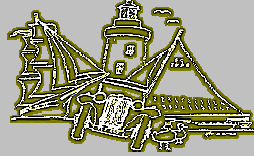


# THE SQUARE RIGGER



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

**FEBRUARY 2009**

## Chairman's Comments

February 8<sup>th</sup> was a big day for me. It was my first attendance at our club's annual Winter EatOut at Gabriel's Inn, as well as my introduction to our members as Chairman of the Chesapeake Chapter of the New England MG-T Register. Both my wife Gail and I enjoyed meeting all of you, and we look forward to seeing you again at future events.

For 2009, I am looking forward to an exciting year filled with many activities to keep members involved, as well to increase the membership as much as possible. Although it sounds like a time-worn comment, without new members an organization will dwindle and disappear, and that would be a shame. I find that there is something about MG enthusiasts that is unique among the other British car folks I know.

You will notice the new design of The Square Rigger (TSR), our quarterly newsletter. Thanks go to Tom Carolan for all his effort and success at making this happen. As you peruse the new format of this issue, you will find well over a dozen activities, starting in April and going through October, that are all being held in Virginia, Maryland, Delaware or Pennsylvania. (Most are within driving distance for an MG-T, too). One of the benefits of driving our cars is the exposure. I am sure many of us recall the first time we saw an MG-T and said to ourselves "I'm going to get one of those." Let's try to go to as many of these events as possible, either as a group or individually, so as to help keep our MGs on the road.

One of our closest and most significant events is The Original British Car Day scheduled for June 7<sup>th</sup>. This is a very important event for our club, and broad member participation is needed to make it successful. It is also a great way to meet other members and fellow



British car enthusiasts, as well as to know you have contributed to the success of the event, which in turn maintains the future of the marque. So please contact John Tokar to see how you can help.

One of the informative things I discovered at the EatOut had to do with the variety of interests expressed by the various members I spoke with — restoration; vintage racing; maintenance; excursions; even acquiring another British car. Given these numerous interests, I am sure some club members probably feel that more attention could be given to their particular interest(s). Feel free to contact me or any of the other club officers and let us know.

I want to thank John Tokar for his work to get the club to where it is, and I look forward to building upon that as we go forward.

Safety Fast!

Shaun English

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**Editor's Corner****Bill Ludtke**

We pause in this issue of TSR to remember Bill Ludtke, a true gentleman, beloved friend of many Club members, and a great MG enthusiast who died last December 10 in Winchester, VA. Martha, his loving wife of many years, recalls that Bill bought a TD "in baskets" back in the 1970s, around the time when they became early members of the Chesapeake Chapter. Both she and many of us can testify to the many years of energy, hard work and expertise Bill devoted to Chapter activities, especially in managing vendor activities at successive Original British Car Days. Like many of us, Bill's fascination with MGs was not limited to T-Series cars, but extended to models across the MG spectrum. (He operated a business under the title *MGA Specialties*.) Drawing on his expert knowledge, as well as a seemingly limitless supply of spare parts, Bill was always ready to help anyone who needed advice or hands-on assistance in maintaining their cars. We join Martha in cherishing her memories of Bill. We all are diminished by his passing, as John Wright's memorial tribute on page 5 makes clear.

**New Circulation System**

Electronic circulation of the Newsletter is now a fact. Members who encounter problems viewing or downloading it should bring them to our attention, and we will do our best to assist. Members who do not possess email capability will continue to receive their copies via regular mail, as before. Should any of them consider converting to email, we stand ready to offer technical advice. Inquiries on these and other matters pertaining to the Newsletter may be submitted to the Editor by use of the contact info shown on this page.

**New Format**

As members will have noticed, we are developing a new TSR format based on Apple iWork "Pages." Learning how to use it is a bit tricky, so please bear with us as we try gradually to master it.

