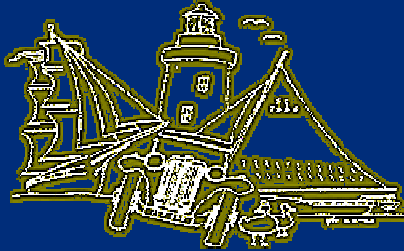


THE SQUARE RIGGER



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

www.chesapeakechaptermgclub.com

SEPTEMBER 2009

Chairman's Comments

In June we all got to enjoy the 2009 Original British Car Day at LilyPons Water Gardens in Adamstown, Maryland. It was the 32nd meet, and you can see the list of award winners on the Home link of the Chapter's web site. It won't be long before the 33rd is in the planning stage.

As the second half of the year unfolds, there are a couple of events planned for the Chapter (a tech session in September and covered bridge tour in October), as well as events by other chapters. I hope we all make an effort to attend these activities not only to support our Chapter but the other British Car clubs, too. It not only helps preserve the Marque but also gives the cars a little workout.

Milton Babirak and Tom Carolan, with the help of Charley Howard, have been working diligently on cleaning up and updating our membership list. Thanks to them the membership data will be current and better used for the benefit of the Chapter. On that note, I want to encourage all of the members to express to any of the Chapter officers any additional activities they would like to see us undertake. They can be as organized as the mini-GOF, or as informal as a group of us meeting at a predetermined location and spending a few hours driving the back roads of Virginia or Maryland.

On a somber note, John Twist of University Motors has shut down full-time operations on July 1 after 34 years of being something of a institution in the world of MGs. He is familiar to many of us who have used his services either in person or on the Internet, and his presence will be missed.

Speaking of the Internet, I came across this link a while ago and want to pass it on as I found it interesting as well as useful http://www.tregister.org/search_prod.php

Looking forward to getting out on the road as the weather cools down and the frequencies of thunderstorms subside.

Safety Fast!

Shaun English



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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, Dear Members, that in order for electronic circulation of this Newsletter to operate effectively, **IT IS IMPORTANT** that you notify Yrs Trly and/or Membership Chairman Babirak of any and all address changes, including especially those pertaining to email. A number of you have already taken this advice to heart, for which we thank you.

EVENTS & ACTIVITIES

The Original British Car Day 2009

We were hoping for glorious weather on June 7 at our annual flagship event, and unlike last year Mother Nature did not disappoint. She was even kind enough to make the day a little unseasonably cool. A total of 152 cars were pre-registered for the event, and another 132 showed up to register at the gate. In addition, cars driven by spectators numbered 532 and provided testimony to an excellent overall turnout. A new wrinkle, live music and song, served to liven up the proceedings. As a result, the Day in all respects turned out to be the success we were hoping for.

The list of Awards Winners has been posted on our Chapter's web site. To consult it, click on:

www.chesapeakechaptermgclub.com/OBCD/09BCD/OBCD%202009%20Winners.pdf

Since our TSR is now circulated to the majority of Members electronically and in full color, we need to be more conscious of holding its size to a level that will enable most of you to download each issue without great difficulty. That is why we are circulating to you separately a Special Supplement containing 40 photographs recording the event.

(continued on next page)

TOBCDay Financial Statement

INCOME SUMMARY

Pre-Registration (152)	\$2,280.00
Drive-In Registration (132)	\$3,300.00
Vendors (9)	\$385.00
Spectator Cars (532)	\$2,660.00
Stuffer Ads (11)	\$200.00
Program Ads	\$1,850.00
Regalia Sales	\$706.00
Vendor Contributions	<u>\$175.00</u>
Total	\$11,556.00

EXPENSE SUMMARY

Planning Meetings/Stuffing Party	\$68.78
OBCD Supplies	\$283.32
Class Signs	\$143.31
Postage	\$487.25
Trophies	\$1,047.74
BCD Envelopes Printing	\$285.00
Post Card Printing	\$142.50
Program Printing/Graphics	\$1,304.60
Tee Shirts/Graphics Design	\$581.60
Dash Plaques	\$604.95
Porta-John Rental	\$770.00
PA System Rental	\$50.00
Star Spangled Big Band	\$500.00
Packet Mailings	<u>\$3.48</u>
Total	\$6,272.42

GROSS INCOME \$5,283.58

DONATIONS

LHS Band Boosters	\$500.00
Frederick Hospice House	----- *

TOTAL DONATIONS \$500.00

NET INCOME **\$4,783.58**

***Note:** Additional donations, possibly to the Hospice, remain to be determined by the Chapter Board and/or our general membership.

