

THE SQUARE RIGGER

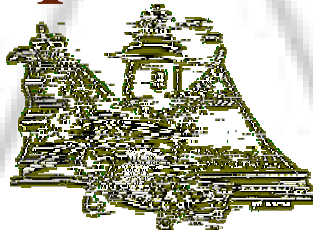
FALL EDITION

October 2022



1932 MG Midget M Type Boattail Roadster – details in this Edition!

The Square Rigger



**Quarterly Newsletter of the
Chesapeake Chapter of the
New England MG-T Register**

[HTTP://WWW.CHESAPEAKECHAPTERMG-TCLUB.COM](http://www.chesapeakechaptermg-tclub.com)

WORDS FROM OUR CHAIRMAN

Chairman Comments

It doesn't seem possible but we're publishing the 4th and final edition of the 2022 TSR.

There are several events coming up during October as well as those in the future and a couple of other items I want to bring to your attention. First, I'd like to point out that the Chesapeake Chapter has a new website address which is **mgchesapeake.com** Please use the new address as the former one is no longer active. Along with the new address the website will be updated going forward. Don't hesitate to pass on any suggestions you may have for it.

On October 9th the annual **Hunt Country Classic** sponsored by MGCCWDCC is being held at Willoughby Farm in Marshall, Virginia. Like our own **Original British Car Day**, it is a signature event for that club.

The weekend of October 15th and 16th John Twist is holding a two-day seminar on rebuilding an MG engine. It is being held at my garage in Alexandria, Virginia and should be both informative and entertaining. John will also extend his stay for a few days to tend anything on a member's cars. Please send an email to me at spenglish@aol.com if you wish to go to the seminar or see if he can work on your MG.

The following weekend, on October 22nd, Vintage Restorations is having an open house from 10 a.m. to 3 p.m. The trip to Union Bridge, Maryland is worth the ride in the country with your MG to see John Tokar's shop.

The last weekend in October the Club is meeting in Cape May, New Jersey for the Fall Ramble 2022. This much anticipated event is being looked forward to.

The Winter Tour to Florida is on for 2023 and is taking place from January 26 through February 9th. If you would like to go and escape the winter doldrums, please contact Milt Babirak at mbabirak@babirak.com for details.

This TSR issue has a reprint of *Little Cars on the Big Salt: MG and the Bonneville Salt Flats* by Ron Sook and Jessie Embry which appeared in the AHR #045 (Spring 2006) pages 23-31. It's an interesting article.

Hope everyone will now be able to use their cars, too.

Your Chairman, Shaun English

Safety Fast!



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CALENDAR OF EVENTS 2022

Usually once a month on a Monday at 7:00 p.m.	Contact John Twist of University Motors with your email address to receive the notice time and date for upcoming sessions.
October 9, 2022	Hunt Country Classic sponsored by MGCCWDCC - Willoughby Farm in Marshall, Virginia.
October 15-16, 2022	John Twist - two-day seminar on rebuilding an MG engine. - Alexandria, Virginia.
October 22, 2022	Vintage Restoration Open House 10 a.m. – 3 p.m.
October 28-30, 2022	Fall Ramble, Cape May, New Jersey
January 26-February 9, 2023	2023 Florida Trip



Our Club Symbol --- A Real Chesapeake Bay Skipjack

WELCOME NEW MEMBERS

Welcome Jon & Susan Morgan of Fairfax, Va. John owns a red, 1953 MG TD.

Welcome Jarryl Wolford. He is from Oakland, Md., and owns a 1953 red MG TD.

Attention New Members: Please send photos of you and/or your car for the next newsletter to the Newsletter Editor Maxie Brown@ maxieb987@gmail.com.

UPCOMING ACTIVITIES NOTICE

Fall Ramble – October 28-30, 2022

Cape May, New Jersey



Yes, this year the Fall Ramble really is back. We have been stymied in our attempts to hold it for the last 2 years by COVID. We really will be in Cape May this year, blazing back with a fabulous fall weekend at the historic Main Stay Inn in Cape May, New Jersey. (You are invited to peruse the Inn's website at www.MainstayInn.com) October 28-30, 2022.) We have blocked 10 rooms, most in the main house, and a few more may be available if needed, but please book as soon as possible. Be sure to mention "The MG Car Club". The Inn's phone number is (609) 884-8690. We were fortunate to get these beautiful rooms at a reasonable price, as this amazing Victorian Beach town has come back strong with cooped-up demand for get-aways. The Mainstay Inn is centrally located a few blocks from the beach and near restaurants and shopping. Your room fee in the main house includes a full breakfast and afternoon tea. There will be off-street parking available for 10 MGs. The rooms range from \$245-290 per night, plus tax, and pictures can be seen on the website.

The weekend will be filled with scenic drives, historic highlights, activities, shopping, and fine dining. Details are in the works. The drive to Cape May is beautiful, along Maryland's Eastern Shore to Lewes, Delaware and across the scenic Lewes/Cape May Ferry. Arrangements have been made to leave your trucks and trailers at the Ferry Dock on the Lewes side, so that you will only pay to transport your cars. The Ferry ride is about 70 minutes. The Mainstay Inn is only 5 miles from the Ferry Dock on the Cape May side.

Please book your rooms now and send in your registration form and deposit as well, so that we may track registrants. Feel free to call with additional questions- John Debelius (301) 318-3522.



2022 Fall Ramble Registration Form
October 28-30, 2022

Mainstay Inn

635 Columbia Ave., Cape May, NJ 08204-8690

When calling the Mainstay Inn to make your room reservations be sure to mention the “MG Club” (key words) to access the block of reserved rooms). Rooms range between \$245 and 290/night plus tax, and rooms in the main house include full breakfast and afternoon tea.

Please reserve as soon as possible by calling (609) 884-8690

Registration forms due by August 1, 2022

Names: _____

Address: _____

Phone (s) _____ - _____ - _____ / _____ - _____ - _____

EMAIL _____

Year and Model of your MG T that you will be bringing: _____ - _____

New England MG T Register member? Yes/No _____ Number _____

Chesapeake Chapter member? Yes/No _____

Will you be trailering? Yes/No _____

Will you park your trailer on the Lewes side of the Ferry? Yes ___/No ___

Registration

Registration fee will be applied to Friday night dinner, and hospitality room drinks and snacks.

Registration Fee:

Chesapeake Chapter members \$75/person, Number ___ x \$75 = \$ _____

Total Enclosed _____ \$ _____

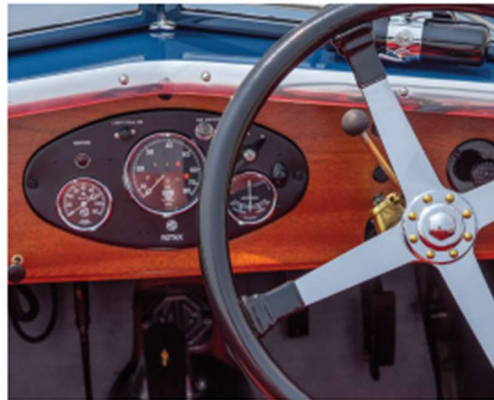
Mail form and make check payable to: CCNEMGTR, c/o
John Debelius, 10 Orchard Way North, Rockville, MD 20854

INTERESTING ARTICLES, TIDBITS & TRIVIA

1932 MG Midget

M Type Boattail Roadster

By Mike Jansen and Doug Jansen
photos by West Peterson



My brother, Doug, and I have had an affection/affliction for MG and British sports cars for several years. Researching, driving, maintaining, restoring, and sharing our cars with whoever would show the least bit of interest were all part of our world. Eight or so years ago, when we were ready for a new project, we had decided to take the plunge into the prewar alphabet of MG models. For those of you not familiar with the MG prewar sports car offerings, MG offered the M, D, C, J, K, Q, N, L, R, P, TA, and TB ... among others. We were looking for a car that we could restore ourselves from the ground up. We knew that a few of the models were simply unavailable, as there were only handful made. We finally decided that the M-type would be best.

