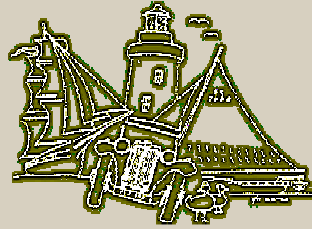


The Square Rigger



*Quarterly Newsletter of the
Chesapeake Chapter of the
New England MG-T Register*
[HTTP://WWW.CHEESAPEAKECHAPTERMGTCUB.COM](http://www.chesapeakechaptermgclub.com)

The Square Rigger

**SUMMER 2020 Edition
Published – June 2020**



*BE KIND, HAVE GRACE, GIVE THANKS, SPEAK LOVE, &
STAY SWAGGY*

WORDS FROM OUR CHAIRMAN



Greetings!

These last few months were pretty much at a standstill for most of us as activities either were postponed or cancelled. Like most people I had plenty to do either completing things around the house, especially in the garage, or improving on the curb appeal of the house. However, looking through the current **Sacred Octagon** issue, you can see John Tokar working in his garage on his MGTD – finally catching up his restoration project.

As you know all Chapter events for 2020, except for the Fall Ramble in October, have been cancelled. As it stands now it is still taking place as scheduled.

There was a book review of **Why We Drive** by Matthew Crawford which I read today. It explores how the joy of driving is being replaced by the boredom of navigation screens, self-braking devices and other gizmos which result in a less attentive driver. Cannot say that about driving our MGT-Series cars.

Since our last TSR issue appeared, a couple of CCNEMGTR members volunteered to fill the two club officer vacancies. John Debelius will serve as the Treasurer/Secretary and Jim Bradley has stepped forward to be Regalia Chairman. We appreciate both John and Jim for helping us by filling these slots.

Wishing you well and encourage you and your family to keep taking the needed steps to remain healthy and safe.

Safety Fast!

Your Chairman, Shaun English

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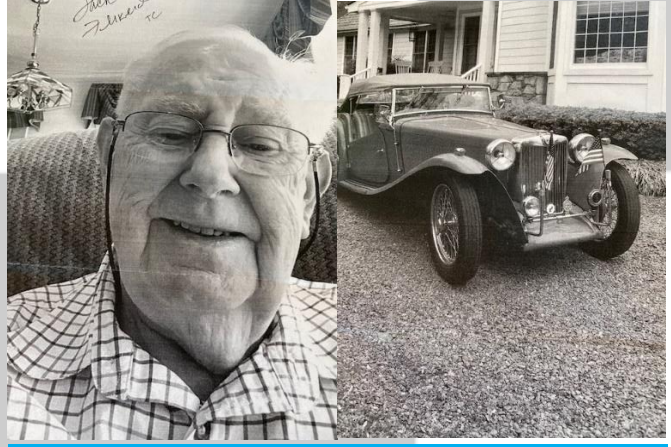
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Webmaster

Contact Shaun English

WELCOME ABOARD NEW MEMBERS

Please welcome **Jack Flikeid of Warrenton, Virginia** as a new member of the Chapter. He has a Clipper Blue MG TC. He is a member of the New England MG T Register. Jack has expressed an interest in getting involved in tech sessions.



Please welcome new member **John Jones of Chantilly, Virginia** as a new member of the Chapter. John is interested in tech sessions and car shows.



Our Club Symbol --- A Real Chesapeake Bay Skipjack



CALENDAR OF EVENTS

**Many Events Cancelled due to
COVID-19!**

Every other Tuesday night at 7:00 p.m.	John Twist of University Motors bi-weekly zoom tech session -- not just for the T Series MGs, but all MGs. Check out the University Motors website for more information.
October 30 – November 1, 2020 Still on at this time -	Fall Ramble 2020 Cape May, New Jersey

Vintage Restorations Ltd.

BACK IN BUSINESS!

Vintage Restorations LTD reopened on Monday, May 18, 2020. We will operate in a scaled-down mode which will involve having our 3-member shop staff perform work only on cars currently in the shop. We are not expected to take on any new work for the time being. However, if you are in need of our services please contact us to schedule your work at a future date. We will continue to perform actions necessary to reduce the spread of COVID-19 in our shop.

Thanks for your cooperation. We look forward to serving you!

John Tokar

RECENT CHAPTER & OTHER EVENTS

Although the May 2020 Mini Gof XLVII was postponed, the Mini Gof XLVII virtual Cocktail Hour went off as planned. In attendance were our hosts Mike and Lucy Hughes, Lin and Susan Snider, Jim Bradley and Judy Curtis, Charlie and Alana Adams, Ruth Renkenberger, and Ralph and Michelle Cattaneo. We got off to a slow start with a few technical glitches - but it was all tongue and cheek. A total of 3 MG T's (a 1948 TC and 2 1954 TFs) and 1 vintage 1925 MG "Old # 1" were on display during the event. After a brief tech section called for by Jim, we moved onto other topics such as horticulture and real estate in S.C., W.V., and Virginia. A GREAT time was had by all.

UPCOMING CHAPTER & CHAPTER RELATED EVENTS

Fall Ramble 2020



This year's Fall Ramble will take place in Cape May, a charming Victorian town on the beautiful Jersey shore. Put the dates on your calendar now, October 30-November 1, 2020! Those wishing to take the scenic Lewes/Cape May Ferry will be able to leave their trucks and trailers at the Ferry Dock at Lewes on the Delaware side, enjoy the 17 mile voyage in a large enclosed ferry with comfortable indoor seating, spectacular views, and a food and beverage bar, then drive the last 5 miles from the Cape May Ferry Dock to the center of town. We will be staying at the renowned Congress Hall Hotel with restaurants and nightly entertainment right on the beach front.