Upcoming Chapter & Chapter-Related Events

Buckingham's Choice

Time is running down on the opportunity offered by our colleague, Bob Eicher, (circulated electronically on July 28) to display our T-Series jewels at the carnival scheduled for Saturday afternoon, August 29, at Buckingham's Choice, a retirement community at

Adamstown, MD. Members wishing to join this worthwhile endeavor should contact Bob at rweicher@msn.com without delay.

Tech Session

Vintage Restorations, Ltd. will hold a Technical Session on Sunday, September 27, at 1:00 pm at its facility at 52 N. Main Street, Union Bridge, MD. Topics to be discussed will be basic maintenance and troubleshooting. Please bring your T-Series MG, hopefully including some that have "issues" which need to be explored. Light refreshments will be served.

For directions and contact information, please refer to: www.vintagerestorationsltd.com

Covered Bridge Excursion

Sunday, October 18 is the date for our excursion into the northern reaches of Frederick County, MD, an area known for its scenic vistas and a number of historic covered bridges dating from at least the early 19th century. The tour will start at 1:30 pm from Lin Snider's house, 261 Providence Circle, Walkersville, MD. It will end with a late afternoon lunch back at Lin's house. For further information and/or directions, and to sign up, please phone Lin at (301) 845-2567.

Events Sponsored by Others

British Car Club of Delaware 2009 Show

"Brits Invade the Capital," presented by the British Car Club of Delaware on September 12 at Delaware City, DE. www.bccdelaware.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

Organized by MGs of Baltimore at their usual venue, The Rocks State Park near Jarrettsville, MD, on September 26. www.mgsofbaltimore.com

(continued on next page)

SVBCC Fall Festival

Sponsored by the Southern Virginia British Car Club, to take place at Waynesboro, VA, October 2-4. www.svbcc.net

AACA Eastern Nationals

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

www.aaca.org/Calendar

Brits by the Bay

Sponsored by Triumphs Around the Chesapeake (TRAC), this show 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?

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Other Items of Interest

Meilenwerk

Mike Hughes likes to rummage around in the Internet for items of interest pertaining to classic cars in general, and MGs in particular. A while ago he came upon the web site of a company that has created a fascinating network of classic car museums in Germany. Click on:

<http://www.meilenwerk.de/>

The company's name is *Meilenwerk*, a subsidiary of Gebaute Marken GmbH, a major architectural, real estate management and construction outfit headquartered in Berlin. It is dedicated to what the Germans call *Fahrkultur* (trans. "driving culture"), which includes collecting and displaying vehicles that Germans like to call "oldtimers." In the process, *Meilenwerk* acquires protected properties that have historical significance in the field of transportation with a view not only to renovating and modernizing them as show-

cases for vintage cars and automotive history, but also to providing a comprehensive array of services — including workshops, attractive dining facilities, hotels, exhibitions, special events and shopping areas, along with a host of galleries devoted to displaying and selling cars, spare parts and accessories.

The first of what are now three *Meilenwerk* museums opened in Berlin in 2003, in what was once Europe's largest (19,000 sqm) trolley-car depot when it was built in 1899. A second, in a western suburb of Düsseldorf, opened in 2006 in a former locomotive roundhouse (c.1930). And a third is scheduled to open this month in what was once a 20,000 sqm complex occupied by Stuttgart's original airport terminal (c.1925).

Web site photos of the three museums reveal strikingly expansive, innovative, and well-lit facilities, constructed in ultra-modern Bauhaus style using gobs of reinforced steel and glass. Visitors are encouraged to wander around freely, with no car salesmen in sight. Vehicles on display are all superb examples of their kind, mainly post-WWII sports cars, each with a full description. Some, including numbers of T-Series MGs, are actually for sale. Although many are grouped in sections belonging to various dealers, this is only apparent from consulting the museum's map.

Anyone who consults the *Meilenwerk* web site or (via Google) any of the multitude of other sites that will pop up under the *Meilenwerk* label will find the texts and audio almost entirely in German. Not to worry, however, as the many excellent photographs speak eloquently for themselves. □

Book Review

Learning the American Dream. By **Gordon Whitby.** Self-published, 2009. Price \$47.00

This is an autobiography, the absorbing tale of a young English apprentice mechanic who emigrated to California in 1952 with \$135.00 in his pocket and landed a job with a West Coast distributor of British cars.