**Members' Tales**

We noticed at our recent EatOut how all of us love swapping stories about our cars. Some of us even take to writing them down — e.g., "The Rustoleum Special" on page 6. And quite a lot of us, whether T-Series Old Timers or Relative Newcomers to the marque, enjoy reading them. With our Chapter having been in existence for almost 40 years, there must be plenty of such stuff floating around in our club's archives where we can expect to find much to instruct and amuse us. At the same time, we feel sure that many of you have favorite T-Series tales to share, and we are eager to have your contributions. So don't be bashful, Dear Members. Send us your stories so we can all laugh (or cry) with you.

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**Upcoming Chapter Events****Mini GOF 2009**

Further to the report in last November's issue, planning continues for our May 1-3 excursion to Chestertown on Maryland's historic Eastern Shore. What follows is what we have developed so far:

Chestertown is situated north of the point where the Bay Bridge touches down on the Eastern Shore. We plan to provide directions to the town from that point, as

well as directions for members who choose to arrive by the northern route via Delaware.

We have identified Chestertown's Imperial Hotel, a historic local hostelry in a scenic in-town setting (Main Street), as an excellent venue for lodgings, meetings, and our "hospitality room." Members arriving tired or hungry on Friday evening, May 1, will be able to find attractive fare at the hotel, at various in-town restaurants, or at a great little coffee shop near the hotel.

The first event after breakfast on Saturday morning, May 2, will be our car show. This could take place either at the hotel or, depending on how many cars turn up, on the waterfront along Main Street at the harbor.

Touring opportunities are abundant on Saturday. An air museum and a boat restoration facility are close by, picturesque Rock Hall with its harbor lies on the Bay just c.10 miles to the southwest, and the attractive Eastern Neck Island National Wildlife Refuge is c.20 miles by road to the south along the Bay.

If we choose to hold our Chapter banquet at the Imperial Hotel on Saturday evening (as opposed to a Rock Harbor seafood restaurant), a possible option would be to arrange a sunset cruise on the Chester River.

Members who plan to transport their cars on trailers should notify us well in advance, since we will need to devise these and other parking arrangements in coordination with the local authorities.

The Imperial Hotel has set aside all its 11 rooms for the nights of Friday, May 1, and Saturday, May 2. (Our hospitality suite will be located on the 3d floor.) Rates are: \$95.00 for the first night and \$135.00 for the second night. Check-in time is 3:00 pm, check-out time 11:00 am. Deadline for cancellations is March 31. Rooms set aside but unreserved prior to Tuesday, March 30, may not be available after that date.

The hotel observes a no-smoking policy except on balconies, verandas, and in the hotel courtyard.

Our group reservation at the hotel is in the name of "Chesapeake Chapter – New England MG-T Register." For reservations, telephone (410) 778-5000 (Carol) or 1 (800) 295-0014.

Members can expect to receive mailed flyers containing further details about these Mini GOF arrangements as they become available.

### **The Original British Car Day**

Our flagship event of the year, OBCDay is still scheduled for Sunday, June 7, at Lilypons Water Gardens. Let's not forget to start preparing our cars well in advance. This

year's show will be dedicated to the memory of Bill Ludtke.

**THIS IS IMPORTANT! Turnout of Chapter members volunteering to help with OBCDay has been disappointing of late, and we really want to reverse that trend this year. PLEASE let us know we can count on YOU by phoning John Tokar at (410) 775-0500 to discuss how YOU can help.**

### **NEMGTR GOF MK85**

The New England MG 'T' Register, celebrating its 45th anniversary, will hold its annual Gathering of the Faithful from June 10-14 at Concord, NH. See the February issue of The Sacred Octagon for full details, including registration forms.

### **Tech Session**

We are planning to hold a technical session in September at the Vintage Restorations, Ltd. facility at Union Bridge, MD. Our May issue will provide details. .

### **Covered Bridge Excursion**

Urban sprawl has not yet affected the northern reaches of Frederick County, MD, known for lovely scenic vistas and a number of historic covered bridges dating from at least the early 18th century. We expect to organize a T-Series driving tour in October. ☐

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## **Events Sponsored by Others**

### **Spring Carlisle Collector Car Exhibition and Swap Meet**

To be held at Carlisle, PA, April 22-26. "Filled with anything and everything."