Dinners out will be arranged at first class nearby restaurants. The back-country roads are perfect for leisurely touring with marshes and scenic bridges winding toward Stone Harbor and Avalon with ample shopping for those inclined. John Debelius and Donna McBride have a summer house in Cape May and know the area well. They are working with your Fall Ramble Committee to make this a truly memorable get away.

Various room options at Congress Hall are currently available, but due to the popularity of this destination, individual room **reservations should be made as soon as possible**. Hotel reservations can be made online at: <https://www.reservations.com/hotel/congress-hall?rc-ar=10-30-2020&rc-de=10-31-2020&rc-ro=1&rc-lo=Cape%20May&rc-ppid=0&rc-rm=2> Rooms start at \$219/night plus taxes and fees, and we do not have a reserved block or club discount.

As always, the Fall Ramble will take place rain or shine, and, while MG's are the preferred means of transport, members wishing to attend in modern cars will be welcomed.

Those wishing to attend are asked to email John Debelius now with your names at DebeliusADR@gmail.com.

Looking forward to seeing all of you there. John & Donna

TECH NOTES

GIRLING

KINGS RD · TYSELEY · BIRMINGHAM 11
Telephone: ACOcks Green 3371

OCTOBER 1963

BRAKES

service bulletin



BRAKES & DAMPERS
BULLETIN No. 688 T 123

PROCEDURE FOR BLEEDING GIRLING BRAKE SYSTEMS WITH C.V. MASTER CYLINDER

"Bleeding" is the process of removing air from the pipe line and cylinders and is necessary whenever any part of the system has been disconnected, or the level of fluid in the supply tank has been allowed to fall so low that air has been drawn into the master cylinder.

When seals are worn it is possible for air to enter the wheel cylinders without any sign of leaking fluid, and cause a "spongy" pedal action, which is the usual indication of bubbles of air in the system.

The equipment that is necessary for bleeding is, a can of Castrol-Girling Brake and Clutch Fluid, a rubber bleed tube with a glass tube attached and a seven-sixteenths inch A F Spanner. A small spanner should be used as bleed screws should never be overtightened. 4 to 6 lbs.ft. torque is sufficient.

Fill up the supply tank with the approved fluid direct from the can and the level should be maintained during bleeding.

The adjusters on front drum brakes should be slackened right off (anticlockwise) and the adjusters on rear drum brakes, with disc or drum front brakes, should be locked hard (clockwise). This reduces the space in the cylinders and economises in time and fluid.

Bleeding should start at the rear near side wheel if the car has drum brakes all round or disc brakes all round, but if it has disc front and drum rear bleeding should start at the front near side wheel. Unscrew the bleed nipple enough to allow the fluid to be pushed out, half a turn, and proceed to each wheel in turn from the farthest to the nearest to the master cylinder, pumping the fluid through until no more bubbles appear then closing the bleed screw on a downward stroke of the pedal.

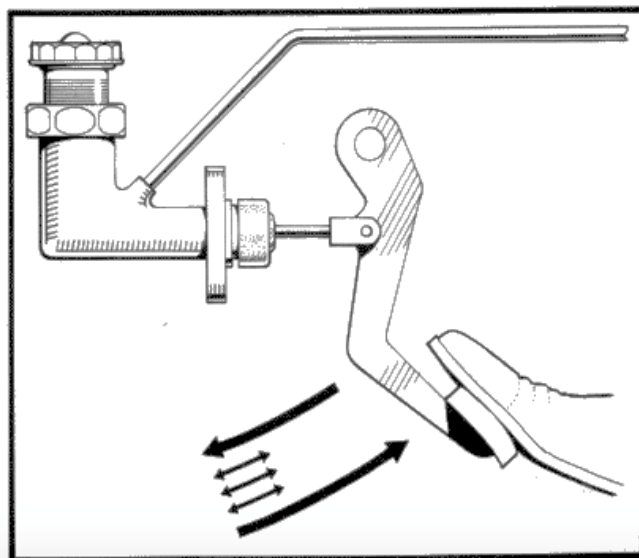
The pedal should be operated by a succession of rapid long and short strokes as shown in the diagram. The pedal is pushed down through its full stroke, followed by two or three short rapid strokes, and then allowed to fly back to the stop with the foot right off. It is unnecessary to stamp hard on the pedal but a quick full stroke is required. If the floor mat or anything else obstructs the full stroke of the pedal it should be removed.

After all four wheels have been bled check the pedal stroke. Turn the front brake adjusters (if drum brakes) clockwise to expand the shoes to the drums and the pedal, after the free movement has been taken up, should feel quite solid. If there is a springy feeling to the pedal bleed again at each nipple to finally confirm that all air has been eliminated.

A slight variation of the routine is favoured by some mechanics. They prefer to go round the system twice. The first time (to fill the system) each bleed screw is closed as soon as fluid is being discharged regardless of the small bubbles that may be present and the second time round only a few strokes at each bleed screw are needed to finally discharge the air.

Springiness of the brake pedal can have other causes than air in the system. Flexing of the pedal lever, of the pedal mounting or of the master cylinder mounting is not uncommon and can be seen if looked for.

Other causes not so easily seen are, badly fitted linings, warped or otherwise distorted shoes, maladjusted shoe steady posts and deflection of the brake drums. This last fault is now uncommon although still not unknown.



