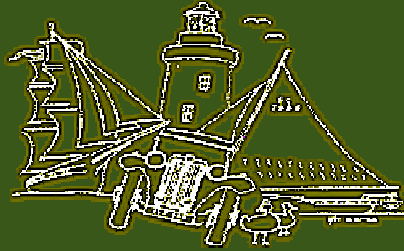


THE SQUARE RIGGER



QUARTERLY NEWSLETTER OF
THE CHESAPEAKE CHAPTER OF THE NEW ENGLAND MG-T REGISTER

www.chesapeakechaptermgclub.com

DECEMBER 2009

Chairman's Comments

Well, 2009 is coming to a close. That means the holiday season is approaching and we are getting ready to start a new year. I hope everyone had an enjoyable 2009 and is looking forward to 2010.

Reflecting on 2009 — we had a great turnout for the CCNEMGTR "holiday party" at Gabriel's Inn in February, as well as an equally good time at the mini-GOF in May. I'm sure these events this year will be as much fun, if not more. The Original British Car Day in June was another outstanding event for the club, as well as for all those who own other British cars. The OBCDay planned for 2010 will mark the 33rd year the event has been held, and I hope members of the Chapter can be counted on to continue making it a success.

Speaking of members, the revisions of the Membership Directory are just about complete, and you will be seeing the final product soon. There has been a significant amount of work done on the Directory by our Membership Chairman Milton Babirak, as well as Newsletter Editor (and Historian) Tom Carolan assisted by Charley Howard, the former Membership Chairman.

2009 also saw a revised image for The Square Rigger. Tom Carolan has not only kept the content current; he also redesigned the layout and started using color throughout the publication. It has been a lot of work on his part, but I am sure you will agree it is worth it. Also, as I understand it, there are going to be more articles featured in 2010.

In October Lin Snider and Susan Snyder hosted a covered bridges tour. We met at their house for some excellent food and conversation, and then spent the rest of the afternoon touring scenic northern Maryland. I look forward to the next gathering of this type and encourage you to go, too. Thanks, Lin and Susan.

Recently I bought The Sacred Octagon CD Volume 1, Number 1 — Volume 42, Number 6. It is an excellent resource for T-Series enthusiasts both in content and ease of navigating the data base. So if you do not already have it, and are looking to drop a hint for a Christmas gift, go to the NEMGTR web site Register Marketplace, print out the ad and leave it on the kitchen table.

Let's all enjoy the upcoming holidays and not forget that we can still drive our T's during some of these milder autumn/winter days.

Safety Fast!

Shaun English
12/01/2009



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Editor's Corner

Origins and Purpose

The Chesapeake Chapter of the New England MG-T Register was organized during the summer of 1971 by Register members in the Baltimore-Washington area where local interest in classic MGs was high. Its purpose is to encourage the maintenance, preservation and enjoyment of T-Series and other vintage MGs. We welcome new members who share our interest in these unique cars. Membership in the New England MG-T Register, Ltd. and payment of modest annual dues are the only requirements. Membership application forms can be found on our Chapter's website: www.chesapeakechaptermgclub.com.

This Newsletter is circulated electronically on a quarterly basis to Members who possess email capability, and by regular mail to Members who do not. The electronic version contains color photos, whereas the regular-mail version is in black & white. In any event, the full color version is always available for subsequent viewing and downloading from our website.

We are always on the lookout for stories, technical submissions, anecdotes, jokes, photographs and other contributions of interest to MG fans. In addition, we seek to encourage fullest possible participation by Members in Chapter events, mention of which can be found in further pages of this Newsletter.

Circulation Reminder

Please remember that in order for electronic circulation of this Newsletter to operate effectively, **IT IS IMPORTANT** that you notify us of any address changes, including especially those pertaining to email. A number of you have already taken this advice to heart, for which we thank you.