The M Type was significant, as it played an important role in the survival of the MG car company. Prior to its introduction, MG assembled large and expensive six-cylinder 14/28, 14/40, and 18/80 models that were selling slowly. Had the prototype of the M Type not been displayed at London's 1928 Olympia Motor Show, the worldwide economic collapse from 1929 to 1931 may have been disastrous for MG. Instead, MG received orders for 300 sports cars, and thus began volume production of MGs, which would last until 1980.

For such a small car, the M Type boasted incredible performance for a small price. The car had a maximum speed of 65mph for only £175. It was the first "Midget" in a long line of models from 1929 through the closing of MG in 1980 to be called a Midget. We already owned a TC Midget, so why not own the first! Plus, compared to other models, the M-type was, to some degree more available.

About two years after word went out that we were looking for an M Type, a friend in Michigan called and offered to sell me his. He had the car for a number of years with the intent of restoring it, but came across a completed M-type he couldn't pass up. Timing couldn't have been more perfect.

MG made 3,235 M Types in Abingdon, England. Most were open-top roadsters, but a handful of coupés were also made. Chassis numbering began with number 251 (the phone number of MG). Our car is chassis number 3415, meaning our car was one of the last 100 to be built. It left the factory on April 11th, 1932. Like most prewar (and many postwar) MGs, all the tubs were handmade from ash and wrapped in what today would be called a thin plywood. All but the last 200 or so M Types came with a fabric-covered tub; the last iterations were wrapped in metal from the factory, like our car.

Doug and I drove to Michigan to pick up M3415 on November 22, 2014. Perhaps "pick up" is the wrong way to describe it. M3415 had to be dragged into our trailer. In any event, after nearly 3,000 photos, 30 large Glad storage bags, and four large plastic tubs, M3415 was stripped down to the frame, all parts were digitally cataloged, and we were ready to start the restoration process.







M3415 — Prior to Disassembly

With any restoration project, one must first decide on goals. For the restoration of M3415, our goals were to create a car that met four requirements: 1) The car must be safe to drive. No shortcuts on this! 2) The car must be reliable. 3) The car must be restored to an arguably accurate representation of an M Type using original, NOS, or ACAP (as close as possible) components. 4) The car must be pretty!

We prefer to do as much of our own restoration work as possible, which amounts to component repair and preparation for paint, along with electrical work, final assembly, and tuning. There is some restoration work we simply will not attempt: final paint/coating, engine rebuilding, instrument rebuilding, and interior panel work. We leave this sort of work to the professionals. The restoration took a solid five years to complete, and the details would fill a book. As most things do, there were a few bumps in the road along the way.

Tub (Body) Work

As mentioned, M3415 was a metal-skinned car from the factory. When we acquired the car, only the doors and the boot (trunk) still had the metal skin intact. The tub proper had the metal skin removed at some point and the wood frame was painted red. No fabric existed anywhere. The ash wood of the tub seemed to be in decent shape and reusable ... that is, until we removed the tub from the frame, at which point it pretty much disintegrated. No worries ... my prewar MG buddies introduced us to master tub builder Steve Gilbert (from across the pond) who could build another one! Almost a year after placing the order, a new tub arrived, fully skinned in aluminum. A work of art to say the least.

Rolling Chassis and New Tub /Engine

The engine went to C&P Machine in Ft. Wayne Indiana. They do everything from Model T to Duesenbergs and are arguably the best in the area. Most importantly, they were not afraid to do the work on our 847cc overhead cam powerplant. C&P did a thorough inspection and found three cracks in the crank, one cracked piston, and a cylinder (rear) that was in dire need of a sleeve. An order went out to Sports and Vintage Spares, which included (again on the recommendation of my new MMM buddies) a 1-5/8" (rather than 1 1/2") balanced billet crankshaft. After much discussion and review of the restoration's goals, we choose to replace most all moving internal engine components.

Instruments and Radiator

When we purchased the car the instruments and radiator had been restored, or so we were told. They were all very pretty, but none of the instruments worked (mechanically or electrically) and had to be sent out for repair. When it came time to finally start the car for the first time, we found that the radiator leaked in five different places. If you were to count the number of places in the world that will properly disassemble and replace the sweptback honeycomb core from a 1932 British sports car radiator, you could stop at one, again in England. Six months later we had a new radiator.

Articulating Top Frame

All M Types came with a top. They weren't much good in keeping out the weather, but were important if you wanted to be able to drive the car all year. Most all of the cars came with a tubular top frame that had to be hand assembled and could be stored in the boot when not in use. A handful of the M Types came with a retractable frame, fixed to the tub. 3415 was one of those, and of course the frame was missing. We managed to find one from a fellow in Wisconsin who loaned it to us with the idea we would use it as a template to create a new one. Fortunately, I work for an engineering firm that uses 3D modeling for machine design purposes, and after a few short weeks a new frame was designed and detailed from the loaner frame. Brackets were machined and bows were fabricated. We had to make a couple of changes to the brackets and bows to accommodate slight differences in tub dimensions (everything on an M Type must be fettled), but the finished product turned out great.

Final Bits and Pieces

As we were getting closer to being ready for paint, it was obvious that we were missing a number of bits and pieces that simply were not available through the prewar MG cognoscenti. Right or wrong, I was convinced that the parts we needed were out there, but were being "saved" by folks who were convinced they would be needed for a future project. The list included Zerke grease fittings, vacuum wiper motor, correct spark plugs, tools and

tool-kit pouch, registration badge holder, TF201 tail lamp, petrol shut-off valve, side lamp covers, damper indicators, jack, standard M-Type gearbox remote (to replace the J2/PA style we had), lamps, dashboard fuse, and the elusive horn cover.

It was during the summer of 2018 when we made the decision to make the trip across the pond and attend the Autojumble at Beaulieu (Europe's version of "Hershey") in order to search for the bits and pieces we needed to finish the project. Doug was immediately on board with the idea, so we made a week of it. It was a great trip. We spent the first two days at the Autojumble, where we found everything! ... yes, everything we needed!

Final Bits and Pieces

The restoration was completed early in 2020, but with the advent of the Covid-19 pandemic, all car shows, meets, gatherings, and rallies were being canceled left and right. The car had been invited to a couple of concours events but by June they were all canceled. In 2021 things began to open up and we have been sharing M3415 as much as possible.

All in all, start to finish, it was a great adventure. If we were to do it again (and we will), we would not change a thing. With that said, Doug and I are looking for the next project. Perhaps a D Type, J2, PA, or, perhaps an L1 or Q Type? Anyone know where we can find the plans for an R-type?

With the M Type project complete, we ended up with a great sense of accomplishment, a number of new friends, a plastic bin filled with old parts that cannot be reused, a rotted tub, doors, boot lid, side aprons (never throw anything away, right?), 4,000 photos, great memories, and a piece of MG history.



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JULY / AUGUST 2022 • ANTIQUE AUTOMOBILE 49

The Pebble Beach Concours d 'Elegance – 2022

By Newsletter Editor Maxie & Mark Brown

Every August, the most prized collector cars in the world compete for one of the most prestigious awards in the automotive industry — Best of Show at the Pebble Beach Concours d 'Elegance!

We started planning this trip last year as one of our bucket list items, which was driving the Pacific Coast Highway around Big Sur and up to Monterey for the car show.

The first leg of the trip was a smooth nonstop flight from Dulles to LAX. From there we picked up a rental car and headed to Coronado Island where we hung out for a few days and enjoyed good food and great weather.

From Coronado we drove north through Laguna Beach, Venice Beach, Malibu and so many others -- all awhile listening to The Beach Boys! We stopped in Santa Barbara for the evening -- enjoyed music and food and stayed downtown.

The next morning, we headed north – the scenery really does look like the travel magazines! Stunning! We eventually made our way around Big Sur to Monterey.

The next day did not disappoint - we got dressed up and made our way to the car show -- weather was misty and cool. The feature cars were the ones that raced in the Le Mans over the years – they were one of a kind, rich in history, and each with a story to tell! The spectators were as pretty as the cars 😊 Some were dressed in period clothing to match the cars ... even the dogs had custom-made apparel.

The next day we headed back down Big Sur, visited Hearst Castle and stayed at the Ragged Point Inn -- we also hiked some daunting billy goat trails to the Pacific Ocean.