SU CARBURETORS! These are SU carburetors, which were used on many British sports cars, such as this MG. Here are some guidelines on maintaining SUs! (Note this was posted on Facebook by the Manila Sports Car Club)

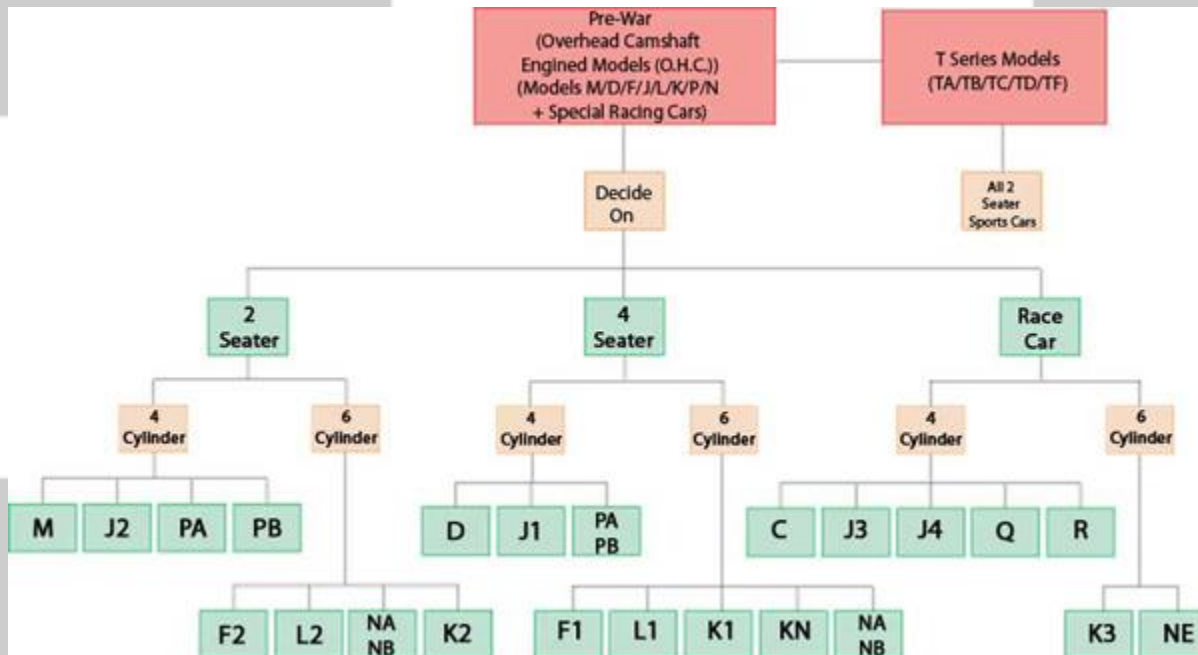


- * If your carburetors don't leak, you are out of gas. (This rule is similar to the "MG test for oil").
 - * The only time your carburetors run properly is when a mechanic is taking a test drive.
 - * SU carburetors parts are interchangeable. You can replace a faulty part with a new one and the carburetor will run just like it always did.
 - * When replacing needles, the only parts store with the correct ones will be in Coventry or on a ship floundering in an Atlantic storm.
 - * When you get the correct carburetor needles, one of them will be bent.
 - * The universal SU repair Kit will work on all carburetors except yours.
 - * A float will only have a hole in it if it is Sunday and the parts store is closed.
 - * No two repair books will recommend the same fluid for the dampers.
 - * Whitworth nuts and bolts are similar to SAE nuts and bolts except that the shoulders are rounded off.
 - * Tightening the jet nut will automatically move the jet off center.
 - * All levers and jets will move smoothly if (and only if) the carburetor is sitting on the kitchen table.
 - * MG carburetors are infinitely adjustable. That is they can be set anywhere from "not quite right" to "totally wrong".
 - * Despite the above, a weekend working on the MG carburetors is preferable to fixing the oil leak.
-

INTERESTING ARTICLES, TIDBITS & TRIVIA

MG Models & Glossary

From the Barry Walker Web Site: <https://www.barrywalker.com/mg-models/>



Glossary

- MG - Morris Garages
- MMM - Midget, Magna, Magnette
- Midget Models - M, C, D, J1, J2, J3, J4, PA, PB, R, Q
- Magna Models - F1, F2, F3, L1, L2
- Magnette Models - K1, K2, K3, KD, KN, NA, NB, ND, NE
- Racing Models - C, J4, Q, K3, R, NEM

M (1929-1932)

First production sports car from the MG Car Co., Ltd. Boat-tailed 2 seat sports. Fabric bodied 1929-1931. Metal bodied 1931-1932. 848 cc ohc engine. Non-crossflow head, single SU carburettor. Chassis Numbers M-0251 to M-3485.

D (1931-1932)

MG's first attempt at building a 4 seat open tourer. Early examples used 7' wheelbase 'C' type chassis, the later versions used a 7'2" wheelbase chassis, subsequently used for the J types. An ungainly design, often viewed as back-heavy and was sluggish with the use of the 20 hp M engine. Chassis Nos. D-0251 to D-0500.

J (1932-1934)

J2 - the archetypal 2 seat slab tank open sports MG. Over 2,000 were built of which well over half survive today. Marred perhaps only by its weak two bearing crankshaft - a problem overcome today by the fitment of a stronger

counter-balance shaft. Chassis J-0251 (pre-production) and J-2001 to J-3437 were fitted with cycle wings. Chassis Nos. J-3438 to J-4083 were fitted with long flared wings and running boards. 848 cc ohc with crossflow head and twin 1" SU carburettors.

J1 - the 4 seat open variant of the 2 seat J2 sports. The use of the J series power unit gave this model a great advantage over the very similar D type that it superseded. Chassis Numbers J-0252 to J-0631.

J3 - a factory supercharged version of the J2 2 seat sports. Almost identical to the J2, it sported a 'Powerplus' super-charger between the chassis dumbirons and was fitted with a 746 cc engine to enable it to compete in Class H racing events. Chassis Numbers J-3751 to J3773.

PA (1934-1935)

Similar in design to the swept wing J2, this 4 cylinder model sported a new look and a stronger engine, still of 848 cc but with a 3 bearing crankshaft; together with a wood facia against the mottled aluminium dash of the J2. Contrary to many reports there were 110 fewer PAs built than J2s. Chassis Numbers PA-0251 to PA-2250 - The last 27 chassis were built into PBs by the factory and given PB chassis numbers.

