

The Square Rigger

August 2008



Chairman's Comments

I would like to extend my sincere thanks to members of our Chapter and all of the other folks (friends, relatives, and British car club members) who helped put on another successful Original British Car Day. Please look for pictures in this issue of the Square-Rigger. We had 362 registered cars with over 325 cars in attendance. We received many positive comments about the new vendor location around the edge of the show field. The weather cooperated for the most part, except for the sudden thunderstorm that hit the field during the ballot counting. Although the awards were delayed until about 5:00 pm, we had a fairly sizable number of loyal participants who remained for the awards presentation at the Chesapeake Chapter tent. We made a special exception this year and mailed awards to recipients who could not remain for the presentations. Next year will be our 32nd annual show. Please contact me with your ideas on how we can make OBCD an even better car show. Mark your calendars for Sunday June 7, 2009.

The OBCD 2008 Financial Statement is also included in this issue (page 4). As you will see, we made a profit and plan to donate \$3,000 from the proceeds to local charities that have supported the show over the years. At this time, I would like to solicit ideas from the membership as to where you would like to see us donate about \$1,500 to a charity of your choice. Please contact me by email or at my new home phone number (301-865-1339).

As mentioned in my last writing, this is an election year and I'm asking the membership to submit nominations for a new suite of officers. Positions available include: Chairman, Vice Chairman, Secretary/Treasurer, Membership Chairman, Regalia Chairman, Technical Advisor and Historian. Since I have not received any nominations yet, you will be contacted by telephone and asked for your input. It is now time for you to take an active role in your club and exercise your voting rights. This fall, you will receive an election ballot postcard in the mail with election choices. Please review the nominees, make your selection promptly and mail in the ballot to the address indicated.

Next year we are planning to return to the Eastern shore for what is expected to be another great Mini GOF. Stay tuned for the details. If anyone would like to help plan or host a club activity, or has any ideas for one, please don't hesitate to contact Lin Snider. Thanks very much and I look forward to seeing you at our next event!

Enjoy the rest of the summer!

Sincerely,

John M. Tokar

Club Officers

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Vacant. We need a volunteer!

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Editor's Comments

For the past three and a half years Louise Tucker has given us a consistently well-edited Newsletter that mirrors her devotion to funny little British cars, as well as her dedication to keeping us up to date on all events, gatherings and other activities related to our Chesapeake Chapter and to the MG marque in general. While I now have the privilege of succeeding her, I know that trying to take her place will be a real challenge. Louise has gone out of her way to help and wish me well in that regard, and I am very grateful to her. All of us are in her debt for her many worthwhile contributions to our club.

As most of you already know, our Chapter was organized during the summer of 1971 by members of the New England T-Series Register in the Baltimore-Washington area who felt that local interest in MGs was high enough to warrant formation of a local Club. Our object is to encourage the maintenance, preservation and enjoyment of T-series and other vintage MGs, and new members are always welcome. An interest in classic MGs, membership in the New England MG "T" Register, Ltd., and annual dues (currently \$12.00 per year) are the only requirements.

We also welcome articles for the Newsletter from the Chapter membership. You can submit them via the email, telephone or snail mail addresses shown below my name above. Articles of technical, historical, or personal interest—including yarns, jokes, photographs, ads, etc.—are greatly appreciated. We also sorely need every member's active participation in Club events.

Remember, as Louise would unceasingly remind us, it's **your** Club. If its activities and events are to be successful we need the assistance of **everyone**, not just a few!!

For those of you who are not fully familiar with this publication, this mailed version of *The Square Rigger* is in black and white, but the full color edition can be downloaded from our Club web site at:

<http://www.chesapeakechaptermgclub.com>.

New Circulation System

We have lately been examining the feasibility of circulating the *The Square Rigger* by electronic means, instead of continuing to use cumbersome, time-consuming and increasingly expensive regular mail to circulate a printed version restricted to black & white. We are thinking of implementing this idea on a trial-run basis early next year, in connection with the February 2009

issue.

