

THE SQUARE RIGGER



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

CHESAPEAKECHAPTERMGTCCLUB.COM

FALL 2013

Thoughts from Our Chairman

We are now starting to get some nice weather whereby we can more regularly be driving our MGT's. During the summer months the Washington D.C. area can occasionally be unbearably hot for both the driver and the car.

Several members have been attending local car shows since the last issue of TSR as they offer an opportunity to get out and meet other enthusiasts as well as get them to see and enjoy our cars. There are some events in October that I would like to mention though.

The first is on October 6. That is The 6th Annual Hayfield Days Car Show held from 9 a.m. to 3 p.m. at the Hayfield Shopping Center at 7558 Telegraph Road, Alexandria, Virginia put on by Hayfield's Automotive Technology Department. Hayfield's JROTC will present arms to kick off the show and there are awards, raffles as well as 60's 70's and 80's music. There is a \$15 entry fee and spectators are free.

The following weekend, October 13, The Hunt Country Classic is held at the Willoughby Farm in Middleburg, Virginia. Their web site is http://www.mgearclubdc.com/hcc/hcc_main.html which gives a map and time for the event. This event only includes British cars and has been held for 18 years. Either event offer different venues to meet and show our cars to fellow enthusiasts.



Of course, October 25, 26 and 27 we will be having the Fall Ramble 2013. This is an annual event put on by our Club, spearheaded by Milt Babirak. This year we will be holding it in conjunction with The Central Virginia British Car Club and there are about 20 cars attending.

This summer I got to reading The Cobra in the Barn: Great Stories of Automotive Archaeology by Tom Cotter. The title is a bit misleading as it covers various cars, even MGs, and is very entertaining. I recommend it to you.

Safety Fast!

Your Chairman, Shaun English

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From the Editor

As your 'new' Editor, I present my second newsletter --- the Fall 2013 issue of The Square Rigger. Hope you like it! Send me pictures of your cars, and stories about them, or anything else you think our readers would enjoy!

Flexibly yours, Stephen Woodall



Your elderly Editor, embalmed in his elderly MGTC

Welcome to New Members

We send a warm welcome to the following new member:

- o Mark E. Brown / mbrown6@wsscwatwer.com / cell: 202-304-8717 / Car is a 1953 MGTD ☺
-

Recent Chapter Events

John Twist 2013 Summer Party

The John Twist Summer Party has been held annually for decades and has been a remarkable event for the MG community each year. This year was no exception. This year's Summer Party was held on August 15-18, 2013 at the Hilton Hotel in Grand Rapids, Michigan. The Hotel was nearly filled with partygoers and the Hotel parking lot was also nearly filled with hundreds of MGs which arrived for the weekend activities. The cars were mainly Bs and As but there was an SA and plenty of T Series cars. Luckily, the weather that weekend was spectacular with beautiful blue skies and low humidity. Not a trace of rain.

John Twist, MG enthusiast and mechanic extraordinaire, was the host of the event. Omnipresent and always wearing a distinctive hat, John has always hosted the Summer Party (see Photo 1). This year the featured car was the MG sedan and John gave a talk on the Magnette, using one of the cars at the show as an example. As you might expect, John also worked on several cars which had broken down at the show



Photo 1 – John Twist



Photo 2 – The Car Show



Photo 3 – The Speaker

The highlight of the Summer Party is a car show on Saturday afternoon. The show was held at a large park about fifteen miles from the Hilton. The drive to and from the park was beautiful, running through rural western Michigan. Most of the cars at the show were from the Midwest including Michigan, Ohio, Indiana, Illinois and Wisconsin. However, some came from as far away as Minnesota, Maryland, North Carolina and Virginia. Virtually all of the cars at the show were beautifully restored. The show was judged by popular vote (see Photo 2).

The Summer Party also includes an elegant dinner at the Hotel on Saturday night with an awards ceremony and a keynote speaker. This year's speaker was Peter Thornley, son of the General Manager of the MG Car Company and MG author (see Photo 3). Peter spoke at length about his famous father, the MG factory and its employees. He regaled the audience with stories of his personal experiences with his father and driving MGs. He remarked that, at the time, none of the management or employees ever thought that the MG would be so popular for such a long period.



Photo 4 – The Track



Photo 5 – Racing Along!