CCNEMGTR Web Site

Forgive us for wondering, but we have no way of knowing how many Members make a point of visiting our Chapter's web site — <http://www.chesapeakechaptermgclub.com> — on a regular basis. If you are among those who do not, you won't be aware of some recent upgrades, namely: (A) the addition of photos from the 2008 and 2009 Original British Car Days, and (B) updated versions of our Membership List and Registration Form. If you can't remember the password for viewing the List, just click on the link provided on our web site and we will reveal it to you via email. If you don't have email access, you can telephone us c/o our number on the left side of this page, and we will share it with you that way. Finally, as Shaun has mentioned, a revised Membership Directory is in the works and will make its appearance shortly.

Membership News

Milton Babirak
Membership Chairman

Who's New?

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dgeddes3@gmail.com

1952 MGTD Mk II

EVENTS & ACTIVITIES

Recent Happenings

Covered Bridges Excursion

Gloomy weather reports on Oct. 18 led some of us faint-hearts to chicken out, but braver spirits didn't despair. And lo, the heavens cleared three hours before the appointed starting time. After a good brunch, the group motored off under sunny skies through some of Frederick Country's loveliest scenery to inspect two of its historic bridges.

Our correspondent reports: "The mountains glistened in the sunlight, with plenty of Fall colors showing. A small park next to one of the bridges provided parking, and a meandering brook added to nature's sounds. Photos were taken of cars coming through the bridge before we moved on.

"The road and the bridges were narrow, but a stream provided sounds similar to our first bridge's setting. Both bridges were built for horse and buggy traffic, making it impossible for automobiles to pass while going through them. At the second bridge, we were fascinated by a lovely home nearby, which someone had built beside the creek with a panoramic view of the bridge from their front yard.

"It was time to return to our starting point and more conversation before we all headed home. This event saw the rebirth of a Chapter prize known as 'The Pint of Guinness Award.' Curiously, it went to the person who originated it. Newer Members might wish to ask Old-timers about its history."

Hunt Country Classic

This colorful annual show (No.14) sponsored by The MG Car Club, Washington DC Centre, took place in beautiful weather at the Scott Farm near Middleburg, Va. on Sunday, October 11. More than 200 cars representing a wide variety of British marques took part, including a sizable collection of T-Series MGs. For the first time, the latter were competing in 3 separate classes instead of just one. John Scott Williams' 1947 TC took 1st prize among the TCs, Milton Babirak's 1951 TD won 2d prize in the TD class, and Tom & Phil Carolan's 1955 TF placed 2nd in the TF class. Congratulations to all of them, as well as to Mike and Lucy Hughes, whose 1966 MGB/GT again won 3rd place among MGB/C GTs, and Bob Schoeplein whose 1960 MGA again finished 2d in the Race Cars class.

Upcoming Chapter & Chapter-Related Events

Winter Eat-Out

Once again, our popular winter function will take place at Gabriel's Inn, Ijamsville, MD, on Sunday, February 7, 2010. Members can expect to receive flyers with menu selections, directions and other details. Please indicate your menu choices and submit them as directed in the flyer.

The Original British Car Day 2010

Our traditional flagship event will take place on Sunday, June 6, 2010 at its customary venue: Lilypons Water Gardens, 6800 Lilypons Road, Adamstown, MD 21717. Further information will appear soon on our Chapter's web site (see address on page 2).

Events Sponsored by Others

Atlantic City Classic Car Show

Scheduled for Friday - Saturday, February 26 - 28. www.acclassiccars.com

Sugarloaf Antique Car & Swap Meet

Will be held Friday - Saturday, March 21 - 22, 7 am to 4 pm, at Frederick Fair grounds, 797 E. Patrick Street. www.thegreatfrederickfair.com or phone (301) 831-0300.

