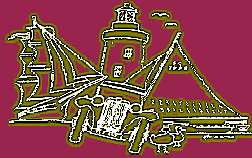


THE SQUARE RIGGER



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

www.chesapeakechaptermgclub.com

JUNE 2009

THE BRITISH ARE COMING!!

**The 32nd Original British Car Day
at
LilyPons Water Gardens
on
Sunday, June 7**

SEE YOU THERE!!

(Details on Page 3)

Chairman's Comments



Since our last newsletter we had an enjoyable Mini-GOF over the weekend of May 1- 3, held at The Imperial Hotel in Chestertown, Maryland. In spite of the rain there was a good representation of our cars and plenty of people going by who stopped to inquire about them. The gathering also brought about new and renewed acquaintances. Thanks go out to Bob and Diane Little for their outstanding work in hosting the event.

On April 26 The Triumph Register held its 12th Annual Car Show at Collingwood. There was a good turnout by our members, and three of our Chapter Members swept the awards in Class T MGs: Stephen Mefferd with his 1947 TC, Milton Babirak with his 1951 TD, and Tom Carolan with his 1955 TF. Many thanks to everyone from the Chapter who entered, as this maintains the T's exposure.

The front page of this issue of The Square Rigger says it all. This Sunday, June 7, will be the 32nd Original British Car Day. As we all know, this is an important event for the club, and the more Members who attend will make it that much more successful. This is a good way to meet other Members as well as to see other interesting British cars. More help is always needed, so if you can spare some time, I am sure John Tokar would appreciate a call from you at 410-775-0500 or tokarj@VintageRestorationsLtd.com.

As a reminder, this week May 30 through June 7 is British Car Week. Drive your LBC!

Safety Fast!

Shaun English

Club Officers

Chairman

Shaun P. English
9318 Brambly Lane
Alexandria, VA 22309-3010
703 239-3317
spenglish@aol.com

Vice Chairman

John Tokar
4935 Tall Oaks Drive
Monrovia, MD 21770
(301) 865-1339
jtakar51@verizon.net

Secretary/Treasurer

Michelle Cattaneo
772 Oak Grove Circle
Severna Park, MD 21146
(410) 647-6060
mcatta6799@aol.com

Membership Chairman

Milton Babirak
47539 Coldspring Place
Sterling, VA 20165-7446
(703) 406-4753
mbabirak@babirakcarr.com

Events Chairman

Lin Snider
P.O. Box 145
Walkersville, MD 21793
(301) 845-2567
snidelf@aol.com

Regalia Chairman

Lin Snider (Acting)
(see above)

Technical Advisor

John Wright
1640 River Road
Upper Black Eddy, PA
18972
(610) 982-0140
mogfrog1@aol.com

Newsletter Editor

Tom Carolan
1513 Red Oak Drive
Silver Spring, MD 20910
(301) 587-8177
tjcarolan@comcast.net

Historian

Tom Carolan
(see above)

Chairpersons Emeriti

Len and Ruth Renkenberger
8245 Ingleton Circle
Easton MD 21601
(410) 822-6061
renk@atlanticbb.net

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 MGs was high enough to warrant formation of a local chapter. 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 classic 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 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

Trial circulation of the February issue of TSR by electronic means was successful on the whole, although difficulties were encountered in instances where we were unaware that some members had changed their email addresses. A few phone calls sufficed to overcome that situation. However, in order to avoid similar problems in future, **IT IS IMPORTANT** that members remember to notify Membership Chairman Babirak and/or Yrs Trly of any and all address changes, including especially those pertaining to email.

Upcoming Chapter & Chapter-Related Events

The Original British Car Day

THE 32nd ORIGINAL BRITISH CAR DAY IS UPON US! WE'RE LOOKING FORWARD ON SUNDAY, JUNE 7, TO GLORIOUS WEATHER AND A RECORD TURNOUT AT LILYPONS WATER GARDENS NEAR ADAMSTOWN, MD.

LAST YEAR'S OBCDAY DREW UPWARDS OF 300 CARS AND MOTORCYCLES. PRIZES THIS YEAR WILL BE AWARDED IN UP TO 50 SEPARATE CATEGORIES.

We encourage everyone to bring their leashed pets and picnic lunches. We're sure they will enjoy viewing the many marques on display, not to mention the beauty of the gardens in full bloom. Vendors will offer quality food and drinks at reasonable prices.