On Sunday, a few brave souls drove their MGs from the Hilton for about 25 miles to the Grattan Raceway to “race” on this legendary track (see Photos 4 and 5). The road track was a challenge for a T Series MG, but it was an incredible thrill to drive the track.

The Summer Party is held each year around the second or third weekend in August. It is a great time. Put it on your calendar for next year!

Milt Babirak

Upcoming Chapter & Chapter-Related Events

Fall Ramble – 25-27 October 2013

As you already know by now, registration by the Chesapeake Chapter members for the Fall Ramble went very well. We have fifteen cars registered this year.

The Fall Ramble this year is full of exciting events. There will be a scenic drive on Friday through some beautiful Virginia countryside. Lunch will be at the historic Inn at Kelly's Ford, a beautiful restaurant overlooking an equestrian

center. After lunch, we will forge on to a Virginia distillery at Belmont Farms to see what real moonshine is like. We will be staying at the Best Western Inn in Culpeper and have a wonderful dinner planned in historic downtown Culpeper at Foti's.

On Saturday we have a rest stop at the stunning Waddell Memorial Church and then on to James Madison's Montpelier for a tour, lunch and car show. Then some shopping in Culpeper and dinner at perhaps Culpeper's best restaurant, Piedmont Steakhouse.

There's still some room, if you would like to attend. The Best Western Inn will only hold our block of rooms under September 23. No doubt you will be reading this after that date but the Inn may still have rooms available for that weekend. Contact Milt Babirak (mbabirak@babirakcarr.com or 703-501-7924).

Upcoming Events Sponsored by Others

More on the Hunt Country Classic – 13 October 2013

Nestled midway between historic Marshall, and lovely Middleburg, deep in the rolling hills of Virginia's incomparable Hunt Country, lies Willoughby Farm, home of our host, Barbara Scott.

In October the vista is an artist's palette of breath-taking color. This is the setting for the MG Car Club, Washington, D.C. Centre's *Hunt Country Classic* British Vehicle Show.

And, there's entertainment for everyone, from apple pressing for the kids, to hayrides for all to round out the day! Additional entertainment is provided by the Alexandria Pipers. Combine this with a delicious lunch, and you have the *Hunt Country Classic* experience...one without equal.

This year we will be continuing the *Prince of Wales* class. All first place winners from the previous year will automatically be entered in the prestigious *Prince of Wales* class. There they will be judged, and the "best of the best" will win the coveted *Prince of Wales* award.

Each year the *Hunt Country Classic* holds a silent auction, with the proceeds going to a charitable organization in the local area. Again this year we have selected the Middleburg Humane Foundation, a non-profit farm shelter for large and small animals located in Marshall, Virginia. It specializes in the rehabilitation of abused and neglected animals. Last year we raised more for MHF than in any year before. We hope to do even more this year! Learn more at www.middleburghumane.com.

Historical & Technical Articles for this TSR Issue

V-8 Expats Roll Into England

By David Shaftel

[With Thanks to the New York Times, 20 September 2013](#)



Norman Dawood and his 1949 Cadillac on Waterloo Bridge, With a View of London Landmarks

STRATFORD-UPON-AVON, ENGLAND — Visitors to Shakespeare County Raceway during the annual Yanks Weekend could be forgiven for thinking they had stumbled into a regular Sunday meet at a typical American dragstrip — were it not for the British accents and license plates, that is, and the track name’s incongruous association with the playwright, born a few miles down the road.

Among the racecars present last spring were some hallmarks of Americana, including a ’71 [Chevrolet Camaro](#) called the Bootlegger and a ’57 Bel Air with “Honky Tonkin’ ” lettered on its doors. A Show ’n’ Shine event featured dozens more Detroit products, restored to original condition and parked amid tents and campers on the grassy grounds of a former Royal Air Force base in Warwickshire.

Even in this setting, which emphatically favored speed over style, Norman Dawood’s 1949 Cadillac Series 62 Club Coupe drew a crowd of admirers.

“I have other classic cars,” said Mr. Dawood, who owns such quintessentially British automobiles as a 1966 Aston Martin DB6 and a 1963 Rolls-Royce Silver Cloud III. “But no other car gets anything like the looks that this one gets.”

When Mr. Dawood, a Londoner who runs a translating and subtitling business, saw the black fastback on eBay, listed by a seller in New Jersey, he bought it without hesitation. With characteristic understatement, Mr. Dawood admitted that the car was “a bit of an impulse purchase.”