Spring Carlisle Collector Car Exhibition and Swap Meet

To be held at Carlisle, PA, Friday - Tuesday, April 21-25. "Filled with anything and everything." www.carsatcarlisle.com/ce/events/spring-carlisle

Lewes Car Show

On Saturday, May 1 at the Lewes Historical Complex in Lewes, DE. www.bccdelaaware.com or www.Leweschamber.com

Carlisle Import-Kit/Replicar Nationals

This large display of sports and exotic cars, with a host of vendors of parts, accessories, regalia, etc. will take place from Friday, May 21 to Sunday, May 23. www.carsatcarlisle.com/ce/events/import

British Car Awareness Week

Celebrated nationwide from Saturday, May 29 to Saturday, June 6. For details, see: www.britishcarweek.org/events.html

Brits on the Green

Sponsored annually by The Capital Triumph Register, this show usually takes place in April at the Collingwood Museum, Alexandria, VA. The exact date for this year's event has not been revealed as of this writing, but it will doubtless appear fairly soon. Keep an eye on: www.capitaltriumphregister.com

Other Items of Interest

Nostalgia Dept.

Remembering Henry Manney (1922-1988)

If an automotive writer was ever idolized by his readers and peers, it was Henry Manney III. Known to all as "Henry" or simply "Our Friend," he was Road & Track's roving European correspondent throughout the 1960s and 1970s, specializing in coverage of the Formula 1 racing scene. He was renowned and beloved for his wit, generosity and professionalism. And he was never lost for a gently irreverent and highly entertaining way with words. Sadly, in 1981 Henry's career was cut short by an incurable illness that took him from us in 1988. What follows is a 1970 excerpt from his work, ruminating upon the "peculiar" English.

... I don't think that Morris Minors really work anywhere else but then we over here tend to lose sight of the fact that not too many English cars work well anywhere else. The Channel is every bit as wide as the Atlantic, y'know, and the English have been making goods for their sweet selves since Boadicea painted her hermans blue with woad. If all your country, and a densely populated one at that, is made up of winding roads (always a little damp) with less motorway than there is in Southern California (I think), has a moderate climate, boasts indefinite miles of 30-mph limit to be covered in top gear, lets 60 percent of the country's goods move about at 40 mph or less by antiquated truck, and boasts that any occasional straight bit of road was built by the Romans, you are bound to build peculiar motor cars.

However, long may they wave as where else can you get a proper Tea with all the trimmings including watercress sandwiches, sticky cakes, Thud [we dunno what that was — Ed.], and three ladies sawing behind the palms on selections from "The Student Prince?" God grant that they stay peculiar.

There is such a thing as being too peculiar, though, and Earls Court [home of the London Automobile Show — Ed.] often referred to as the Blue Mosque of the British Motor Industry, is really the oddest of the lot. Part of this atmosphere is due to the average Englishman's attitude toward his car, i.e., to make it a member of the family. This is a hangover from horsey days in the case of the uppah classes but you must remember that until quite recently (historically speaking), for both sociological as well as purely monetary considerations, the greater part of Britain's population could not afford to aspire to personal transportation. Thus, as distinct from the vintage movement, you still see old bangers on Sundays, polished within an inch of their lives and crammed with family, trundling gently down to the seaside at a speed calculated to make Old Dobbin last out the century. At any rate this gives the motor merchants a chance to put on the halls of ivy bit at Earls Court with fraffily refrained stand attendants flourishing real feather dusters, lots of cutaway mechanical bits for Dad to peer at, and a refreshing lack of hard-sell messages being delivered by types with microphones — although there *was*, at Press day, a topless dancer on the Lamborghini stand. Mr. Photographer [Geoff] Goddard was mad that he missed that one, but reportedly Comm. Lambo was even madder as none of the newspaper photos showed his cars. There is a lesson for Detroit there someplace. . . .

There is really no figuring the English. Who else would go to vast expense setting up their own national automobile show and then allot the two stands slap by the main entrance to foreign makes, namely GM and Volga-Moskvitch? © 1970 Road & Track

T-Tech

By John Wright
Technical Advisor

I have owned my TC for 23 years and the car has never really had any brakes. I think a stick dragging on the pavement would have been more effective than my old TC's binders. So I set out to fix things this fall, and below I will go through the problems that made my TC brakes so pitiful.

