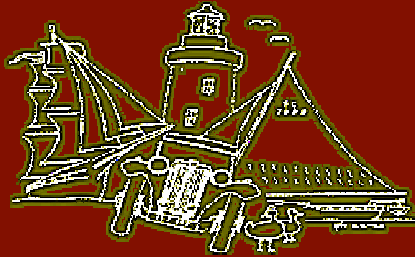


THE SQUARE RIGGER



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

www.chesapeakechaptermgclub.com

WINTER 2010

From the Chairman:

This issue of The Square Rigger is the largest ever published by our Chapter. It contains contributions from various members, as well as a potential member. (You'll have to peruse the entire issue to figure out who that is.)



To recap 2010's events: Our Winter EatOut, originally scheduled for early February but cancelled due to snow, eventually took place in March at The Old Angler's Inn in Potomac, MD. A weekend Tech Session in April featuring the redoubtable John Twist covered T-Series maintenance in detail and was both hands-on and lecture. In May, our annual Mini-GOF, generously hosted by John and Barbara Van Over at Mathews, VA, included *inter alia* boat rides, local touring, a club members-only tour of a private car collection, and plenty of socializing. In June our traditional Original British Car Day, held once again at Lilypons Water Gardens, marked its 33rd year by featuring the Land Rover marque. Finally, in October we organized a Blue Ridge Mountain Ramble, covered in this issue of TSR. Additionally, we've seen an increase in membership that augurs well for events planned for 2011 and should pay off in terms of suggestions for new club activities.

For those who could not participate in our 2010 activities, I urge you to get involved in 2011. We expect to put on at least the same number of events, hopefully with even wider member participation. So far, the Winter EatOut is scheduled for February 13, the Mini-GOF on May 6 through 8, and OBCTDay on June 5. These three events are longstanding traditions in our Club. In the past couple of years, turnout for tech sessions and local touring events was sporadic, presumably due to lack of interest. I was pleased to see that John Twist's Tech Session and the Blue Ridge Mountain Ramble were well attended. Significant effort and member enthusiasm went into planning and executing those two events, and their relative successes showed.

It is sadly clear, however, that our proudest tradition, that of The Original British Car Day, stands in dire need of greater member participation. John Tokar, its Chairman, outlines the magnitude of the problem on pages 3 and 4 of this issue. It is a very serious matter, and I exhort every member to read John's message, take it to heart, and act on it.

This is the season for giving. Each year we traditionally donate funds to groups and organizations engaged in helping others. To that end, I ask any member to submit to me the name of any worthy organization that in his/her view would benefit from our assistance. Last year I suggested The Sacred Octagon CD as a Christmas gift, and I hope everyone who asked for it got one. This year I want to suggest The Cecil Kimber Centenary Book 1888-1988. It has several chapters written by people who knew him well, plus chapters written by Kimber himself. Like the CD, it can be found on The Sacred Octagon's web site.

On that note, I'm pleased to extend to all of you and your families my best wishes for a Merry Christmas and a very Happy New Year!

Safety Fast!

Shaun English

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Editor's Corner

12/01/10

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 was and still 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 our parent organization, the New England MG-T Register, Ltd., and payment of modest annual dues are the only requirements. Membership application forms can be found, along with previous issues of this Newsletter, on our Chapter's website: www.chesapeakechaptermgclub.com

Our 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 on and downloading from our website.

We're always on the lookout for stories, technical submissions, anecdotes, jokes, cartoons, 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.

The Original British Car Day

We trust all Members will sit up and take notice of our Chairman's good words on page 1 and John Tokar's eloquent appeal that appears on the next two pages. The possibility that our longstanding annual flagship event might come to grief due to persistent unresponsiveness on the part of our Members is too awful to contemplate.

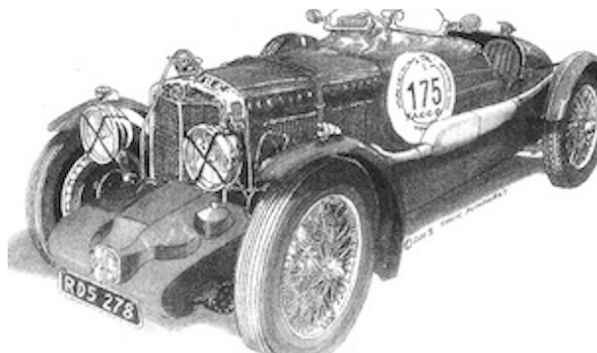
Celebrating the TD

As envisaged in our previous issue, this Winter issue celebrates the TD, the T-Series model whose production numbers were greater than those of all other T-Series models combined. (At least 39 of them currently grace the garages of Chapter members.) We are grateful to those who submitted TD and other material for this issue. We also thank Shaun English, Bob Little, Jim Bradley and Milton Babirak for their photographic contributions.

Our Spring issue, to be circulated in March, will focus on the MGTF. To help us celebrate that Last of the T-Series Mohicans, we again invite you to send us your favorite stories and reminiscences, this time about TFs you own, have owned or sorely wish you had owned.

MG Quiz Feature

This issue contains Question No. 2 in what we hope will become a popular little gimmick for testing Members' knowledge of MG lore. If you don't know the answer off the tops of your heads, don't be shy about doing some research. Only two Members responded to the Quiz question in the Fall issue, but both of them hit the nail on the head. (See page 15.) □





The Future of The Original British Car Day is in Jeopardy

**An Open Letter to Our Membership from John Tokar,
CCNEMGTR Vice Chairman,
and Chairman of The Original British Car Day**

The Original British Car Day (OBCDay) has been a tradition of our Chesapeake Chapter for more than 33 years. British car enthusiasts flock to it from near and far, having made it their tradition to attend. It all began in 1977 when our first show was held at the British Embassy in Washington, DC, with only about a dozen cars in attendance. Since our beginnings, we've had as many as 900 cars on the field at a single show!

It was our Chapter that conceived the idea of having a car show just for British cars. Other clubs have copied our idea, but it was our group that started the phenomenon, hence the "Original." I am proud of that heritage and have been pleased to be a part of it for the past 25 years, with over 10 years serving as Chairman. I am grateful to all those who helped with OBCD 2010, as well as to all the other good people who have helped make our show a success during my tenure as Chairman. I hope we can continue running it for the enjoyment of all for many years to come. With this in mind, I urge all of you to please think seriously about the future of OBCDay.

Each year, we put a major effort into planning and preparing for The Original British Car Day. This process begins the very next day after the show and continues throughout the ensuing year. We've always made a point of soliciting active participation on the part of all our members. Today our membership has grown to number almost 80, a welcome increase that has occurred over the last few years thanks to the energetic efforts of your Chapter's Board, as well as of past and present Membership Chairmen.

Although our membership has increased steadily, I am distressed to report that despite repeated appeals for our members to participate in this major event, the response in recent years has dwindled to a shamefully overworked few. For some time now, we have been obliged to depend on support only from a tiny band of dedicated, exhausted volunteers — a majority of whom are *not* members of our Club, but volunteers from sister British car clubs, plus relatives and friends who belong to no car clubs at all. This situation, if allowed to continue, can only breed a disheartening impression of our Club in the minds of other British car clubs and enthusiasts.

