

THE SQUARE RIGGER



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

CHESAPEAKECHAPTERMGTCCLUB.COM

SPRING 2014

Words from Our Chairman

March 20th was the first day of Spring and I finally feel it is safe to say that the snow and cold weather is behind us. Now we can start enjoying our MGT's!

The Chapter's 2014 events started back in February with our annual Winter Eat Out. It was held at Trump National Golf Club in Potomac Falls, VA. Although The Donald himself couldn't make it, many members of the CCNEMG-TR were there in good spirits. Thanks to Many thanks to Milton Babirak for making this beautiful (spectacular!) venue possible.



As many of you know, Mini-GOF 2014 is scheduled for the 2nd, 3rd, and 4th of May 2014. A lot of planning has taken place by Deb and Dick Shepherd, with Steve and Nancy in support, to assure that Williamsburg, Virginia is ready for us. The theme this year is "**The British Are Back**" --- as many of us will be driving our MGT's. Several events are planned including visiting the nearby Sherwood Forest Plantation, a "Ghostly Tales Tavern Walking Tour" in Colonial Williamsburg, a Car Show right in the middle of Colonial Williamsburg, and generally enjoying the beautiful area.

On Sunday, the 1st of June 2014, we will be holding our Original British Car Day (OBCD) for the 37th consecutive year. This show is made possible primarily by the efforts of volunteers from the CCNEMG-TR and other support car clubs, and more are always needed. This is a good way for newer members to meet some of the older members, as well as take advantage of incentives offered to all volunteers. Contact John Tokar at jtokar5@verizon.net or 410-775-0500.

Lastly, I would like your suggestions on the non-profit organization(s) to whom the Club should donate money in 2014. This has been done in the past --- I feel that it is important that the members provide inputs into our giving. Please send your suggestions to me @ spenglish@aol.com by Thursday, the 15th of May 2014.

Safety Fast!

Your Chairman, Shaun English

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From the Editor

I hope you enjoy our **Spring 2014** issue of **THE SQUARE RIGGER**. To make future editions better, please send me pictures of your cars, and stories about them, interesting articles about MG cars, or anything else you think our readership will enjoy! I will plan on getting out four editions of our **'TSR'** each year --- a Winter Edition, in early January (covering Mini-GoF details); a Spring Edition in early April; a Summer Edition in early June (right after OBCD, with car show results and pictures); and, a Fall Edition, in mid-September (covering Fall Ramble details).



Flexibly yours, Stephen Woodall

Editor’s Reflection on our Recent Snowy Winter Weather



Let’s hope we don’t need these guys again, for a looong time!

Recent Chapter Events

Winter Eat-Out

On Sunday, the 16th of February, we held our annual Winter Eat Out, planned by Milton Babirak. As Shaun mentioned, it was held at Trump National Golf Club in Potomac Falls, VA. It was a spectacular venue, looking through a wall of huge plate glass windows out across the snow-covered golf course landscape, all the way to the Potomac River. We had a super turnout for the event, including some new members --- everyone enjoyed the camaraderie, the tall stories, and the excellent buffet brunch. Thanks again to Milton for a very special, well planned event!



Happy Talk



More Happy Talk



Even More Happy Talk!

OBCD Planning Luncheon

We began formal planning for OBCD 37 on Saturday, the 1st of March with the annual OBCD Planning Lunch, held both to thank past supporters of the event, and to plan for details of the upcoming event. The lunch was held at the rustic Dogfish Head Ale House, 800 West Diamond Avenue, Gaithersburg, MD. The lunch was well attended, and we made a good beginning for planning our 37th OBCD show.



Waiting for the Food



Getting Hungrier



Just Promised Lunch will be Right Out

Upcoming Chapter & Chapter-Related Events

Mini-GoF 2014, Williamsburg, VA, 2-4 May 2014

The British Are Back!

Another exciting Mini-GoF is scheduled and is being planned for this year on Friday, Saturday and Sunday, the 2nd, 3rd, and 4th of May 2014. Our Chapter will be returning to Williamsburg, VA for our spring Mini-GoF in 2014. It has been a while since our last event in the Colonial Capital of Virginia, and it promises to be an exciting one. We will be staying at the Holiday Inn Express Williamsburg – Historic Gateway, 515 Bypass Road, Williamsburg, VA. Their reservations phone number is 757-229-9990.