Like many fans of the big American cars that British enthusiasts call Yank Tanks, Mr. Dawood was particularly drawn to Cadillacs from 1949, which was the second model year to feature the auto industry’s pioneering foray into tailfins. Discreet compared with the towering appendages that arrived a decade later, the fins had been inspired by a clandestine look at the Lockheed P-38 Lightning, a fighter plane with twin tails, given to General Motors’ designers working on the ’48 models.

It was the ’49s, however, that were first to be fitted with a new 331-cubic-inch overhead-valve V-8, which became a standard-bearer for G.M. The engine’s considerable power can still be felt on the highway, where Mr. Dawood’s car easily keeps up with the flow of modern traffic.



US Race Car in the UK ☺

Mr. Dawood's Club Coupe, also known as a Sedanette, lacks power steering but has several options, including a Hydra-Matic transmission — which added \$174 to the 1949 sticker price of \$2,966 — as well as power windows and seats. Befitting a Cadillac, it is fitted with the modern conveniences of its day, including a cigar lighter, multiple ashtrays and enough headroom for a driver to wear his fedora.

It is impractical to keep a behemoth '49 Cadillac in London, where compact cars ply narrow roads, so Mr. Dawood stores it here, about 100 miles to the northwest. That it was a sunny day, so uncharacteristic of a British spring, when he drove it to the Yanks Weekend, was fortunate, as the driver's window was stuck open, its power lift mechanism having given out. The window malfunction is emblematic of a series of small problems, some potentially incapacitating, that plague Mr. Dawood's Cadillac, and indeed many of the American classics increasingly bought on the Internet by British collectors.

"The American car scene in the U.K. is just growing and growing because of the Internet," said John Pryor, president of the National Association of Street Clubs, a co-sponsor of Yanks Weekend.

"More people are buying classic American cars now because they can fix them more easily, and we're now seeing dedicated shops opening up here," said Mr. Pryor, who recently traded in his 1959 Vauxhall Victor for a '56 Chevy.

While the Cadillac was en route from the United States, Mr. Dawood found a copy of a British magazine, *Classic American*. "I couldn't believe my eyes," he said. "On the cover was a car identical to the one I'd just bought, belonging to some Scottish earl. The article was about a guy who specialized in restoring American cars, and I thought, 'This is brilliant. How lucky I am to find someone who already knows all about this exact one?'"

A few days after Yanks Weekend, typical British spring weather had returned, and Mr. Dawood was doing 65 miles per hour on the M4 highway, a frigid rain blowing in through the open window. He was on his way to see the specialist in the article, Mike Sargeant, 37, the owner of Tornado Automotive in Henley-on-Thames, about an hour west of London.

The cars crammed into the Tornado garage, some of the greatest hits of American automotive design, were in various states of repair. On the lift sat a red 1958 [Oldsmobile 88](#) convertible that Mr. Sargeant said was the first off the production line that year. Underneath it was Mr. Sargeant's 1936 Ford, a decrepit three-window coupe that he was rebuilding as a hot rod. A 1965 [Ford Mustang](#), completely disassembled, sat near the shell of a Chevy El Camino.

Mr. Sargeant is also restoring a [Dodge Charger](#) and a Plymouth Road Runner, both 1968 models, that he said belong to John Crichton-Stuart, the 7th Marquess of Bute, a former Formula One driver (known then as Johnny Dumfries) — and the owner of the 1949 Cadillac Mr. Dawood saw on the cover of *Classic American*.

“I’ve got an interest in everything old,” Mr. Sargeant said. “I like that ’50s American kind of style, I like ’50s rock ’n’ roll, ’50s rockabilly. I love the clothing, everything. I’m quite ’50s-oriented, really.”

Mr. Sargeant said he was drawn to American cars by his father, John, who has a black ’57 Chevy drag race car that he bought 14 years ago from a seller on an American air base in Britain, once a common source of vintage American cars.

John Sargeant, who raced his Chevy at the Yanks Weekend, said the catalyst for his interest in drag racing and American cars was the 1964 British Drag Festival, which featured demonstration runs by the American drag racing star, Don Garlits. “You catch the bug real bad” he said. “I’ll be 66 this year, and I’m still going at it.”