The last leg of the trip was back to LAX, where we stumbled onto the James Dean crash site, which was in the middle of no-where but you could see why they enjoyed racing those open roads. Back in LA, we visited the Petersen Automotive Museum. The James Bond famous movie cars were on exhibit as well as cars from Ghost Busters, Back to the Future and Batman. Lastly, there was the exhibit featuring Andy Worhol: Cars. The collection of cars was very diverse – one of the best! This museum is also a must see.

Fun vacation indeed!



Little Cars on the Big Salt: MG and the Bonneville Salt Flats

By Ron Shook and Jessie Embry

MG Cars

This is the story of an automobile maker which made the same engineering and marketing mistake twice. The first time, the M.G. Car Company, Ltd. was able to save itself with the aid of the Bonneville Salt Flats. The second time, M.G. seemed to

have reached a dead end and production was stopped. However, with the aid of the Bonneville Salt Flats, the MG lived again.

The M.G. Car Company, formerly of Abingdon-on-Thames, England, manufactured smallish, agile, sporting cars based on drive trains from production cars of other makes or models. It is most famous in the United States for its series of post-World War II sporting, spartan roadsters, beginning with the TC (Fig. 1), and continuing through the TD, TF, A, and B series. The cars were imported into the U.S. until 1980.

MG has always had a history as a sporting marque easily adapted to racing, being driven by such notables as George Eyston, who also held the world land speed record several times in the 1930s. Throughout the 1930s the MG set speed records for its engine size, sometimes holding several records, as it was (and still is) the practice to go for multiple records with one car and several engines.

The two mistakes occurred about 25 years apart. The first was in the early 1950s. The post-war MG car was the delight of many GIs returning from duty in Europe. They were beautiful, handled wonderfully, and gave a sporting feel to driving that was entirely absent from conventional American products. For a very modest outlay, a person could purchase an MG, a tweed cap, stringback driving gloves, perhaps a pipe, and motor along, contentedly looking down his nose at the clumsy "Detroit iron," passed so easily on winding roads. To be sure, there were certain drawbacks. The cars lacked wind-up windows, hadn't much of a heater, and driving on concrete highways was in invitation to chipped teeth (Fig. 2).

Eventually the drawbacks caught up. While other British manufacturers were turning out more modernized cars, and the upstart Germans were marketing a new sports car called the Porsche, MG made do with cosmetic updates, sleeking up the look a little, as with the TF, but doing almost nothing to change the character of the MG (Fig. 3). Sales plummeted.

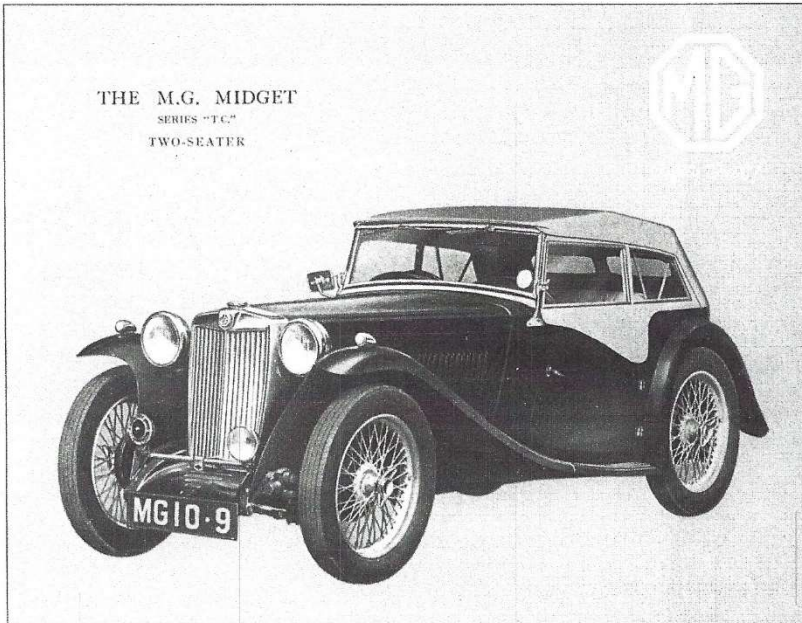


Fig. 1 - The 1946 MG TC

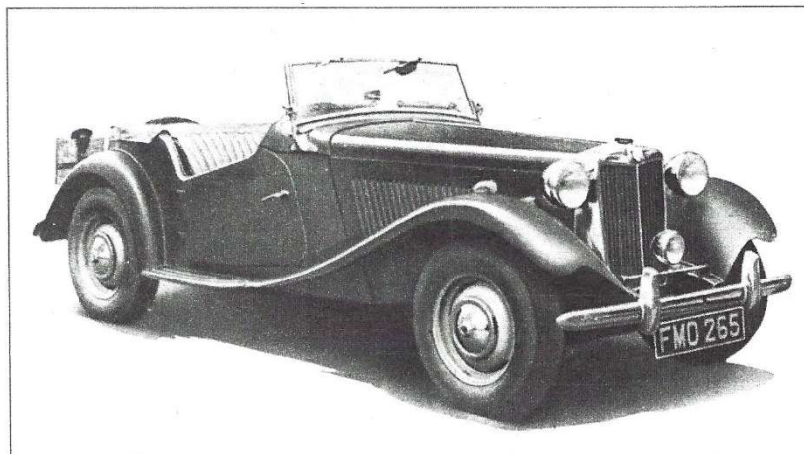


Fig. 2 - The MG TD of the early 1950s.

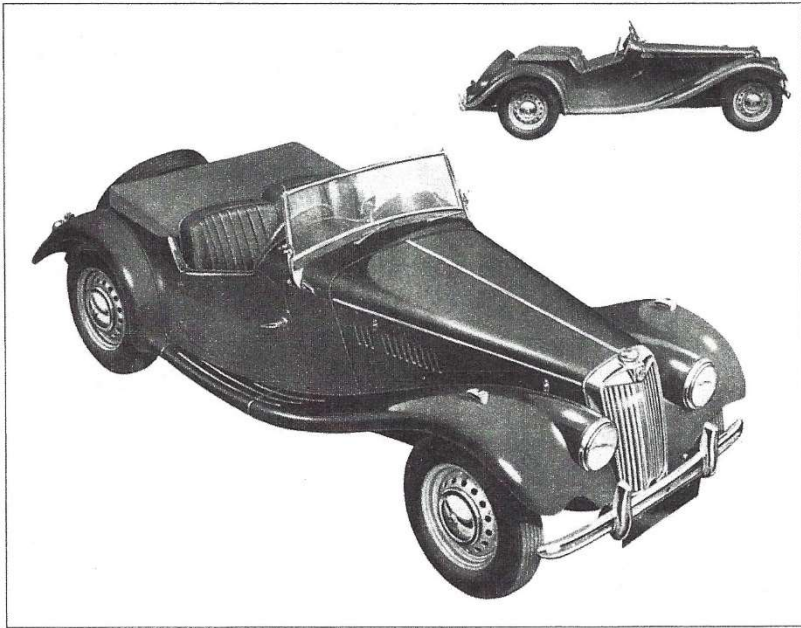


Fig. 3 – 1954 MG TF



Fig. 4 – 1955 MGA

MG's answer, once it decided to do something about it, was two-pronged. The first move in its attack was to create an entirely new car, the MGA (Fig. 4). Though it still had side curtains instead of windows, and the heater still more of a suggestion than a force, it was clearly a design for the times, and eventually became one of the most successful sports car designs of all time.

The second move was to make sure the world was aware of the new MG. For this, the company needed the Bonneville Salt Flats and some famous drivers. The cars were the legendary EX models: EX 135, EX 179, and EX 181. The drivers were Goldie Gardner, Phil Hill (America's top Formula I racer), and the best of the racing world, Stirling Moss (Fig. 5).

The First Wave: Goldie Gardner and EX 135

One legendary MG driver was Lieutenant Colonel A.T. "Goldie" Gardner. Gardner started motor racing in 1924 and first used MGs in 1928. In 1938 he won the Segrave Trophy for the most outstanding performance by land, sea, or air by going 186 mph in a 1,100 cc class car on the autobahn in Germany. A year later he set a new record on the autobahn using a streamlined body developed and patented by Reid A. Railton, who also designed cars for Malcolm Campbell and John Cobb. Gardner's 1938 car used an MG K3 Magnette chassis and supercharged production engines.¹ It was designated EX135. The EX stood for "experimental."