The TC brake shoe has an offset in the metal part of the shoe. The reason being is that the shoes overlap on a post at the bottom of the backing plate. You must notice this and make sure your brake shoes are assembled properly. Don't ask how I know this! Also, TC drums are pressed steel. Not cast iron like a real car. The thickness is about 3/16" or so. Mine had been turned twice so the metal was probably 1/8" thick or thereabouts. I could feel the drums "bell" if I applied the brakes hard, which I had to do with regularity when I drove the MG. Also the rear shoes were oil-soaked and the fronts were silicone-soaked. So driving my TC had become like ice racing, just going to the 7-11. Downhill runs were to be avoided!



Completed rear brake

The new shoes from Moss looked great. The metal part of the shoes needs to be just under .120" thick at the point where they slip over the aforementioned post. Any more and the retaining horseshoe clip will either not fit into the groove of the post or if you do force it on, the shoes may bind. Moss's otherwise excellent new shoes were .137" thick and had to be milled down to fit. I contacted Moss and they went out of their way to quickly investigate the issue, take steps to remove defective stock, and contact their supplier in the UK. I was pleased with their actions to correct the problem.

My brake drums were dangerously useless. They are original to the car, which I believe has much less than 50,000 original miles. The last set of shoes I put on were relined and had brass wire in the material, which I'm thinking must have been some type of truck lining that contributed to the ineffectiveness overall. I took advantage of Moss's recent 18%-off sale and purchased their very nice ALFIN drums. The new Moss shoes matched the arc of the new drums, as the new drums and shoes were to original specification.



Measuring depth of seal

Next, I addressed the oil-soaked rear shoes. If you can get access to “TCs Forever” by Mike Sherrell, you will see his drawings on pages 106-107. The drawings portray one of the reasons the TC rear axle can weep oil at the hub bearing carrier. When bolted up, the wire wheel hub extension surface should just contact the outer race of the axle bearing, keeping everything solidly in position. Some w/w hub extensions have clearance here that can allow the bearing carrier (and seal) to flex at the bearing, leading to oil leakage to the brakes and possibly axle breakage — especially under hard cornering loads. “TCs Forever” covers this extensively, and all TC owners should refer to this book for the repair technique.

By the way, sealed bearings are fine here, but they seal to keep dirt out, not oil in. The wire wheel hub to bearing fit was good on my car, so the big fix for my TC hopefully will be the new hub seal nuts offered by Bob Granau in Ontario. Bob is a machinist who makes special parts for T-series and MMM cars. His seal nuts replace the stock large castellated hub nut with a fully machined 2” nut with an integrated modern seal. When installed, the axle is slid through the nut as normal, but the final position where the seal will contact the axle is made smooth by installing and accurately positioning a 1” Speedi-Sleeve.



Positioning sleeve with grease

The sleeve slides right down the axle and may need a little bearing Lock-tite on the cleaned axle in order to keep it from shifting. By using grease on the sleeve and inserting and removing the axle, you can see the sleeve’s position in the seal. See the photographs for clarification.

Last, at least for the purpose of this article, was the full flushing of the silicone brake fluid and an overhaul of the wheel cylinders and master cylinder. Some of you will remember that silicone brake fluid was all the rage back in the late 70’s. I switched back to Castrol LMA years ago, and it’s all I’ll use. Check with your NAPA store as they may carry Castrol brake fluid. They also should have assorted wheel cylinder cups that, although universal, look just like the Lockheed parts and are much less dear. NAPA # 3023 for 7/8” and #1499 for 1”.

In addition, I had Bob Granau install new machined stub axles into my original front steering knuckles. This I’ll cover next time. If you google “MG TC Hub Nuts,” you will find a way to modify your original castellated nuts if you are so inclined. Also, see: www.mg-tabc.org/t-list-gall-class.htm for Bob’s parts and services list.