We are starting our activities on Friday by having a scenic drive up through Colonial Williamsburg to VA Route 5 --- to visit one of the historic James River Plantations, Sherwood Forest Plantation --- we'll be leaving the hotel at 12:00 pm sharp! After "dinner on your own" on Friday, we are planning a "Ghostly Tales Tavern Walking Tour" in Colonial Williamsburg, exclusive for our group. The tour will go from 8:00 pm to 9:00 pm. The cost will be \$12.00 per person. We will leave the hotel in a caravan / car pool of "regular" ("tow mobiles") cars @ 7:30 pm, to park in Colonial Williamsburg and assemble for the tour. More details on the Friday events have already been sent out by

separate e-mail to those who have indicated they are joining us for this event. If you have not yet registered, but are interested in attending --- get in touch quickly with Deb or Dick Shepherd by e-mail at dlsres@yahoo.com or by their home phone: 757-345-2571.

On Saturday, we will have a show of cars in the morning, 08:00 am – 12:00 am on a street right in the center of the shopping district in Colonial Williamsburg! We will be parked adjacent to a restaurant where we can have breakfast, while keeping an eye on our cars! In the afternoon you can either visit the nearby Williamsburg Winery or participate in a riding tour, with your T-Series, on the Colonial Parkway to Yorktown Battlefield or Jamestowne Settlement. Saturday evening we will have our traditional Awards Banquet in one of the ballrooms at our hotel.

Sunday morning it will be time to say our farewells until the next event, but many may want to remain long enough to have brunch at the Williamsburg Lodge.

37th Annual Original British Car Day (OBCD), Lilypons Water Gardens, Adamstown, MD

Putting on The Original British Car Day has been a long-standing tradition of the Chesapeake Chapter for 36 years. As we enter into the final planning for our 37th show, I'm asking all members of the Chesapeake Chapter seriously to consider volunteering to lend a hand, both on set-up day and the day of the event. British car enthusiasts travel from far and near, making our show their annual tradition. We do not want to disappoint them, as we continue to put our best effort forward!

Each year, we have made a point of soliciting active participation on the part of all our members. We are always in need of help to orchestrate what has always been recognized as a premier British Car show. Volunteer efforts are needed in field set up and staging on the day before the show, Saturday, the 31st of May. For the day of the show, Sunday, the 1st of June, we will need help in car parking, registration, working the front entrance, regalia, vote collecting, counting and compilation, and field clean up after the show closes.

Today, we have more than 50 members in our Chapter --- we welcome and encourage increased participation from our old members, as well as our new members. Worker incentives are offered to all those who volunteer, including free registration to enter your car in the show, and a free, classy *OBCD Staff* knit shirt and ball cap.

If you would like to volunteer for OBCD 37, please contact me via e-mail at jtoker51@verizon.net --- or call me directly on my shop telephone at 410-775-0500 --- to discuss how you can play a vital role in supporting The Original British Car Day, our "flagship" event! Thanks, and I look forward to hearing from you!

Sincerely, John Tokar

Chairman, OBCD 2014

Other Upcoming Events

Spring 2014 Carlisle Collector Car Exhibition and Swap Meet

Spring Carlisle --- planned for 23-27 April 2014 --- is a collector and classic car swap meet, car corral and auction. It is the third event of the calendar year for Carlisle Events, and marks the beginning of the Carlisle-based show and swap meet season. The event plays host to thousands of collector and classic automotive enthusiasts, who travel to the 150-acre Carlisle PA Fairgrounds from all points of the globe to buy, sell and celebrate all things automotive. This is a fun-filled weekend the entire family will enjoy. While exploring the grounds and 8,100 vending spaces, you will marvel at one of the largest automotive swap meets in the world. Carlisle is the place to purchase any of the 2,000 vehicles at the car corral where you can slip behind the wheel and get a feel for the vehicle. Even better, you can deal

directly with the car owner to work out the best price. This is where you can buy, sell and trade with total confidence. All roads lead to Carlisle, Pennsylvania where you'll find a community of passionate motorheads and a commitment to superb service that can only be achieved through more than three decades of know-how. Adult admission fees: daily, Wednesday through Saturday, \$10.00; Sunday, \$7.00. An Event pass is \$30.00. Gate times: Wednesday through Saturday, 7:00 am – 6:00 pm; Sunday, 7:00 am – 3:00 pm.