Trifive Chevys — the models from 1955, ’56 and ’57 — are perennial favorites in Britain. “They’ve been coming in for years and years, but now I deal with a lot more late ’60s cars and ’70s cars than I ever used to,” said Mike Sargeant, who favors a slicked-back 1950’s-style haircut and blue coveralls. “The muscle cars have become very popular. People are now looking to the rarer cars, the Road Runners, Challengers, the Barracudas, stuff like that.”

Cadillacs, however, are still an anomaly in Britain.

“They are hard to restore, and parts are hard to find,” Mr. Sargeant said as he disassembled the door to reach to the window mechanism of Mr. Dawood’s ’49. “The body parts are very complicated.”

For Mr. Sargeant, the Internet has been a blessing and a curse. “It’s made things so much easier,” he said. “Before, if you had an old car, you either had to repair what you had or you’d go to Hemmings Motor News and search for a part. It was a nightmare, you’d be phoning America, someone would mail you some photos in an envelope and you’d go, ‘Yeah, that’s the one,’ and mail it back.”

Mr. Sargeant said he often felt like a doctor breaking bad news to a patient when a car arrived with unanticipated problems.

“Norman paid a tremendous amount of money for this car, and the first person to see it in the country was me,” he said. “He sent me the photos, and it looked stunning, but when I got it off the loader I was shocked. I’d never met Norman before, and I had to break the news to him that the car he bought was a complete mess,” he said.

The car was running, Mr. Sargeant said, but barely. The wiring harness was a fire hazard and had to be replaced. Mr. Sargeant’s shop also rebuilt the brakes, as well as the front and rear suspensions.

A “horrible sort of brown finish” on the dashboard and steering column was painted black. And then the problems with the windows started.

When the window problem was solved, Mr. Dawood’s Cadillac was back on the highway, the blustery weather at bay, again drawing stares and waves from other motorists as the car’s modern-at-the-time heater gave the car’s cavernous interior the cozy feel of a warm living room on a frosty day.

MG's XPAG Article

With Thanks to Hemmings Motor News, September 2013

MG's XPAG

The engine that launched sports car mania in the U.S.



WORDS AND PHOTOGRAPHY BY JIM DONNELLY

Peer beneath the folded-open hood of a sporting piece such as an MG TC, and you will eventually grasp why the word “venerable” seems to roll so rightly off the tongues of Britons raised and schooled in the King’s English. You look at this MG engine and marvel at what a little lump it is, especially once you pivot toward its exalted place in motoring history. More than any other engine, the OHV inline-four known internally at Abingdon as the XPAG got people, particularly Americans, interested in imported sports cars. That’s a remarkable legacy for what amounts to pre-World War II powertrain design.

Mechanical evolution at the house that Cecil Kimber founded moved glacially out of traditionalist necessity. You can trace the roots of the TC back to 1929, when MG introduced its first Midget. The M Type was the prototype for the T’s that came later. The J engine was a comparably sophisticated SOHC inline-four that displaced 847cc, sourced from Wolseley and itself derived from Hispano-Suiza aero engine architecture. It was a sturdy engine, and gave performance

superior to its rivals’. MG went to work and came up with a successor engine, the P-type, which retained the 847cc displacement, but, glory of glories, now had a cast crankshaft that ran in a trio of main bearings. That, in turn, begat the I-6 KD engine, upped to 1,271cc, but more importantly, incorporating a new, stiffer engine block and freer-flowing SOHC cylinder head. The cars powered by those two engines, the P-type Midget and the N-type Magnette, formed the arguable foundation of MG’s performance credentials.

And remember, the bombs hadn’t even started falling yet. In 1935, MG was sold to Morris Motors Ltd., whose director, Lord Nuffield, ordered that future MGs had to be extensively sourced with Morris parts-bin components. That, in turn, led to the engine you see here, the XPAG. It was derived from the OHV engine used in the new-for-1938 Morris Ten sedan, displacing 1,250cc, albeit with a shorter 90mm stroke. This was the heart of the new MG TB, of which only 379 were assembled before the hostilities commenced.

Kimber, who had a falling-out with Nuffield over war production, did not live

to see this groundbreaking MG produced, dying in a railway-crossing accident in 1945. The TC, which emerged in its home market soon after Kimber’s death, utilized a basic cast-iron engine block and cylinder head, plus a counterbalanced crankshaft. Twin 1.25-inch semi-downdraft SU carburetors fed it fuel. A duplex roller chain turned the XPAG’s block-located camshaft. Stock output was 54.4hp at 5,200 RPM and 64-lbs.ft. of torque at 2,600 RPM.