We have had occasion often in the past to remind everyone how embarrassing this trend has been. I must now warn all concerned that it has reached a crisis-stage where our ability to stage future Original British Car Days, including the one (No. 34) we have scheduled for Sunday, June 5, of next year, is called into serious question.

We held a meeting a few weeks ago with some of our core group of OBCDay organizers. We reviewed the 2010 show and focused once again on our acute need for a significant increase in volunteer help to enable the show to go forward. The results of that meeting are set forth below:

4

POSITIONS WE NEED TO FILL NOW! At this point, we are asking you, our members, to come forward and volunteer for the following functions that are crucial for OBCD 2011. They are listed and described as follows:

Publicity and Advertising: Someone is needed starting *now*, to contact car clubs and send out press releases to club websites, newsletters and car collector magazines to ensure that the date of next July's OBCDay and related info are circulated throughout the car-club community.

Program Booklet: Over the years we have prepared a show program booklet that has been very successful. It serves as a major corporate advertising medium for the show and as an informative show hand-out. In order for this to continue, we need someone to help with the organization, compilation and printing of this booklet.

Saturday Set-up/Field Layout: We need 10-12 people to mark locations for the various classes of cars, post signs, set up tents, and perform similar jobs as required. This is one of our most critical tasks and usually can be accomplished in about 4-5 hours, if sufficient help is available.

Registration: We fell severely short in filling this very important post in 2010. We need at least 8 people to ensure organized traffic flow, completion of forms, money collection, and safe admission of show cars onto the field amid a minimum of chaos and confusion.

After-Show Clean Up: Tearing down and cleaning up are other major activities that need to be completed before we can leave the field on Sunday. Lilypons Water Gardens has been our gracious host for the past six years, and we have forged a very positive relationship with them. We always make it a point to leave the facility in better shape than when we found it so that this arrangement might continue. Necessary work includes tent tear-down and loading, gathering and returning cones, signs, coolers, and tables, and loading all equipment into the club trailer.

Awards Compilation: This is by far the most critical part of the show. We need someone who is familiar with Microsoft Access, the database that tallies the vote information, selects the winners, and prints out the final voting results by owner and car class.

WORKER INCENTIVES — In order to promote interest and reward Chapter members and others who volunteer, we have decided to exempt their cars from payment of registration fees. We also intend to offer free OBCDay T-shirts and hats to all who choose to contribute their time and energies. In addition, we will organize an annual "appreciation luncheon" as a way to further reward our loyal volunteers. (This was a tradition back in our OBCDays at Bowie, where John and Linda Wright organized and handled most of the cooking for a Chapter barbecue after each show!).

NEW MEMBER PARTICIPATION — The key to any thriving organization is its ability to elicit the ideas and active cooperation of new members. It keeps things fresh and relieves the burden on those of us who have been "holding the fort" for all these years. I urge all new members to contact me to discuss how they might help. This is your club, so please help us make a go of it by getting involved!

I can only hope that as many of you as possible, old members and new, will respond to the looming crisis I have outlined by volunteering your time to maintain The Original British Car Day as the flagship event it has become over the past 33½ years. Please contact me at any time to discuss your involvement. My work phone is (410) 775-0500; my home phone is (301) 865-1339; and my Email address is jtokar51@verizon.net.

Many thanks for taking all this seriously. We look forward to hearing from you soon.

Very sincerely,

John Tokar
Chairman, OBCDay

Membership News
Milton Babirak
Membership Chairman

We welcome:

J. Daniel Howard
6900 Clifton Road
Clifton, VA 20124
Tel. (703) 502-1572

Email: bigjohndsparky@gmail.com

1951 MGTD, 1 MG Y-Type,
10 MGBs, 2 MGAs

Upcoming Chapter & Chapter-Related Events

EatOut 2011

. . . will take place on Sunday, February 13, at Morgan's American Grill, Newmarket, MD. A flyer giving full details will be circulated shortly.

Mini-GOF 2011

(from Jim Bradley)

I ask Members to save these dates: Friday the 6th through Sunday the 8th of May.

The format of the coming year's Mini GOF will be much like last year's except for the different venue. Because of that it will be different . . . not necessarily better, and hopefully not worse. The only commitment we have made to date is the hotel. We will stay at the Hampton Inn on Route 1 in Alexandria, immediately south of the Beltway (I-495/195). We will have a hospitality room just off the breakfast buffet area and will have our Chesapeake Chapter scrap books on display, along with some photos for which we need help in identifying cars and people. Parking for our MGs will be on the hotel's asphalt parking lot in a reserved area behind the hotel, not visible from Route 1, but visible from our rooms on the rear of the hotel.



Otherwise the program is open, with the general plan being a run north from Alexandria on Friday on the George Washington Parkway to Great Falls National Park, with possible stops at Fort Marcy, one of the Civil War fortifications around

Washington, and the Claude Moore Colonial Farm. Note that admission to the National Park at Great Falls or Fort Marcy is free if you have the Golden Age Pass. See NationalParks.org/om or call 1-888-goparks. The current plan for Friday evening is a dinner cruise on the Potomac.

On Saturday, we would like to go south from Alexandria on the GW Parkway to Mt. Vernon to see George Washington's grist mill and the recently reconstructed distillery, and then on to the historic Woodlawn Plantation and the Pope Leighy House designed by Frank Lloyd Wright. Or alternatively, and particularly so, if you have not been to Mt. Vernon plantation in the last four or five years, you may wish to visit it as they have a very impressive new Visitors Center. Likewise, going south from Alexandria there are other sites of interest such as the American Horticulture Society Farm, Fort Hunt and Collingwood Library. We are undecided about the car show, but at the moment there are two possibilities. One possibility is the new parking lot at Washington's grist mill and distillery where I have been assured that in early May there will be ample room to accommodate us. The other possibility is the overflow parking area at Woodlawn Plantation which is in grass and is shady. Saturday evening as usual will be our banquet and awards dinner at, possibly, Gadsby's Tavern.



The only event planned so far for Sunday is a guided tour of the Tucker Collection by its owner, David Cammack. This is a private collection that includes three Tucker automobiles and numerous parts, including the helicopter engines and original blue prints.



Please put these dates on your calendar and feel free to give me, Jim Bradley, a call at 703-683-7675, or email me with your comments and suggestions at jbradley25@verizon.net

Recent Chapter Events

Blue Ridge Mountain Ramble

Fourteen Chapter members brought a nice collection of MGs to Aldie, VA on Friday, October 15, where they embarked on a

three-day foray into the Fall-bedecked Blue Ridge Mountains. The weather was gorgeous and stayed that way throughout the weekend. And the scenery, as they motored among the hills and valleys of northwestern Virginia, was predictably superb. All that, coupled with good company and good conversation, made for a most enjoyable weekend.



Members participating included (left to right) Milton Babirak, Ralph Cattaneo, Gail English, Dale Lindsay, Michelle Cattaneo, John Williams, Phylis Williams, Ginny Bradley, Shaun English, Lucy Hughes, Mike Hughes, and Eleanor Lindsay — also, Jim Bradley (behind camera).