Whitby's story is much more than that, however. It is fascinating automotive history, covering the advent and development of foreign cars in the American market, beginning in 1952 and continuing well into the 1980s. He recounts his personal development as a technician, reminisces about his active involvement in sportscar racing and the famous speed and endurance records set by MGs and Austin-Healeys on the Bonneville Flats in the 1950s, and recalls his interaction over the years with such legendary figures as Ken Miles, Gus Ehrman, Chuck Daigh, Capt. George Eyeston, Syd Enever, Donald and Geoffrey Healey, Stirling Moss, Phil Hill, Jack Brabham, Bruce McLaren, and Carroll Shelby.

And that's not all. Whitby analyzes and documents exhaustively the stubborn obtuseness on the part of successive leaders of the British Motor Corporation — BMC, formed in 1952 by the merger of the Austin Motor Company with the Nuffield Organization, parent *inter*

alia of the MG Car Company — in failing to improve product reliability, accept the need for innovation, and take fuller advantage of the world's largest and richest automobile market: North America. He shows conclusively how such shortsightedness led inexorably to the decline and eventual demise not only of the BMC, but almost all the rest of British-owned automotive industry.

In the latter regard, he quotes David E. Davis, a respected British automotive writer and humorist:

“If you wanted [in past years] to create a world-class single-seater racing team, you'd start by going to Great Britain. A small corner of England — not Japan or the United States — is the fountainhead for everything worth knowing about the modern racing car. How did these talented, likable people let an entire industry slip through their fingers? How did they allow the clots in their rumpled suits and too-short neckties to destroy a great automotive tradition? With almost criminal negligence, . . . British industry snatched defeat from the jaws of victory. No single nationality ever destroyed a business with such charming, good humored incompetence.”

There's still more: Whitby recalls that in 1968, with U.S. imports of European and Japanese cars having swamped BMC's declining American sales, “[t]he final blow came . . . when they were banned entirely from entering the U.S. as they could not meet the safety standards set by the Federal authorities.”

By that time, Whitby had joined Nissan Motors USA as their General Service Manager, rising in the course of the next 17 years to become Regional Sales Manager, and eventually to serve as a Director. He also spent some 21 years as Vice President of the Business and Finance Faculty, Laverne University (Cal.) and later on its Board of Trustees, before retiring fully in 2005.

One might hope that executives still employed at Ford and what remains of General Motors and Chrysler, not to mention the UAW and U.S. Government monitors, might have some interest in reading Whitby's book. Or would that would be expecting too much?

Readers wanting to learn more can refer to an informative review by Editor Dick Lunney in the current issue (No. 38) of Classic MG Magazine, along with a lengthy excerpt from Chapter 1 entitled “Building MG R.1.”

One can order this book (\$47.00, incl. shipping) directly from Gordon Whitby, 370 Spinks Canyon Rd., Duarte, CA, or on line from:

www.ClassicMGMagazine.com/books.html.

Mr. Whitby confirms that all profits derived from his book's sale are donated to cancer research. □



Remembering Cecil Kimber

“A sports car should look fast even when it is standing still.” — Cecil Kimber



Almost all of us are aware that Cecil Kimber was the driving force behind the emergence and popularity of the MG Motor Car Company in Great Britain in the years immediately preceding World War II. Many of us, however, may not be very familiar with other aspects of his life. Mindful of this, we put together a biographical sketch based on information assembled from various sources on the Internet, including Wikipedia and The Independent (UK).

Cecil Kimber was born in London on April 12, 1888. His father owned a printing company which young Cecil joined as an apprentice upon finishing grammar and technical school. An early interest in motorcycles led to his being injured in a 1910 accident that seriously damaged his right leg. That served to divert his attention to automobiles, one of which — a 10 hp Singer — he bought in 1913.

1914 saw him leave the family firm for a job as an assistant designer at the Sheffield-Simplex car and motorcycle factory in Yorkshire. Later, during World War I, he moved first to AC Cars, and then to E.G. Wrigley, a producer of cars and car parts located at Birmingham. Kimber bought a large financial stake in that company, for which he designed an automobile radiator. He lost his investment when Wrigley encountered financial woes.