Not So Technical Advice

By Milton Babirak
Membership Chairman

The Square Rigger has a rich and long history of excellent technical advice. Our Chapter’s current Technical Advisor is John Wright. The depth and scope of his knowledge is extraordinary. He has been the “go to” guy for me whenever I had a problem I could not solve. John always had the answer. As for me, I have virtually no technical expertise. I have only restored one car, and that has been done with the assistance of several experts.

Nevertheless, I want to contribute a periodic column to our Newsletter. I propose to call it “Not So Technical Advice.” That’s because I am far from being qualified to expound on purely technical subjects.

My column is intended instead to discuss some of the things I picked up when I did my restoration. Most of these “things” are not technical in nature, but I like to think some of what I learned may be helpful or even interesting to others who have begun their restorations or are just trying to improve their cars. I intend to keep this column short, and I will always try to include a reference to assist readers in locating the information, service or product needed. I do not have any financial interest in such references, and I encourage you, our readers, to contribute other references you may have.

Flocking (No Jokes Please)

When I started to restore my dashboard, it was clear a number of things needed to be attended to. One of them was the glove box. It had a couple of holes and no brown flocking of the sort that was originally applied by the factory. Perhaps none of the glove boxes in any of our T-Series cars has any of the original flocking, since it is such a fragile coating material. Luckily, there is a simple and inexpensive solution to restoring a glove box interior to its original condition. Both Woodcraft and Eastwood make flocking kits. Woodcraft (www.Woodcraft.com) has an applicator (Item 127115) for about \$5.50 and brown flocking (#14X11) for about \$11.00. Both are

listed in its on-line catalogue. Follow the very simple directions, and in about twenty minutes you are done. It's simple to use and the results are terrific. The kit includes the liquid adhesive that is brushed on the interior. The flocking powder is blown on the surface with the applicator. There is enough material and adhesive to do a second glove box. So, when you are done, pass the kit along to a friend.

Nickel Plating

The hand crank for the engine was painted black by the factory, but it has a grip that is not supposed to be painted. Most grips you see are brass. When I removed the black paint from the grip of my hand

crank, it was not brass-colored but looked like iron. I thought I had a crank that was not proper. Recently, I spoke to two vendors who specialize in MG and Jaguar tools, and they both reported that many of the grips on hand cranks were brass but were nickel-coat-ed. Apparently, the nickel coating was quite thin, and today these grips are just brass.

Some believe the valve cover oil cap should also be nickel-plated, and some believe that some of the I.D.plates near the tool box should be nickel-plated. An excellent source for ascertaining proper finishes and colors of all T-Series car parts may be found at www.mgcars.org.uk/mgtf_finishes.htm#ShetMetalFinishes

Advertisements

NOTE: Chapter Members are encouraged to submit classified ads free of charge to the Editor via email or snail mail at one of his addresses shown on page 2. Photographs are accepted.

Please let us know the result(s) of your ad and whether you want it to appear again in the next issue of the Newsletter.

FOR SALE: TD/TF Parts

TD engine #12362 -- complete starters -- generator -- brake shoes with drums -- TD Engine #12362 -- complete starters -- generator -- brake shoes with drums -- front end "kingpins" -- exhaust pipe -- sump oil pan (large capacity) -- brake master cylinder (re-buildable) -- miscellaneous other parts. All to be sold locally, nothing to be shipped.

Contact Richard Embick, Tel.: (703) 971-2196

FOR SALE: 1953 MGTD



The Ludtke TD is now offered for sale initially to Chesapeake Chapter members and friends. Most of us know this great yellow TD quite well, and it is available at a very fair price. Please do not approach the family regarding this car or its companion, the Volvo P1800. Instead, contact John Wright at mogfrog1@aol.com or phone him at (610) 248-8295 or (610) 982-0140.P1800.