Their route took them west past Middleburg, through Marshall to Flint Hill, where they stopped for lunch at the Griffins Tavern, and then southwest to Sperryville on the eastern edge of Shenandoah National Park. All dined very well that evening at the Thornton River Grill and got a comfortable night's sleep at the Hopkins Ordinary. The next morning (Saturday), after a tasty breakfast prepared by the one of the Ordinary's owners (Kevin), the participants split up, motoring off in two directions: one group drove west across the mountain to Luray and met up with Chapter member Tom Ford, while Jim and Ginny Bradley proceeded southwest to Syria. At Luray, the first group lunched at the Artisans Grill, followed by a tour of the town's famous Car and Carriage Museum led by Rod Graves, whose late father founded it many years ago. The Bradleys, at Syria, visited and had lunch at the annual Graves Mountain Lodge Apple Harvest Festival.



All later returned to Sperryville, where they bravely dined outside in rather chilly temperature at the Blue Rock Inn, and then got a second well-earned night's rest at the Hopkins Ordinary. On Sunday morning, fortified by another of Kevin's formidable breakfasts, they said their goodbyes and made their separate ways home.

The weekend, by all accounts, was a memorable success. No one's car broke down, no one got lost, and all concerned enjoyed leisurely opportunities to socialize, relax, enjoy one another's company, and admire Mother Nature in her Fall finery.



The only casualty was Michelle Cattaneo's left shoe that fell victim to dripping battery acid — John Williams came to her rescue with a sock loan. ☐

Upcoming Events Sponsored by Others

(For details, click on the blue links)

Atlantic City Classic Car Show

Scheduled for Friday - Sunday, February 18-20.

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

Sugarloaf Antique Car & Swap Meet

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

Brits on the Green

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

Spring Carlisle Collector Car Exhibition and Swap Meet

To be held at Carlisle, PA, Friday - Tuesday, April 27-May 1. "Filled with anything and everything."

www.carsatcarlisle.com/ce/events/spring-carlisle ☐

Celebrating the TD

Published *The Autocar*, 15 May 1953



No. 1497 : M.G. MIDGET
SERIES TD
TWO-SEATER

Though the body is wider, nowadays giving ample elbow room for two passengers, the familiar lines of the Midget are preserved. Bumpers with substantial over-riders cater for the relatively large overseas market that the car enjoys.

The Autocar ROAD TESTS

Few cars, if indeed any, can claim to have fostered enthusiasm for sports cars to the extent that the M.G. Midget has done. In April, 1929, the first of these cars, a Series M Midget, left the M.G. works and started a line of small sports cars which, under various type letters, but always with the suffix Midget, has continued unbroken to the present day. Many different models have made up this succession; some, notably the Monthéry J4, Q and R types, were out and out racing cars, but their less stark and highly tuned counterparts, too, have been competing in races, rallies and trials ever since.

It is likely that a car with a lineage of this sort should possess qualities in handling and performance that are out of the ordinary; the relatively large market for the current model, the Series TD Midget, in America is evidence of this fact, and the car can claim to have played a fair part in the present rapid growth of enthusiasm for sports cars amongst the American public. That this model has continued virtually unchanged since it was introduced early in 1950, and has lost none of its popularity, is further evidence, if such were needed. It is interesting to try to analyse the points which, collectively, make the TD such fun to drive.

The feel of the car on the road inspires confidence and there is the impression that even an indifferent driver could make a good showing behind the wheel; however long the journey, the actual driving of the car is beguiling all the way. In traffic its small size and good visibility make it very manoeuvrable and the flexibility of the 1¼-litre engine is such that one can trickle along at 10 m.p.h. on top gear, using the lively acceleration on third and second gears to pass through comparatively narrow openings in the traffic. For the daily shopping it could not be more convenient; its small size and good steering make parking an easy matter.

The high-g geared rack-and-pinion steering is light, accurate and sensitive, and small movements of the wheel produce a quick response. On the open road it is necessary only to hold the wheel very lightly, and long, fast bends are taken more by leaning the body into the corner than by steering round it. A slight tendency to oversteer at the recommended tyre pressures, particularly with a full tank, was cured by increasing the rear pressures to 20 lb. One of the few major departures from the design of the earlier cars lies in the front suspension, which is independent, using coil springs and wishbones; leaf springs are used at the rear, though not of the short, stiff variety on the Midget's forebears. In operation, the suspension is sufficiently stiff to reduce roll on corners to a minimum and it gives a comfortable ride over rough surfaces, though there is a certain amount of vertical motion over roads with undulating bumps.

Speeds up to 65 m.p.h. are reached easily and a cruising speed of 60-65 m.p.h. can be maintained whenever conditions allow. Above these figures, however, the increase is slower and to reach 75 m.p.h. on the slightly flattering speedometer requires a fair length of road. With the windscreen flat and only the driver in the car a true speed of 78 m.p.h. was reached on two occasions on level ground. Without unduly stretching the engine or the driver it is possible to put upwards of 45 miles into the hour in normal road conditions. Main road hills are taken easily on top gear and it is very seldom indeed that it is necessary to drop below third gear for gradient alone. For normal use the top gear ratio of 5.125 to 1 is about right, but for extensive main road driving, particularly on the long straight roads of Europe, one feels that a slightly higher gear would be useful.

The gear box, with synchromesh on second, third and top, and its short, remote control, central lever, are a joy to use — to such an extent that one tends to use third gear more than one needs. For normal purposes the synchromesh is adequate but, in the conditions of recording the performance tests where full use of the performance was made, it was quite easy to override it. In this connection, too, it was found that, in taking the acceleration figures, when full throttle gear changes were made there was a tendency for the clutch to spin. In a car of this type which is bound to be used in competitions by many owners, stronger clutch springs would be an advantage; this would be particularly necessary in a car which had been subjected to the stage-by-stage tuning which can be carried out under the guidance of the M.G. company and which was fully detailed, with its results, in *The Autocar* of July 18 and 25, 1952.

The Lockheed hydraulic brakes, with two-leading shoes at the front and leading and trailing shoes at the rear, are amply adequate to the car's performance. Heavy pedal pressures are not required and, as a test, the brakes will stop the car on a straight line from 50 m.p.h. with the driver's hands off the wheel. There was no sign of fade in the arduous conditions of the test, and after extensive use both while taking the performance figures and during many miles of normal motoring, they did not deteriorate nor did the pedal travel increase to any great extent.

Noise Levels

Mechanically, the engine is agreeably quiet and the exhaust note is subdued and pleasant: even on the intermediate gears between high buildings there is no back echo. Inevitably there is a certain amount of wind noise in an open car at high speeds, but this is not worrying and conversation can be maintained without the need to shout; gear noise is confined to a pleasant whine on the intermediates. The engine starts easily from cold and the mixture control is required only for the initial start. It is sensitive to fuel and, on a low-grade diet, it pinks readily. At speeds not exceeding 50 m.p.h., maintained over a long run, the fuel consumption worked out at a little under 30 m.p.g.