PB (1935-1936)

One of the most sought-after of all the small MGs, the PB was identical to the PA except that it was uprated to 939 cc to compete with the Singer 9 of that year, sported a slatted radiator grille, a revised dashboard layout and a close ratio gearbox. Production ceased after 526 had been built. Chassis Numbers PB-0251 to PB-0776.

Magna Models

Note: Chassis Numbers for the 'F' were from F-0251 to F-1500 and were not officially segregated between the F variants as they were with the J and P variants.

F1 (1931-1932)

The first of the 6 cylinder ohc MGs. Fitted with a twin carburettor, non-crossflow 1271 cc engine of basic Wolseley design, this 4 seat MG was a marked improvement over its 4 cylinder D type brother. It has been generally underrated but is becoming very popular now as a cheaper alternative to the K and N models. There were saloonette and special body variants.

F2 (1932)

A very rare 2 seat version of the F1 tourer. Only 40 examples were built. Powered by the 1271 cc Wolseley derived engine, they were fitted with a J2 body but longer bonnet to accommodate the longer engine. Cycle wings were fitted as standard, but with the decisive advantage of 12" brakes over the 8" brakes of the F1.

F3 (1932)

The model reference given to the final batch of 4 seat F type tourers that were fitted with 12" brakes.

L1 (1933)

Flared wing, 6 cylinder, 4 seat open tourer sporting considerably more power from the better designed, crossflow, twin carburettor engine of only 1086 cc. The car enabled 4 adults to be transported at reasonable speed but only 486 were built including the saloon and coupe versions. Chassis Numbers L-0251 to L-0736.

L2 (1933-1934)

The 2 seat version of the L1 Magna has become one of the most revered of all MGs. Utilising the body from the swept wing J2, with longer, rakish front to accommodate the powerful crossflow 6 cylinder engine, the disappointment is that only 90 were made. Chassis Nos. L-2001 to L-2090.

Magnette Models

K1 (1932-1934)

Built on a newly designed 9 ft. wheelbase chassis of considerably greater strength than the Midgets and Magnas, the K1 was available as an open 4 seat tourer and saloon and utilised 4 ft. wide axles. The KA was fitted with the 1086 cc and pre-select gearbox. The KB used the same engine but a manual gearbox, whilst the KD variant used a longer stroke 1271 cc engine and pre-select gearbox. Many K1s have now been rebuilt into replica K3 race cars. Chassis Numbers commenced at K-0251.

K2 (1934)

One of the rarest of all non-racing MG cars. Only 20 of these handsome 6 cylinder 2 seat sports cars were built. The car utilised a 7' 10½" chassis identical to that used for the K3 racing Magnette and was consequently well proportioned, light and fast. Chassis Numbers K-2001 to K-2020.

KN (1934-1936)

This model was the last of the K variants and was built only in saloon form, although 27 chassis without bodies were sold. The car was powered by the new N series 1271 cc 6 cylinder ohc engine with manual gearbox but it did not prove popular and only 193 were built.

NA (1934-1935)

This was the final basic design by the MG Car Co., Ltd. before the Company was absorbed by Lord Nuffield into his Morris empire. Built on a new tapered chassis, the car was offered in both 2 and 4 seat form. It utilised a 6 cylinder version of the concurrently running PA engine and sported a similar dashboard and honeycomb radiator.

NB (1935-1936)

This was the final development of the Magnette and was basically a redesigned NA, having the door hinges reversed and made conspicuously long, a lower scuttle line and was powered by the same engine (with additional breather on the block), but with a closer ratio gearbox. The radiator grille featured slats like the PB. 2 and 4 seat versions were again available.

ND (1934)

This MG is rare and has become most desirable. The failure of the K2 to sell in sufficient quantity resulted in a considerable surplus of new K2 bodies at the factory. These bodies were fitted to the N chassis in 1934 and produced a powerful 6 cylinder 2 seater that was light to handle and handsome to look at.

Racing Models

C (1931-1932)

First true racing car from the MG stable. Derived directly from the M type. Only 44 were built, 8 in supercharged form. Chassis Numbers C-0251 to C-0294.

J4 (1933)

This was the full racing version of the J2 2 seat sports. Only 9 examples were built of which 8 remain today. A supercharged, doorless, 746 cc model with outside exhaust, manual gearbox and full racing dashboard layout. Chassis Numbers J-4001 to J-4009.

Q (1934)

A spartan 2 seat racing car offered from the factory in ready-to-race form. From the 746 cc engine, which utilised a P type block and head, an amazing 110 bhp was achieved. Fitted with a Wilson pre-select gearbox and blown by a Zoller supercharger, the car was raced with great success but only 8 customers were attracted. Chassis Numbers QA-0251 to QA-0258.

R (1935)

A revolutionary mono-sports design, utilising for the first time a 'Y' shaped chassis and wishbone suspension. Its limited success was due to instability under braking; but were it not for the Nuffield take-over of MG in 1936 it is likely these early set-backs would have been quickly rectified and a highly successful race car produced. Alas it was not to be and only 10 were completed. Chassis Numbers RA-0251 to RA-0260.

K3 (1933-1934)

The most famous of all racing MGs. 33 of these 6 cylinder racing cars were made, and were fully prepared for road or track direct from the factory. The 1933 cars were a more conventional slab-tank, doorless body and were a supercharged 2 seater, including windscreen and weather equipment. The 1934 cars wore a pointed tail, 1.5 seat body.

All K3s were powered by the 1086 cc ohc magneto-ignition engine, supercharged via a Powerplus (1933) or Marshall (1934) unit mounted forward of the radiator and driven through a Wilson pre-selector gearbox. Chassis Numbers K-3751 and K-3001 to K-3032.

From: <https://www.prewarcar.com/cars/mg>

MG 1923 - date: Cecil Kimber joined Morris Garages (MG) in 1921 and during the early 1920s he experimented with various special bodies based on Morris chassis.