Whether you are displaying your car, or just coming to enjoy the event, the drive to LilyPons is beautiful no matter which direction you come from. For directions and more information, visit www.lilypons.com.

NEMGTR GOF MK85

Our parent organization, the New England MG "T" Register, celebrating its 45th anniversary, will hold its annual Gathering of the Faithful (GOF) from June 10-14 at Concord, NH. For information, visit www.nemgtr.org/

Vintage Restorations Open House & Depot Day

On Saturday, June 20, in conjunction with Depot Day, an annual event celebrated by the town of Union Bridge, MD, Vintage Restorations, Ltd. will hold an Open House running from 11:00 am to 5:00 pm at their shop located at 52 North Main Street in Union Bridge. Activities will include tours of the shop with project cars on display in various stages of restoration.

As part of Depot Day, a classic car show will be held on Vintage Restoration premises. A "Mayor's Choice" award will be presented to the best car, selected by the town Mayor. Members of all British car clubs are welcome to participate. They are also encouraged to take part in the Open House.

Also as part of Depot Day, a large-scale steam locomotive display will be available for public viewing on Vintage Restorations premises. The Western Maryland Railroad Museum will exhibit an HO model railroad layout and full-size railroad artifacts. A Train Garden model train display will be set up at a local church hall. In addition, a Maryland Midland full-size diesel locomotive will be available for public tours. The Day will also feature food and craft vendors

A rain date is set for Sunday, June 21.

Tech Session

Plans are afoot to hold a technical session on September 26 at the Vintage Restorations facility at Union Bridge, MD. Please be prepared to bring your T-Series MG. Topics discussed will be basic maintenance and troubleshooting. Our August issue will provide further 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 are planning a T-Series driving tour of the area on October 18. Further info will be provided in our August issue.

Events Sponsored by Others

16th Annual British Car Gathering

Hosted by the Keystone Regional MG Club at Hellertown (Lehigh Valley), PA on June 14.

www.keystonemg.com/hellertown.html

Triumph Register National-2009 Meet

To be held at Charles Town, WVA, June 17-20.

www.triumphregister.com/TRA2009.html

British Invade Gettysburg

Sponsored by the Lancaster County (PA) MG Club, this show will take place at Gettysburg on July 5. www.lancomgclub.com

Taste of Britain British Car Show

Also 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

British Car Club of Delaware 2009 Show

To be held at Delaware City, DE, September 12.

www.bccdelaaware.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

MGs on The Rocks

Mounted by MGs of Baltimore at its usual venue, The Rocks State Park near Jarrettsville, MD, on September 26.

www.mgsofbaltimore.com

AACA Eastern Nationals

Regional Show mounted annually by the Antique Automobile Club of America, Hershey, PA, October 7-10.

www.aaca.org/Calendar

Brits by the Bay

This show, sponsored by Triumphs Around the Chesapeake (TRAC), will take place at Downs Park, Pasadena, MD on October 10. 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. □

Membership News

Milton Babirak
Membership Chairman

Who's New?

Stephen G. Mefferd **1947 MGTC**
2343 Greenwich Street **(Black/Red)**
Falls Church, VA 22046-2315
Tel. (703) 53-8970
stephenmefferd@mac.com

Matthew S. Olcott **1955 MGTF**
606 River Drive **(Black)**
Lancaster, PA
msolcott@comcast.net

Articles

Development of the MG Midget

We thank John Wright for sharing the following "Golden Oldie" which he saw in Speed Age, a long defunct car magazine he found on Ebay. It complements the original Autocar road tests serialized in this and previous Newsletters. As a few of us may remember, Speed Age was published in Hyattsville, MD back in the 1950s.

Speed Age — December 1950

The MG sports car fad is sweeping America and hundreds upon hundreds are seen daily scooting along the highways. So popular are those little English cars, that any owner can find readily available service accommodations in practically every city in the country. What a challenge to our own Detroit automobile builders! [Ed. Comment: Detroit evidently ignored the "challenge".]

From Motor Sport (UK)

By **W. Boddy**, Editor

The MG Midget has had a very enthusiastic reception in the States in TC form, and recently the new TD model was announced.

So it seems about time to look at the history of this popular little sports car and discover how the wizards at the English country town of Abingdon, Berkshire, built more speed and curbside appeal into each successive model.

The MG was the idea of the late Cecil Kimber, who ran the Morris Garage in the University town of Oxford. Just to amuse himself, he evolved a stark two seater speedster out of ordinary stock Morris parts, and entered it for our reliability trials of 25 years ago.