Following World War II, Gardner returned to racing, running his "famous and almost veteran streamlined MG record breaker on the Bonneville Salt Flats." In one of those odd combinations of fate, engines, drivers and chassis, MG and Gardner got into a spat, and Gardner put a developmental 4-cylinder Jaguar engine in his chassis. Gardner averaged 176.69 mph at Jabbeke in Belgium. Eventually, the storm blew over and when Gardner went to the salt flats in 1951, he was working with MG engineers. Engineer Sydney Enever redesigned Gardner's car, moving from the Jaguar engine back to an MG supercharged TD unit. The car, still designated EX 135, was sleek, low, and very fast for its size (Fig. 5).

Gardner was the classic British racer. He was interested in setting speed records, and he felt that the salt flats were the best place to top his 1939 Germany autobahn speeds. On August 20, 1951, the 60-year old Gardner raced his supercharged EX 135 on a 13-mile circular track and set six international and ten American records.

According to the *Salt Lake Tribune*, "Gardner wasted little time after reaching the track. He stepped into the racer, pulled goggles over a white helmet, spun around the course in one practice run—then went after the record. As he stepped from his 'bright green car,' Gardner declared, 'The track was perfect. I enjoyed the ride. I'm sorry I couldn't go on longer.'" A plugged oil line had stopped the run. Gardner went to Wendover to relax when the crew changed the engine. But another run was not possible. First, the timing devices failed. That was followed by a "cloudburst [that] put two or three inches of water on the track. . . . To make matters worse, lightning struck some wires, and the timing instruments blew out again."

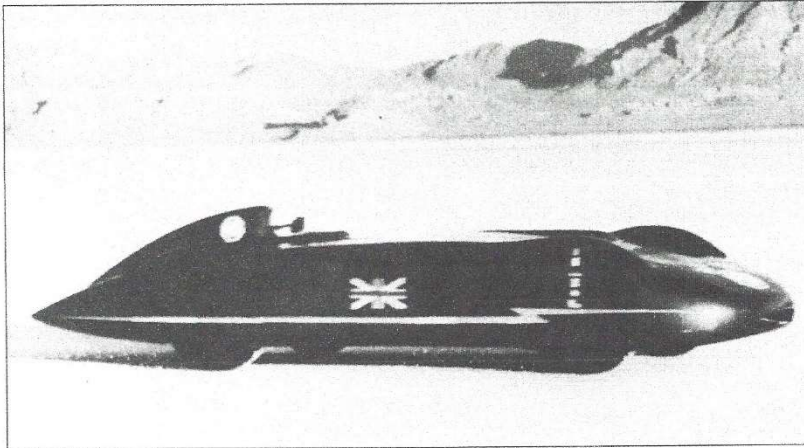


Fig. 5 – EX 135.

The next year Gardner returned to the salt flats. But the fates were still being unkind. At one point, he skidded 2,000 yards, cutting his face and neck when a mileage marker sign smashed through the cockpit bubble at 160 mph. Gardner insisted that his injuries were not serious and determined to try for more records after the car was repaired. He was going 192 mph, fast enough to set a new land speed record for his class when he had engine trouble. But the next day he set eight new records. By the time he was finished, he had set 17 records, one more than he had in 1951. *Motor* declared that Gardner “increased British prestige with some records at Utah, USA in his Evergreen MG Special.”⁵ Gardner’s war injuries prevented him from returning to the salt flats in 1953, and racecar retired with him.

The Big Push: George Eyston, Phil Hill, Sterling Moss and the EX 179 and 181

MG returned to the salt flats, though, through the efforts of George Eyston. G.E.T. Eyston started racing on motorcycles, later moving to automobiles, usually MGs. He is perhaps best known for his duels with John Cobb for the ultimate land speed record in the 1930s, but he also made significant contributions to MG and small-car racing. After the war, he served as an advisor to Castrol Oil and later for other automobile and parts companies.⁶

During the 1950s, Eyston combined his love for speed, the Bonneville Salt Flats, and MGs. The company had undergone some management changes in the years before the war. Cecil Kimber, the founding spirit of MG, left in 1941, but according to one study, his legend lasted for 20 years. While many car makers had given up speed racing even in the 1930s, Kimber “was the classic case of a tycoon who loved fast cars. He was sure that sporting success should sell him more MGs, so his involvement was a case of business with pleasure.”⁷

The post-Kimber management did not agree with the value of sports and stopped the development of racing autos, concentrating on variations of its T series two-seaters. Thus, while other companies, namely Triumph, were developing sporting cars with sophisticated suspensions, tractable

gearboxes, and such amenities as heaters that worked, MG still produced cars that were more and more archaic. By 1953, Triumph was taking over much of MG’s market. After the initial success of the TC, MG had not made improvements in sales, so it tried to get back into the mainstream of the sporting world by taking the TF 1250 and fitted a 1500cc engine, making it the TF 1500. MG historian F. Wilson McComb explained, “It was only another stopgap expense, but it renewed MG’s sports image. *Road & Track*, however, complained, “It was too little too late so what?”⁸

At this time, there was another MG management change, one more inclined to look on racing favorably. Eyston approached this new management with an offer of commercial support from

Castrol Oil to develop a new experimental car.

The obvious choice would have been to update MG EX135, but there were problems with that solution. For one thing, the EX 135 was Goldie Gardner’s car, not MG’s. For another, though it was a marvel of engineering for its time, its time was past. MG asked Enever to develop a new car, designated EX 179. The MG management certainly didn’t throw money at the EX 179 project and it operated on a “scavenge and build philosophy.” A mechanic later bragged that the EX 179 was “not bad for a car made of scrap bits.” Enever confirmed that he used “cast off parts of the BMC MG sport car factory.” The frame was an MGA prototype, the suspension from an early MG model, and the engines were “basically production units.” A *Salt Lake Tribune* article proclaimed the car was “in the best American hot-rod tradition.”⁹

MG hired famous racecar drivers from the United States and Great Britain to drive the EX 179 at Bonneville, as much for their fame as anything else. MG was making a major push to regain its sporting image. In 1954 Eyston and Ken Miles of Los Angeles drove the car for 12 hours and set eight international and 26 American class F records. Miles had for years raced a number of MG specials in California, including the famous “Flying Shingle,” so named because of its shape. According to an MG history, “Ken Miles was one of the most capable drivers to ever take the wheel of an M.G. His performance in specials as well as production cars is legendary.”¹⁰ Two years later MG returned to the Bonneville Salt Flats. Ken Miles and Johnny Lockett of Cleverdone, England, two of the two most successful drivers of the MG Le Mans team, set 63 records for a Class F engine records.¹⁰

The biggest year for MG racing at Bonneville was 1957. The company shipped two cars to the flats—the EX 179 and the newly completed EX 181. The EX 179 had dual purposes: speed and publicity. It fulfilled Eyston’s dream to continue to set records but also provided advertisement for the MGA, a car introduced in 1955 that was a significant departure from the boxy, slab-sided T series MGs the public had come to expect. The EX 181 was even faster, but it existed mainly for publicity. It was a beautiful car, small and sleek. In the

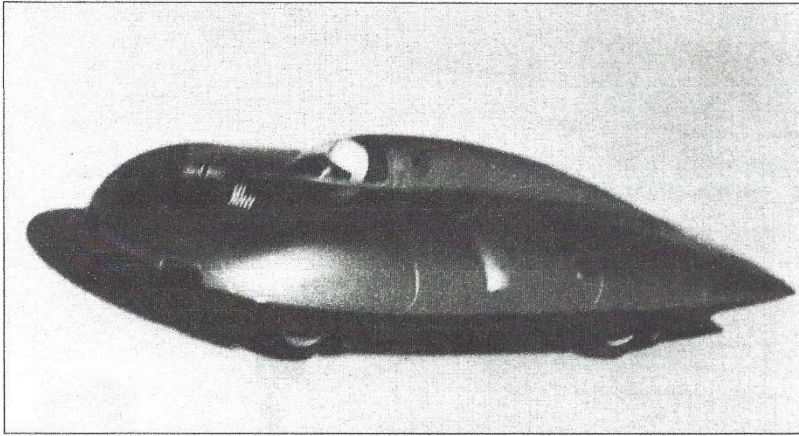


Fig. 6 – EX 181 .

museum where it now sits, it's dwarfed by the huge Land Speed Record cars of the 1930s and 1940s. MG's design engineers used a classic tear drop shape, one that they felt would maximize the speed and minimize wind resistance. They called it "the Roaring Raindrop." *Sports Car Illustrated* called it "a ground missile of the most advanced type"¹¹ (Fig. 6).