As Britain slowly returned to production of civilian goods, barely 1,500 MG TCs were built in its first full year. More than a third of those were exported, setting up MG’s post-war business model. For its diminutive physical size, the XPAG was impressively tough, and a cottage speed industry grew up around the TC. Supercharger kits from Shorrock, Judson, Arnott and Marshall were popular bolt-ups. No less than Colonel Goldie Gardner dropped a Shorrock-blown XPAG, with stock internals, into an MG streamliner and ran nearly 190 MPH in the early 1950s. Thanks to the XPAG, the modern MG legend was born. 🇬🇧

Fall Technical Article – Fast Starting in Cold Weather

By Charlie Adams, Technical Editor

I've had lots of opportunity over the years to come to grips with MGs which stopped running when they shouldn't, weren't running well or at all, or which had a hole in need of patching. I'll be writing about some of these experiences, and what I've learned and applied. I hope you find it helpful.

One impressive fact about our MGs is our wealth of technical reference material written by devoted MG owners. It's very hard to find a topic that hasn't been touched on before, and there are many experts in the club on whom we can rely. Often, getting the answer to an MG technical question is largely about finding a knowledgeable person or article on the topic. My approach to technical issues follows that pattern.

Last year, a friend asked me to improve the cold starting and running of his car. We took a test drive, and noted many shortcomings. The engine started after a lengthy coaxing, idled roughly when cold, accelerated with less than full power and idled too slowly when hot. At a hot idle, there was more valve clatter than one would find enjoyable, and one valve was particularly loud. After taking the typical tune up steps, I focused on the carburation issues including the operation of the choke.

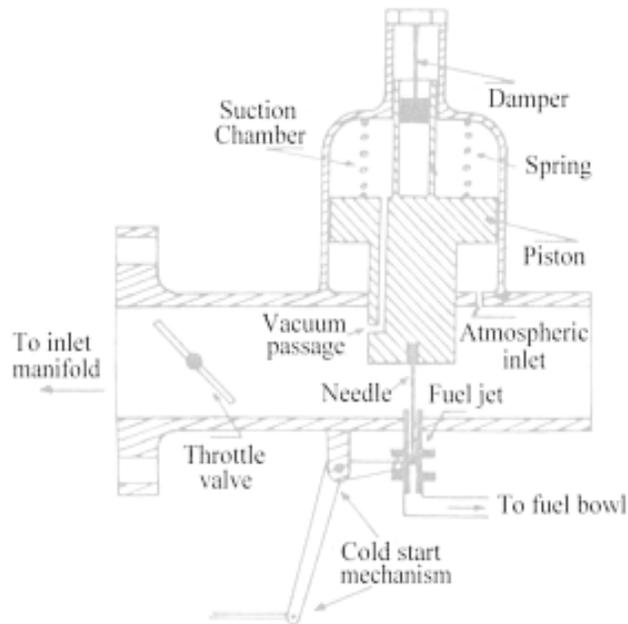
After the usual carburetor tuning, the engine continued to be very slow starting from cold, and would backfire through the carburetors when the throttle was quickly opened. The backfiring condition, a lean backfire, caused me to pause and reflect about what was taking place.

Backfiring through a carburetor results from an ignition explosion occurring when an intake valve is not shut. Or it could possibly be fuel igniting in the intake manifold rather than the combustion chamber. I rechecked the ignition timing, found it correct, and decided this lean backfire was likely to be carburetor related.

With a cold engine and the choke on full, why would the fuel mixture be lean? This seemed incongruous. I went back through the basic settings of SU carburetors without positive effect, and then concentrated effort on the operation of the jets. When the choke is pulled, the choke levers lower the jets to enrich the fuel mixture. Were the jets not fully opening when the choke was pulled, were the levers and jets operating consistently, or were the jets sticking or closing at varying levels? Operating the choke levers by hand revealed the jets appeared to be fully lowering, so why would fuel be lacking?