Before setting our concept in motion, however, we want to hear your views. After you've taken time to digest what follows, please send reactions to the Editor by email, snail mail or telephone at one of his addresses shown on page 2, no later than December 31, 2008. Members who do not respond by that date will be regarded as having endorsed the new concept, which is as follows:

Chapter members whose email addresses we have on file would receive their Newsletters electronically in Adobe Reader's PDF format, which can easily be transformed into readable, printable text replete with color photographs, etc. (An application tailored to the requirements of your particular computer can be downloaded free of charge from the internet at Adobe.com and by clicking on "Get Adobe Reader".)

Members who use email but prefer to continue receiving their Newsletters in black and white by regular mail would need to notify the Editor to that effect by the end of 2008. Otherwise, they would be considered as having agreed to participate in the new, electronic arrangement.

Members who do not have or use email need not do anything and could expect to continue receiving their Newsletters (in black & white) by regular mail, as in the past.

Please let us hear from you. We hope our new concept will receive broad support and thereby propel us a bit further into the 21st Century.

Upcoming Events of Interest

Mini GoF 2009

Consideration is being given to the possibility of holding a Mini GoF on the first weekend of May 2009 at Chestertown on the Eastern Shore. Preliminary indications appear favorable, and members can expect to read more on this subject in future Issues of *The Square Rigger*.

Upcoming Events Sponsored By Other Clubs

MGs on the Rocks

The 29th annual British car show sponsored by MGs of Baltimore, Ltd. will be held on September 27 at The Rocks State Park, in Harford County, Md. For more information, visit the club's website at www.mgsofbaltimore.com.

British Car Fall Festival

Shenandoah Valley British Car Club's 27th Annual Fall British Car Festival will be held October 4 at Ridgeview Park, Waynesboro, Va. For more information, go to www.SVBCC.net.

Fall Carlisle

The 36th annual Fall Collector Car Swap Meet and Car Corral will take place at Carlisle, Pa. on October 1-5. Details at www.carsatcarlisle.com.

Hunt Country Classic

The MG Car Club, Washington DC Centre, will sponsor its 13th annual Hunt Country Classic car show at Middleburg, Va. on October 12, 2008. Details at www.HuntCountryClassic@mgcarclubdc.com.

Brits by the Bay

The annual Brits by the Bay car show, sponsored by Triumphs around the Chesapeake, Ltd. (TRAC) is scheduled for October 18 at Pasadena, Md. Refer to www.tracltd.org for further info.

News Items

GoF MK 83

The NEMGTR's MK 83 Gathering of the Faithful (GoF) was held at Hampton Beach, NH, May 28-June 1, with Ashworth By the Sea Resort Hotel being the center of all activity. About 60 MG-Ts in attendance, with Paul and Louise Tucker representing the Chesapeake Chapter. Louise writes:

Interesting events were a drive to and tour of R&L Engines in Dover, NH and a visit to LaBaron Bonny Upholstery in nearby Amesbury, MA. Friday's rally was an exceptional drive along the shore and through the countryside looking at historic sights, with several stops at antique auto museums to view beautifully restored antique British cars.

We enjoyed wonderful weather until Saturday morning when the show's awards process was scheduled to take place — at a small nearby airport with an antique bi-plane being the central display. Just as all cars and vendors had finished setting-up, a downpour arrived. [Shades of OBCDay! Ed.] After it moved on, set-up resumed, only to be subjected to a second downpour. At that point the organizers decided to move the show to the Hotel garage. It was interesting to see 60 MGs squeezed into 30 conventional parking spaces, but it did work, and the voting proceeded.

Everybody had a good time at the Awards Banquet, with nice plaques and raffle tickets being the prizes. Sunday morning saw everyone saying goodbye until the next GoF, scheduled for early October in the Berkshire Mountains in Massachusetts. The coming issue of The Sacred Octagon will have details.

3:30 in the afternoon, when a gale-force thunderstorm suddenly zoomed in over the hills from the west and drenched everybody and everything in sight for over 30 minutes. The computers used to tally the voting results lost electric power, and the whole process had to be done by hand, which meant the awards ceremony wasn't finished until about half past five. By that time, the crowd had dwindled to a few dozen true believers, all huddled under the yellow-and-white tent where Mike Hughes bravely kept everyone's spirits up via the PA system. We really admired him for his efforts.

