YOU ARE CORDIALLY INVITED TO THE
FRASER VALLEY BRITISH MOTOR CLUB'S
ANNUAL DINNER & AWARDS NIGHT

Minter Gardens Banquet Room

Saturday 24 November, 2012

Cash bar at 6 pm, dinner at 6:30 pm.

*Ticket prices are \$35 each for members and spouses, \$40
for non-member guests.*

CHECK OUT THE MENU ON PAGE 21 OF THIS ISSUE!!

Purchase your tickets at the October meeting, or send your
cheques to your Club Treasurer, John Sugden, 45401 Wells Rd,
Chilliwack BC V2R 1H3.

***SEE DETAILS OF OUR PHOTO CONTEST THIS YEAR ON PAGE
20 OF THIS ISSUE!!***

***We are also looking for donations for the auction. ROB JANSEN WILL
BE OUR AUCTIONEER ONCE AGAIN!!***

It is Our Pleasure to Host you this Year for your Annual Banquet Minter Meadow Garden Christmas Buffet

STARTERS

*Fresh baked bread sticks & assorted rolls
Garden fresh vegetable crudité's with creamy dill dip
Assorted pickles & olives
Assortment of Canadian & European cheeses*

FROM THE GARDEN

*Minter Gardens' seasonal greens with edible flowers
Traditional Caesar salad with herbed home-style croutons
Baby spinach with mandarin oranges & roasted almonds
Sweet and Spicy Thai Noodle Salad
Couscous salad with roasted Mediterranean vegetables
Three Bean salad with caramelized onions & fresh basil & thyme dressing
Yukon gold potato salad with creamy mustard seed dill dressing
Roma tomato, onion & feta salad with aged balsamic glaze*

ENTREÉS

*Oven roasted potatoes in a herbed garlic butter
Medley of seasonal vegetables
Wild rice pilaf with mushrooms & peppers
Seafood Newburg with shrimp, prawns & salmon in pernod sauce
Baked three cheese vegetarian pesto cream lasagna
Grilled boneless chicken breasts served in a creamy merlot mushroom sauce*

CARVED ITEMS

Butter basted roast turkey with stuffing & gravy

SWEET NOTES

*Fresh seasonal fruit platter
Homemade English trifle with fruit & sherry
Specialty cakes & tortes
Assortment of sweet squares, fresh baked Christmas cookies & treats
Coffee & tea*

SPECIALITY WINES ON CASH BAR FOR YOUR ENJOYMENT

*Sauvignon Blanc (2011), Cassini Cellars, Oliver, B.C.
Aromas of passion fruit, grass, boxwood, pear, and apple with hints of tropical and peppery notes. Finishes with a nice citrus zest.*

*"Oliver's Choice" Kerner (2011), Oliver Twist Winery, Oliver B.C.
Kerner is the signature wine of Oliver Twist Winery. It carries the aromas of citrus peel, white flowers, mangos and exotic fruits, with a hint of spice. The flavours of exotic fruit and white peaches tempt your palate as you enjoy it with turkey, ham, or simply chilled and sipped on its own. 89 points (John Schreiner)*