In due course he modified a Morris Oxford to become the MG Super Sports. This proved to be so successful a strategy, that the MG Car Company was duly set up in 1928. The transformation of a standard Morris into a sports by relatively mild uprating of the engine and suspension, plus the installation of rakish bodywork, was to set the pattern for MG's during the next decades.

Notable early MG's included Kimber's 14/40hp, the Morris Minor-based M type Midget, and the 18/80.

Major successes in motorsport raised the profile of the MG company in the prewar era, and Midgets evolved through J, PA and PB series models, then moved on to the TA and short-lived TB variants, before hostilities temporarily put a halt to production. From 1935 MG was part of the Nuffield Organisation and the cars became a little bigger and more comfortable.

Remarkable fact: the MG Car Club is almost as old as the make itself (founded in 1930). Company: M.G. Car Company Limited 3 Colwell Drive, Abingdon, England Models: 14/28; 14/40; 18/80; C; D; F1; F2; F3; J1; J2;

J3; J4; K1; K2; K3; KN; L1; L2; M; NA; NB; ND; NE; PA; PB; SA; TA; TB; VA; WA (Midget, Magna, Magnette) Coachbuilders: Carbodies; Tickford; Weymann People: Cecil Kimber; Hubert Charles; George Propert; Cecil Cousins; Reg Jackson; Sydney Enever Most famous car: K3 Magnette c. 1934

Hemmings Feature

MG for Four: 1947 MG YA Saloon

<https://www.hemmings.com/stories/article/mg-for-four-1947-mg-ya-saloon>

Volume III



[View in Browser](#)

Welcome to *Idle Times Volume III*



We wonder if the person who invented the garage (now we've got something to Google) knew they were creating a sanctuary. A garage is much more than a spot to put a car or two, recyclables, and never enough tools; it's also a place to immerse yourself in a project. These days they're calling them "quarantine projects," and we're okay with that. It's a productive spin on a less than ideally productive time.

What do you think of this newsletter? We'd love to hear your suggestions. [Click here to send us your feedback and ideas.](#)

- *The Moss Team*

Get Crafty: Color, Cut, and Create Your Own Little British Car!



Now is the perfect time to hone those trimming skills, and combine them with some coloring fun! Download your choice of British car, add some color, trim it out, and assemble. With a little patience (and some tape or glue), your masterpiece will come to life. Select your car below.

[Austin-Healey 3000](#)

[Classic Mini](#)

[Austin-Healey Sprite](#)

[Triumph TR3](#)

[Austin-Healey 100-4](#)

[Triumph TR6](#)

[MG TC](#)

[Jaguar XK120](#)

[MGB Roadster](#)

[Jaguar XJ](#)

Share your creation with us on Instagram using the hashtag **#mosscareshow**

If you'd prefer Facebook, share your image with Moss Motors and we'll add it to the album.

Check out the advertisement and brochure for the 1953 MG T - issued before and during the 1953 Earls Court Auto Show:

By Dale Flowers

The Autocar 22 October 1953

MEET YOUR MG AT THE MOTOR SHOW!

Whichever MG you choose—two-seater sports or roomy saloon—you get surging power, alert acceleration and a grand grip on the road. The TF Series MG Midget is sweeter and lower in design and livelier in action than ever before; while the smooth-lined MG Magnette has saloon smartness, comfort and excellent all round visibility. Both cars, by the way, have real leather covering the upholstery; safety-glass, too, is a standard feature.

M.G. CAPTURES 37 NEW RECORDS!
Established with a new 4-cylinder 1.6-litre M.G. T.F. engine, M.G. Drive, Slalom and Miles at 100, F.S.A. For 12 hours they posted a record of 120.74 m.p.h.

REMEMBER
Quality and dependability are guaranteed by the D.M.C. Credit-Car Warranty and you are certain of a most good when you sell.

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD
London Showrooms: Stratton House, 80 Piccadilly, London, W.1
Overseas Dealers: Nuffield Sports Limited, Cowley, Oxford, and at 41 Piccadilly, London, W.1

16

The new T.F. SERIES



MG *Safety fast!*



Why the TF is the best MG ever!

HERE is the LATEST MODEL in a long line of successful MG cars. The TF inherits MG's continued leadership as America's most popular sports car.

MG cars now registered in the U. S. A. number many thousands. Ruggedness, Quality,

Magnificent handling and Outstanding Performance have been responsible for the success of this car. Freedom from mechanical troubles, economy and amazing high resale value have made the MG a permanent part of our motoring landscape.

The many racing successes achieved by the MG are high-lighted by GOLDIE GARDNER'S OUTSTANDING PERFORMANCE at Bonneville Salt Flats in Utah, and because of the popularity of this car on the race track, and in sports circles, there now exists 48 MG CAR CLUBS throughout the world.



The M.G. Wishbone type front-spring suspension provides superior road-holding.



In addition to the success of Goldie Gardner's M.G. Special there is hardly a top, prize, or trophy that does not bear the name of M.G.

However, the MG is not just a car for racing drivers. It is a capable, economical form of transportation combining the extra built-in safety of really fast cars.

Individual front suspension, Wish-bone Type Links and Coil Springs—the most modern form of front suspension, giving a gentle ride but at the same time, controllability at all speeds. Also, it is to be noted that direct action Rack and Pinion Type Steering is employed which gives the driver complete control under the most arduous conditions.

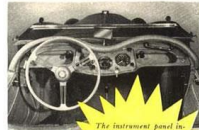
"... the driver also seems to hug the road"



What about Service?

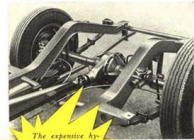
MG cars are serviced by fully qualified Nuffield Dealers throughout the length and breadth of the United States, where adequate supplies of parts and accessories are always available. Long journeys can be undertaken with complete confidence and with the knowledge that efficient Dealers will always be found along whatever route is travelled. Your Dealer will be happy to supply you with a complete list of Distributors and Dealers.