So attractive was this original MG that Kimber decided to go into production with it. So great became the demand that he ended up with the largest sports car factory in a country where sports cars have always been exceedingly popular. The name of MG became known all over the world, wherever cars were raced. Such famous drivers as Nuvolari, Straight, Seaman, Earl Howe and Gardner helped to enrich the prestige of this make which owed its origin to the humble Morris-Oxford touring car.

The Midget of the MG family first appeared in the year 1929. [Ed. note: See *The Autocar's* 1929 road test carried in our August 2008 issue.] It was simply a sports version of the economy Morris Minor baby car which was so well suited to prevailing conditions in the British Isles.

Mechanically it was not very different from the rather angular Minor, but it was endowed with a natty little two seater fabric body which had a pointed tail, in which you stowed luggage, to make it look like a racer. It also had a snug fitting hood, so a fellow could lure the girl friend out and cuddle in decent privacy, after dark.

These Midgets were not fast, but they were nippy, had a nice exhaust note, and looked smart. Their radiators were a neat scaled down version of those on their larger and sturdier brothers. Kimber had backed another winner.

Soon the wizards of Abingdon were busy extracting more power from the 847 CC engine of the new Midget. They were fortunate in that the Morris Minor, from which the Midget was descended, had an overhead camshaft motor, and not a side-by-side valve plant as in earlier Morris and MG cars.

By putting the compression ratio up to 6.5 to 1, and increasing the size of the sump and carburetor, they found the Midget was ready to race, even in such an arduous event as the double twelve (24-hour) race at Brooklands. Here, in 1930, a team of MG Midgets took the team prize.

Next step was to bring out a proper sports-racing car, using an improved chassis, a four speed gear box, and an engine in which the stroke was reduced from 83 MM to 73 MM. Thus, the swept volume became 746 CC, instead of 847 CC, and the Midget was ready to do battle against the Austin Sevens in class II (up to 750 CC) racing.

The precaution was taken of counter balancing the two bearing crankshaft and of increasing the size of the big end bearings.

A new camshaft and downdraft carburetor were also used. Known as the C type, this MG developed 30 BHP at 3,000 RPM, compared with the 20 BHP of the original, or M type Midget and the 26 BHP of the sports-racing M type at the same speed. [Ed. note: See *The Autocar's* 1931 road test carried in our November 2008 issue.]

With a 9 to 1 compression ratio and plenty of benzol in the petrol, this C type would give over 43 BHP at 6,000 RPM.

(continued on page 7)

CCNEMGTR Mini GOF 2009

By all accounts, our May 1-3 Mini GOF excursion to Chestertown on Maryland's Eastern Shore was a great success. Approximately 30 people attended, bringing a dozen British cars. Chestertown's Imperial Hotel served as the focal point for the activities, which included scenic drives, sightseeing walks in and around the historic town and its waterfront on the Chester River, a car show on Saturday morning, May 2, sampling the wares of local eateries, visits to places of historic interest, and an enjoyable group dinner at the Imperial Hotel that evening. Diane and Bob Little merit our admiration and thanks for their hard work in organizing this event ☐.

These photos (courtesy of Louise Tucker) show vehicles that were on display:



(continued from page 5)

The C type had broken out in an astonished but receptive world of leather-coated sportsmen, in 1931. The following year it was given ports on opposite sides of its cylinder head and 14 MM plugs, to improve cooling.

This marked an important step forward in the life of the Midget because, the following year, the normal go-down-to-the-pillar box model adopted the same head layout, and the four speed gear box. The MG Midget was, by now, well established in racing.

The new two seater sports model, known as the J type, created immense enthusiasm. It was endowed with a clever little body, having a slab petrol tank behind the seats and blade fenders — not that they would have done much fending!

Over 21 BHP was developed at 3,000 RPM, and the engine peaked at 5,000 RPM when 33 BHP was given off. Made in four seater form and called the J1, both this and the J2 two seater had the 847 CC engine, and a rear axle ratio of 5.375 to 1. [Ed. note: See *The Autocar's* 1932 road test of the J2 carried in our February 2009 issue.]

The 746 CC sports-racing versions were similarly developed and called the J3 and J4, the latter being provided with a vane type supercharger between the front irons, and giving 43 BHP at 3,000 RPM and 72 BHP, or so they said, at 6,000 RPM with an 18 pound boost.