Original British Car Day 2008

Financial Statement

Income Summary

Pre-Registration (204)	\$3,070.00
Drive-In Registration (158)	\$3,950.00
Vendors (21)	\$765.00
Spectator Cars (681)	\$3,405.00
Stuffer Ads	\$100.00
Program Ads	\$2,075.00
Regalia Sales	\$355.00
Flyer Ads (2)	\$600.00
Vendor Communications (2)	\$110.00
Total	<u>\$14,430.00</u>

Cash Advance Adjustment	\$400.00
Total	<u>\$14,030.00</u>

Expense Summary

Planning Meetings	\$78.72
OBCD Supplies	\$722.91
Postage	\$970.17
Trophies	\$904.44
Flyer Printing	\$732.27
Program Printing/Graphics	\$1,582.50
Tee Shirts/Graphics Design	\$721.05
Dash Plaques	\$697.95
Porta-John Rental	\$1,052.67
PA System Rental	\$84.50
Trophy Mailing	\$156.06
Total	<u>\$7,702.67</u>

Gross Income	<u>\$6,327.33</u>
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Donations

LHS Band Boosters	\$500.00
Frederick Pipes & Drums	\$500.00
Frederick Hospice House	\$2,000.00
Total	<u>\$3,300.00</u>

Net Income	<u>\$3,327.33</u>
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Activity Summary

OBCDay was held on June 1 at Lilypons Water Gardens. All was going smoothly until about

Amid all the disruption, your Editor's plan to photograph a lot of interesting cars got shredded. And so did plans to photograph the final procession of the award-winners (listed on page 8) which did not take place due to the lateness of the hour. Happily, Julie Swissheim, Charley Howard and Philip Carolan were kind enough to share their photos.