On the new Series TF, octagonal shaped instruments are grouped for easy reading on a new, recessed dash located in the center of the dash panel. An open glove compartment on either side of the instrument grouping is easily accessible to both driver and passenger. If desired, a radio can be fitted into either one of the glove compartments.



The instrument panel includes an extra large 3 1/2" speedometer and tachometer counter. The glove compartment can house a radio set.

"... keep your eye on the speedo..."



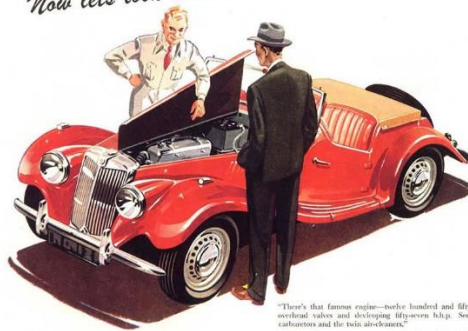
A Hypoid Rear Axle is fitted with a ratio of 4.875 to 1. This Axle will give long life and the new ratio will enable you to cruise at a higher speed with less engine revs. On long distance runs, of course, this will also effect a considerable economy.

The expensive hypoid rear axle runs exceptionally quietly, and has an excellent life. Notice the heavy springs over the rear axle.

"... quiet as a mouse"



Now let's look under the hood—



"That's that famous engine—twelve hundred and fifty cc. with overhead valve and developing fifty-seven bhp. See the twin carburetors and the twin air-cleaners." "That's the best sports car engine in the world. It'll carry you uphill and down, short distances or far, at speeds you might otherwise only have dreamt about."

CHOOSE COLORS AND TRIM

BODY	UPHOLSTERY		
	M.G. RED		RED
	GREEN		GREEN
	IVORY		BISCUIT
	BLACK		

The M.G. "Series T.F." is available with left-hand drive in black with red, green or biscuit upholstery; red with red or biscuit upholstery; green with green or biscuit upholstery; ivory with red or green upholstery.

ALTERNATIVE EQUIPMENT

Wire wheels, with speedy knock-off hub-caps, are available if specified. Price and supply through your dealer.



These are the NEW features

- ★ **LOWER SLOPING HOOD**
Reduces wind resistance, and improves appearance.
- ★ **HEADLAMPS ENCLOSED IN FENDERS**
Less likely to be damaged, and giving cleaner, more attractive lines.
- ★ **BOW-FRONTED RADIATOR**
Smart and new—a worthy carrier of the famous M.G. trademark.
- ★ **BUCKET SEATS**
Snug and comfortable, giving you greatest ease with maximum control.



HIGHLIGHTS OF THE NEW TF

ADDED FEATURES FOR THE DISCRIMINATING MOTORIST
The new lower, lower-sloping of the TF will make this car readily distinguishable and is a worthy successor to the TF, yet will still retain the traditional lines of the MG, that is so well known throughout the world.
Did you know that 30,000 MG TFs have been produced and sold throughout the world since its introduction at the Earl's Court Motor Show in England in October 1937?

The Gas Tank with quick-release cap is located and built in the traditional sports car manner, and is of large capacity, allowing long journeys to be covered without the necessity of refueling.

The Windshield is of the fold-down type which provides full protection from wind when in the vertical position, but can be lowered to a horizontal position to give increased performance for competition work.

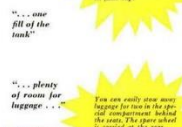
Accommodation for luggage
Space is provided behind the seats for normal luggage requirements, but if extra accommodation is required, a chromomoulded external luggage carrier can be fitted by your Nuffield Dealer in a matter of a few minutes, which will give ample luggage accommodation for long journeys away from home.



"... drive with the windshield down!"



The tank holds enough to take you 500 miles and has a special M.G. cap—no filler cap.

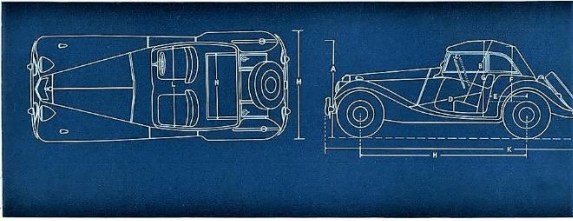


You can easily store away luggage for use in the special compartment behind the seat. The spare wheel is carried on the rear.



"... plenty of room for luggage..."

DIMENSIONS



A	B	C	D	Dmax.	Dmin.	E	F	G	H	K	L	M	N
32½ in.	40 in.	3 in.	50 in.	63 in.	28 in.	21 in.	21 in.	38½ in.	91 in.	147 in.	44 in.	59½ in.	36½ in.

ENGINE: Four-cylinder; 66.5 mm. (2.62 in.) by 80 mm. (3.14 in.); capacity 1250 c.c. (76.28 cu. in.) crankshaft; compression ratio 8 to 1; cooling by water pump and fan with thermostat control; forced-lubrication by scavenge pump with 100 per cent filtration; oil capacity, 12½ pints; filter on valve cover; controlled expansion aluminium alloy pistons, with one scraper and two compression rings; 14 mm. spark-plugs; aluminium alloy sump.

FUEL SYSTEM: Twin 1½" diameter S.L. carburetors with individual air cleaners; S.L. electric gas pump; tank capacity 11½ gallons. Fuel warning light on dash, indicating 3 gallons reserve.

ELECTRICAL EQUIPMENT: Ignition by 12-volt coil and distributor with automatic advance; separator equipment; heliostatic dynamo, compressed valve control; single-pole positive earth wiring system with 2 fuses; twin windstone horns; dark coated starter switch; twin-blade windshield wiper with cascaded electric drive motor. Twin stop-lamp lamps. Seal beam units in headlamps, main beam warning light; foot-operated dipping switch; separate side-lamps with flashing direction indicator control.