FOR SALE: MGA 1500cc Engine / MGB Parts



I remained convinced there is an MG purist somewhere out there itching to get his/her hands on this MGA 1500cc engine, which once powered my TF (and did so quite nicely) back in the 1970s. Also for sale: an early MGB transmission and complete rear end. All stored in a dry garage since 1979. Persons interested can contact me at (301) 587-8177 or via email at: tjcarolan@comcast.net

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410-775-0500

Next two pages: Continuing our series of ancestral Midget and T-Series road tests from *The Autocar*, we feature the 1936 Midget Series-T Two-Seater, subsequently baptized as the "TA."

The Autocar Road Tests

THOUGH there are many changes noticeable in the latest Series T M.G. Midget by anyone who has been well acquainted with its extremely popular forerunners, in character the car remains of the same type. That is, it gives an unusually good performance for its engine size, handles in a distinctly better manner than the ordinary touring vehicle, and possesses those touches in the *tout ensemble* that endear it to the owner with sporting tendencies. In fact, as regards the last-mentioned point, the new car achieves a more "solid" and impressive appearance, the wheel-base being longer and the track slightly wider, with a greater length of bonnet, and the further important practical advantage of a wider and more roomy two-seater body. It will be remembered that the design of the latest car embodies a four-cylinder engine, with push-rod-operated overhead valves, of appreciably larger capacity than the previous model of the Midget possessed.

On the road the "feel" of the car has undergone a change; the new Midget is softer, quieter, and more flexible at low speeds from the ordinary touring car angle. No car, even a sports machine, is driven fast all the time, and to be able to potter really satisfactorily is a quality worth having. That the sheer maximum possible is extremely creditable with the new engine is shown by the figures in the table, and it is certain, too, that the acceleration has been improved for ordinary purposes, in overtaking and in getting away from low speeds. It was odd to be without the familiar exhaust burble, for there was no real sound from the tail pipe. Ideas in this respect

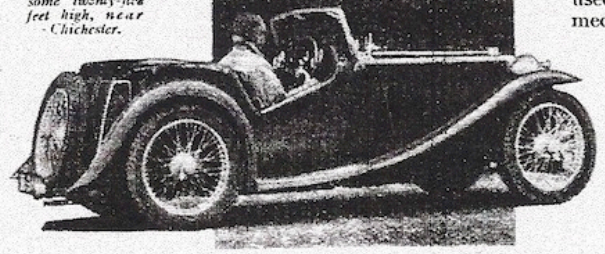
have considerably altered latterly, but it is understood that slightly more of an "M.G. note" is to be restored; indeed, the same car was tried a second time with this change effected.

It is in itself a tribute to the success and popularity attained by the Midget that in driving this new model one is inclined to be more analytical than usual; in other words, to take more than average interest in the car. Really, of course, it has to be judged as a new car.

Probably the biggest advantage of the larger engine is that it needs to be less highly tuned to give a good all-round performance, is therefore not so sensitive to both fuel and ignition, and gives about as much performance as can be used, with reduced stress upon the mechanism. A good power output is obtained — superior over a normal r.p.m. range even to that of the N-type Magnette — and higher gear ratios are used, which have a notable effect as regards ease of performance, for engine revs are kept lower. In consequence of these points it should be a better machine for the ordinary owner to maintain.

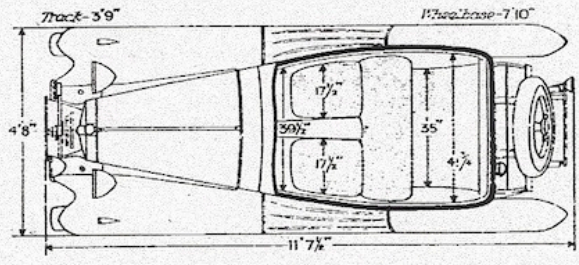
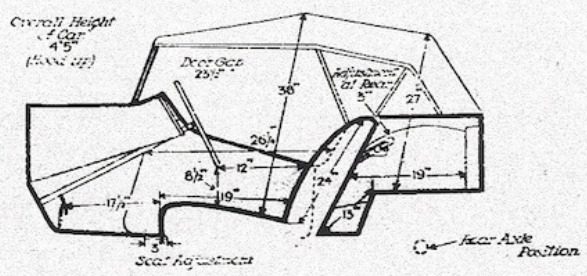
It is still a car which seems to revel in being held at a speed between 50 and 60 m.p.h., and which, given any chance, will run easily up to a good deal more when wanted. The new engine will rev freely on the indirect gears, too, and as a result, coupled with the handy size of the car, its cornering capabilities, and hydraulically operated brakes that are fully capable of dealing with the performance, a very good average can be made, even over roads that give little assistance. This car does more than may be suspected until actual measurement of the performance comes to be made.