The Gathered Faithful

2008 ORIGINAL BRITISH CAR DAY WINNERS

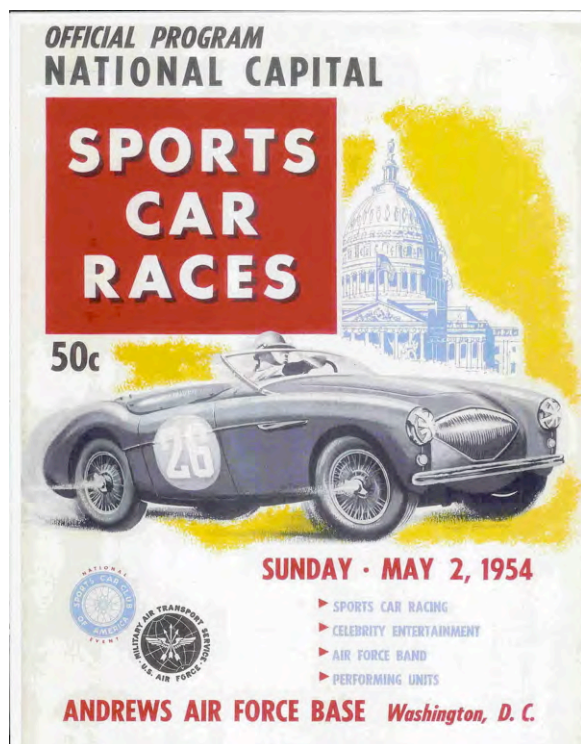
Featured Marque - Austin-Healey Sprite

Featured Marque Award Recipient - Neal & Jackie Brewer

	Class Name	1 st Place	2 nd Place	3 rd Place	Honorable Mention
1	Aston Martin	Roy Higgs			
2	Austin-Healey 100-4/6				
3	Austin-Healey 3000 MK I/II/III	Devin Williams	Samuel Campbell III	Jack White	Robert Longford
4	Austin-Healey Bug Eye Sprite	Lee H. Spence	Melissa McKenna	Hal Wheeler	
4a	Austin-Healey Square Body Sprite	Richard Jones	Gail-Foreman Turner	Russel Love	
5	Bentley	Richard Mollett			
6	Delorean				
7	Jaguar XK 120/140/150	Jake Kreeger			
8	Jaguar Saloon/Coupe to 1968				
9	Jaguar XKE 6/12 Cyl. Series I/II/III	Randy Moss	Chuck Stone		
11	Jaguar XJ6/12 Series I/II/III	Paul Verchinski			
12	Jaguar XJS	Richard Levan			
14	Jaguar XK8 & XKR				
16	Jaguar XJ8, X Type and S				
17	Jensen Healey/Jensen GT				
18	Jensen/Jensen Interceptor				
19	Land Rover Series I/II/III	John Hickey			
20	Land Rover Range Rover	Mary T. Tompkins			
21	Land Rover Defender 90/110	Trae Reuwer			
22	Land Rover Discovery/Freelander				
23	Lotus Classic, Before 1975	Kevin McGovern	John Masti		
23a	Lotus Classic, 1975 and After	Tom Neel			
23b	Lotus Elise/Exige	Grant Spurrell	Rich Wallace	Mark Habicht	
24	MG Vintage/Pre-War				
25	MGTC	Stege Sayer			
26	MGTD	Bruce Mahlandt	George Smith	Chris Hostage	
27	MGTF	Tom Carolan	Edward Fitzsimmons		
28	MGA	Liz Ten Eyck	Bob Samuelson	Michael Eaton	Larry Newman
29	MGB/C Through 1974	Lewis Kubret	Eleanor Macedonia	Dale Glatfelter	Ned & Patti Shields
30	MGB from 1974 1/2	Chris & Cheryl Kintner	Richard Liddick	Leo Handerhan	Mike & Patty Kugler
31	MGB/C GT	David Krebs	Mike & Lucy Hughes	Alan & Carol Tucker	Kenneth Olszewski
32	MG Midget	Jim & Nancy Sheats	Thomas Brendle	Bill Bowman	
33	Mini (Austin & Morris)	Peter Shannon	Allan Burns	Timothy McGinn	
34	MINI from 2002				
35	Morgan	Carlton Shriver	Fred & Linda Schwenker	Paul Davidson	
36	Morris Minor	John Burns			
37	Motorcycles				
38	Other British Marques & Limited Production Including Vintage Racing	Michael Christie	Michael Oritt		
39	Rolls Royce	Richard Mollett			
40	Sunbeam Alpine				
41	Sunbeam Tiger	Joe Parlanti	Helen Swift		
42	Triumph Vintage/Variant				
43	Triumph TR2 & TR3/TR3A/TR3B	Doni Cumberland	Bill Bowman		
44	Triumph TR4/TR4A/TR250	Bruce Little	Bob Rothstein	John Krause	
45	Triumph Spitfire & GT6	Matthew Schipani	Richard Anderson	Stephen Carpenter	Billy Scroggs
46	Triumph TR6 Through 1973	Ron Gordon	Tony Fer	Brent Jones	Greman Paraud
47	Triumph TR6 1974-1976	Steve & Cheri Beaulieu	Vince Lee	Greg S. Bachner	Paul Belvin
48	Triumph TR7/TR8	Lionel Mitchell			
49	Triumph Stag				
50	TVR	Jeffery Loss			

Nostalgia Department

John Wright
Technical Advisor



So Where Were You on May 2, 1954?

Seems like an odd question, I guess, but maybe some of us actually remember something from that date and time.

I have a few things on my favorites list on Ebay that turn up some neat stuff from time to time. What appeared on my screen a few months ago was an original "Official Program National Capital Sports Car Races" dated Sunday, May 2, 1954. (Cover shown above.)

No, it wasn't as if a sports car race was going to happen up and down Rock Creek Park, although I always thought that would be a spectacular event, like the Pittsburg Vintage Grand Prix now held every year in Pennsylvania. But in 1954 such a race would be held at "Andrews AFB, Washington, D.C.," as it was addressed. In that day many neighborhoods close to D.C. used a D.C. mailing address.