The driving position is good and the seats are adjustable — together, not separately, because of the one-piece back rest — to an extent to suit drivers of widely different heights; the steering column, too, is adjustable for individual reach. Space is rather cramped round the pedals and there is barely enough room for the left foot when it is not on the clutch pedal. Both front wings are visible from the driving seat, though the left wing view is in line with the driving mirror. The 5in speedometer and revolution counter dials are directly in front of the driver, though it is felt that they could possibly be moved over to the right, as the higher readings on the speedometer are hidden by the rim of the steering wheel. On a panel in the centre of the fascia are grouped the remaining instruments: a combined radiator thermometer and oil pressure gauge, ammeter, horn button, lighting and starter switches, mixture control, rheostatically controlled fascia lighting switch, ignition warning light and a green light which warns the driver when the level of fuel in the tank drops below 2½ gallons; a fuel gauge is not fitted. There is an additional switch for a spot lamp if one should be fitted, though such a lamp is not standard. There is a deep cupboard in front of the passenger, though its lid is not lockable; upholstery and interior trim are in leather and the seats are comfortable, well padded, and give ample support to the extent that, after a long drive, no signs of stiffness are felt. The windscreen wiper motor is placed at the top of the fold-flat windscreen, in front of the passenger, and the twin blades clear a wide area of the screen. At high speeds, with the blades in the parked position, and occasionally when they are in operation, the blade on the driving side disappeared above the screen; a stop to prevent this would be valuable.

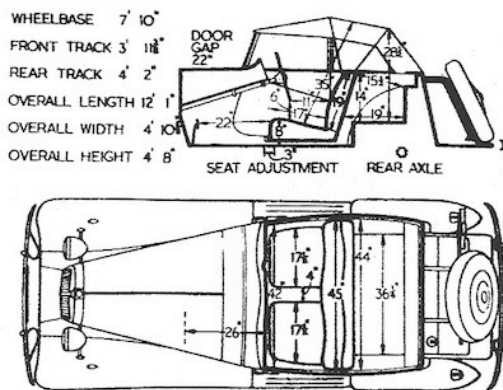
The weather equipment, once in position, is excellent and free from draughts and rattles, and the side screens are rigid and fit well; soon after raising the hood the interior becomes almost as warm and comfortable as that of a convertible. At high speeds the canvas of the hood vibrates and produces a fair amount of noise, but the side screens remain well fitting and they do not flap. The hood and side screens take a fair time to un-stow and erect; against this, however, must be balanced the pleasant thought that, in fine weather, one has the joy of driving along in the sunshine, and given warning of the weather's more obscure moods, one has first-class protection available against them. Adequate luggage space for two large suitcases is provided behind the seats and it is fully protected by

The double-dip head lights give a good beam which is adequate for any speeds within in the car's range; a conveniently placed dip switch lies to the left of the clutch pedal. In general, the finish of the car is first-class and in keeping with the better traditions of British craftsmanship and quality-built British cars. A minor criticism in this connection is that the washers under the chromium-plated screws on the apron in front of the radiator are inadequately plated, if indeed at all, and rust very quickly.

From the point of view of the owner who carries out his own maintenance, the accessibility of the engine and its auxiliaries could not be better. The gear box has a dip stick which is reached through an inspection cover in the floor above the gear box; the rear axle, too, is easily checked for level and replenished by removing the floor of the luggage compartment.

The Midget is a survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest; and this at a price which, in modern times, amounts to a very modest outlay. □

M.G. MIDGET SERIES TD TWO-SEATER



Measurements in these $\frac{1}{16}$ in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION : from constant speeds.
 Speed, Gear Ratios and time in sec.

M.P.H.	5.125	7.098	10.609	17.938
	to 1	to 1	to 1	to 1
10-30 ..	11.7	8.6	6.1	—
20-40 ..	12.4	8.9	—	—
30-50 ..	12.6	9.8	—	—
40-60 ..	15.1	—	—	—
50-70 ..	22.6	—	—	—

From rest through gears to :

M.P.H.	sec
30 ..	6.3
50 ..	15.6
60 ..	23.9
70 ..	39.6

Standing quarter mile, 23.4 sec.

SPEED ON GEARS :

Gear	M.P.H.		K.P.H.	
	(normal and max.)	(best)	(normal and max.)	(best)
Top ..	73.5	75	118.3	120.7
3rd ..	48-59	—	77-95	—
2nd ..	30-38	—	48-61	—
1st ..	16-20	—	26-32	—

TRACTIVE RESISTANCE : 26 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION : M.P.H.

Car speedometer	10	20	30	40	50	60	70	80
True speed ..	10.5	19.8	29	38	48	57.5	67	77.5

TRACTIVE EFFORT :

	Pull (lb per ton)	Equivalent Gradient
Top ..	179	1 in 12.5
Third ..	257	1 in 8.5
Second ..	390	1 in 5.6

BRAKES :

Efficiency	Pedal Pressure (lb)
96 per cent	130
78 per cent	95
35 per cent	53

FUEL CONSUMPTION :
 25 m.p.g. overall for 320 miles (11.3 litres per 100 km).
 Approximate normal range 23-29 m.p.g. (12.3-9.7 litres per 100 km).
 Fuel, First grade.

WEATHER : Dry surface, light wind.
 Air temperature 55 degrees F.
 Acceleration figures are the means of several runs in opposite directions.
 Tractive effort and resistance obtained by Tapley meter.
 Model described in *The Autocar* of January 20, 1950.

DATA

PRICE (basic), with open two-seater body, £530.
 British purchase tax, £221 19s 2d.
 Total (in Great Britain), £751 19s 2d.

ENGINE : Capacity : 1,250 c.c. (76.28 cu in).
 Number of cylinders : 4.
 Bore and stroke : 66.5 x 90 mm (2.62 x 3.54 in).
 Valve gear : Overhead ; push rods.
 Compression ratio : 7.25 to 1.
 B.H.P. : 54.4 at 5,200 r.p.m. (B.H.P. per ton laden 50.8).
 Torque : 63.5 lb ft at 2,600 r.p.m.
 M.P.H. per 1,000 r.p.m. on top gear, 14.5.

WEIGHT (with 5 gals. fuel) : 17 1/2 cwt (1,995 lb).
 Weight distribution (per cent) 50.2 F ; 49.8 R.
 Laden as tested : 21 1/2 cwt (2,395 lb).
 Lb per c.c. (laden) : 1.9.

BRAKES : Type : F, Two-leading shoe.
 R, Leading and trailing.
 Method of operation : F, Hydraulic. R, Hydraulic.

Drum dimensions : F, 9in diameter, 1.5in wide. R, 9in diameter, 1.5in wide.
 Lining area : F, 52.5 sq in. R, 52.5 sq in (98.1 sq in per ton laden).

TYRES : 5.50-15in.
 Pressures (lb per sq in) : F, 18. R, 18 (normal).

TANK CAPACITY : 12 1/2 Imperial gallons.
 Oil sump, 10 1/2 pints.
 Cooling system, 12 pints.