17th Annual 'Britain on the Green'

The Capital Triumph Register's invites all British Car fans to their 17th Annual all marque British car show, **Britain on the Green**, to be held this year on Sunday, the 27th of April 2014 at beautiful Gunston Hall Plantation in Mason Neck, Virginia, located just south of Washington, DC.

More info can be found at: <http://www.capitaltriumphregister.com/bog/>.

Enjoy the 2014 driving season with a picnic, a day of British automobiles, and a complimentary tour of the historic Mason Neck house and grounds. There will be participants' choice judging, as well as food and merchandise vendors. Past shows have featured over 200 British cars registered in 25 classes. The price of show car registration includes a dash plaque, a commemorative poster, and a tour of Gunston Hall. Spectator admission will be at standard Gunston Hall prices, which include a tour of the house and grounds as well as the car show.

Fairfax City Car Show

The Fairfax City Car Show will take place on Saturday, the 17th of May, in front of the Fairfax City Courthouse in downtown Fairfax, VA. All types of cars are welcome, and many interesting and unusual cars are represented each year. Presented by the Northern Virginia Regional Group of the Early Ford V-8 Club, the City of Fairfax, and the Downtown Fairfax Coalition. There will be live Bluegrass music, and the Model T Ford Club of Washington DC will do their Model-T disassembly and reassembly --- in 15 minutes --- at 1:00 pm that afternoon!

New England MG-T Register GOF Mk 95 in Middlebury, Vermont

The 50th year of the New England MG-T Register's (NEMGTR) Gathering of the Faithful is here --- 2014. The event, GOF Mk 95, is being held in Middlebury, Vermont from the 18th of June through the 22nd of June 2014. This GOF will celebrate the 50th Anniversary of the New England MG-T Register! Wow! Jim Bradley and Milton Babirak are planning to attend this event, and are looking to get in touch with anyone who might be interested in joining them in a caravan --- by your car, or by your car on a trailer. They are planning to leave here (northern VA) on Sunday, the 15th of June, and drive for two days on back country roads up to the event. They are also planning to tour the surrounding area, including Lake Champlain and possibly the Green Mountains. If you are interested in joining them in this high adventure motoring opportunity to the far north, get in touch Milton Babirak by e-mail at mbabirak@babirakcarr.com or by phone at 703-501-7924. You can get more details on the GOF Mk 95 event itself by going to the NEMGTR website, at <http://www.nemgtr.org>.

The 35th Annual 'MGs on the Rocks' Car Show

The 35th Annual "MGs on the Rocks" Car Show will take place on Saturday, the 27th of September 2014. Open to all British marques, it is held in the scenic Rocks State Park 4H Camp, in rural Harford County, MD, near Baltimore, MD. You can find out more about this show at <http://www.mgsofbaltimore.com>. We'll have more details about this show in our Summer Edition of The Square Rigger! If you are interested in joining the 'MGs of Baltimore, Ltd.' club, contact Richard Liddick at 410-817-6862, or by e-mail at rg12mgbgt@aol.com.

Historical & Technical Matters Articles for this TSR Issue

The Rebirth of TD 14378 – By John Debelius

In 2011 I took home three carloads of bent and rusty parts, determined to make a TD out of them. The car had been purchased used by a friend of mine, Pat McKeever, back in 1957 and it was crashed, repaired and driven over 120,000 miles before the end of its first life in 1966. My friend disassembled the car, intending to rebuild it and even acquired some spares, but life got in the way, and after 45 years of sitting in his garage, the parts came to my place in boxes and buckets. A sporadic “night and weekend restoration” took place over the next two years at JOHN’S GARAGE, an obscure unlicensed facility in Rockville, Maryland.