The race was held for one year only; hence the scarcity of an item such as this program. I didn't win the program, but I know who did, and I managed to trade for a nice copy. It's more than 80 pages thick.

Many local and aviation advertisements of particular interest to me were inside. For example,

an ad for the Douglas Liftmaster, a cargo plane, and a letter from the then-Governor of Maryland, Theodore Roosevelt McKeldin, "extending official greetings of the State of Maryland and the best wishes of our people for a successful meet in a thrilling sport". There were advertisements from the Allison Engine Company, National Bohemian beer and Fairchild Aircraft. What has become of these people and companies I wonder? There was a letter from the Andrews Base Commander "extending a welcome on the occasion of the first National Sports Car Race". Also inside were layout maps of the track, an events list and a long list of "Today's Racing Officials". All accompanied by a notice that the NCO Open Mess would be available for lunch, plus an 11-page ad for the new Jaguar, with each page sponsored by a local Jaguar dealer. Anyone remember Jack Pry Motors in D.C. and Baltimore? Next was a 4-page ad for the new Mercedes highlighting the new 300S. (Price: \$6,820). Bob Hope was heralded as guest of honor, with Dave Garroway as the emcee! This was a big deal!

So what's this got to do with our club or at least our beloved T-types, you ask? There were 165 cars in the entry list. "This Total Number Of Entries Breaks All Previous S.C.C.A Records" states the program. Of those entries, at least 36 were F production T-Series MG's, including the Duncan Black (Black & Decker) Lester MG — so many MGs, in fact, that they held an all-MG race at 2:45 pm called the "White House Trophy Race". (All the various races had names that related to Washington, D.C., such as the Lincoln and the Thomas Jefferson Trophy Races). The all-MG race was 50 miles (12 laps). I don't know who actually won it or placed in it, but I'll find out eventually.

Growing up very close to Andrews AFB and near the Pennsylvania Ave. extension going through Prince Georges County toward Andrews. I often saw MGs, Healeys, Porsches and the like going north and south on that highway. I remember, as a very young fellow of probably 10 or 12 years, being delighted to see a TD pull up next to us at a traffic light on Pa. Ave. That really got my attention! I recognized it from a car model that I had put together. Years later as Renk and I were scouring the countryside, we pulled a vine-encrusted TD out of a backyard in Southern Maryland. Must have been 1974 or so. This TD was mired in the weeds and dirt and resisted being pulled out. It had one seat, I think, and the grill had been painted like a checkerboard. I don't know about you, but it makes me wonder where that car had been on May 2, 1954.

History Department

“A Slice of Motoring Pleasure”

In the early 1970s, the venerable British magazine *The Autocar* published a special tribute to the MG, along with a compendium of road tests which it had performed on “Britain’s best-loved sports car” throughout its history.

“In motoring,” *The Autocar* wrote, “MG cars occupy a unique position. One cannot claim that they have always been the fastest, or the most technically advanced, or the most glamorous of cars, even if some outstanding feats of racing and record-breaking were achieved by some MGs, mostly before the last war. Yet, out of a somewhat prosaic beginning came a series of cars which were the ultimate ambition of many a young man pining for something more dashing than the family car which was so often his four-wheeled destiny. There has nearly always been an MG cheap enough for him to achieve his ambition, for a while at any rate, and to give him a taste of competitive motoring if he fancied it.

“In his excellent book *The Story of the MG Sports Car* (published in 1972 by J. M. Dent), F. Wilson McComb sums up the success of the marque aptly:

‘In almost half-a-century there have been many MGs, some of them remarkably good cars, some of them really rather bad. The vast majority have been honest in design and execution. They have offered the buyer, for his money, a slice of motoring pleasure that was at least equal to that provided by any other sports-car manufacturer, and often much more generous.

‘From time to time there have been flashes of technical brilliance out of all proportion to the size and resources of such a small organization. At one period MG successfully upheld British prestige in racing when other more illustrious names had gone to the wall. Subsequently (and this is no less praiseworthy, though often overlooked by the sporting enthusiast) they opened up a whole new sports-car market overseas to earn sorely needed foreign currency for this country—and having done so, maintained that export drive over the years.’