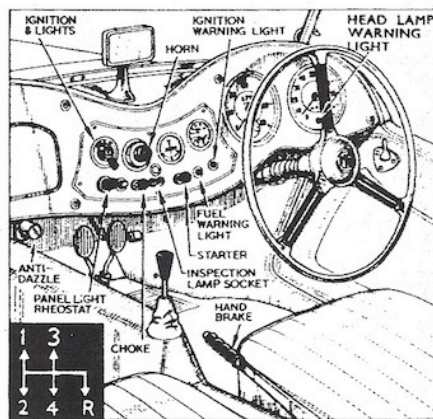
TURNING CIRCLE : 31ft 3in (L and R).
 Steering wheel turns (lock to lock) : 2 1/2.

DIMENSIONS : Wheelbase, 7ft 10in.
 Track : 3ft 11 1/2in (F) ; 4ft 2in (R).
 Length (overall) : 12ft 1in.
 Height : 4ft 8in.
 Width : 4ft 10 1/2in.
 Ground clearance : 6in.

Frontal area : 16.6 sq ft (approx), with hood erected. 13.0 sq ft (approx), with hood and windscreen down.

ELECTRICAL SYSTEM : 12-volt ; 51-ampere-hour battery.
 Head lights : Double dip, 42-36 watt.

SUSPENSION : Front, Independent ; coil springs and wishbones.
 Rear, Half-elliptic springs.



TD Production Data

Models 1, 2 & Mk II

Year	Chassis Nos.	Quantity
1949	TD0251 — TD0348	98
1950	TD0349 — TD5169	4,820
1951	TD5170 — TD12577	7,407
1952	TD12578 — TD23634	11,056
1953	TD23635 — TD29915	6,280

TOTAL: 29,661

Exported to USA: 23,488*

*Wikipedia figure. Privately shipped vehicles presumably not counted.

Testing the MG Sportster

Science and Mechanics Magazine (U.S.), December 1951

Known as “the world’s fastest small car” — and part of a family boasting a long string of speed records to support that claim — the MG TD, a 2-passenger sportster that has found wide acceptance in American circles, lived up to its reputation for high performance in the Motor Vehicle Research trial run. It is in no way comparable to the two family-type cars [1951 Austin 40 and 1951 Ford Consul — ed.] tested at the same time. Its engine’s high-pitched whine serves notice of the MG’s ability to support that claim to show its heels to almost anything — of the same power — on the road.

Designed strictly, therefore, as a sports automobile with a rakish appearance appealing to the youthful spirit in all men, the MG lacks the comfort of a family sedan of the type most American customers are accustomed to. Andy White, who drove it “like a mountain goat” up Mt. Washington’s tedious twists and steep inclines, reported that it answered the steering wheel like a racer — an immediate response that sometimes had him clinging to the wheel on curves.

This particular car had been driven slightly more than 14,000 miles before the test, and therefore conceivably might have been beyond the point of peak performance, especially if it had been used in competition. Nevertheless, it performed beautifully, plunging up Mt. Washington at an average speed of 39.5 mph, with top speed of 47 mph. Two-thirds of the climb was accomplished in third gear. Low and high gears were not used. Driver White calls it the best car — in its size and horsepower — that he has ever seen.

As for fuel economy, the MG averaged 35 mpg at 30 mph, 33.25 mpg at 40 and 29.5 mpg at 50. Its light weight — 2,106 pounds, ready for the road — probably is an important factor here. In the acceleration tests, the car went from 0 to 50 mph in the exceptionally fast time of 14.9 seconds — there’s no doubt this car was built for sparkling performance. Its pickup from 0 to 60 mph is measured at 23 seconds. And its best cruising speed or harmonic balance point is around 67 mph.

One feature that caught Andy White’s eye was the complete tool kit housed in a neat compartment under the hood. A sturdy jack and lug wrench that really works were among the comprehensive array of tools — something of a novelty to the American driver. In addition, the MG’s driver reported, “at last we can have a real adjustable seat, one that can be adjusted both for the angle of the back and forward or back for leg space. That’s important in any car.”

One drawback in the MG is the lack of adequate vision from the driver’s position to the road in front of the car. The driver sits so low that an object less than 26 ft 8 in. ahead of the bumper cannot be seen over the center of the hood. Looking between the left headlamp and the radiator cap, the driver can see the road at a distance of only 18 ft. while the distance on the right side, between the headlamp and radiator cap, is 20 ft. 10 ½ in. from the driver’s eye to the road.

Members of the New Hampshire state highway patrol participated in the speed tests, achieving a top of 83 mph on the MG’s speedometer. The runs, made over a 1 ½-mile stretch of the New Hampshire turnpike, revealed a speedometer error of 4 mph in this particular car — about the same degree of accuracy found in American speedometers. Incidentally, the New Hampshire turnpike has a surface that is almost ideal for many types of open road testing, and the mileage measurements between bridges are accurate within 1/10th of a foot.

One instrument that is not common on U.S.-built cars is the 5 in. tachometer

MG Sportster Performance

TEST DATA

Date of Test: July 19, 1951
Weather Conditions: Temperature 1°F., Humidity 63%, Wind 13 mph
Mileage at start of Test: 14,721 miles

Date of Test: July 19, 1951
Weather: Temperature 71°F, Humidity 63%, Wind 13 mph

Mileage at start of test: 14,721 miles

Fuel Economy (mpg at):

	20 mph	30 mph	40 mph	50 mph
North run	36	35	32.5	28
South run	36.25	35	34	31
Average	36.12	35	33.23	29.5

Acceleration:

0 - 50 mph	14.9 sec.
0 - 60 mph	23 sec.
Optimum cruising speed	67 mph

Top Speed:

Speedometer	83 mph
Actual	79 mph

Speedometer Error (at top speed): 4 mph

Hill Climbing:

8m incline @ 12-29% grades: 44 mph in 3d gear
Top speed & gear : 6 mph in third
Pct of time in gear: 66% in 1st; 34% in 2d;
none in 1st or 4th

Braking Efficiency: 60% at 30 mph, stopping distance 50.2 ft.

Air-Fuel Ratio: 11½ - to-1 at idle;
(lean mixture) 14-50-1 at intermediate speed,
14¾-to-1 to 17-to-1 at top speed

Ignition Coil Output: 20,000 to 23,000 volts

SPECIFICATIONS

Engine: 4-cylinder, overhead valves

Transmission: 4 forward, 1 reverse gear shift
Rear axle ratio: 7.225-to-1 (top gear)

Exterior:

Wheelbase 94”
Weight: 2,016 lbs.
Height: 53”
Width: 58.6”
Overall length: 145”

Interior:

Headroom: 35”
Hiproom: 44½”
Legroom: distance from seat cushion to floor 52”

Steering:

Lock to lock: 2½ turns
Turning circle: 31’ 3”
Adjustable steering column

mounted on the MG's easy to read dash. This counts engine revolutions, of course, enabling the driver to keep an eye on power plant operation. The MG's 4-cylinder, overhead valve engine turns up its peak horsepower at 5,200 rpm, which puts it in the high speed class. Coupled with that is a rear axle ratio of 5.125-to-1 in top or fourth forward speed. The engine's compression ratio of 7.25-to-1 in compares favorably with that of American automobiles, most of which are below that figure.