MG built the car for one specific driver: Stirling Moss. Moss was born in 1929 into an automobile racing family. Some reports claim he learned to drive before he could spell and he got his first car when he was ten. His first competitive driving was in 1948 when he was 18 years old. Many consider him the greatest race driver on all time, an expert at any kind of driving, from Formula One to sports cars. Ironically, he never won racing's greatest prize, the Formula One Driver's championship.

And he was more than just a driver. A London newspaper told Ken Purdy, the automobile journalist, that everyone in England loved Moss. "It is because he was a knight in armor, rushing out of the castle to do battle in foreign lands and coming back, sometimes with the prize and sometimes without it, sometimes bloody on his shield and sometimes not—but always in a hurry to go back and have another bash at the heathen." He became a household name in England. Even those who did not watch racing knew him. "His name was everywhere. Even if he failed to win, this was news. He sponsored advertisements, put his name in articles in newspapers and magazines—became the personification of speed."¹²

According to Moss, in 1956 "John Thornley of MG . . . asked me to drive a new record-breaking car for them that they were building and this I had agreed to do." Drawing on "a long history of International Class records behind them," MG wanted to break the records set by Goldie Gardner. However, to set records with a small-engined car, everything has to be in perfect order, and there were a number of hurdles to overcome. The first was power. Did EX 181 have what it took to go nearly 250 mph? This turned out to be not too much of a problem, as wind-tunnel tests determined that EX 181 had the horses needed to go as fast as EX 179 had, because of its slippery shape and extremely low frontal area.

A second problem was the tires. A small car needs small tires and the Dunlop 15-inch wheels were "incredibly small" for 240 mph. The Bluebird's tires were four times that size. EX 181's tires were like the inner tubes of a bicycle wheel "quite circular and completely bald." The contact area, the part of the tire that actually touches the salt, was the size of a penny. Even a touring car has a contact patch the size of a hand. A third was problem stopping the car. This was a real concern, as it turned out, as the car was equipped with only a single disc brake on the rear axle of a vehicle with a wheel base of just eight feet.

Finally, there was the problem of where to put the driver. MG designed the EX 181 so there was just room for Moss'

5 foot 7 inch frame. Moss recalled, "I had been up to Abingdon in time to have my final fittings for my seating position although sitting is hardly the right word. One practically lay down on the job, reclining at a considerable angle, with one's head cocked forward to see out and the steering-wheel almost parallel to the ground by your knees. It seemed an almost lackadaisical position in which to drive the thing." MG used the occasion of Moss's "trying on the car for size" for publicity, making a film which showed Moss arriving, casually removing his jacket, climbing into the car, and then the space being carefully measured.¹³

Moss' fellow driver of the EX 181 was American driver Phil Hill. If Moss is England's greatest driver, Hill is possibly America's. He was the first American to win the Formula 1 Driver's Championship. Hill began his career in cars when he drove the family 1936 Oldsmobile around the block. He was nine. That year his aunt gave him a Model T. He started racing as a teenager although his parents opposed his hobby. He participated in his first event in 1947 in an MG TC. When both his parents died in 1951, he used his inheritance to buy a Ferrari. Hill went on to win the Formula 1 world championship in 1961, but in the 1950s he was the junior racer on the Ferrari Formula One team. Hill finished third at the final race in the 1958 so that his senior racing partner Mike Hawthorn could beat Moss to the championship by one point. One history referred to race as the "Phil-and-Stirling Show." Moss recalled, "Phil's a great character to tease, a good sport."¹⁴

George Eyston, architect of the record attempts in EX 179 and EX 181 came to the salt flats in August 1957 and summarized the British Motor Corporation's plans. He planned to use the EX 179 to set a class G record held at that time by the Italian Fiat Abarth at 105.9 mph. Stirling Moss would go for the class F record in the EX 181, and Eyston felt it would go over 250 mph.¹⁵

On August 13, David Ash and Thomas Wisdom, an English racing veteran, were the pilots for EX 179. Ash, a 35-year old foreign car salesman from New York had, according to an MG history, "accumulated many MG racing miles during his career." The two drove the EX 179 for 12 hours and completed 1,417.5 miles, for a 118+ mph average, according to the *Salt*

Lake Tribune report. "Screaming through the timing traps approximately every five minutes the racing machine ran faultlessly." It averaged 40 miles per gallon. In fact, the article asserted that the race course showed more wear than the car.¹⁶

The EX 179 then tried for additional three and six hour records, with Ash and Phil Hill at the wheel. For the August 16 runs, Ash and Phil Hill each drove three hours. This time the car set nine international and 50 American records despite transmission problems.¹⁷

So much for the appetizers. The main course was Stirling Moss and EX 181. The event was awash in hoopla. Western Savings in Salt Lake City had a contest inviting people to "win a glamorous new MGA sports car." The announcement of the EX 181 races on the salt flats in 1957 proudly proclaimed that "Moss recently won the Grand Prix of Europe held at Aintree, England, and is rated the no. 2 driver in Europe behind champion Juan Manuel Fangio."¹⁸ The *Salt Lake Tribune* carried an article from the sports wires: "Moss snares Italian Grand Prix Win," upsetting Fangio. It added, "Moss, whose victory boosted him from fifth to second in world championship rankings, is due to arrive on Utah's Bonneville Salt Flats Tuesday to attempt an international class F speed record of 240 mph."

Anticipating the arrival of Stirling Moss, the *Tribune*, not content to depend on the Associated Press for news, sent reporter Dennis Shattuck to the salt flats. Shattuck stayed at the flats to watch Hill drive the EX 181. According to Eyston, "It was a successful trial, and Hill made two runs in accordance with instructions from Sydney Enever and myself."¹⁹

Hill described his run in the 181. "That was really thrilling. I never thought it would be, just going in a straight line, but it was terrific. Really frightening, too—I can't remember any time I've been more frightened, because it lasts so long." Like Moss, he found "sitting up so far forward and not being able to see anything but the ground in front" awkward. But he added, "It was beautifully made compared to that other one, EX 179, which seemed sort of truck-like." The worse problem was that a "terrific volume of fuel came into the cockpit" as he tried to stop. "I got one good lungful of it, just enough to really paralyze my breathing, and I suddenly realized I might not be able to last out until the darn thing stopped. All I could do was exhale and wait. . . . it took about four or five kilometers to get the blessed thing stopped with just one puny little brake, and by that time I was very woozy."²⁰

After Moss' arrival, Shattuck reported an interview with "Great Britain's foremost auto racing driver." He described Moss as a "personable, balding 27 years old." Moss told Shattuck that the fastest he had ever driven was 200 mph in a British BRM on the Mora Italy race course. Moss said he had few worries in a Grand Prix race "tire wear, condition of the course, the length of the race and numerous other little things." He said his biggest worry on the salt flats, where he had never driven before was mechanical failure, adding that while motor racing was dangerous the problems could be controlled. Record racing required him to go "all out and the margin of safety is reduced."²¹

As was often the case at the salt flats, Moss was ready, but a rainstorm stopped his run. The last possible day that MG could use the flats, conditions were still not ideal, but Moss asked to

make a run. MG had hoped for more records, and Moss did not disappoint. He set five international ones including the flying kilometer at 245.64 mph and the flying mile at 245.11 mph. Moss told reporters, "The car ran magnificently. I am very grateful to have the chance to drive it on the record runs." Eyston added that he was "pleased with the performance particularly in view of the fact that the salt flats are not in the best condition."²²

Later Moss wrote about his experiences. He remembered that when the mechanics put on the canopy after he entered the car, "It comes down with a sort of 'clunk,' and then you really appreciate that you are shut inside the thing. Then off you go, very gently on the throttle. You have to wait until you are doing about 200 mph before you can put your foot down in top gear, because otherwise the car would snake with its very narrow track at the back and the low friction co-efficient as well as all that power getting through those small wheels."