MG SU Carburetors



SU Carburetor Cross-Section

I then rechecked the float levels because the level of fuel in the bowls corresponds to the fuel level in the carburetor. The float settings appeared correct. However, due to the difficulty I was having with cold starts on this engine, I wished to confirm the correctness of the fuel level and rule out this setting as a source of the lean fuel mixture.

My research led me to good advice from Skip Burns and Dave Braun. Their articles, which helped me solve this issue, were available on the Web and links are provided below.

Here are the steps I followed for correcting the fuel levels in these carburetors. They apply to all MGTs.

1. The float levels should be set according to the standard SU carburetor instructions.
2. Exercise the jet levers and observe the jets in operation. The jets will move in relative unison if the lever linkage is in good shape. [If the jets stick open a bit—a condition often not detected—the engine will have an uneven rich idle. Perhaps this will be the subject of another article.]
3. Remove the dampers and pistons from the carburetors. Both must be removed because the fuel level in each carburetor must be checked independently.
4. Select a carburetor and look directly down into the carburetor body at the point where the needle is inserted into the jet. While doing so, grasp the choke lever from below and move the jet up and down, observing the jet rising and lowering within the jet bearing.
5. When the jet is fully lowered, you should see fuel within the jet bearing above the top of the jet. Perhaps you will see the fuel level is high and near the top of the jet bridge, perhaps it is barely covering the jet, or perhaps you cannot see the fuel. Check the other carburetor and most likely, you will find a fuel level varying from the other carburetor.

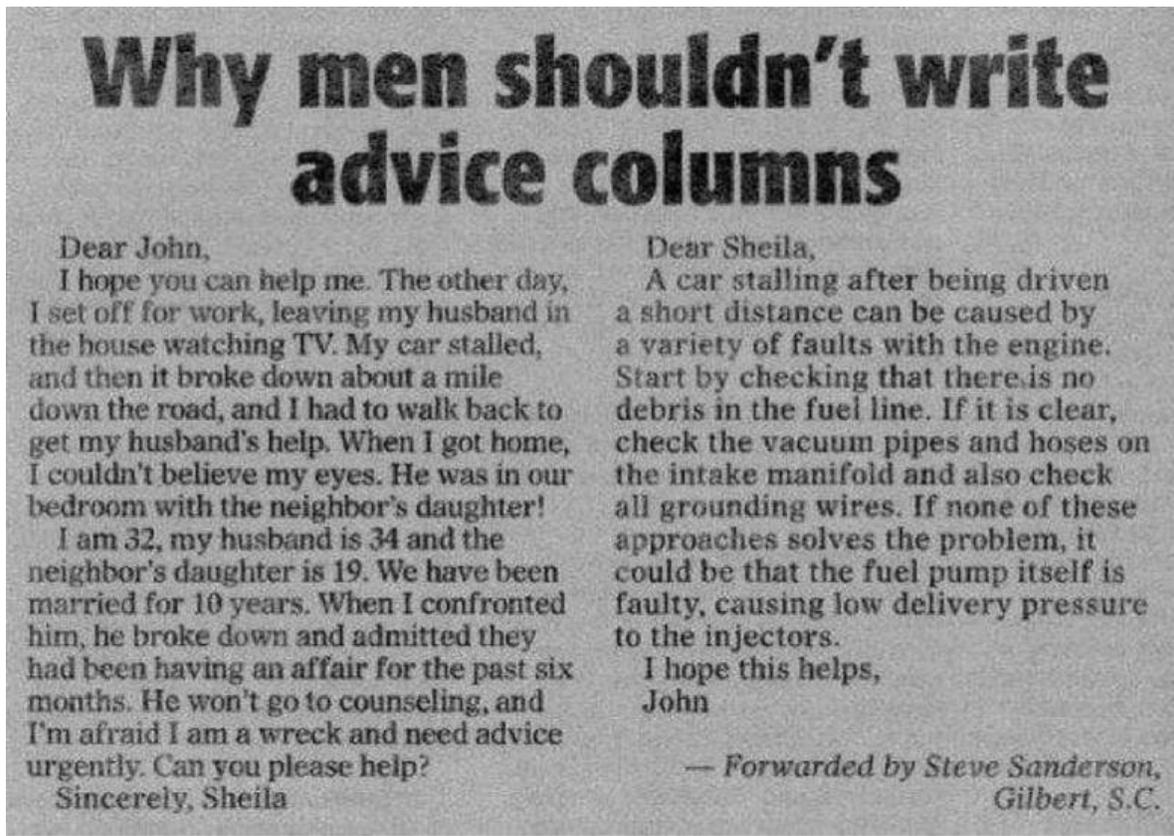
6. Reset the float bowl levers as needed to equalize the fuel levels above the heads of the jets when the jets are at their lowest point. This can be done by eye alone or measured by using a small screwdriver or slide caliper. Any fuel level above the head of the jet is satisfactory according to Skip and ideally will be 3/8 inch below the jet bridge. Also, I have been setting the fuel levels equal to the carburetor with the highest fuel level. After an adjustment, put the lid back on the float bowl, and switch on the ignition to activate the fuel pump and fill the float bowls. Recheck and readjust the float levels until you are satisfied.
7. Reset the fuel mixture of the carburetors.