“Thousands of words,” *The Autocar* went on, “have been used (perhaps somewhat pointlessly) trying to define ‘sports-car’. Apart from one or two most unsporting vehicles forced by insensitive overlords outside Abingdon to wear that octagonal badge, a simple way to explain ‘sports-car’ is to point at any two-seater MG. Few such MGs have been anything other than sports-cars

first and foremost. It is MG, more than any other marque in British Leyland’s clutch, that will always be associated with sports-cars.”

Viewing *The Autocar* road tests as they begin to reappear in this issue of *The Square Rigger* will provide MG enthusiasts with a small, often nostalgic window on the past. They may also give rise, however, to feelings of sadness and regret. In a letter written shortly before his death in a railway accident in 1945, Cecil Kimber, General Manager of Morris Garages and “Father of the MG Cult,” was not happy about the prospects for his creation. “I feel somewhat pessimistic,” he wrote, “about the future of the real enthusiast’s car. Sunbeam-Talbot, Riley, and now MG have been, or will be, wrecked by the soul-deadening hand of the big business interests.”

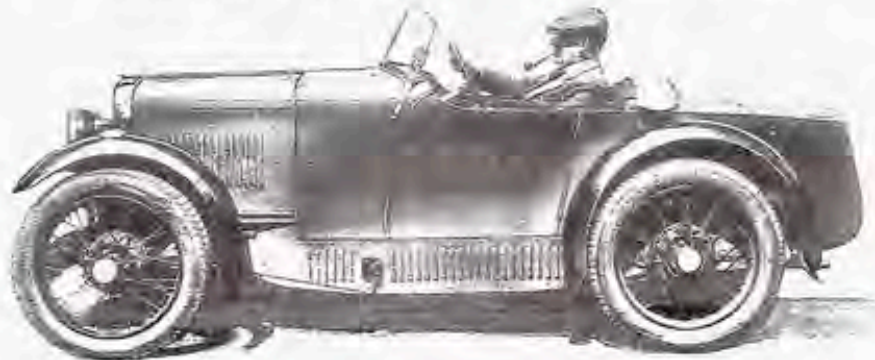
In the immediate postwar years, thanks to the sturdiness of the MG reputation built up over the years — ‘The Sports-Car America Loved First’ — Kimber’s pessimism seemed unfounded. It was only later, in the 1970s, after the MG Car Company, Ltd., had been absorbed into the British Motor Corporation (1952) and its various corporate successors, that his fears were borne out. By 1981, production of MG sports-cars at the old factory complex in Abingdon-on-Thames had ceased and its contents had been auctioned off. As of 2003, the site was host to McDonalds, the Thames Valley police, and offices of the MG Car Club UK (founded in 1930).

Subsequent efforts by various new owners to revive the production of sports-cars under the MG marque met with only sporadic success. In 2005, rights to the MG name and assets of the MG Rover Group were purchased by the Nanjing Automobile Group of China. According to a company spokesman, “We want Chinese consumers to know this brand as ‘Modern Gentleman’ [and] to see that it represents grace and style.”

Ed. Comment: We’re not holding our breath.

The next two pages record *The Autocar*’s road test of the 1929 M-type “Midget,” the first in a long line of MG cars to bear that famous name. Future issues of this Newsletter will carry tests of other Midgets: the 1930 Monthéry, 1932 J2, 1934 P-type, 1936 PB, 1936 Series T, 1940 TB, 1947 TC, 1953 TD, and 1954 TF. And someday, maybe — if the purists among us will not be scandalized — tests of the MGA, MGB and Midget Mark II, as well.