Wrigley had been a major supplier of components to the Morris Motor Company, owned by auto tycoon William Morris (later Lord Nuffield), who acquired the Birmingham firm in the early 1920s. By that time, probably through personal contacts, Kimber had joined Morris as a designer and general manager at an agency in Oxford styled “Morris Garages,” one in a highly profitable chain of such agencies throughout England.

It seems paradoxical that Kimber never developed more than a nodding acquaintance with automotive mechanics. His interests and impact were more those of a designer, promoter and “idea man.” He quickly realized that sales could be increased by offering models with special consumer-oriented features. His first example was the 1923 Morris Garages “Chummy” — a Morris vehicle fitted with a top that would accommodate an adult or two children behind the driver. (Standard Morris' offered only a “dicky seat” whose occupants got soaked when it rained).

By 1924, Kimber had begun calling the “sports cars” for which he was designing special bodies “MGs.” By 1925, references to “Morris” had been dropped, and the term “MG Super Sports” was being used exclusively in publicity materials. By 1930, the the MG

Car Company had been established as a separate and increasingly popular entity specializing in “sports” and “racing” cars.” It was an enterprise that seemed to have come from nowhere, with Kimber as its managing director.

Things changed drastically in 1935, however, when Lord Nuffield sold his privately-held Morris Garages to his publicly-traded Morris Motors. MG’s racing department was closed, and design work was shifted to the parent company’s headquarters at Cowley. Kimber was left simply to manage the plant, no longer under his independent control, but under instructions from the home office. That’s what he was doing when he took on a contract to repair tanks at Abingdon during World War II. Lord Nuffield took umbrage and seized the excuse in 1941 to sack Kimber for not having sought his permission first.

Kimber’s charisma might have made him a difficult man to dismiss, had it not been for the fact that his independent ways and ballooning ego had irked Lord Nuffield for years. In addition, there was an element of social disapproval of Kimber’s private life. His marriage had ended in separation in 1937, his wife Irene had died soon after, and within two months he married again.

So Cecil Kimber, the genius behind MG, was out on his ear. According to his only surviving child, Jean Cook: “He didn’t show any emotion in front of me. He was rather Victorian in that way, but my stepmother told me that it broke his heart.”

In December 1942, he joined a London-based engineering company, but he could not escape bouts of depression. His reputation, along with his new job at a generous salary, caused resentment among his colleagues. He weathered the storm, but ironically it was his new career that would help to seal Cecil Kimber’s fate.

London was lashed by driving rain on Sunday evening, February 4, 1945, when he reached King’s Cross station from his home in north London, just in time to catch the 6:00 pm train to Leeds. He planned to overnight at Peterborough, an early stop, with a view to attending a sales meeting there the next morning.

The London and North Eastern Railways “Silver Fox” moved out of the station from Platform 15, but the slashing rain caused the locomotive’s wheels to slip so badly on newly-laid rails that it stalled. The train started to roll backwards.

The timetables and routes for outgoing trains had been pre-set to allow the 7:00 pm Aberdeen Express to depart from Platform 10. A signalman detected what was happening to the stricken “Silver Fox,” and he tried frantically to switch the by-now runaway train back to Platform 15. However, one of the bogies of its rear coach, containing a no-doubt mystified Kimber, had crossed over the switching points as the train rolled too far back down the track. With the front and rear of the final carriage effectively running on different parallel lines, there was no hope of preventing its derailment and collision with a metal signal gantry that sliced the overturned coach in two. Two passengers died in the accident. One of them was Cecil Kimber.

The horrible irony of the tragedy was not lost on Jean Cook, whom Kimber had been due to give away at her wedding two months later: “The only reason he was on that train was that he couldn’t get the petrol coupons to drive to Peterborough in his own MG. His

death was nobody’s fault, but MG had been his be-all and end-all. It was almost a merciful release; he’d never quite got over being fired.” □

In combing the Internet for material to include in this article, we came to realize that Cecil Kimber is memorialized by scores of MG clubs across North America and (presumably) in the UK. His name figures repeatedly in announcements of events (car shows, rallies, races, hill climbs, banquets, etc.) and is a prominent fixture on trophies and awards presented to the Faithful on such occasions. This phenomenon is not confined to aficionados of vintage and T-Series MGs (like us); it extends also to clubs whose enthusiasm embraces the MGA, MGB, MGC, et al. Testimony to the fact (as if any further proof were needed) that Cecil Kimber’s legacy is truly a most remarkable and enduring one.