The MG's engine is easily accessible for repairs and servicing, but the test crew found the sharp little hood latches hard on the hands. And, they also found, the hood must be brought down absolutely straight to prevent banging into the chrome headlamps. The electric windshield wiper on this '51 TD had a small follow rod that pinched fingers unless the driver was careful in turning it on and off. Another bad feature, in the test crew's opinion, was the arrangement of brake, clutch and accelerator pedals. The pedals, they agreed, should be further apart to prevent overlapping of the two pedals by the sole of the foot.

One impressive thing about the tough Mt. Washington run was that the MG came through the 8-mile grind without a single mechanical failure. Wheel-slippage was practically non-existent. As the MG had some pretty "bald" rear tires on it during the test, this reflected particular credit to the road-hungry feel of this perky and powerful little sportster. □

Visibility(for 5-8' driver):

Driver's eye to road between left headlight and hood, 18'
Driver's eye to road over center of hood, approx. 30")
Driver's eye to road between right headlight and hood, 20' 10½"

Miscellaneous

Battery: 12 volts
Tires: 5.50 x 15
Springing: front, independent; rear, semi-elliptic
Parking brake on driver's right, between the seats
Electric windshield wiper
Spare tire mounted on rear

DRIVER'S OBSERVATIONS

Roadability: Excellent, virtually no wander, steering wheel response is fast, clings to curves like a racing vehicle.

Riding Comfort: Fair, not a family-type car, so comfort not stressed.

Instruments: Fairly easy to read in daylight, difficult at night, panel light dimmer improves vision.

Accessories: Steering column adjustable, tool kit in box under hood, glove compartment can house radio, celluloid side screens detachable, spare tire mount easily accessible, both individual seats adjustable for angle of back and forward or backward. □

Top Ten TD Aphorisms

(With Apologies to David Letterman)

By Milton Babirak and John Wright

1. If it doesn't leak, it's empty.
2. "Safety Fast" was wrong on both counts.
3. The SU carburetor: the first Rubric Cube.
4. TD ergonomics: A bottle of aspirin in the glove box.
5. A seminal breakthrough in auto safety: MG engineers mount a spare tire over an exterior fuel tank for added protection.
6. Whitworth, BSF, metric Whatever!
7. Two disparate cultures share a common electrical engineering achievement: Chinese Christmas lights and Lucas electrics.
8. Can it be called a sports car if it only has 54 horsepower?
9. A good design should satisfy multiple system requirements. For example, a car door functions as a door when a car is parked. In the case of a TD, a car door can also function as an emergency ejection system when a car is going quickly around a corner. Or: "Honey! Hang onto that door as we round this corner!"
10. There are some things more important than a TD, to wit: Sir William Morris enjoyed a long and happy marriage to his beloved wife, Elizabeth Maud. While he was a decidedly prudent man, during his marriage he somewhat imprudently built and maintained a full workshop immediately adjacent to his bedroom so he could work on MG projects, even in the middle of the night. Sir William and Lady Morris did not have children. □

My First TD

By Bob Little

My first MG TD came into my life as a Matchbox car or some similar brand. It was a fun car to have since it was very square instead of the bulbous rounded cars that most toys replicated at that time. Plus, it was an open convertible.

It wasn't too many years later when our neighbor drove a real TD into his driveway. What a great car!

It seemed fast, made great noises and smelled like a good mix of petrol and leather. I think it was another two years before the TD was replaced by a very sexy MGA. I must have been around eleven years old at the time. The world of MGs was very exciting for a kid pulling fenders off his Schwinn bicycle and putting playing cards on the wheel spokes with wooden clothespins.

Fast forward through several MG ownerships to Santa Monica, California, 1985: the setting, 8 p.m. at a neighborhood gas station. Off to the side of the garage was a somewhat tattered TD. My curiosity got the best of me [what a surprise!]. I scouted out the car and inquired about its ownership. I recall the story went something like, "A little old lady from Pasadena sold it to a lady from the San Fernando Valley who owned the car for several years. She used it as a daily driver, but somehow it expired on a corner in Santa Monica, and she was probably ready to let it go."

Fast forward to my backyard in Santa Monica 24 hours later: there I am getting acquainted with the TD that looked so needy at the gas station. Knowing MGs pretty well, I immediately saw various areas of deferred maintenance that were easily rectified. My plan was to pull the TD together in proper form, then come springtime, sell it to someone who would appreciate the car and take good care of it.

It seems I soon came to appreciate the changes between a TC and a TD. Things such as how well it drove with independent front suspension, a bit more power, a little larger body tub, and so forth. Two rebuilds and 25 years later, having by now driven the car on both coasts and in a good bit of what lies in between, I still appreciate its good handling characteristics.

I guess I misplaced that 'For Sale' sign I had in the garage back in Santa Monica. Now, if I put a Moss 5-speed transmission in her, get some new tires, do a little more rewiring, etc. we could get up to New Hampshire or possibly even out to Reno this spring. Or how about the vintage races at that track north of San Francisco, up in wine country. . . . Ummm, sounds like the 2011 calendar is filling up already. ☐ Fast forward to my backyard in Santa Monica 24 hours later: there I am getting acquainted with the TD that looked so needy at the gas station. Knowing MGs pretty well, I immediately saw various areas of deferred maintenance that were easily rectified. My plan was to pull the TD together in proper form, then come springtime, sell it to someone who would appreciate the car and take good care of it.

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TD Highs & Blows

By Milton Babirak

This past summer, I was driving my red 1951 MG TD from my home in Sterling to Luray VA, a distance of approximately 90 miles. It was Sunday, July 18, a very hot day. I was driving to meet Tom Ford, a Chesapeake Chapter member and very good friend who has worked on my car on many occasions. I was to meet Tom in Luray at a paint shop he had recommended. A couple of weeks before, my son's bike had fallen on my TD, its handlebar scratching the TD's left front fender. Before setting out for Luray, I had placed several cans of matching red paint, reducer, hardener, etc. in a cardboard box to leave with the painter. I placed the box in the passenger's footwell of my TD.



After driving nearly 75 miles, I was motoring along just west of Sperryville on Route 211. The Blue Ridge Mountains were all around me as I drove through the pass toward Luray. To that point, the trip had been uneventful. But all of a sudden, as I reached the summit near the entrance to Shenandoah National Park, a loud explosion shook the whole car violently. The rear of the vehicle seemed to lift off the road. I thought I had lost my rear axle or drive shaft, or had thrown a rod. I couldn't pull over to check what had happened because the road at that point had no shoulder. The explosion stunned me, but the engine kept running as if nothing was amiss. I quickly scanned my instruments and saw everything was normal. I scanned the instruments again, looked back through the rear view mirror, stuck my head outside the car, and still could not see any problem. I could not understand how the car continued to run happily after something had obviously gone so terribly wrong.