The early reputation of the J2 was somewhat spoiled, because a claim that it would do 80 MPH in road trim was found to be nearer 68 MPH, when you consulted the stop watch instead of the speedometer. And as they got older they were apt to consume a lot of crankshafts! But, on the whole, they were grand little roadsters.

However, it wasn't Kimber's policy to rest on his laurels, so in 1934 he brought out the P type, with the 847 CC version of the three bearing engine and two semi-downdraft carburetors. [Ed. note: *The Autocar's* November 1934 road test of the PA appears on pp. 8-9 of this issue. Its 1936 test of the PB will be carried in a future issue.] At 3,000 RPM, 22 BHP was developed, and the peak power was 35 BHP at 5,000 RPM.

Late in 1935, the two seater racing Q type was replaced by the revolutionary single seater R type, with independent suspension front and back, by torsion bars and a backbone chassis.

This was also a pure racing car, but the engine was actually the Q type, somewhat detuned. Among the drivers who handled these rather odd cars, which used to lean over when cornering, were Doreen Evans and Sir

Malcolm Campbell. Laurence Pomeroy, and his partner McEvoy, designed a twin overhead camshaft engine for the R. □

Side Glances

On being favourably disposed toward the English car.

By **Peter Egan**, Editor-at-Large
Road & Track, May 2004

"If you aren't careful, your garage is going to turn into the British Museum," my friend Paul Roberts warned at a party the other evening, as he took yet another swig of something called "Fat Squirrel," one of our better local micro-beers.

"Look," he continued, "you've got two British motorcycles, an old Triumph 500 from the '60s and a brand-new Bonneville, a Jaguar E-Type, and a Lola 204 Formula Ford. You've even got a British bicycle in your workshop — that old black Triumph 3-speed from the '60s."

"Two British bicycles," I corrected him. "I still have my 1971 Raleigh Record 10-speed as well."

"Right!" he said triumphantly, "and now you tell me you're driving out to New Jersey next week to look at an old Lotus Elan. Is there a theme here?"

I stared reflectively down into my glass of Guinness (my favorite kind of reflection) and nodded solemnly, like a person confronting some deep personal flaw. "I suppose there has always been a theme there," I admitted.

When I got home that evening, I went out to my garage, looked around and saw that Paul was right.

I had cars from Coventry and Huntingdon, motorcycles from Meriden and Hinkley, and two old bicycles from Nottingham.

It gets worse.

There was a large Union Jack on the wall, a framed photo of Mike Hawthorn standing next to a D-Type at Le Mans, an Isle of Man poster from 1982, a photo of the Vincent Black Shadow I used to own, and a large poster of the Rolling Stones, circa 1964, plastered on the wall behind the drum kit in the carpeted "blues band corner" of the workshop.

I looked at our band equipment and realized that, just the day before, I'd been in a music store in Madison, looking at a new version of the legendary AC-30 guitar amplifier made by Vox. In England. That amp was the patented sound of the original British Invasion — Beatles, Stones, Kinks, etc.

So, yes, you could say there was a certain creeping Englishness

going on in this workshop. The only intrusions on this apparent thematic unity, at that moment, were an Italian Bianchi racing bicycle and a Ducati motorcycle. Also, there was an Italian flag on the wall, and a large Texas flag in the band corner, in honor of all the good music that has come our way from that state. But most of the symbolic cues in the place were British.

What would my Irish grandparents have said?

I was raised in a family that had no special regard for English ways. The Egans were all Irish, and my mother's father, Wilhelm Kroneman, emigrated here from Stuttgart in 1910 (a decision that allowed him to emerge as the sole survivor of his old high school class in Germany when the Great War was over).

Only his wife, née Esther Bates, was of English ancestry, though she betrayed few symptoms of it, other than resolute Episcopalianism. And my father, who believed that all pretensions of privilege and rank were un-Christian, found the English class system "insufferable."

In other words, I was not exactly groomed around the family hearth to be a future MG or Jaguar enthusiast. But the English propaganda machine went to work on me pretty early in life.

If you grew up American in the '50s, as I did, much of your view of other nations — and individuals — was colored by their behavior during World War II. And here, of course, the British shone. They were our resolute and fearless allies. To this day, I can't watch a documentary on the London Blitz without getting just a bit choked up over the sheer pluck and tenacity of the British people against terrible odds. Winston Churchill and the RAF pilots who flew in the Battle of Britain still stand as powerful symbols of the never-ending struggle to save Civilization from Darkness.