The M.G. has as background a remarkable hedge, some twenty-five feet high, near -Chichester.



No. 1,058.—10 h.p. M.G. MIDGET SERIES T TWO-SEATER

New Bigger Model, Although Considerably Altered, Remains Essentially of the Same Likeable Style



Seating dimensions are measured with cushions and signals as on the road.

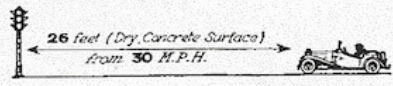
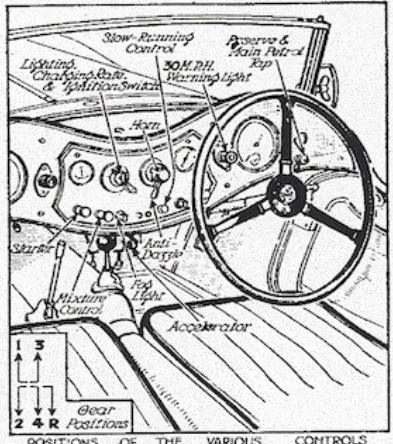
General handling is good, for though the springing is a shade softer, and hydraulic shock absorbers are now fitted all round instead of at the back only, the Midget can be put into a fast curve confidently and be swung round an acute turn with a most satisfactory feeling of stability. The steering is firm, more so than formerly, without becoming actually heavy for manoeuvring, and has definite



"The Autocar" Road Tests

caster return action; the latest steering gear ratio is higher, rather less than 1½ turns being needed from lock to lock. The suspension avoids shock to the occupants except in really severe conditions, though on a wavy surface there is sometimes a good deal of motion apparent. The brakes give a most potent power for an emergency pull-up, which can be regularly repeated, and the braking tests were made immediately after 300 miles of road work.

Synchromesh is employed for the gear changes to top, third, and second; there is a new well-placed rigid remote-control lever. Some people may disagree with the use of synchromesh on the Midget, there again indirectly paying tribute to the esteem in which the car has been held by enthusiasts, but there is no getting away from the fact that for general purposes this box handles easily, and at the same time satisfactorily to anyone who takes a pleasure in using the gears of a sports car. Changing up quickly is greatly facilitated, and rapid, quiet, downward changes can be made by speeding up the engine exactly as would be done were there no synchromesh. At lower speeds the synchromesh engages very



vision, being able to see both wings, whilst a decided improvement is that there is more room for the left foot when off the clutch pedal. The clutch action is light and at the same time smooth in taking up the drive. Quite apart from comparing actual measurements, there is the definite impression of more room inside the body, particularly as regards elbow clearance, and the driver can bring his right arm entirely inside the car.

To warn the driver a green-tinted lamp is illuminated as long as the car's speed remains below 30 m.p.h. When this flashes out, he knows that he has gone past the legal limit. This is an excellent idea, but for night work this lamp is a little overpowering. It is understood that the necessary modification has already been incorporated. The instruments are indirectly illuminated with a soft green effect at night. There is also a direct lamp, useful for map reading and so forth. The speedometer proved to be 1.6 m.p.h. fast at 30, 4.8 at 50, and showed a highest reading of 90-91 when the car was being timed in the favourable direction with the windscreen lowered. Tests were made also with the windscreen raised normally, and the car covered a timed quarter-mile thus at 73.77 m.p.h.