The project was all the more challenging because I had never seen the car together and there was no exemplar to work from, but many thanks to the club members like Milt Babirak who showed their TDs at Lilypons and let me take detailed photos of their beautiful finished cars. Many an evening I resorted to those photos to figure out what was correct. As I labored through welding, panel beating, woodcutting, mechanicals, painting and upholstering, it was beginning to seem like the project might last forever, but in August of 2013, the SU carburetors breathed precious air again for the first time in 47 years.

After a little more tweaking, I took the car to two shows in October. The first was the Hunt Country (*mud-fest!*) Classic in Middleburg, where the weather was so bad that all the sane TD owners stayed home. My wife was a real sport, endured all the mud and rain and forgave me after a nice dinner out and a stay at the old Red Fox Inn. Then on October 19th it was the Rockville Antique and Classic Car Show, where a TC and four TDs came out, including Mark Brown’s red 1953 and Ray Wamsley’s ivory 1952. We had a great day with over 560 cars of every make and vintage turning out, lots of restoration conversation, and, best of all, no rain. It was a real honor for my TD to receive the 2013 Mayor and Council Award, helping to validate some of those many lost nights and weekends in the garage. So, next October all the participants who display their cars at the Rockville Show will get brass dash plaques with an ivory and red TD on them. TD 14378 lives on.

Each phase of the restoration was fun in its own perverse way, hunting down oddball parts on eBay, sometimes making or repairing difficult to find broken pieces. I confess to some impurity... I did go with a spin-on oil filter, a hidden 12 volt jack for a GPS or phone charger, and an MGA ring and pinion gear to get down from the 5.125 to the 4.3 gear ratio for a little better top end. Of course that meant recalibrating the speedometer, because I then had about a 15% under-read. My wife’s 95 year old British Uncle, who used to race TD’s, told me that they were prone to breaking their axle half shafts at inopportune times, so as long as I had the axle apart, I put in new hardened steel half shafts.

Once I got the car back together and running, I experienced the familiar British car oil drip. Interestingly, it didn’t drip while the engine ran, but it dripped about a teaspoon of juice from the jiggle pin hole in the flywheel housing each time it was parked, just enough to annoy anyone whose driveway I parked on. I thought about pulling the engine again and putting in one of the “new improved” Moss rear main seal kits, but I put that off until I have a better reason and built an almost stock looking little sheet metal box with a bleed valve, mounting it under the flywheel housing. It is pictured below for your amusement. I got the idea from a German fellow on the internet and “borrowed” the concept. Now, it only drips on command.



It was so exciting to get the car running, that I got a little carried away and told Milt that I had finished my restoration. He punctured my balloon, telling me that a restoration is never “finished.” He is right. Here’s looking forward to seeing all of you and further discussing our common addiction. Since life isn’t about the destination, but the journey, I’ve included a few photos depicting the journey, thus far:



Rare 84-Year Old Race Car Found Buried Under a Shed

With Thanks to the UK Daily Mail

A rare 84-year-old race car found buried under shed wins award after painstaking rebuild; car enthusiast Fred Body spent more than a year piecing together the parts ...

By [Helen Collis](#)

Published on the 26th of May, 2012

Source: <http://www.dailymail.co.uk/news/article-2150411/Vintage-1928-MG-buried-Gloucestershire-shed-wins-award-painstaking-rebuild.html>

No one knows exactly why this magnificent 1920s racing car was carefully dismantled, piece by piece, and buried under a shed.

But the amount of time and effort put into the job is likely to pale in comparison to the painstaking task of rebuilding it to its former glory.

After having been laid to rest for potentially more than half a century, the 1928 MG MK IV has not only been restored to its former grandeur but has also scooped the Best Vintage Car award at the British Classic Car Show.



The resurrected MG, similar to this 1924-27 MG, is the only survivor in the country that displays the correct coachwork. It took Fred Body, from Cheddar in Somerset, more than a year to piece together all the parts of the two-seater car. But almost everything he needed was there.