But then I noticed something. It was a strong, odd smell. I didn't recognize it at first. I continued on, and the odor persisted even though I was traveling at 45 mph, the top was down, and the side curtains were still stowed away. I ran through a mental checklist of possible smells. It was not smoke, antifreeze, burning wire or hose, hot brake fluid or gasoline. I knew the smell but could not immediately identify it. And then it dawned on me. It was paint, automotive paint. But why did I smell paint after an explosion? And why was my engine still running?

It came to me. I leaned over the gearbox and reached into the passenger's footwell. The cardboard box was open. I felt inside. The one-gallon can of red paint was open, its lid missing.

When I put that paint can in the cardboard box back at home in my garage, there was only a little paint left in the can. It had been stored in my air-conditioned garage where the ambient temperature was around 74°F. Thus, the can had plenty of cool air in it when I left my house, but that air heated up during a long drive on a very hot day, creating increased air pressure inside the can. As I climbed to the summit of the Blue Ridge, the atmospheric pressure, which had been offsetting the internal pressure, had decreased to the point where the pressure inside the can was now greater than the atmospheric pressure at the summit. The result was that the hot air inside the paint can blew the lid off with such force that it shook my TD which weighed over a ton and was traveling at 45 mph. It all seemed like a high school physics experiment gone wrong.

Luckily, all this happened inside the cardboard box I had placed in the passenger's footwell. With very little paint in the sealed can, even less was expelled past the lid and out of the box. However, I now have a fragmented circle of red paint on a portion of the black carpet covering my transmission tunnel where the lid of the paint can landed. None of this paint is visible since it is near the firewall. However, I know it is there and I will leave it there as a silent reminder that no matter how well you may try to plan for even the simplest of life's journeys, there is always the unexpected. □

Motor Oils Reformulated Again

From Bob Schoeplein

[Quoted passages are excerpted from a technical article by Lake Speed, Jr. of Joe Gibbs Oils. This article was also carried in the July 2010 issue of *The Spark*.]

“In 2004, API SM/GF-4 licensed oils hit the marketplace, and about 12 months later articles and technical bulletins began to appear warning consumers of the risks of using low Zinc Phosphorus API SM?GF-4 rated oils in flat tappet engines.

Today, the word is out — motor oils are changing again. This time, consider yourself forewarned.

API SN — ILSAC GF-5 licensed oil will hit the shelves in October of 2010, and this new oil specification places greater emphasis on protecting catalytic converters than previous oil standards and lowered film strength. To meet API SN - ILSAC GF-5 standards, oil marketers must (further) reduce the phosphorus, sulfur, and zinc levels in their oils, and they must use more polymers and aggressive detergents. Older push rod engines and high rpm race engines need just the opposite: higher levels of phosphorus, sulfur, and zinc as well as lower levels of polymers and detergents.”

We've been through this subject in the past few years. You thought that you were getting 100% maple syrup. Now you're getting colored water. If you are concerned, the good news is that perhaps as many as a half-dozen refiners formulate a motor oil that is just right for our MG needs. The cost per quart for our niche market may be \$2-3 more than the discredited stuff off the shelf, but as we wags say, “Oil is the cheapest part of racing (and motoring).”

The bad news is where to buy it. You won't find it at your favorite haunts. I use Brad Penn, a popular semi-synthetic 20W-50 racing oil with lots of all the good properties, and I now am using it in all 4 of my MGs. I change the oil in our street MGs twice a year.

The distributor is in Woodbridge, and he either will send it to me by the case or deliver it to his Manassas office. Ask around the Club at our next function; other members may have other brands. Or give me a call at (703) 390-1188. I'll describe my oil and give you the distributor's phone number.

And no, I don't get a commission. ☐

How Come Teens Don't Know about LBCs?

By Kyle Babirak

My name is Kyle. I'm a teenager (16 years old). You're probably wondering why somebody like me is writing for *The Square Rigger*. And you probably think we teens don't care much about old cars, particularly Little (Old) British Cars. Correct? Well, Mr. Avid Car Collector, I have to say you're right. Most of us care about fast muscle-cars like Mustangs and Camaros, or exotic cars like Ferraris and Jaguars.

But why? Why do teenagers remain ignorant of some of the most beautiful cars on earth and drool over muscle-cars that handle poorly and have far too much power? The answer is simple: we don't know anything about MGs and such. We have no idea about them.

Seriously, when was the last time you saw an old T-Series MG in a *Terminator* movie or in the movie, *Bullitt*? When was the last time you saw an MG in any movie, especially in theaters where we teenagers actually go? That's correct, a very long time ago. Never, more than likely.

When Dad told me he was thinking about buying an antique car, the image of an old Chevy Camaro went through my mind. When he said he was thinking about buying something called an MGTD, the idea of a muscle-car was still stuck in my head. Nevertheless, I grabbed my iPhone and entered "MGTD" on Google. (Google is an Internet search engine, for folks who may still be living in the 20th century). What I saw made me gasp. This car was *art!* Who could have known that something like this could look so awesome and have so much potential to be cool? The flaring wheel arches alone were sweet, but everything about the car was awesome. It was a chick magnet!

When Dad brought one home, I could tell a lot of work would have to be done before we could turn this old beauty into a supermodel. So we swung into action. That was three years ago. Now that she's restored, we take her for drives almost every weekend. The feeling of the wind in my hair, the cooing of girls when we drive past, the crisp sound of her exhaust – it's simply teenage heaven! In fact, one night we took our TD to a nice steak house in Reston. By chance, we parked behind a brand new Aston Martin Vantage. That Vantage probably cost more than ten times the value of our TD, but our car got ten times more attention than the Aston.

All this made me wonder: Why do teenagers have posters of Aston Martins and Maseratis in their bedrooms? Why not

MGs? Well, we always see Aston Martins in the movies, like in the James Bond flicks. Another reason is that the MG brand has virtually disappeared because of the closing of the MG factory many years ago. Maybe now you're probably thinking. "Mr. Babirak, MGs are still being made in The Peoples Republic of China". But even for every "new" MG I see (and they seem to be invisible around here), I see scads of old American muscle-cars all over the place.

Besides, the "new" MGs are made in China, which we all know to be a Communist country. Has a decent automobile ever been made in a Communist country? Of course not!

A true MG must have been made in England in a British fully-owned factory. The loss of those factors is what killed the MG brand. So nowadays, most people (not just teens) discover the brand only when they first have a chance to see one in person.

So how can we promote this brand since MGs can't speak for themselves? Here's some advice from a teenager: Take your MG out of your garage. Get her out on the streets of a big city and show her off. I hear of so many great cars sitting in garages wasting their full potential, and it's a shame treasures so good are not being properly displayed. Seriously, Mr. Avid Car Collector, liberate your Little old British Car, show her out and about, and thereby open the eyes of my teenage world. ☐

[Ed. comment: It may comfort Kyle to learn that many of us drive our MGs a lot, even though we tend to steer clear of big cities, traffic, and major highways. Indeed, some of us even race our elderly vehicles. And virtually all of us, even thumb-lumps like Yrs Trly, putter around in our garages. Some of us even know more or less what it is we're doing.