[www.carsatcarlisle.com/ce/events/spring-carlisle](http://www.carsatcarlisle.com/ce/events/spring-carlisle)

### **Brits on the Green**

This show, sponsored by The Capital Triumph Register, will be held at Alexandria, VA, on April 26.

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

### **Lewes British Motorcar Show**

This large show will take place on May 2 at the Lewes Historical Complex in Lewes, DE.

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

*(continued on page 5)*



## Winter EatOut

Our traditional gastronomic winter get-together took place on February 8 at comfy Gabriel's Inn in beautiful bucolic Ijamsville. A good turnout (37 people), an excellent menu, a warm atmosphere, and great camaraderie. Here's a selection of photos snapped during the proceedings. □



**Williamsburg, VA Car Show**

The Williamsburg British Car Club will hold its 10th Annual British and European Car Show at the Williamsburg Winery on May 3. [www.wmbgbrit.com](http://www.wmbgbrit.com)

**Carlisle (PA) 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 May 15-17. [www.carsatcarlisle.com/ce/events/import](http://www.carsatcarlisle.com/ce/events/import)

**British Invade Gettysburg**

Sponsored by the Lancaster County (PA) MG Club, this show is scheduled to occur at Gettysburg on July 5. [www.lancomgclub.com](http://www.lancomgclub.com).

**Taste of Britain British Car Show**

Supported by the Lancaster County (PA) MG Club, this show in its 20th year will again take place at Rothville, PA, on August 23. [www.lancomgclub.com](http://www.lancomgclub.com).

**Classics on the James**

This show, sponsored by the Central Virginia British Car Club, is scheduled for September 20 at Richmond, VA. <http://cvbcc.org>

**Hagley Museum Car Show**

On September 20, an impressive display, selected by invitation only, of more than 600 antique and restored cars dating from the early 1900s to the 1980s. Venue: the Museum grounds near Wilmington, DE. [www.hagley.lib.de.us/events.html](http://www.hagley.lib.de.us/events.html)

**MGs on The Rocks**

Mounted by the MGs of Baltimore, its usual venue, the Rocks State Park near Jarrettsville, MD, on September 26. [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)

**Brits by the Bay**

This show, sponsored by Triumphs Around the Chesapeake (TRAC), is scheduled to occur on October 10. <http://www.tracltd.org>

**Hunt Country Classic**

Willoughby Farm near Middleburg, VA, is the traditional venue for this show, put on by the MG Car Club (DC Centre) on October 11. [www.mgcarclubdc.com](http://www.mgcarclubdc.com) □

**By John Wright  
Technical Advisor**

It's always been hard for me to write any technical article without thinking of Bill Ludtke. Linda and I have known the Ludtkes since the early '70s, as I am sure many of you have. With Bill being a professional mechanic and me a full time hobbyist, I would often go to Bill for the inside scoop on a procedure, for a special tool, or for help in troubleshooting.

It wasn't too long before I'd call Bill and he'd say, "Uh-oh, whatdya got John?" I never really stumped him, and he always made me feel like the issue was worthy. In the process I learned a lot along the way. His ego never needed to be stroked, as he was a friend whose only hope was that he could help you out of whatever bind you were in.

One particularly difficult situation I found myself in had to do with an OEW MGA Twin Cam roadster a friend had bought from up north somewhere. The engine would overheat constantly; in fact, the temperature gauge would rise steadily for as long as you drove the car.

I was getting a bit desperate when I phoned Bill. Did you do this, that and that too, he'd ask in so many words. Yes Bill, done all that but still it overheats, to the point of boiling in the block. He said, well, you must have a blockage in the cooling passages in the block. To which I said, cleaned all that out, seems OK. "John," he'd say, "you need to come over and get my 'special' tool." I could hear him chuckle on the other end.

So I did, and the contraption Bill had made up was a Rube Goldberg affair into which you hooked your air compressor and a water hose. A button controlled the air, and you used it by inserting the big end into the water passage through the thermostat housing (after removing the thermostat), turning on the hose and releasing 120 lbs. of air pressure and water through the block.

Blasting out came a handful of mouse nest and another handful of half-eaten acorns. Fixed that little problem. Bill gave me that tool a few years ago, and it hangs today on the wall in my garage just so I can tell the story from time to time.