I've had success with this procedure on four MGs now including a TF, TD, and TC. You can expect your MG will start faster, particularly in cold weather, and idle more evenly after equalizing the fuel levels within the carburetors.

Skip Burns -- http://www.chicagolandmgclub.com/techtips/mgt/tune_up2.html

Dave Braun -- http://www.dbraun99.com/Setting_SU_Carburetors.pdf

Why Men Should Not Run Advice Columns



TSR Advertisements

Editor's Note: Members of the Chesapeake Chapter of the NEMGTR are encouraged to submit classified ads free of charge to the Editor via e-mail or snail mail at one of the addresses shown on page 2. Photographs are also accepted -- digital pictures are the easiest to deal with, however! Please let us know the results of your ad (did you make the sale,

or find what you were looking for?). Also, let the Editor know whether you want it to appear just once, or in follow-on issues of our TSR Newsletter.

Special Constabulary Police Car MGTC Looking for a New Family

1947 JKR 411, MG TC Description and Provenance Items: The TC offered is a former Kent County, UK Constabulary police car with original Kent registration number JKR 411. This TC was built on July 3, 1947 and has the correct and matching chassis and engine numbers. JKR 411 was one of 30 TC's purchased on July 17th, 1947 from Gatward and Sons, Ltd MG Dealership of Maidstone, UK by the Kent County Constabulary for its Traffic Department and delivered directly from the Abingdon factory.

Total nut and bolt concours restoration to original Police specification was completed in 2005 and includes working Winkworth Police bell. Full weather equipment including rarely used side curtains. Since the car was in service to the Metropolitan Police "Bobbies" I have affectionately referred to this car as "Robert" – the old TC seems much too sophisticated for any other name.

JKR 411 was purchased in Nutley, Kent County UK and transported to Dulles Airport, Virginia on July 6, 2007 with full documentation of transport. This car has been regularly and gently driven throughout the mid-Atlantic region and is in outstanding condition.



JKR 411 includes a complete history file including:

- Kent Constabulary purchase and subsequent sales records
- Original TC owner's manual
- Original UK owner's registration "buff" log book
- Letter of provenance from Chief Superintendent Brice of Kent County Constabulary
- 1947 UK Driving License
- M.G.s on Patrol, by Andrea Green, published by Magna Press with record of JKR 411
- Original 1947 UK Tax disk
- Original 2007 Tax disk when JKR 411 left the UK, 60 year time span
- Documentation of United flight #919 from Heathrow to Dulles airport

Accessories and additional items included:

- Original, working, Winkworth police bell
- Both front and rear "POLICE" automobile identification signs
- Tool kit, mostly original
- Emergency service lamp
- Kingdick jack with handles
- New, never used tonneau cover
- Complete spin-on oil filter replacement system that is visually identical to original canister system
- Original, voltage regulator
- Original Constabulary officers uniform badges
- Original Constabulary hand cuffs
- Original police whistle
- Original police truncheon (Billy-club)
- Car identification badge from 2006 80th birthday parade for Her Majesty, Queen Elizabeth II
- A "Made in England" 1940's suitcase to carry and contain provenance items
- **And a total of nearly 100 provenance items for the this car or for early MG's in general** – send request for complete details.

On the price: The owner, Stephen Mefferd, is asking \$59,000 --- or make your best offer --- if you are interested in adopting "Robert," the beautiful, rare 1947 MGTC Police Car, get in touch with Steve Mefferd by e-mail (best): stephenmefferd@mac.com; or, by his mobile phone: 571-277-0626.



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