And, if you were a young flying buff, it didn't hurt, of course, that the British had really great-looking airplanes. Actually, every side in WWII had rakish and handsome aircraft, but the Spitfire was one of my favorite fighter designs, right in there with the P-51 Mustang. Both used the Rolls-Royce Merlin V-12 — the best-looking lump ever put in a fighter.

And, speaking of Merlin, there was the element of our shared romantic literature. I grew up on *The Wind in the Willows*, the stories of Dickens, the novels of Sir Walter Scott, tales of Robin Hood and the legend of King Arthur and the Knights of the Round Table. As a young kid, I inhabited two basic imaginary universes: The Old West and Sherwood Forest. No wonder my first bicycle, a 3-speed "English racer," was made in Nottingham.

Later, when I was about 12, my German grandfather lent me his favorite books — *The Complete Sherlock Holmes*,

by A. Conan Doyle, in two volumes. I fell into these like a small prehistoric rodent visiting the tar pits at La Brea, and accidentally absorbed into my bloodstream the esthetic and cultural sensibilities of Victorian and Edwardian England, which I've not entirely lost. There's still a calabash pipe on my shelf, next to those same Holmes books.

So we've got a lot of common history, mythology and literature here as background. But it was the machines themselves that really put me over.

To put it as simply as possible, the best British cars, motorcycles and airplanes really look good to me.

I won't say they are the epitome of good taste — as that would suggest (laughably) that I possess this elusive quality myself — but they are certainly agreeable to my own peculiar biases. If I were to build Egan's Museum of Great-Looking Machines, at least half the content — and probably more — would be British. I can hardly look upon a D-Type Jaguar, an Aston Martin DBR1, an MG-TC, an AC Cobra or a Lotus Elite, Elan, 23B or Seven without getting slightly weak in the knees and losing all sense of economic discipline.

They seem to be cars that came out just right. They have what I would call flamboyance without artifice, aggressiveness without swagger, beauty without glitz. They radiate understated excellence. And to a non-flashy, reticent person such as myself (whose virtues are nothing if not understated), this means a lot.

Not everything from England is tasteful, of course. Look at the Wolseley Hornet. Also, England is home to more really bad wallpaper than anywhere I've ever been. But when they get it right, it's very nice indeed.

Another pleasant aspect to British cars is their affordability. While I have always admired Porsches and Ferraris, it's been mostly British sports cars I could afford at various times in my life. Without Sprites, MGs and Triumphs, I probably still would have been saving for my first sports car at the age of 30. Instead, I could already look back at more than a decade of sporting adventures, sudden electrical fires and road racing. Only Alfas offered comparable panache for the money, and they were less widely available.

Also, British cars have always been machines you could work on yourself. They seem to have been made for the home hobbyist and amateur mechanic (exclusively, critics would say). My E-Type is a fairly complex car, but there is

(continued on page 11)

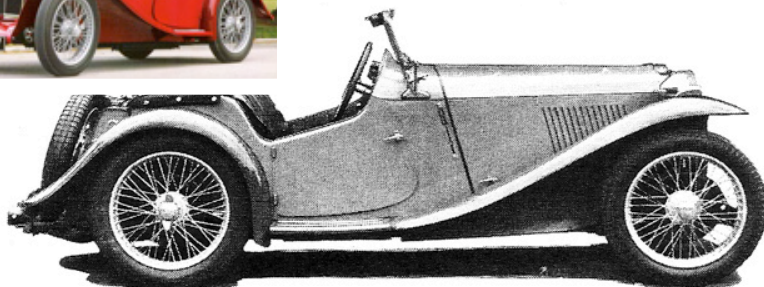
Next two pages: Continuing our series of ancestral Midget and T-Series road tests from *The Autocar*, we feature the 1934 PA Midget Two-Seater.



The Autocar

Published *The Autocar*,
2 November 1934

THE "AUTOCAR" ROAD TESTS



M.G. MIDGET
P-TYPE (A)
TWO-SEATER
No. 894 (*Post-War Series*)

THE P-type M.G. Midget is already very well known, but it so happens that only recently has there been an opportunity of carrying out the ordinary Road Test on it. Anyone who has had experience of the various preceding Midget models cannot fail to be struck by the very great improvement which this P-type shows in practically all respects over its forerunners.