He always wanted to know about you and your family. "What's happening in the Wright household? Give me all the scoop. And how are the kids?" "Hello Lovely", he would greet Linda. I know that touched her. "How about Willie, Winnie and Scottie?" He knew them all, and they were always welcome guests.

Bill was a great friend and a great guy who was genuinely interested in you and your life. Always helpful and always smiling. And he knew that we knew that Martha made him complete. □



The following exchange appeared in the *Washington Post* on December 9, 2007

**Click & Clack**  
**A Classic Mistake**

Dear Tom and Ray:

Perhaps life begins at 50 with a 55-year-old sports car. My brother Eddy (No.3 of six), acquired this wonderful chick magnet of a car in 1964. My parents swear the only reason they assented was that Eddy had been diagnosed with Hodgkin's lymphoma, which ended his life just before Christmas in 1965. After Eddy, Joel (No.4) took over behind the wheel and under the hood. When Joel went off to college, it was Billy's (No.5) turn. He made up for lost time by running it out of oil twice. I think it was the second thrown rod that convinced my parents that the car was just too much trouble. The white knight, my brother Bruce (No.1), swooped in with an offer my parents couldn't refuse and took the car off their hands. And there I was, No.6, a year before my 16th birthday and denied my destiny! Until today, when the white knight rolled in, trailer in tow! He'd driven all night to get from Rockford, Ill., to my home in Baltimore. So, here I am, some 35 years later, the proud owner of a magical, fire-engine red 1952 MGTD. That's the good news. The bad news? It's not exactly in pristine condition. I'm thinking of restoring it. Any thoughts?

Tom

Tom: Go for it, Tom. I also happen to be the proud owner of a 1952 MGTD. And it has brought me nothing but joy.

Ray: And repair bills, oil leaks, foul odors, drenched clothes when it rains, and lots of worn shoe leather from walking when it wouldn't start.

Tom: Hey, I never get wet in that car when it rains. It never starts in the rain.

Ray: This car has a wonderful history in your family, so you have to restore it, Tom. But give yourself plenty of time, like decades, so you won't be frustrated by the inevitable setbacks.

Tom: You shouldn't have any trouble getting parts because they're still available, but once you get it restored, restrict your driving to back roads at low speeds.

Ray: I'd restrict it even further — to Shriners parades. But that's ultimately up to you, Tom. Good luck, and be careful! □

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## “The Rustoleum Special”

*Contributed by Mike Hughes*

I have owned my 1951 TD since 1973. It was acquired from the estate of Washington Daily News and Washington Star motor sports reporter Dick Lord, who was also one of the founders of the Lavender Hill Mob, the Washington DC Centre of the MG Car Club, and what is now known as the Potomac Region of the SCCA. He raced it extensively in the 50's and 60's competing as far away as Elkhart Lake and Nassau. A recent issue of *Hemmings Sports & Exotic Car* had a feature article about the late Tex Hopkins (also a Lavender Hill Mob member, but more famously the starter at Marlboro and Watkins Glen in the glory years). Among the photos is one of a starting grid at Marlboro, in which my TD can be seen on the second row. Dick Lord died of a heart attack while behind the wheel of this car at an SCCA event at Marlboro in the late 60's.

I used to cut through the back yard of a home on the next street over on the way to my school bus stop and would dawdle over the rakish white sports car with red interior and matching red paint on the undersides of the bobbed fenders, peeling chrome wire wheels, chrome truck air horns bolted on the passenger side, and a young tree growing up through the passenger floor. A few years later it came to my notice that the owner of the house was moving away and wanted to find a home for his uncle's cars, the Chrysler 300C in the garage and the MG in the back yard. The Chrysler was already spoken for, but I really was interested only in the MG! He and I sawed down the sapling, fired up the car, and drove it around the corner to my parents house, leaving a trail of rotten body tub wood and rusty exhaust and sheet metal debris on the street.