'When it was found it was completely taken apart, laid out flat and covered in gravel and one or two inches of concrete,' said car enthusiast Body who bought the parts of the car when they were put up for sale. Speculating on why it was buried in such a way, he told the BBC: 'I think what must have happened was the war was coming and someone thought 'they're not taking my car for scrap'.

'They carefully took it apart and buried it thinking they would come back and put it together again.'

The vehicle was discovered in 1999 under a cowshed on a farm in Gloucestershire. Prior to this date, nobody knows anything about the car's history, or its previous owner.



The two-seater car, similar to this 1927-1929 MG, was found in pieces under a cowshed in Gloucestershire

Only 135 examples of this model of MG were made in 1928, according to the Early MG Society, and Body's restored model is the only survivor in the country that displays the correct coachwork.

Despite spending most of its days underground, most of the parts were in good order. It even had all its identification including Guarantee plate and original number plates. Surprisingly, some of the original leather from the seats and paintwork was also preserved, meaning Body could restore it as close as possible to its original colours. The only parts that did not survive were those made from aluminium, which had corroded. The instruments were also missing - the most difficult parts to find - which Body speculated may be adorning someone's fireplace.

The MG was completed early this year and won the vintage car award at the end of April. Commenting on the MG's resurrection, a spokesman for the Early MG Society said it was one of only a few genuine MGs that have come to light in the last 25 years.

A Beautiful British Woody – Can Anyone Identify It?



Spring Technical Article – Getting Ready for the Road

By Charlie Adams, TSR Technical Editor

This article is a reminder to check your brakes early this season. We don't want to let time get away from us in this critical area. Here are the areas where I make a pre-season check:

- Pedal free travel
- The master cylinder fluid level
- Brake pedal firmness
- Hand brake operation.

Pedal Free Travel

Pedal free travel is very easy to check and begins to suggest to me the maintenance level of my brake system. This check takes less than a minute. When I have found incorrect free travel, I've often found brake problems elsewhere.

There should be about ½ inch of free travel at the beginning of the pedal stroke. This free travel occurs before the master cylinder piston begins to move. Once the free travel distance is set, it usually requires no further adjustment. If the free travel is too long, the brake pedal firms up lower than it should. If too little, the by-pass port of the master cylinder may be covered leading to brake shoe drag.

I test free travel by hand so I can better observe distance. I measure the distance from the pedal at rest to the point of first resistance, keeping in mind there is a little resistance at the top caused by the pedal return spring. The resistance I'm looking for occurs when the push rod contacts the outer base of the master cylinder piston.

As I was writing this article, I checked the free travel on my TD and found it incorrect. The distance was at least one inch, twice the correct distance. I also noted the pedal had a little looseness at the top and from left to right, so I'm thinking the pedal arm bushings need replaced and will check the return spring.

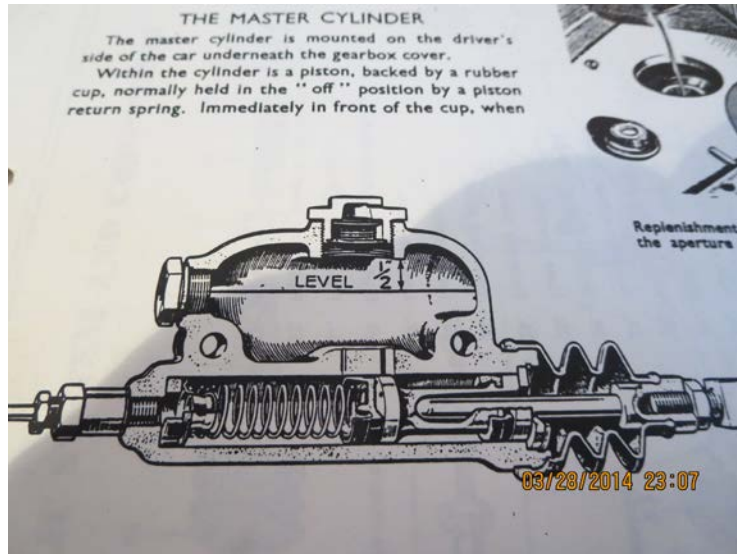


Measuring Free Travel of the Brake Pedal

Pedal free travel is adjusted at the back of the master cylinder where the piston rod enters the cylinder. The adjustment is not difficult, but it must be done under the car.