One of the greatest things is that the latest engine, with its three-bearing crankshaft and other improvements, is an enormous gain in smoothness, so much so that it seems as happy at high engine speeds as it is lower down the range. This is very valuable indeed, for pre-eminently it is a car which depends upon revs for its performance. If it be driven gently on top gear and with early upward changes, then its performance is much like that of any ordinary small touring car; the gears are definitely there to be used, and thoroughly justify their use.

An excellent gear change, with remote-control lever, is provided, and the engine can be taken up as a regular thing to as much as 5,000 r.p.m., thereby obtaining a performance definitely superior to that of ordinary cars of small and medium size, and very pleasing to the enthusiastic driver because of the remarkable ease with which the engine turns over fast.

There is no doubt that the M.G. people have developed to a fine art the attainment of revs without fuss by engines of small capacity.

The car was driven hard, particularly during the tests on Brooklands, and for several hundred miles on ordinary roads, but at no time did it give any impression that anything was going to break. It seemed, in fact, to defy any such attempts.

On one occasion, on second gear, the revs were taken round to an indicated 6,000 r.p.m. on the instrument, yet still the engine was smooth and apparently contented.

The figure given in the table for maximum speed was taken with the windscreen lowered and with only the driver on board, and represents a

Latest Model a Marked Improvement in All Important Respects Over Its Forerunners

mean of several runs in opposite directions. As the best speed under such conditions, but with the wind following, 76.27 m.p.h. was recorded over the quarter-mile. With the windscreen raised a best speed of 69.23 m.p.h. was given over the timed quarter-mile.

It was not a good day for these tests, since a strong cross-wind gave no real help at any time, and was a handicap in one direction. The speedometer did not go above a reading of 78, and a rather remarkable thing about the maximum speed is that, though somewhere about 5,000 r.p.m. is being held, the engine feels perfectly happy. In fact, after several such runs it began almost to feel slow at this speed.

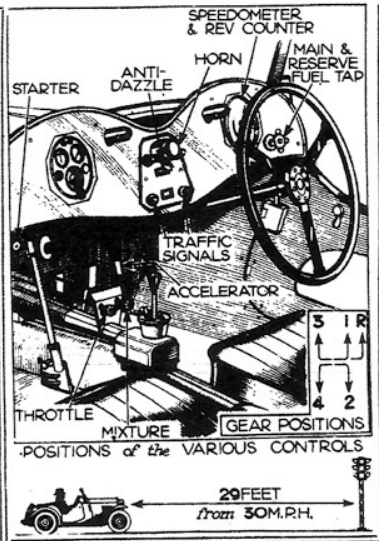
On the gears, using a limit of 5,500 r.p.m. on the combined rev counter and speedometer instrument, readings of 20 on first gear, 36 on second, and 60 on third are given, but there are still revs in hand, and a full 60 m.p.h. on third is possible. The speedometer had an optimistic error not above 2½ m.p.h. at any speed.

Along with this most useful performance the handling of the car is excellent. The P-type feels more comfortable as a touring car, especially at the lower speeds, yet is steadier in the sports car sense at speed. It can be taken round corners with that feeling of rock-steadiness and absolute control which is altogether delightful, and the steering, though very light, is accurate. The brakes, too, are very good indeed. Their full power is not realised until one comes to tread hard on the pedal in making an emergency stop; then it is found that they pull up the car really decisively. The very good figure given was taken using the pedal alone:

With the hand lever as well, which gives an even more powerful leverage, 27ft. from 30 m.p.h. was recorded as the mean of two tests. For ordinary slowing they are really good brakes, too, as the action is smooth and progressive, and the pedal pressure need only be light.