I spent the winter of 1973-74 disassembling the car down to a rolling chassis out on my parents' driveway using two pairs of vise grips, because neither my SAE nor Metric Craftsman wrenches fit anything! After ordering a complete set of ash body-framing from Abingdon Spares, I soaked everything in a mixture of turpentine and linseed oil for a week and then began to piece the body tub back together, retaining almost all the original sheet metal, and crudely patching in some new metal only where it was too far gone at the bottom. Then I coated everything in Rustoleum primer and undercoating and reassembled the body on the chassis, outside in the driveway, after dark, in February! Lucy thought I was crazy. Fortunately by that time, upon hearing how I had taken the car apart, an MGCC member, who was also a retired mechanic, sold me his entire collection of Snap-On Whitworth tools for \$24! So at least I didn't have to put it back together with two pairs of vise grips.

The "Rustoleum Special" made its Chesapeake Chapter debut at the second-ever Mini GoF in Williamsburg, VA in 1974. Later that summer I painted it silver and black, again out in my parents' driveway.



Lucy and I have many memories of outings and trips in our TD. It has been to numerous GoFs, where Frank Churchill would go nuts about the bobbed fenders, MGB seats, and "those HORNS!" We've met many lifelong friends over this car, and traveled as far away as Florida in it. But perhaps our best memory is this one:

During the summer in which "She who must be obeyed" and I got married, the starter quit and there was no cash for a replacement. So I always made sure to park on a slope and was able to roll-start it every time with little trouble. After the Williamsburg Mini GoF I rebuilt the engine and added an oil cooler under the front apron. Because of this, the front license plate could not hang below the bumper or it would have blocked air flow to the cooler. So I mounted it to a bracket in such a way that the plate blocked the crank hole in the bumper. I only used one nut and bolt to secure the plate and could just pivot it upward if I ever needed to use the hand crank.

Well, on our wedding day my dad offered to wash the car for me while I was getting ready for the ceremony. Unbeknownst to me he spied the missing license plate hardware, got another nut and bolt, and he fastened the license plate down properly. As the car was parked on a slope, I just roll-started it and drove happily off to get married.



After the wedding and the reception, it was time for the bride and groom to make a quick and very public getaway. The parking area was perfectly level, so I had to crank-start it in front of all the wedding guests, who were well provided with rice. Did I mention it was raining?

With great ceremony I installed Lucy in the flower bedecked MG, retrieved the hand crank from behind the driver's seat, and walked around to the front of the car. Couldn't budge the license plate! Had to flip open the bonnet, get tools out of the toolbox, and unfasten the license plate!

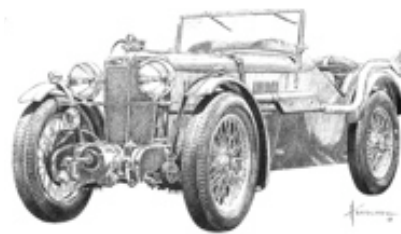
So then I cranked . . . and I cranked . . . and I cranked . . . AND I CRANKED. . . You get the picture — so did several of our wedding guests! FINALLY it fired up, sort of, running on maybe a couple of cylinders and shaking like something out of an old cartoon. I wasn't about to shut it off after all that work, so I got in and we PUTT-PUTT-PUTTED off down the road to the great amusement of our drenched guests.



A block or so down the road there was an elementary school with a covered entrance. I pulled under and flipped open the bonnet to try to figure out what was the matter with the engine. My new bride was in tears, and my reputation as "the man of the house" was on the line for real. Turns out my groomsmen, one of whom was the shop foreman at what was then McNey Rolls Royce and the other the Tech Director of the MGCC Washington DC Centre, had switched the plug leads on #2 and #3 plugs! I quickly switched 'em back, fired it up on the first pull of the crank, and we motored smoothly off to the amazement and delight of my lady wife of now 33 years!

During our honeymoon trip we just happened to stop by Abingdon Spares (when Jerry Goguen was still running it out of the basement of his suburban Boston home), and she sprung for a new starter out of the motel money!