SPECIFICATIONS

CHASSIS: Electrically welded throughout with boxed side frames and tubular cross-members; rear end of chassis carried over the axle.

TRANSMISSION: Clutch: single dry-plate 8 in. diameter. Gears: four speeds and reverse; synchromesh 2nd, 3rd, 4th. Overall gear ratios: Top—1.875 to 1; 3rd—0.752 to 1; 2nd—10.09 to 1; 1st and Reverse—17.06 to 1. Central gear change. Road speeds at 1500 r.p.m.

Engine revs. peak—5200 r.p.m.
Top—15.25 m.p.h.
Third—11.0 m.p.h.
Second—7.57 m.p.h.
First, Reverse—4.36 m.p.h.

AXLES: Semi-floating rear axle with hypoid gears, ratio 4.875 to 1. Independent front suspension, wishbone-type links with coil springs; semi-elliptic rear springs; hydraulic piston-type dampers.

STEERING: Direct-acting rack-and-pinion, 16½ in. diameter spring-spoke steering wheel with plastic rim; column has 3 in. adjustment for length.

BRAKES: Lockheed hydraulic on all four wheels; 9 in. diameter brake-drum; Hand brake lever of "Brod" type centrally situated between seats.

TIRES AND WHEELS: Dunlop 5.50—15 fitted to 4.00 x 15 well-blue disc-type wheels with faceted flange. Copper lock wire wheels are available at extra cost if specified.

INSTRUMENTS: Large speedometer dial with clock combined; large revolution indicator with bonlamp main beam warning light; ammeter; water temperature indicator; oil pressure gauge; light switch; ignition switch, panel light switch, ignition and gas contrast warning lights and mixture control, map-reading light.

BODY DETAILS: Open two-seater steel-panelled bodywork; cushions leather upholstered; two glove compartments; fold-flat windshield; folding top in waterproofed duck; separate luggage compartment; detachable side-screens, side-screens hinged; individual bucket seats; driving mirror centrally mounted; spare wheel at rear of gas tank; tool kit in box under hood; quick-release gas tank cap, power-glass hand grip.

OPTIONAL EXTRAS: Bodge bar, luggage carrier and external rear view mirror, and fog lamp.

The issue of this notice does not constitute an offer, and the right is reserved to alter prices and/or specifications at any time without notice. Sales are conditional upon Terms of Business, Restrictions and Service arrangements issued by The M.G. Car Company Ltd. and/or Nuffield Exports Ltd. For prices, see separate list.



THE M.G. CAR COMPANY LTD. (Sales Division) COWLEY, OXFORD
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 Tel. 27723 Telegrams & Cables: Motex, Oxford, England COWLEY, OXFORD, ENGLAND



HTC 4 36 55

Thoughts on the Corona Virus:

Thanks for sharing Charles Hughes!

CORONA PRECAUTIONS

I went to the bathroom at a restaurant.

I washed my hands.

Opened the door with my elbow.

Raised the toilet seat with my foot.

I switched on the water faucet with a tissue.

Opened the bathroom door to leave with my elbow.

And when i returned to my table

I realized.... I forgot to pull up my pants!!!



Looking to re-home my humans. It's day 4 of them staying home and they are interrupting my nap time. The small one NEVER stops talking. This is ridiculous! Why are they home? Don't they know I don't want them here? They are very needy. Must go to a good home. Asking 500 snacks or best offer. This is an emergency and I need them gone ASAP so I can nap peacefully.

- Norman

Can we uninstall 2020
and reinstall it? I
believe it has a virus.



sun-gazing.com
infinity

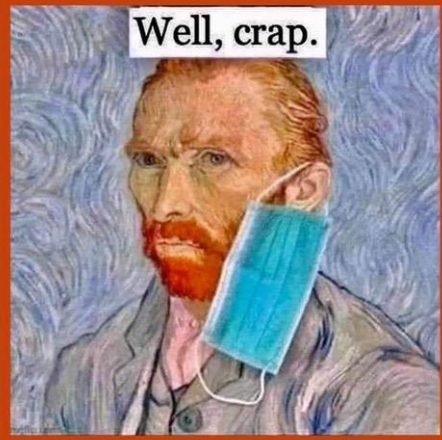
**THOUGHTS AND PRAYERS
GOING OUT TO ALL THE
MARRIED MEN WHO'VE SPENT
MONTHS TELLING THE WIFE
I'LL DO THAT WHEN I GOT TIME**

Wife: Did I get fat
during Quarantine?

Husband: You were
never really skinny!

Time of Death: 4/25/20
11:23 pm Cause of
Death: Corona virus

Well, crap.



FOR SALE



Club Members Steve & Nancy Woodall's Home is for sale! Check the link out below:

8180 Cottage Rose Court, Fairfax Station, Va. 22039

<https://matrix.brightmls.com/Matrix/Public/Portal.aspx?k=9962672X9X00&p=DE-132787540-354#1>

1934 MG PA



Location: Fairfax Station, Virginia, 22039

VIN #: PA0349

Transmission: Manual

Condition: Mint

Exterior: Red

Interior: Tan Leather

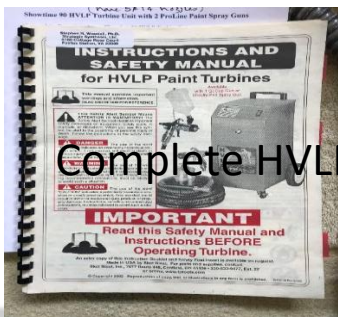
Seller's Description:

1934 MG PA Roadster: This marvelous 1934 MG PA was discovered in Monterey, CA by its current owner Stephen Woodall in 1977, then in a fairly complete, but worn "driver" condition. As he traveled the world serving in the US Navy, he commissioned a comprehensive, high-level restoration by marque specialists, which was completed in 1995. The restoration included a full mechanical overhaul, full tub rebuild, and body-off bare metal paint work. The body and panel fit is to the highest standard. The beautiful tan leather interior is supple and unmarked, and the convertible top, side curtains, and tonneau fit perfectly and appear as new. All of the chrome pieces have a deep and flawless glow. Both trafficators work properly! The 847 cc overhead cam engine with crossflow head is original to this car. Recent carb seals replacement. It is eager to start, idles smoothly, and has the throaty roar characteristic of early MG overhead cam engines. The 4-speed non-synchromesh transmission shifts smoothly. Once restored, the beautiful Midget became the foundation of Dr. Woodall's MG collection. He and family members have enjoyed driving the PA on sunny days over nearby winding and hilly back-country Virginia roads, while maintaining it from top to bottom in superb show-ready condition. This is MG PA number PA0349, of the total 1,973 produced. Photos and VCR tape of the restoration work are available. Dr. Woodall is currently

downsizing his collection in preparation for a move south to be closer to family. Motivated seller, seeking to find a new, caring home for this special, regularly driven and long enjoyed, MG PA. Asking price just lowered to: \$39,500.00, firm. Email seller – swoodall67@outlook.com
Price: \$39,500 firm

<https://www.hemmings.com/classifieds/cars-for-sale/mg/pa/2371297.html>

HVLP Paint Set for Sale \$400.00



Complete HVLP Set

Spray Nozzle Set

HVLP Paint Set Includes:

- TP HVLP Painting Turbine, Air Hoses, and HVLP Sprayer
- Set of Four Spray Nozzles (0.5 mm, 1.0 mm, 1.4 mm, and 2.0 mm)
- Sprayer Cleaning Set
- Supply of Paint Measuring & Mixing Buckets, Paint Strainers, and Paint Mixing Sticks

If interested, email seller: swoodall67@outlook.com

Chesapeake Chapter Membership Registration Form

1. The form on the following page can be used to send your information to the Chesapeake Chapter of the New England MG-T Register for Membership Registration or other information requests.
2. Please note that we will never supply your information to a third party, will never use your information for telemarketing, and will use your information solely for membership application/registration purposes.
3. You must print, fill-out and mail the form to the address specified below. You may do this by clicking [here](#) or by clicking on the form below (*this requires the free [Acrobat Reader](#)*).
4. Our organization is a local chapter of the New England MG 'T' Register, so we must require that all Chapter Members also be members in the "Register." If you do not belong to the "Register," please request information and application forms by contacting the "Register's" specific website: <http://www.nemgtr.org/join.htm>

Additional Notes:

1. Note that you do not need to own an MG T-type --- all that is required for membership is an interest in MG T-type and other classic automobiles!
- 2.
3. Please include all letters and numbers shown in the car and engine number boxed on the "maker's" plate.
4. TD owners please note that there are three boxes on your "maker's" plate; include the information from all three.
5. If the engine is a replacement, list the number of the engine actually in the car.
6. This information is needed for the chapter's records and to correct and update the Register's files.
7. Incomplete forms will be returned to you via your provided address, for needed corrections.
8. If you have additional MGs, please attach additional forms as required.

Please make check payable to: Chesapeake Chapter NEMGTR ---

Send check to: **Chesapeake Chapter NEMGTR c/o Milton Babirak, 47539 Coldspring Place, Sterling, VA
21065-7446**



The NEW ENGLAND MG 'T' REGISTER, LTD.



THE CHESAPEAKE CHAPTER

MEMBERSHIP REGISTRATION FORM

Renewal

New Member

PERSONAL INFORMATION

Date: _____

Full Name: _____ Spouse or other: _____

Address: _____

Home Phone: () _____ - _____ Cell or Business Phone: () _____ - _____

E-mail: _____

MG INFORMATION

(1) MG Model/Type: _____ Year: _____ Color: _____

(2) MG Model/Type: _____ Year: _____ Color: _____

*New England MG 'T' Register Number(s) Assigned to this Car (s): _____

If you have three or more MGs, please put that information on a second page.

GET INVOLVED!! Check the Activities Below in Which You Have an Interest

Tours/Rallye; Tech Sessions/ Tech Help; Car Shows; Membership; Event Hosting;
 Newsletter/Articles; Advertising/Regalia; Other _____

By completing this application, you hereby agree to hold this Chesapeake Chapter and the NEMGTR harmless from all actions and claims arising from any participation by you or persons accompanying you in any Chapter event or activity.

DUES*: \$12.00 per year or \$30.00 for three years

Please make your check payable to: Chesapeake Chapter NEMGTR. Please mail this form, any additional pages, and a check for your dues to:

**Chesapeake Chapter NEMGTR
c/o Milton Babirak
47539 Coldspring Place
Sterling, VA 20165-7446**

* The Chesapeake Chapter is a local chapter of the New England MG 'T' Register, so we must require that all Chapter Members also be members in the "Register." If you do not belong to the "Register," please request information and application forms from the "Register's" website: <http://www.nemgtr.org/join.htm>.

Revised: April 25, 2013

Editor's Note: Members of the Chesapeake Chapter of the NEMGTR are encouraged to submit classified ads to the Editor via e-mail. 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.



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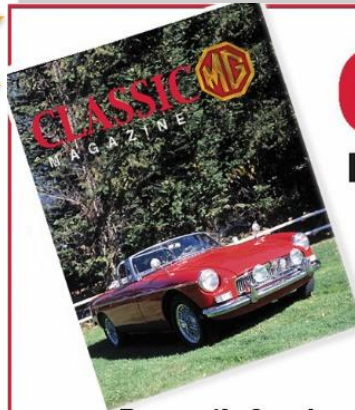
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