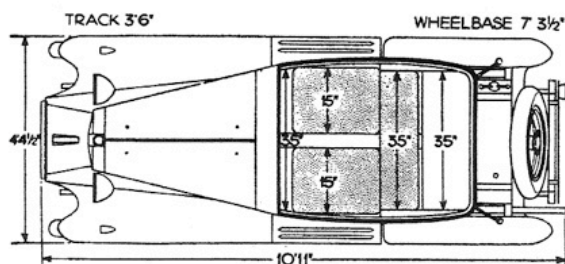
A cruising speed cannot be quoted

M.G. MIDGET P-TYPE TWO-SEATER					
DATA FOR THE DRIVER					
8 h.p., four cylinders, 57 × 83 mm. (846 c.c.). Tax £8 (1935, £6).					
Tyres: 19 × 4.00in. on knock-off wire wheels.					
Engine—rear axle gear ratios.	10 to 30	20 to 40	30 to 50	30 to 50	over 1 mile.
	m.p.h.	m.p.h.	m.p.h.	m.p.h.	
22.50 to 1	7½ sec.	—	—	—	—
12.46 to 1	12½ sec.	12½ sec.	13½ sec.	—	—
7.31 to 1	19½ sec.	19½ sec.	26½ sec.	74.38 m.p.h.	—
5.375 to 1	—	—	—	—	—
Acceleration from rest through the gears to 50 m.p.h., 20½ sec.					
Acceleration from rest through the gears to 60 m.p.h., 32½ sec.					
Speed up Brooklands Test Hill from rest (1 in 5 average gradient), 18.19 m.p.h. (on first and second gears).					
Acceleration up 15 yards of 1 in 5 gradient from rest, 3½ sec.					
Turning circle: 36ft.					
Tank capacity 12 gallons, fuel consumption 35 m.p.g. (approx.)					
12-volt lighting set cuts in at 16 m.p.h., 8 amps. at 30 m.p.h.					
Weight: 13 cwt. 2 qr.					
Price, with two-seater body, £222.					
(Latest car described in "The Autocar" of September 14th, 1934.)					



"THE AUTOCAR" ROAD TESTS

M.G. MIDGET P-TYPE TWO-SEATER



for the Midget in the ordinary way, for it can be taken along at whatever speed within its range the road permits; 60 m.p.h. is quickly attained on a good open stretch.

The gear change, especially between top and third, is a delight to use, third is barely distinguishable from top in sound; the upward changes, except between third and top, need a fair pause in neutral. The performance would be still better in acceleration were it possible to get through more rapidly from first to second and from second to third without crashing the gears.

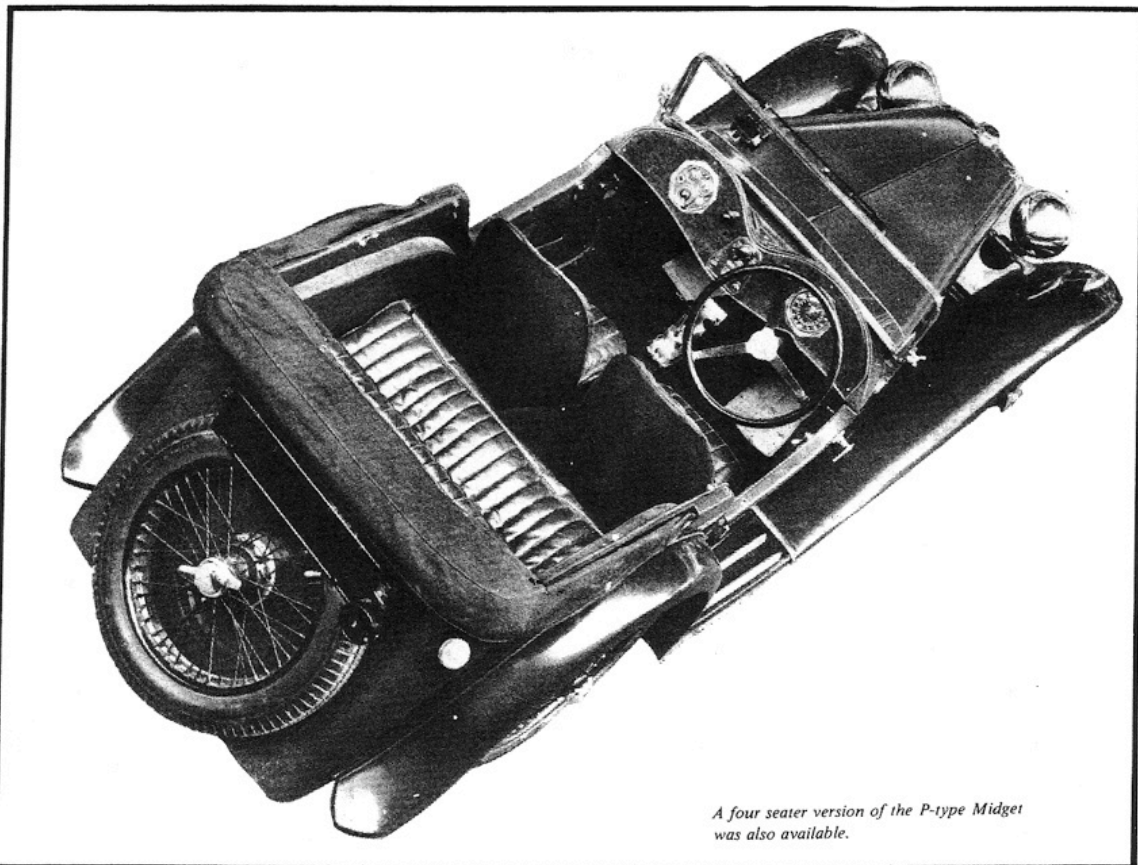
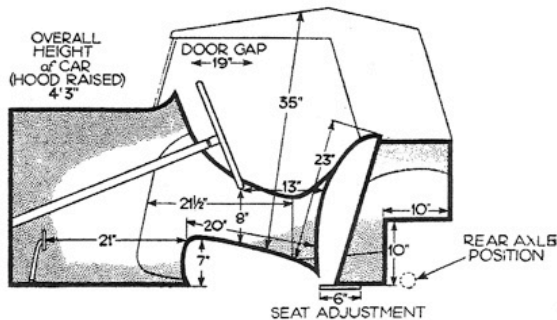
The two-seater body is comfortable and adequately wide; the windscreen has a double-blade electric wiper, there are recessed traffic signals, and the head-lamp beam is good. An important point which has been noticed in all the normal M.G. models is the instantaneous starting from cold, with very little use indeed of the mixture control.