"THE AUTOCAR" ROAD TESTS

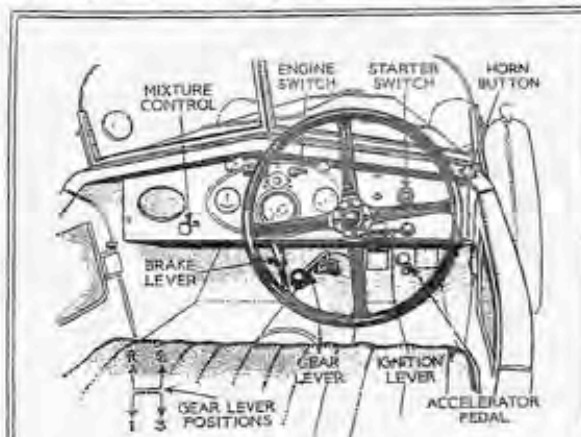


No. 61.—M.G. MIDGET, TWO-SEATER

An Extraordinarily Fascinating Little Car: Comfort at Speed.

NOT only has the M.G. Midget a fascinating appearance, but it goes so exceedingly well. Sixty to sixty-five miles an hour with it are not adventure but delight. It sits down on the road like a thoroughbred and at high speed feels more like a big car than a tiny one. Nor does it fuss when travelling quickly.

All cars seem to have a speed to which a sensitive driver settles down automatically. Some call it the "cruising speed," others the "kindest" speed. On the Midget this speed is 50 m.p.h. However, too much stress must not be laid upon the upper end of the performance scale, although for its size the car is decidedly fast, for there is plenty of flexibility, and on top gear it is possible to crawl along in traffic behind a slow-moving vehicle and get away quite smoothly again. In this respect the redoubtable S.U. carburetter and the battery ignition play their

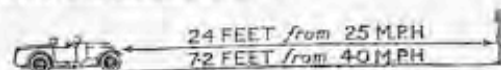


DATA FOR THE DRIVER.

8-33 h.p., four cylinders, 57 x 83 mm. (847 c.c.)
Tax, 28.
Wheelbase 6ft. 6in., track 30. 9/16.
Overall length 10ft. 3in., width 4ft. 2in., height 4ft. 6in.
Tyres: 27 x 4in. on detachable wire wheels.

Engine—rear axle gear ratios.	Maxima (m.p.h.).	Acceleration (10-30 m.p.h.).
17	25	—
8.96	44	7 sec.
4.89	64	15 sec.

Turning circle: 34 feet.
Tank capacity 4½ gallons; fuel consumption 38 m.p.g.
6-volt lighting net. Two-rate charging.
Weight: 10 cwt.
Price, with two-seater body, £175.



parts. Acceleration on top gear from very low speeds is notable for its smoothness more than for its rapidity, though the latter is pretty useful.

From 25 m.p.h. onwards on top gear acceleration is very brisk, while on second gear the little car fairly leaps away, as the figures in the table show. The gear change needs knowing. Changing is not difficult to accomplish after a little practice, but at first the shortness of the gear lever and the short travel of the clutch pedal are disconcerting. The clutch takes up the drive smoothly, and at the end of an hour one is accustomed to the process.

The speeds claimed by the makers for the various gears are, on first 20, second 40, and top 60 m.p.h. The claims are modest and the car will exceed these figures quite easily, though at 25 on bottom gear and at 45 m.p.h. on second there is a period of valve bounce. Although the exhaust has

"THE AUTOCAR" ROAD TESTS

a fairly healthy crackle when the throttle is wide open, the car itself is not unduly noisy; there are no annoying mechanical sounds, and the indirect gears do not shout about their work.

When the car is bowling along at 20 or 30 in the streets of a town the wary policeman is more interested in the look of the car than in the noise it is making. In confined spaces the Midget is very easy to manoeuvre, for the steering is light and quick, and one can twist and turn rapidly through traffic. At high speed on the open road the car can be steered comfortably with one hand. It is very steady even over poor surfaces, really remarkably so in view of its small size.

Where the Infant Shines.

It is perhaps on hills that this infant phenomenon really excels. It will shoot up a straight 1 in 10 grade on top gear. One particular hill of this kind was approached at 52 m.p.h. and crested at 33 m.p.h. on top. Another 1 in 10 gradient, with a sharp turn at the foot which quite precludes a rush being made, was very nearly climbed on top. Steeper hills of the type which reach a maximum of 1 in 6 served to show up a surprisingly vivid second gear. They were surmounted on second at speeds varying between 32 and 38 m.p.h. This car is most excellent at hill-climbing.