This unique TD has been driven to many Chesapeake Chapter events over the years, the Lavender Hill Mob Reunion, and many MGCC events as well. The car resides in dignified retirement as part of our MG collection, awaiting a fine spring or summer jaunt around the same neighborhood streets where it shed bits of wood and rusty metal those many years ago. □



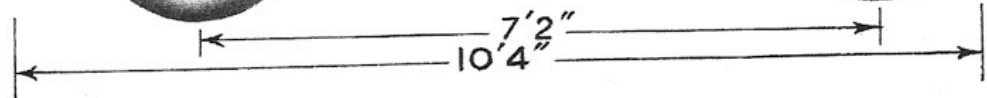
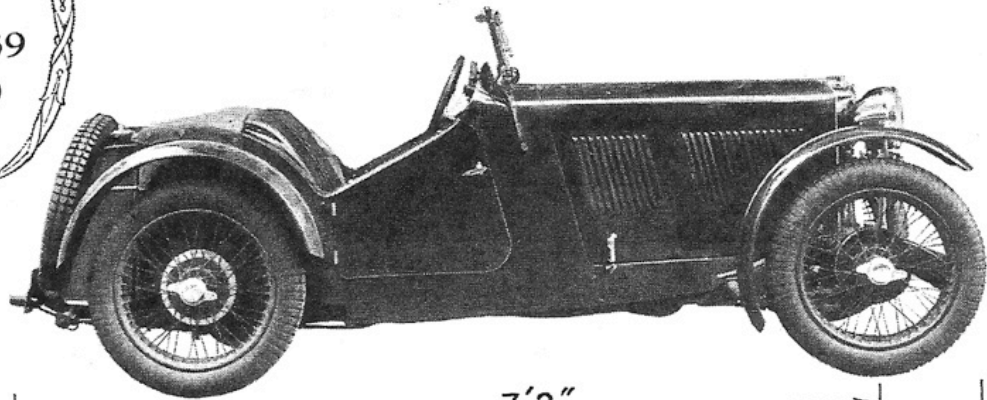
Next two pages: Continuing our series of ancestral Midget and T-Series road tests from *The Autocar*, we feature the 1932 J2 Midget Two-Seater.

# THE AUTOCAR ROAD TESTS

No. 739

(Post-War Series)

## M.G. J2 MIDGET TWO- SEATER



THERE is every reason to suppose that the new M.G. Midget will be a great success. The latest car, described in detail elsewhere in this issue, is a direct and logical development from the experience gained by the firm in competition work of all kinds, yet its appeal is not based solely on performance, tremendous though that is for the engine size and the price of the complete car. Comfort has been studied so carefully that it is a remarkably pleasant car to ride in, quite apart from what it is able to do.

It would naturally be expected from the mechanical modifications in this latest car that the performance would be improved as compared with its predecessor, the ordinary Midget. What is not so much expected is that the performance should have gone up to a genuine 80 m.p.h., the car still retaining tractability and flexibility at low speeds. After testing the machine for sheer performance on Brooklands track, and then observing on the road how it behaves in comparison with other much bigger vehicles, there is every reason for the driver to feel amazed at what has been achieved, and to be led into the impression that the engine must be bigger than it actually is.

Apart from speed, not only on top gear but on the indirect gears, the things that matter most about a sports car are the driving

position and controls. The new Midget has a driving position which is exactly right, the back rest of the seat being sloped at a natural angle, while the pneumatic cushions for driver and passenger are separate.

The steering wheel comes within easy reach, is bigger than it was formerly, and, of course, is spring-spoked; the short, stiff gear lever is of the remote control type, with a visible gate; the racing type central hand-brake lever is where it should be; in front of the driver is a big, clear dial, consisting of a combined speedometer and rev. counter, the latter applying to top and third gears, and each of the controls works with a minimum pressure of hand or foot.

The charm of the car to the enthusiast, again, is in the ability, in fact the eagerness, of the engine to turn over at extremely high revs., 5,800 r.p.m. being well within its capabilities. This means that though second and first are comparatively low gear ratios, the car gets going very snappily indeed, for it can be run up to 20 m.p.h. on first, 36 on second, and easily to 60 on third, in which connection it may be mentioned that on the cars delivered second gear will be a higher ratio, which should be a considerable improvement.