It is possible to say of this particular car, in a way not always feasible under the conditions of an ordinary test, that the oil consumption was exceptionally light.

The hood is easily raised and lowered, there are good side screens, and a fair-sized luggage space is provided under cover. The seats are very comfortable.

The fuel tank is of a sensible capacity; a noticeable point under the bonnet is the provision of a fuse to guard each circuit. The new oil filler in the top of the valve gear cover is a great convenience. The exhaust note is quieter than when the P-type was first produced, apart from a period of resonance at about 2,500 r.p.m.

A most desirable little sports car.



A four seater version of the P-type Midget was also available.

(continued from page 8)

almost nothing on it that I can't rebuild or repair myself. It invites — nay, demands — fiddling. Another endearing trait of British cars is their slightly offbeat sense of humor (humour?). They come from the same country that brought you *Beyond the Fringe*, Monty Python and Rowan Atkinson. Some cars, such as the Bugeye Sprite and the Mini, have an endearingly cheeky and fun-loving look to them, but even the larger and more expensive cars have a dry, Graham-Hill-like drollness mixed in with all their dash and dignity.

It's hard to take yourself too seriously in a car that might stop running at any moment, or lose a wheel. As a result, British car buffs have always been a little less obsessive than those who pursue excellence and cold perfection for its own sake, and a little more likely to laugh at themselves. They have to, before someone else does.

But there's probably something deeper and less definable going on here, too.

I hate to sound like some wacky disciple of Herbert Spencer, but I have often wondered if there might also be a genetic side to the appeal that British cars hold for some of us, something innate, built into our own racial memory.

I read not long ago that modern DNA testing is revealing a much higher level of Celtic ancestry among the general British population than previously expected. In other words, not all Celts moved west or north when the Angles and Saxons moved in. Some stayed home and intermarried, or just fooled around.

This may explain why the cars themselves seem to be a romantic mixture of Saxon technology and slightly off-kilter Celtic art. I've long suspected that my Jaguar shop manual is distantly related to the *Book of Kells*. Especially the wiring diagram. □

© 2004 Hachette Filipacchi Media, U.S., Inc.

Advertisements

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.

Classified ads in quarterly issues of *The Square Rigger* are published free of charge for Chapter members. Photographs are accepted.

Also, please let us know the result(s) of your ad and whether it still needs to be carried in the Newsletter.

Vintage Restorations Limited
English Auto Restoration & Service

Ground-Up Or Partial Restorations
Body Panel Repair Welding & Fabrication
Complete Body Refinishing & Wrinkle Finish Painting
Engine & Gearbox Rebuilding
Chrome & Nickel Plating
Routine Maintenance & 150 Point Evaluation

Owned & Operated By Classic Car Enthusiasts.
Specializing In MG, Triumph, Land Rover & Jaguar.

Authorized MOSS Motors Parts Distributor

We Have Relocated!

Visit Our Website For Directions!

52 North Main Street, PO Box 573
Union Bridge, Maryland 21791

www.vintagerestorationsltd.com

410-775-0500





MEMBER