If My Body Were a Car

If my body were a car, this is the time I would be thinking about trading it in for a newer model. I’ve got bumps and dents and scratches in my finish, and my paint job is getting a little dull.

But that’s not the worst of it.

My headlights are out of focus and it’s especially hard to see things up close.

My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins.

It takes me hours to reach my maximum speed. My fuel rate burns inefficiently.

And here’s the worst of it:

Almost every time I sneeze, cough or sputter, either my radiator leaks or my exhaust backfires.

I think I’m becoming a clunker. □



Next two pages: Continuing our series of ancestral Midget and T-Series road tests from *The Autocar*, we feature the 1936 PB Midget two-Seater.

The Autocar Road Tests



The Midget taking a mud section, part of the old Pilgrim's Way, near Wrotham, Kent.

No. 991 (Post-War Series) M.G. MIDGET PB TWO-SEATER

A Fascinating Small Sports Car : The Latest Model Shows Marked Improvements in Several Important Points

SOMETIMES the truest expression of opinion upon a car which one has tested in the usual way is to say it is a machine one would like to own oneself.

Any such statement is naturally dependent upon the views of the individual expressing it, but, since the M.G. Midget is to be considered as a sports car, appealing to the more enthusiastic type of driver, it is at all events fair comment from someone who tries all manner of cars.

The PB Midget now tested is the model that was introduced just before the last Olympia Show, differing from the earlier P type in having a slightly bigger engine capacity, of 939 c.c. against 847 c.c.—a size retained for what is known now as the PA type. Besides the larger engine there are other points of difference in the PB Midget which contribute towards making it an appreciably improved car.

It would be difficult for anyone free from prejudice and at all capable of being enthused by the performance of a small sports car not to be quickly attracted to this M.G. It does so much for so little. It is almost as fast as can be used reasonably; certainly on either a long or a short journey it covers the ground just about as quickly as any type of car can, and in some circumstances more rapidly than is possible to a bigger, faster but less handy vehicle. Its acceleration is good, and it runs happily at 50, 55 and even 60 m.p.h., for the engine is smooth and will go up to a limit of as much as 5,500 r.p.m. on the indirect gears.

The acceleration shows a distinct gain as a result of the increased engine size—on paper as well as

on the road. Not only is the pick-up better from the lower speeds on top and third gears, but in the middle range too, and, if recollections serve, there is a decidedly superior feeling of power in reserve.

Those are points of far more importance than the actual maximum speed. In regard to speed figures, the state of Brooklands at present, undergoing repair as it is, prevented the proper maximum being developed in the available distance. The best that could be managed as a timed speed over a quarter-mile with the windscreen lowered and two up was fractionally below 71 m.p.h.—very definitely that is not the car's limit of speed.

This particular machine was fitted with a speedometer which showed no measurable error at 40, 50, 60 and even 70, and which was slightly slow at 30. It is therefore possible to say from the indications the car gave on Brooklands and its subsequent behaviour on the road that the maximum would lie around 75 or 76 m.p.h., given space in which to attain it. That is remarkable for a 9 h.p.-rated car which is flexible, tractable, and thoroughly

pleasant for by-way pottering, for instance, and for the slower kind of motoring which often appeals.

Reference has already been made to the high speeds the Midget is capable of keeping up; indeed, about 50 m.p.h. seems a natural speed on open roads. Even without ever driving it faster than that there is a charm about the car it is difficult to express, but which no doubt partly arises from the undeniable efficiency of the small overhead camshaft four-cylinder engine.