A highly commendable feature is that the speedometer read slow throughout

**M.G. MIDGET TWO-SEATER**

**DATA FOR THE DRIVER**

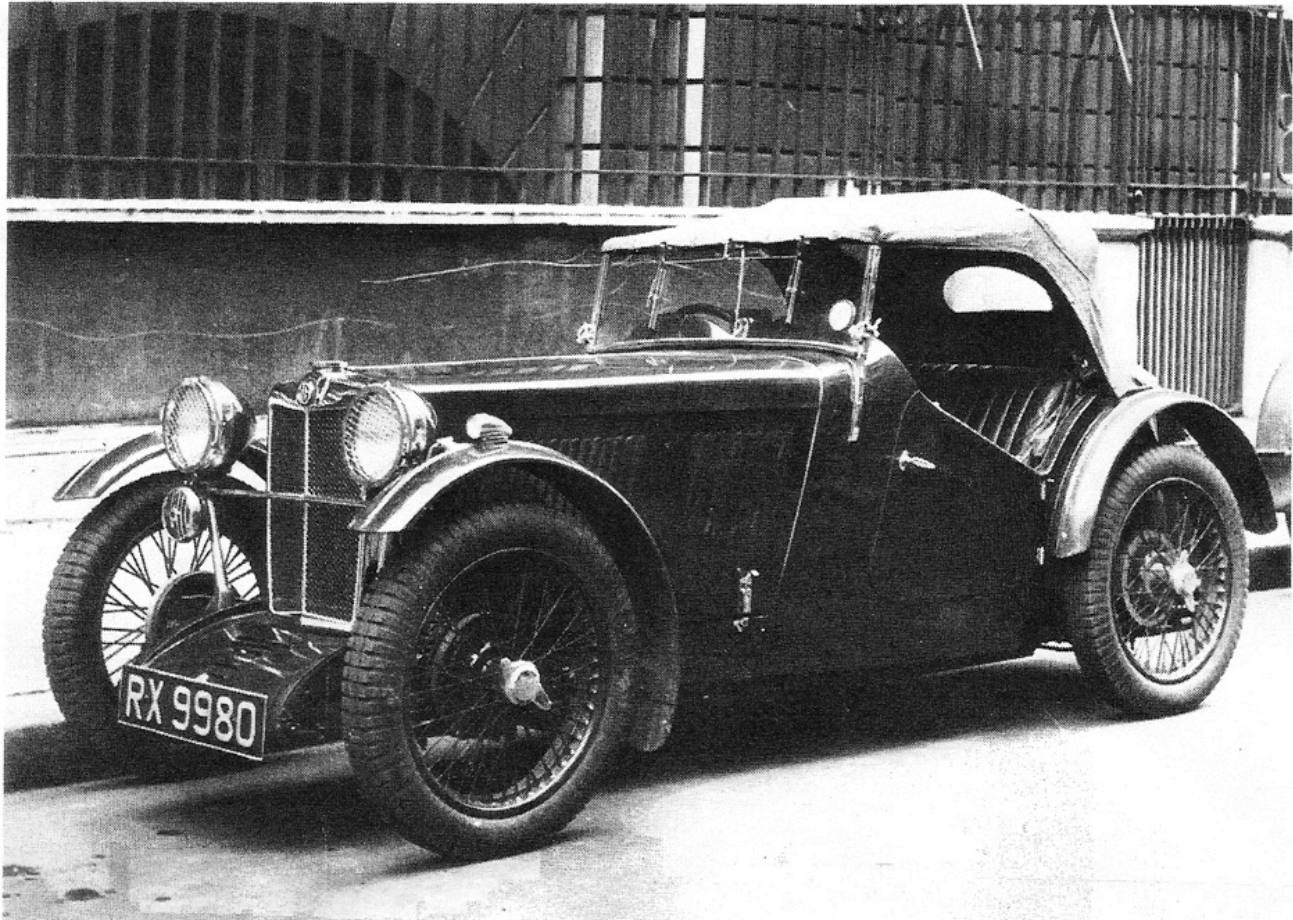
8 h.p., four cylinders, 57 · 83 mm. (847 c.c.).  
 Tax £8.  
 Wheelbase 7ft. 2in., track 3ft. 6in.  
 Overall length 10ft. 4in., width 4ft. 3½in., height 4ft. 4½in.  
 Tyres: 27 · 4.00in. on detachable wire wheels.