DATA FOR THE DRIVER.

10 h.p. M.G. MIDGET SERIES T TWO-SEATER.

PRICE, with open two-seater body, £222. Tax, £7 10s.

RATING : 10 h.p., four cylinders, o.h.v., 63.5 · 102 mm., 1,292 c.c.

WEIGHT, without passengers, 17 cwt. 1 qr. 3 lb.

LB. (WEIGHT) PER C.C. : 1.50.

TYRE SIZE : 4.50 × 19in. on knock-off wire wheels.

LIGHTING SET : 12-volt ; 7 amps at 30 m.p.h. ; three-rate charging.

TANK CAPACITY : 15 gallons ; fuel consumption, 27-29 m.p.g. (approx.)

TURNING CIRCLE (L. and R.) : 37ft. GROUND CLEARANCE : 6in.

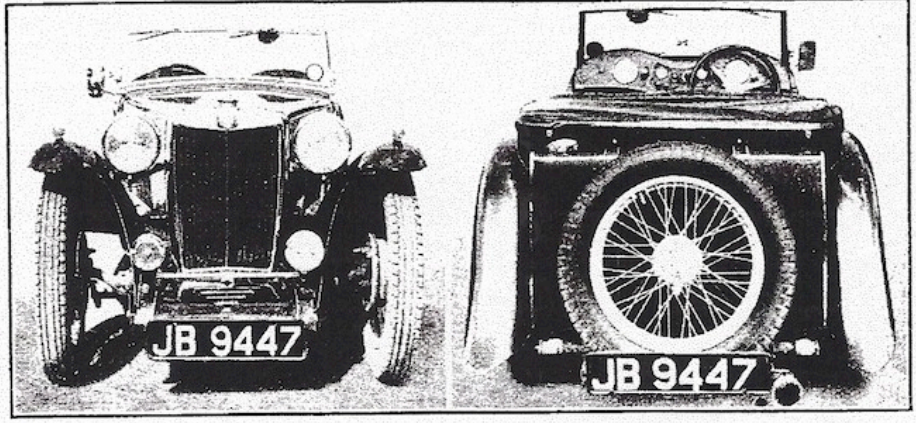
ACCELERATION		SPEED	
Overall gear ratios	From steady m.p.h. of	Mean maximum timed speed over ¼ mile ...	m.p.h.
10 to 30	13.2 sec.	77.59	
20 to 40	15.2 sec.		
30 to 50	17.2 sec.		
4.88 to 1	9.9 sec.	Best timed speed over ¼ mile ...	79.65
6.46 to 1	10.6 sec.		
9.85 to 1	6.4 sec.		
16.50 to 1			
From rest to 30 m.p.h. through gears,		Speeds attainable on indirect gears :—	
6.1 sec.		1st	17-23
From rest to 50 m.p.h. through gears,		2nd	29-39
15.4 sec.		3rd	50-61
From rest to 60 m.p.h. through gears,			
23.1 sec.		Speed from rest up 1 in 5 Test Hill (on 1st and 2nd gear)	18.91
25 yards of 1 in 5 gradient from rest,			
5.0 sec.			

Performance figures for acceleration and maximum speed are the means of several runs in opposite directions.

(Latest model described in "The Autocar" of June 19th, 1936.)

well unassisted, and a sure drop can be made to third or second for extra acceleration or a steep gradient. The gears, more particularly second, are on the noisy side, judged by this particular car. The hand-brake lever is of the familiar fly-off type, operating in the rear drums, and powerful to hold the car on a hill.

The driving position has not been in the least spoilt, again making mental comparison, as seems inevitable with this car; the spring-spoked wheel is set well down in a position that gives the driver power over it, and he has very good



Front or rear, the new Series T Midget is typically an M.G. in lines. The body is wider, and the rear petrol tank is now of even greater capacity than before.



Greetings
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