In any case, Kyle's essay serves as a useful reminder that fostering T-Series enthusiasm among the young people in our midst ought to be one of our major preoccupations.]

Replacement Parts Problems?

The Editor

Some weeks ago, our colleague Bob Schoeplein called our attention to what lately seem to be problems in the quality of replacement parts received from well-known suppliers. He cited a recent example that appears to have stemmed from a decision by Lucas Varsity plc to license to unknown manufacturers the production of ignition coils to be sold under the Lucas brand-name in their bright "Lucas" boxes.

Bob reports having recently encountered a failure of a new Lucas coil. He also has discovered from his racing friends that such failures have been quite common.

"Here's my point," says Bob. "We MG racers demand reliability. (There are 200 of us nationwide in the MG Vintage Racers.) Racing is expensive. One long weekend: \$400.00 for an entry fee, \$500.00 for four motel nights, travel, meals and enter-

tainment. So we don't want to arrive at a raceway and then hurt our engine or something else. When I inquire, our chat room network tells me what replacement parts to buy and where. Now, TD guys are probably more sticklers for originality than A or B-types, but everyone should have information on what else is out there that is more reliable and cheaper. Shouldn't we feed that info to our members?"

We recall that John Wright, our Technical Advisor, drew our attention in TSR's December 2009 issue to a manufacturing flaw he encountered in connection with TC brake shoes — a potentially serious problem that fortunately the vendor and manufacturer acted quickly to resolve. He points out, nevertheless, that "there really is no excuse" for the Lucas failure described above. "Cost seems to be the driving force, and you get what you pay for, I'm sorry to say."

He also notes: "I feel we owe a lot to our vendors, as without them we would not have the ability to enjoy our cars as we do. They take on the development and source manufacturing to make the parts that keep our cars on the road at what I think are pretty darn reasonable prices. . . . Nevertheless, we should-n't fail to notify our members in cases of proven failures of new replacement parts."

"Might we suggest that if they have parts questions, they can contact me?", adds Bob Schoeplein. A most worthy offer, given Bob's involvement with MG Vintage Racers, where replacement parts failures would tend to surface sooner than they might in our show and collector cars.

As for Bob's query: "Shouldn't we feed that info to our members?" the answer is "darned right we should." With continued attention to this issue on the part of each and every one of our members, that's what this Newsletter wants to do. Come to think of it, that's probably one of the best reasons for having a Newsletter in the first place.

So, dear members, please don't hesitate to let us know if you should encounter a faulty parts problem. ☐



“Stump the Chapter” Quiz

Answer to Question No. 1

(Fall 2010 Issue)

Congratulations to Chip Old and Bill Seabrook, both of whom correctly identified the line of cars in the murky background of the photo as Y-Type Saloons. (YAs, to be precise.)



Here's Question No. 2: What significance, if any, does someone named John W. Thornley have in connection with British automotive history?

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. Also, please remember to let us know the result(s) of your ad and/or whether you want it to appear again in the next issue of the Newsletter.

FOR SALE:

TD: A pair of 7" Lucas 700 semi-sealed headlights for a left-hand drive car. They need interior cleaning. Please make me an offer.

Bob Cole
Tel. (610) 388-0898

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www.vintagerestorationsltd.com

410-775-0500



The Art of Wooden Cars

HOW MORGAN CARS ARE MADE OUT OF WOOD



The Morgan Motor Company located in England doesn't change in a changing world.

Not only it is still independent, it also makes each car by hand.

A base model runs more than \$40,000, but other models can cost up to \$300,000.

And people wait for over a year to get their exclusive hand-built cars with the shell made out of metal and much of the rest of the vehicle made out of wood.

Working on a wooden interior, workers use metal shears to shape a hood individually, because each car has to be different.

Every year Morgan produces about 600 cars.

The company will celebrate its 100th anniversary in 2011.

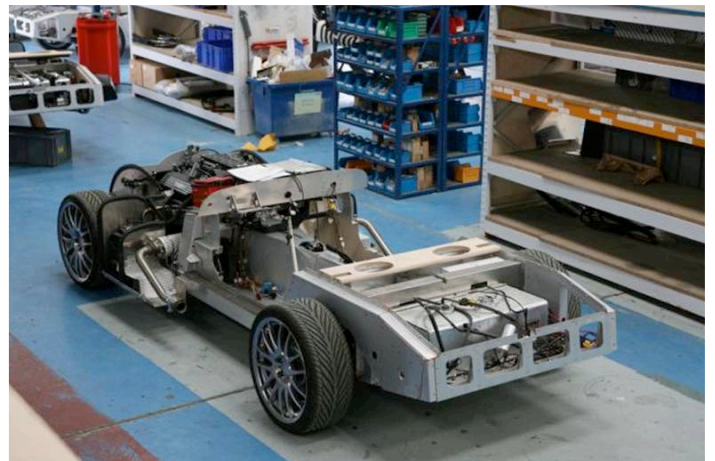
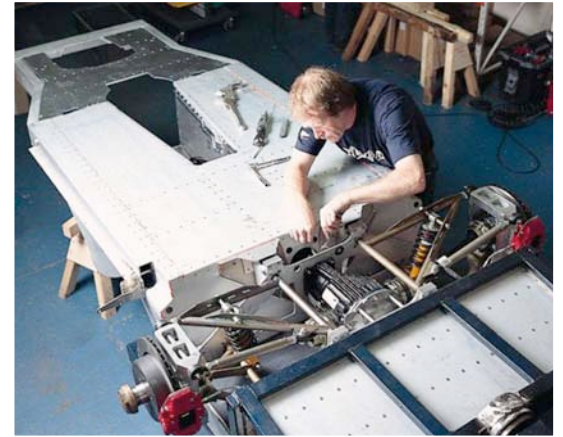
It has a long, interesting history, because it is still run by the same family: the Morgans.

Founded by Henry Frederick Stanley Morgan known as "HFS", it was run later by his son Peter, and now it is run by Charles, Peter Morgan's son.



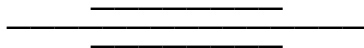
Just because we're infatuated with our MGs doesn't mean we can't appreciate other fine British cars, especially those whose relatively few builders have somehow managed to survive the downfall of what was once a thriving, far more extensively British-owned automotive industry. We look forward to seeing such gems at The Original British Car Day and other worthy shows. Like us, their owners tend to be careful about using them for daily transportation, flinging them around on superhighways, or subjecting them to other modern perils. Luckily, our resourceful Chairman has a friend, James Dinunzio, who kindly shared with us a collection of photos taken at the Morgan factory, where they've been building cars (starting with those lovely three-wheelers) for almost 100 years. And not just any cars, but cars made by artisans who know how to use and get the best out of wood. In the next few pages you'll see what we mean.

For a fuller account of the firm's history, click on http://en.wikipedia.org/wiki/Morgan_Motor_Company. Also, an interesting interview with Charles Morgan can be found on page 136 of the December 2010 issue of CARANDDRIVER.



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MotorSport
January 1947 &
January 1948



Greetings
to all our friends
at Home & Overseas

JOSEPH LUCAS LTD · BIRMINGHAM 19



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The Same to All from Us!