Moss said the first run went fine. He got up to 6,900 rpm. In the second run he lost third gear and going from second to top fouled the spark plugs. "Being a record engine it was running on alcohol and was a bit fussy." Stopping "was quite a drill" because of the single brake. It took three miles. He had to brake slowly so the wheels did not lock up and he could not use the gears to help slow down. He cut the ignition, put the gear into neutral and put his foot on the accelerator to prevent a "blow-back" which could destroy the engine. Phil Hill had warned him of the gas fumes that might get into the car. Following Hill's instructions, Moss held his breath until the fumes cleared. "The distance too is very deceptive and I remember roaring past my stopping point . . . with everyone waving their arms at me."

Recalling the events at Bonneville, Moss explained, "I heaved a sigh of enormous relief when it was over." Moss concluded that the experience was "the most frightening experience that I have had with everything going well. There are frightening moments in a race when things go wrong but this was frightening when all was well."²³

In 1959 Moss agreed to return to the salt flats to break more records. Moss' time was limited. He came after he ran at Monza and before he drove at the Gold Cup Race at Oulton Park. As he headed for Utah, Moss said, "Remembering it all again as we flew along, I wondered why I had agreed to do it. However, luck was with me, as the weather was bad! We had phoned Captain Eyston from Los Angeles and he had told us not to come for a few days as conditions were impossible." Moss went to Las Vegas where he enjoyed the all-day, all-night life, the shows, and the gambling. "It was too good to last and we had a call to go to Salt Lake; on arrival conditions had changed again and I flew back to England, somewhat relieved, leaving Phil Hill to drive the car when the weather permitted."²⁴ Conditions eventually did improve, and Phil Hill set six new international class E records, going over 250 mph on the flying mile and kilometer along with others. As the engine size was different, the records Moss set in 1957 in class F still stood.²⁵

The second time around

In 1962, the M.G. Car Company introduced the MGB (Fig. 7). It was larger, heavier, more powerful, and more civilized than the MGA. For one thing, it had windows that

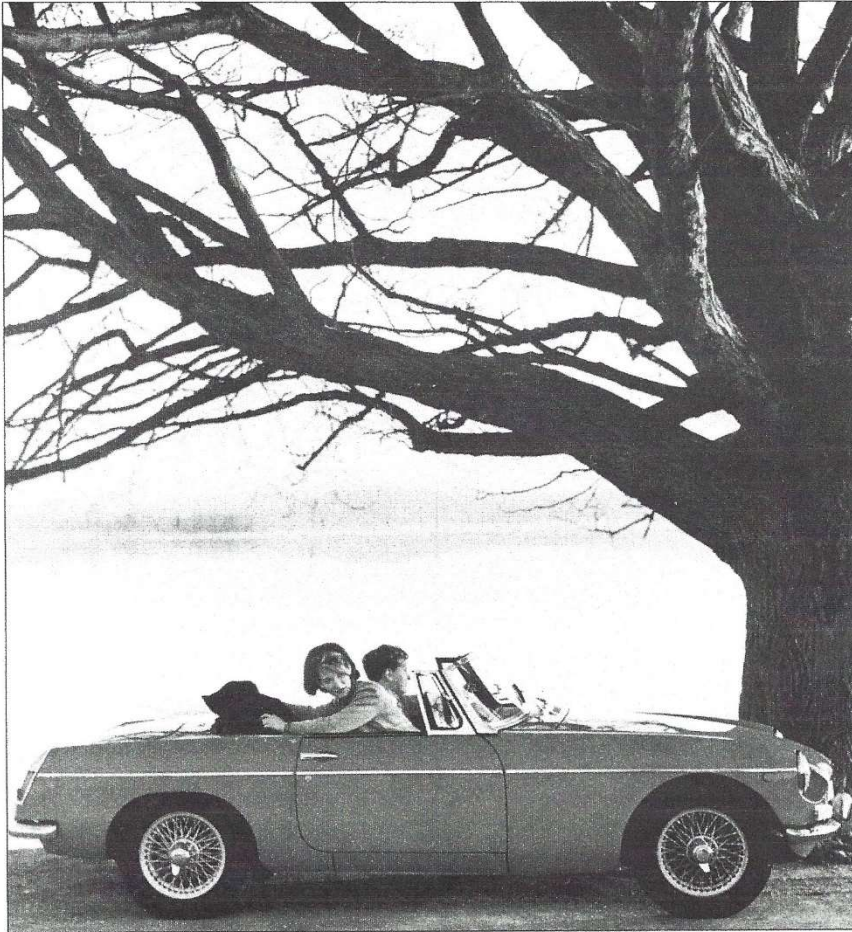


Fig. 7 – The MGB of the 1960s.

wound up. It would prove to be also one of the most popular designs in the world. It was produced until 1980.

MG enthusiasts, however, divide the MGB era into two distinct parts. The first was from the introduction of the B until 1974, a period of 12 years. The second was from 1974 until the end of production in 1980. What differentiates them are the changes MG made to make the post-1973 cars meet U.S. regulations. The factory jacked up the whole car and added a large, rubber, integrated bumper/grill housing apparatus that was, the only word, ugly. Handling and esthetics suffered. Putting a rubber bumper on a 12-year-old design was eerily reminiscent of the way that MG integrated the headlights into the fenders of the MG TF hoping that the public wouldn't notice that it was still the same old design. Production declined, and in 1980, the manufacturer, by now the MG Division of British Leyland Corp., Ltd., ceased production of its sports model.

And that would seem to be the end of it. Except that it wasn't. There are thousands of MG enthusiasts around the world, who were very vocal in their disappointment, causing British Leyland (BL) to realize "that the MG name was a valuable commodity. While it was thought that MG as a sports

car was dead, the name lived on, being carried by a number of BL's sporting saloons." In fact, the reports of MG's death as a sports car manufacturer were premature, and a new incarnation MG, as part of the Rover Group, started producing new sports car in 1992, the MG RV8, and, later, the MGF.²⁶

So now MG had a new sports car. Taking a lesson from the past, MG turned to Bonneville again. In what was clearly intended to provide a link with the past, Rover brought a modified MGF to the salt flats in a low-key effort to set a speed record. The reports clearly and explicitly tied the return of the MG to the historic record-breaking runs of Goldie Gardner, Stirling Moss and Phil Hill. The name of the project was EX-F, echoing the names of the EX 135, EX 179, and EX 181. The size of the engine was in the same range as the older EX models, differing only in the advantages of 35 years of technology, the engine being turbocharged instead of supercharged. To underscore the similarity, two pictures were published side by side in the newspaper report. The first was the famous photo of Stirling Moss drinking a Coca-Cola after his record 1957 run. Beside it is the identical pose, only the time is 1997, the driver is Terry Kilbourne, and the car is the EX-F. Not subtle.²⁷

To underscore their connection with Bonneville, the company, now called MG Rover, brought another MG to the salt flats in 2003. This time, the MG was a station wagon. It went more than 225 mph, and the company applied to the Guinness Book of World Records as the fastest station wagon in the world. Again, there are the explicit tie-ins to the EX attempts. The press release notes:

Their reasoning was four-fold: to leverage MG's illustrious Bonneville history which dates back to 1951 and a string of records; to demonstrate the fundamental qualities of strength and safety inherent in the MG ZT range; to halo the introduction of some exciting new V8-powered MG models and to support engine development work for the planned ultra high performance versions of MG's XPower SV sports car.

"This is not just about setting world records, this is about testing MG's vehicles to their limits, in some of the most extreme conditions you can find in the world. The added challenges of meeting strict technical and safety regulations which are set by the Southern California Timing Association

make our achievement of 225.609 mph with a virtually stock MG Z.F.F all the more satisfying," says Peter Stevens.