Petrol consumption on a car of this nature depends very largely upon the way in which it is handled and the speed at which it is driven. The makers claim that the consumption lies between 37 and 45 m.p.g., according to circumstances. Over a run of 60 miles, including one or two hills, and driving fairly fast, the consumption worked out at 38 m.p.g., which is an economical figure in view of the liveliness of the car.

Not the least satisfactory feature is the brakes. They are effective, do not require a lot of force on the pedal, and do not show any tendency to lock an odd wheel. Also they are smooth unless applied with extreme

violence. Each brake has an adjustment for its cable, and these are fairly accessible. There is also a single main adjustment for all four brakes under the floor boards, beneath the driver's feet. This adjustment is not very accessible.

As regards other matters of accessibility: the battery is below the driver's legs and is quite easy to reach. The engine oil filler and dipstick are on the off side and, with the ignition coil, the make-and-break and the distributor, as well as a drain-cock at the base of the radiator, are quite accessible. The sparking plugs, which are at a slight downward angle, can easily be tackled with a spanner, except that nearest the dashboard, this one being screened by the coil. On the near side of the engine is a detachable oil filter; on this side also lies the electric starting motor, while the cut-out and junction boxes of the electrical system are attached to the forward side of the dash.

Smart and Up to Date.

Outwardly the car is smart and up to date, with its striking radiator, fat filler cap, detachable dumb-iron shield, cycle type wings, and side valances. Actually the wings are carried on the car, not on the axles, and are rigidly attached. The two doors are extra wide, and it is easy enough to enter or leave the car. The screen is a fixed V type.

Pneumatic upholstery is employed and the seat is adjustable; also the back squab is movable, not only fore and aft, but can be set as to angle as well. Just behind the seat is a compartment in which the hood stays are carried when out of use. Over the whole top of the tail is a hinged lid, and in the compartment beneath is stowed the spare wheel, whilst above it is fair space for luggage.

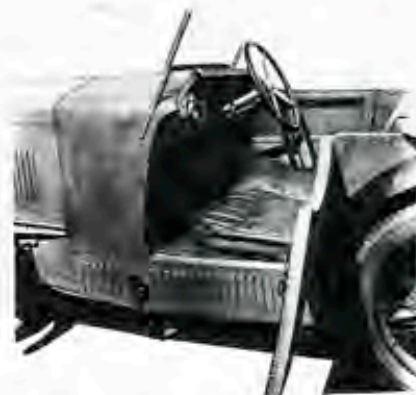
Altogether the M.G. Midget is an extraordinarily fascinating little car, both to look at and to handle on the road.



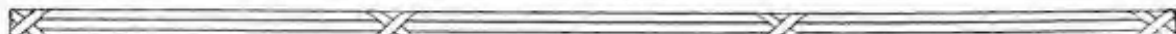
Front view of the M.G. Midget.



Over the whole top of the tail is a hinged lid.



The driving compartment.



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For sale: Some early MGA purist who chances to read our Newsletter should jump at the opportunity to acquire this 1500cc engine, which once powered your Editor's TF (now powered by a proper T-Series engine). Stored in a dry garage since 1979. Anyone interested should contact him at (301) 587-8177 or via email at tjcarolan@comcast.net.



NOTE: This Advertising Section is for the use of our members, who are encouraged to submit

ads to the Editor via email or snail mail at one of his addresses shown on page 2.

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Also, please phone or let us know by e-mail or snail mail the result(s) of your ad and whether it still needs to be carried in the Newsletter.

Parting Shot Dept.
 (Courtesy Charley Howard)

“ . . the ultimate ambition of many a young man”? [p. 10]

That's all for this edition, MG-T fans. We hope you enjoyed paging through it. And for pete's sake, **please remember:** our Club is **your** Club, and its Newsletter is **your** Newsletter, so all **your** comments, articles, tech info, pictures, ads, and especially **your club participation** are sorely needed and certainly always welcome.

The Editor