Engine-rear axle gear ratios.	Acceleration from steady speed.	Timed speed over ¼ mile.
10 to 30	20 to 40	30 to 50
m.p.h.	m.p.h.	m.p.h.
19.24 to 1	—	—
11.50 to 1	5½ sec.	—
7.31 to 1	9½ sec.	10½ sec.
5.37 to 1	14½ sec.	16 sec.
		80.35 m.p.h.

Turning circle: 34ft.  
 Tank capacity 12 gallons, fuel consumption 35 m.p.g. (approx.).  
 12-volt lighting set cuts in at 12 m.p.h., 7 amps. at 30 m.p.h.  
 Weight: 11 cwt. 1 qr.  
 Price, with sports two-seater body, £199 10s.



## "THE AUTOCAR" ROAD TESTS



the range, and even during the timed test did not go above 78. The maximum speed and acceleration figures were taken with the windscreen folded down flat on the scuttle.

The new Midget swings along beautifully anywhere from 30 to 60 m.p.h., as conditions permit. Yet immediately the driver wishes to increase the performance still more there is the extraordinarily valuable third gear which is not noisy, the change as a whole being delightful, allowing quick upward changes, though with the higher second gear the change from second to third—an important one—will become more rapid.

There is obviously speed in plenty—to a degree, in fact, which means that for the greater part of the time the car will be driven well within itself. What can be called the secondary appeal of the machine is very strong, too, because there is not that fierceness which, while it may be pleasing to the driver, is not, perhaps, regarded in the same way by a passenger.

The occupants sit well down in the car, the cushions and back rest are deep, the doors are wide and make getting in and out easy, and the real abilities of the car are still further disguised because a particularly effective form of silencer makes the exhaust note at ordinary speeds as quiet as that of many normal touring cars.

On the comfort side, again, the car is good at low as well as at high speeds, with the frictional shock

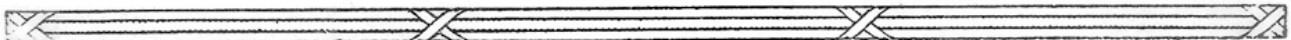
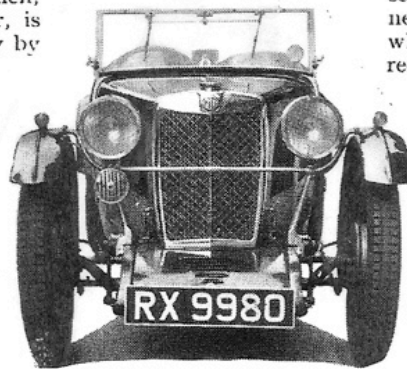
absorbers not too tightly adjusted. The steering is beautifully light and has a little caster action, the brakes are well up to their work, and the clutch takes up the drive smoothly. On top gear with the ignition retarded the engine will pull down to 8 m.p.h., which is an illustration of its flexibility, but is obviously not a thing which the owner of a car of this nature would wish to do.

From a standing start on first gear the Brooklands test hill, with its average gradient of 1 in 5, was climbed at 17 m.p.h., the speed being maintained steadily all the way up the 1 in 4 section. First gear is a low ratio on which there is an immense reserve of power for this kind of work.

Such points as pockets in the doors, a space for small luggage in the tail, and an easily erected hood and side screens for bad weather have not been neglected; it does not follow that an owner who wants high performance does not also require comfort and convenience in one and

the same car. The hood is permanently secured, but is stowed out of sight in the tail beneath a neat cover held by quick-action fasteners; the big rear fuel tank is clearly most valuable, giving a range of something like 400 miles without need for replenishment, and there is a reserve supply of three gallons.

At the back the spare wheel is held securely, and the sensible mountings for the wings and head lamps are noteworthy.



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