MG can trace its land speed racing roots back to the early 1930s and its Bonneville roots back to 1951 when Lt. Col A. T. "Goldie" Gardner ran a streamliner powered by a crank-driven supercharged production 1250 cc 4-cylinder MG TD engine. Gardner planned an assault on numerous records, both in a straight line and around a specially surfaced 10-mile circular course. Despite rain cutting short the attempts, at the end of the week he had accumulated a total of 16 records with a fastest run slightly over 145 mph.

Famous names such as Stirling Moss and Phil Hill have set records driving for MG in the harsh and challenging environment of the Utah salt desert. Daily temperatures of more than 100 deg F/38 deg C, the high altitude and the low grip surface of the smooth salt have always meant that high-speed record breaking at Bonneville is never easy.³⁸

The reports themselves are reminiscent of the published accounts of the classic record attempts. The salt flats are still capricious. The weather decides whether you will race or not.

Why the Bonneville Salt Flats

Like those going for the Land Speed Record, MG came to the Bonneville Salt Flats in Utah to set the records. Why did the company pack up cars, mechanics, crews, and drivers to cross an ocean and nearly a continent?

There were several reasons though for taking the cars to the salt flats. First, tracks in Europe were marginal for the speeds that MG hoped to attain. Although Stirling Moss had gone 180 mph he had not gone the 245 mph that he went on the salt flats.³⁹ Second, speed was not the only concern; safety was also a factor. When asked why the cars went to the salt flats, an MG test driver seemed surprised to be asked the question, and said it was for the tires of course. The salt is good to tires, helping to keep them cool, a fact that British Land Speed Record drivers in the 1930s often commented on. In addition, there was room to make mistakes on the salt flats. On a race course or a section of Autobahn, if a driver deviates from the line or goes into a skid, at the very best the car would be badly damaged. At Bonneville, a car could skid for miles and never hit anything.

Third, the Bonneville Salt Flats seem to have a special place in the minds of the British. After all, it was there that they set so many records in the "Golden Era," of land speed racing, the years 1935-47. George Eyston especially loved the salt flats. According to Geoffrey Healey, Eyston drove "straight to the salt flats, falling on his knees, kissing the salt surface and going into a trance."⁴⁰ Stirling Moss wrote that he was "extremely fortunate" to have Eyston in charge because his "knowledge of the salt was invaluable. He seemed to be on Christian name terms with each individual grain of the stuff."⁴¹ The *Salt Lake Tribune* agreed in 1957: "Eyston is no stranger to the salt. Most of his world speed records have been set on the Utah wastelands. He knows the conditions and limitations probably better than anyone else."⁴²

That attitude to the salt flats carried over to the attempts of the 1990s and on into the new millennium. There were, however,

some powerful and non-race-related reasons for going to Bonneville. The major goal of MG's attempts was getting good advertising copy. In the 1930s the salt flats became "the" place to set records. So, as one Englishman explained, cars could set records in Wales but the place to race was Bonneville if you were serious. The British newspaper and magazine audiences knew the salt flats. They might not be able to place it exactly (One label on a British LSR in a museum notes that the Bonneville Salt Flats are "near Utah"), but they could visualize the place. In the United States, we can all see Stonehenge in our mind's eye, but would be hard pressed to locate it on a map of England. Bonneville is much the same for Brits. It's a mystical place that exists somewhere in the western U.S.

The combination of the exotic, open, empty place and the presence of the national motor car hero Stirling Moss attracted MG car buyers both in England and the United States. While *Motor* and *The Autocar* carried very few MG advertisements, there were a few that listed the records on the salt flats. Equally as important for the company (and less expensive) was the widespread coverage given the speed events in all sorts of media. Similarly, reports on the more contemporary attempts stress the fact that Bonneville is the best place to test high performance cars. The fact that EX-F had gone 217 mph was less important to the public than the fact that it had done so on the Bonneville Salt Flats.

The export market was also important, as American drivers were beginning to discover the joys of driving small, nimble cars. Following World War II, young Americans returned home exposed to the evils of war but at the same time aware of foreign markets and new products. Service men fell in love with British sport cars, including the MG TC. As a 1991 *Classic and Sport Car* explained, in the 1950s, "Yanks were rich and would buy anything new that moved on four wheels," adding, that MG "didn't create the post war sales boom, but it was among the pioneers."⁴³ Buyers enjoyed "the sheer joy of driving a taut and responsive little car and flying through the curves just as fast it would go." An American driver Warren Weith described the MG as "a way of life. A wildly different car that you jazzed around in on week days and raced on weekends, a moving spot of color in a still drab postwar landscape."⁴⁴

MG, like other British cars, was eager to take advantage of this new market. In postwar England, there was still a shortage of steel, and the government gave allotments based on exports. MG built on that export market. Before World War II, MG had produced a total of only 22,500 cars. After the war, the company made a total of 750,000 cars in Abingdon, and 75 percent were for the U.S. market. In 1956, for example, Abingdon produced 13,000 MGAs and a total of 20,000 cars, 15,000 for export. Most went to the United States. *Sports Cars Illustrated* explained that "MG forms the backbone of the sports car market in the United States."⁴⁵

The American automobile magazines did not mention the Bonneville records very often. An exception was 1957 when *Road & Track* published "Grain, Salt, and 245 mph" praising the EX 181. Author Russ Kelly suggested that when MG announced it could raise the class F record to over 240 mph many felt it was "over-optimistic." But once the car arrived and Hill started testing it, the only problem was the weather. The speed seemed

conservative. While the design was unique, as “with previous MG record cars, the layout of machinery has been substantially orthodox.” After describing the records, Kelly concluded, “With this beautifully executed little car, BMC has brought a great deal of interest and excitement back into record breaking.”³⁶ *Road & Track* and *Sports Car Classic* carried advertisements, often on the inside front cover, for MG. These advertisements rarely mentioned the U.S. Bonneville connection, though, because until the 1960s MG used its British ads in all countries including the United States.³⁷

While American magazines did not carry a lot of articles, daily newspapers did. The *Salt Lake Tribune* did not have a lot of advertisements for MG; there was not even an MG dealership in Salt Lake City. But the paper carried the Associated Press articles and occasionally sent a reporter. Just getting the word out was important. Geoffrey Healey explained that after the Austin Healey set records the company’s publicity agents Austin of England and Art Schecter and Associates of New York “did an excellent job of informing America and the rest of the world of the A-H achievement.” In addition, the woman at the Bonneville Salt Flats telephoned and telegraphed everyone. As a result, “Everyone was happy especially those who sold Austin Healey.” Geoffrey Healey concluded, “The publicity generated for the new Austin Healey by the record breaking feats was enormous and very welcome.”³⁸

In 1959 *Road & Track* and *Sports Car Illustrated* reported an MGA’s efforts on the salt. “Journalists Dean Batchelor and Jim Frostrom arrived with an MGA which had been spirited from a dealer without informing him the car was to run through the Bonneville clocks. The idea was to demonstrate what the average consumer might expect from an MGA bought off the showroom floor.” They drove the car across country and then made 20 runs on the salt flats. After making a variety of modifications, they increased their speed from their first run of 89 mph to 101, “a feat that could be duplicated by any MG-A.” This was not a record; sports cars drove much faster than that during Speed Week. But Batchelor and Frostrom were impressed that their MGA could go over 100 mph.³⁹

Since MG no longer exported cars to the U.S., why did the company continue to focus on the Bonneville Salt Flats in 1997 and 2003? We can only guess that it was for the publicity that a successful record attempt had generated for the marque over the course of half a century. Sadly, it did not contribute to the bottom line in a material fashion and the factory closed its doors once again in 2005.

Footnotes

³⁶More Gardner Records,” *Motor*, August 29, 1951, 24.
³⁷*Ibid.*, 24; F. Wilson McComb, *MG* (London: Osprey, 1978), 162.
³⁸*Salt Lake Tribune*, August 19, 1951, 4B; August 21, 1951, 15; August 25, 1951, 21.
³⁹*Ibid.*, August 17, 1951, 4B; August 18, 1952, 18; August 20, 1952, 22; August 21, 1952, 18; August 22, 1952, 22.
⁴⁰*Ibid.*, 79; “Eyston Express,” *Motoring and Leisure*, December 1989, 55; “George Eyston,” *Autosport*, June 21, 1974; George Eyston file, Brooklands Museum, Weybridge, England.