Master Cylinder Check

On a TD or TF, the master cylinder is full when the fluid level is about ½ inch below the bottom of the filler neck, as shown in the workshop manual.



From the MG TD Workshop Manual

The standard for the TA, TB and TC is to have the fluid level about an inch from the filler neck.

I tend to overfill my master cylinder a bit; but I keep in mind the fluid should be well short of the filler neck. Space is needed for the brake fluid to expand as the temperature goes up. When I checked my TD master cylinder this morning it was empty as I suspected.



Checking the Fluid Level in the Master Cylinder --- Eeek!

Several months ago as I inspected the car before I bought it, I'd seen the evidence of the leak. I had noted the frame paint had bubbled around the master cylinder area. Now, with the outdoor temperature rising, my garage is warm enough for work and I'll remove the master cylinder for inspection and later locate the leak.

When I find my brake fluid level below the expected height, I look for signs of leaks, adjust the brakes, and recheck the fluid level in the master cylinder.

Pedal Firmness

My guide phrase for pedal firmness is “solid resistance.” I prefer my brake pedal to become firm no lower than about half way to the floor. Consider the total travel distance of the brake arm to the floor, less the ½ inch of free play, is about 7 inches. When my brake pedal firms up lower than expected, I want to find out why. My quick test for the correctness of the rear brake adjustment is to partially apply the hand brake and then step on the brake pedal to see if the pedal firms at a higher level.

If I find my brake pedal exhibits a soft or spongy feel, or requires pumping, I investigate. Often, I’ve found a soft brake pedal has been caused by air in the brake fluid and corrected it by bleeding the brakes. I’ll also look for leaks around the cylinders.

I usually drive with such care these days, especially with my wife in the car, that even when going fast I don’t test the capability of the brake system on the road. Now and then I remind myself these cars perform well when pushed to the limits. This leads me to occasionally test my brake system performance at a large parking lot where there is ample room for safety.

I want to satisfy myself my brakes have the power to quickly bring the car to a stop far faster than under normal conditions. I’ve also enjoyed finding how fast my cars will stop, and keep in mind a well-functioning MG brake system will allow me to lock up the wheels. I first test the handbrake. Before doing so I ask myself, “how long has it been since the handbrake cable was renewed?” What is the condition of the cables?

I want my handbrake to be sufficient to enable me to stop the car in the event of a hydraulic brake system failure. The handbrake has got to be more than a hill holder even though the rear shoes provide far less power than the footbrakes. Whenever I’ve tested my handbrake, I’m reminded of how slowly it will stop the car.

After checking the handbrake, I apply the brakes with increasing pedal pressure to test whether the car is capable of stopping quickly and straight.

- If I have a spongy feeling pedal or get a rising pedal when it is pumped, I’m thinking there is air or water in the brake fluid and will look for leaks and bleed the system. It’s also possible the master cylinder cups are worn.
- If the brakes don’t produce a powerful stop, the rear brakes may not be fully applied, the brake linings may be greasy, or the brakes may not have been “bedded.”
- If the brakes drag, chances are it’s the shoe adjustments. Other possibilities include the handbrake adjustment, an overfilled master cylinder, limited pedal free play, seized wheel cylinder, weak return springs on the shoes or pedal, or a plugged master cylinder port.
- If the brakes pull to one side, I’ll look at the front drums, shoes and wheel cylinders.

Further Inspection and More

If it has been 10 years or more since a brake system has been rebuilt, I’m thinking it’s again time for this maintenance. I also just asked myself, “How long have the brake lines been on the car?” Steel brake lines rust from the inside, so I may replace them as well. Next time, I’ll have notes about what I’ve done with my brake system. Meanwhile, I’d appreciate hearing from you if you have comments or questions. Have a great spring driving season this year. I hope your car runs like a top!

Why is a Classroom like an Old Car?

Because each is full of nuts, and has a crank at the front.

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 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.