ACCELERATION		SPEED	
Overall gear ratios	From steady m.p.h. of	m.p.h.	
M.G. MIDGET PB TWO-SEATER			
PRICE, with two-seater body, £222. Tax, £8 15s.			
RATING : 8.9 h.p., four cylinders, o.h.v., 80 x 83 mm., 939 c.c.			
WEIGHT, without passengers, 15 cwt. 2 qr. 16 lb.			
TYRE SIZE : 4.00 x 19in. on knock-off wire wheels.			
LIGHTING SET : 12-volt ; 9 amps at 30 m.p.h.			
TANK CAPACITY : 12 gallons ; fuel consumption, 35 m.p.g. (approx.).			
TURNING CIRCLE : (L. and R.) 34ft. GROUND CLEARANCE : 6 in.			
10 to 30	15½ sec.	Mean maximum timed speed over ¼ mile	...
20 to 40	18½ sec.	Best timed speed over ½ mile	...
30 to 50	11½ sec.	Speeds attainable on indirect gears—	
5.375 to 1	11½ sec.	1st	22
7.31 to 1	10½ sec.	2nd	37
11.50 to 1	8½ sec.	3rd	55-60
19.24 to 1	—	Speed from rest up 1 in 5 Test Hill (on 1st gear) ... 18.47	
From rest to 50 m.p.h. through gears,	16½ sec.	Performance figures of acceleration and maximum speed are the means or several runs in opposite directions.	
From rest to 80 m.p.h. through gears,	27½ sec.	(Latest model described in "The Autocar" of August 30th, 1935.)	
25 yards of 1 in 5 gradient from rest,	5½ sec.		

The Autocar

"The Autocar" Road Tests

This unit has been developed to a fine pitch of performance and generally pleasing behaviour. Not only does it give a remarkable power output for its size, but it has been kept quiet mechanically and smooth for an engine of this description.

A good compromise has now been reached in the matter of the exhaust note; just sufficient remains to indicate that this is a sports and not a perfectly normal touring car, and the peak of the note is reached at about 2,500 r.p.m. No sign of pinking was evident from the engine at any time.

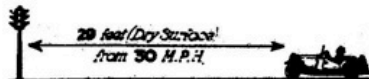
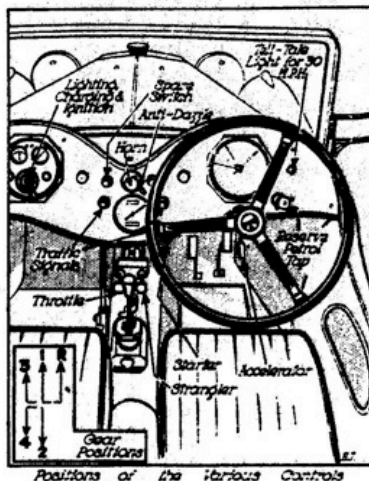
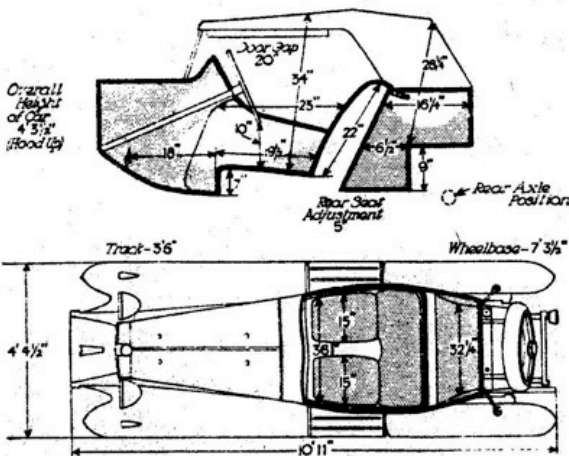
The PB Midget does well in running about slowly in speed-limit areas; indeed, its slow-running capabilities on top gear are extremely good in relation to the performance. Also, it shows a good ability to climb comparatively slowly on top gear on those occasions when it is not desired to rush a gradient or to rev on the gears.

An excellent point is the provision of an amber-tinted warning lamp on the instrument board, which lights up at about 20 m.p.h. and then automatically switches out at 30 to attract the driver's attention. Especially at night this is a prominent warning, and removes any perhaps captious criticism there might be that the "30" range of the centrally mounted speedometer is apt to be obstructed from view by the steering wheel. The separate rev counter now fitted is, however, immediately in front of the driver, and thoroughly visible. Whilst on this same subject of driving in built-up areas, it may be mentioned that, even after adjustment, the view given in the external driving mirror is not all it might be.

It is the handling of the car which gives it much of its appeal. The M.G. is low-built, of course, and it feels in "one piece"; the controls are exact, and very soon the driver is at one with the car. The driving position is right, vision is excellent, both wings being seen from the driving seat, and the big-diameter spring-spoked steering wheel comes in just the right place.

Though most satisfactorily light even when manoeuvring, the steering feels firm as well in a way which is remarkably good for fast work. It is by no means unduly low-geared steering, either, for approximately one and a half turns take the front wheels from full lock on one side to full lock on the other side. There is a delightful sense of having absolute control over the car, and, within reason, the road surface, whether wet or dry, makes practically no difference to the driver's handling of it. It rides so firmly, so safely, takes bends to the proverbial inch, and is able to respond completely to the judgment of an experienced driver.

The brakes do all they should do, too, giving an excellent, regularly achieved emergency test pull-up in less



than 30ft. from 30 m.p.h., yet with little actual feeling of brakes having been applied, and without the least pull to either side. The fly-off racing-type hand lever is excellent for holding the car firmly on the steepest gradient.

One of the improvements concerns the gear change. A lighter clutch driving plate is now used, and, in conjunction with appreciably higher first and second gear ratios, the result is a gear change which can be handled really quickly on the upward movements with no more than mild noise from the teeth, or dead silently with a brief, single-clutch pause. Top and third gear ratios remain as before. This is indeed a gear change that handles beautifully as a whole.

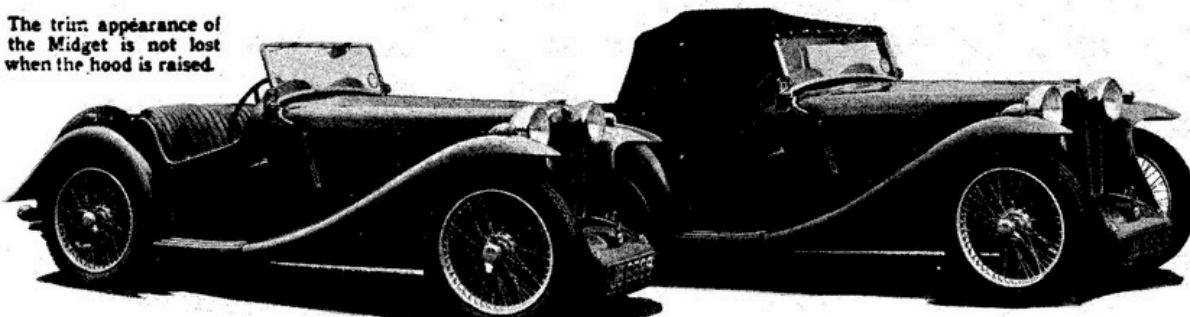
The springing is firm to give the stability that has been mentioned, but not really harsh at any time on surfaces which are at all reasonable. There is at times fairly hard movement, this being principally noticeable in towns, but for a car of this description the riding is comfortable and at its best over the middle range of speed.

The hood, which disappears into the body, is raised or lowered and secured really easily. It is not a very natural position for the driver to have his right arm entirely inside the body. There is fair room for small luggage.

The engine has an extremely good oil filler in the top of the valve gear cover; starting is immediate. Grouped "long range" lubricators serve chassis bearings which otherwise would be awkward to reach.

A fascinating, satisfying little car.

The trim appearance of the Midget is not lost when the hood is raised.



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 this Newsletter.

FOR SALE: TD/TF Parts

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: Car Trailer

I am putting my Car Hauler Trailer up for sale. Custom-built by Deande Trailers of Trenton, NJ. Enclosure by Blacher Canvas, Dunellen, NJ. Made of steel, with a 2' beavertail. Overall length 17', width 6' between removable fenders. Full 4-wheel electric brakes, 2 heavy duty safety cables, 7-pin connector cable, plus a full-size spare tire (never used). Access: 6' X 5'3" rear door, two 5' X 32" side doors, 24" X 45" front door. Outer covering is 18 gauge, tightly fitted vinyl (as used on tractor trailers), with zippered access through all sides. All supported by a removable aluminum framework. Double axle, with EZ Lube hubs for simple maintenance.

This trailer was designed specifically for MGs and has hauled MGAs, MGYs, MGBs, and MGTDs over the past 6 years. It has served wonderfully well also for hauling at different times an antique Farmall farm tractor, hit and miss engines and cart, a horse-drawn sleigh, as well as two big Harleys. The many tie-down points make it very versatile, and the covering affords 100% protection for loads during foul weather.

Looking for \$3,000, but willing to negotiate. Questions welcomed. Photos available upon request.

Contact Ron Chiste, Tel.: (410) 770-8582, Email: rchizip@verizon.net

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