⁴¹“Maintaining the Breed . . . MG Record,” *The Autocar*, December 1, 1975, Brooklands MG file.

⁴²McComb, 180.
⁴³McComb, 174; *Salt Lake Tribune*, August 15, 1957, 26.
⁴⁴Richard L. Knudson, *M.G.: The Sporting Car America Loved First: An Illustrated History of M.G.s in the U.S.A.* (Oneonta: NY: Motorecars Unlimited, 1975), 99-100, 111; *The Autocar*, August 20, 1954, 251; August 27, 1954, 306; September 3, 1954, 338; *Salt Lake Tribune*, August 18, 1954, 21; August 23, 1954, 20.
⁴⁵*Salt Lake Tribune*, August 15, 1956, 22; August 18, 1956, 24; *Motor*, August 29, 1956, 157; McComb, 179.
⁴⁶McComb, 180; *Salt Lake Tribune*, August 21, 1957.
⁴⁷Michael Hough, *Racing Cars* (London: Paul Hamlyn, 1966), 111-113; Mary Schnall Haglar, *The Grand Prix Champions* (Newport Beach, California: Bond Parkhurst Books, 1973), 77-79.
⁴⁸Stirling Moss, *A Turn at the Wheel* (New York: G. P. Putnam’s Sons, 1961), 52; film at the National Motor Centre, Gaydon, England.
⁴⁹Mary Schnal Heglar, *The Grand Prix Champions* (Newport Beach, California: Bond Parkhurst Books, 1973), 114,117; www.philhill.com/html/biography.html; Gilen B. Bowen, “Phil Hill,” www.insync-watch.com/issues99/aprimay 99/hilhill.htm.
⁵⁰*Salt Lake Tribune*, August 11, 1957, 20.
⁵¹Knudson, 135; *Salt Lake Tribune*, August 13, 1957, 18; August 14, 1957, 23.
⁵²*Ibid.*, August 18, 1957, 14B
⁵³*Salt Lake Tribune*, August 11, 1957, 20.
⁵⁴*Ibid.*, August 18, 1957, B3, B5.
⁵⁵McComb, 186-187.
⁵⁶*Salt Lake Tribune*, August 21, 1957, 24.
⁵⁷*Ibid.*, August 24, 1957, 20; *The Autocar*, August 30, 1957, 280.
⁵⁸Moss, 52-54.
⁵⁹*Ibid.*, 193.
⁶⁰*Salt Lake Tribune*, August 26, 1959, 21; August 28, 1959, 20; August 30, 1959, B8; September 7, 1959, 21; September 8, 1959, 28; September 10, 1959, 30; September 13, 1959, 22; September 15, 1959, 21; *The Autocar*, October 9, 1959, 345.
⁶¹“Brief History of the MG Marque.”
⁶²“The 217 mph MGF,” *Daily Telegraph*, August 30, 1997, September 1, 1997.
⁶³“MG ZET Tops 225 mph at Bonneville Speed Week,” *Safety First*, October 2003.
⁶⁴A survey of the tracks listed in Anthony Pritchard and Keith Davey, *The Encyclopedia of Motor Racing* (New York: David McKay Company, 1969) shows that the top speeds on most tracks was in the low 100s. They were also designed for curve driving and not strictly for setting speeds as the salt flats were.
⁶⁵Geoffrey Healey, *The Healey Story* (MCK Healey Partnership, 1996), 96-110.
⁶⁶Moss, 52-53.
⁶⁷*Salt Lake Tribune*, July 22, 1957, 25.
⁶⁸“In the Beginning,” *Classic and Sport Car*, April 1991, 102.
⁶⁹McComb, 154.
⁷⁰Knudson, 18; McComb, 178.
⁷¹Russ Kelly, “Grain, Salt, and 245 mph,” *Road & Track*, November 1957, 34, 50, 51.

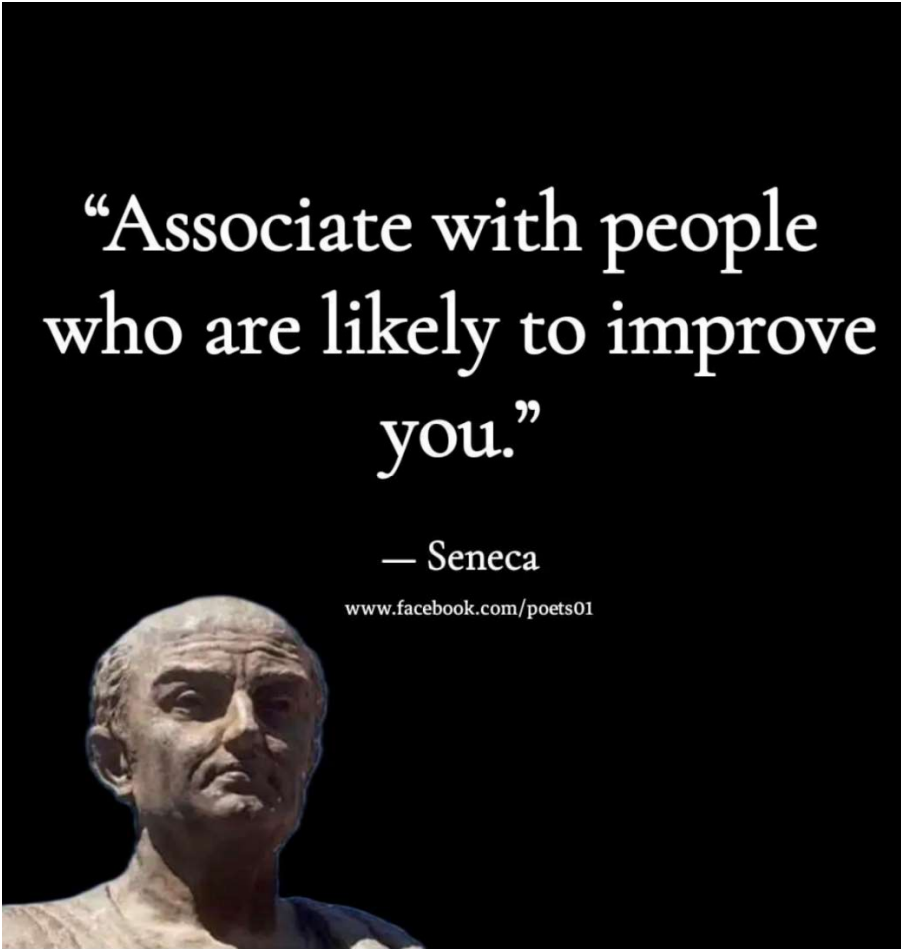
Trivia...

Ford made the first pick-up trucks. They shipped them to dealers in crates that the new owners had to assemble using the crates as the beds of the trucks. The new owners had to go to the dealers to get them, thus they had to "pick-up" the trucks. And now you know the "rest of the story."

WORDS OF WISDOM

"True happiness arises, in the first place, from the enjoyment of oneself, and in the next, from the friendship and conversation of a few select companions."

JOSEPH ADDISON



“Associate with people
who are likely to improve
you.”

— Seneca

www.facebook.com/poets01



NOW THAT'S FUNNY (all new)



A man and his ever-nagging wife went on vacation in Jerusalem . While they were there, the wife passed away . The undertaker told the husband, "You can have her buried here in the Holy Land for \$150 or we can have her shipped back home for \$5,000 . The husband thought about it and told the undertaker he would have her shipped back home . The undertaker asked him, "why would you spend \$5,000 to have her shipped home when you could have a beautiful burial here, and it would only cost \$150?????"The husband replied, "Long ago, a man died here, was buried here, and three days later, rose from the dead . I just can't take that chance!"

MARKETPLACE

For Sale - 1951 MG-TD No 7103 -By Club Member Jerome Prochaska

The time has come to say farewell to my faithful travelling companion of 61 years. Here are some details about this unusual car - this little filly likes to go! Some of the reasons are listed below:

- **Shorrock Blower**
- **Mild California Street Cam**
- **Milled head and 1300 cc Displacement**
- **Porsche Racing Pistons**
- **Electronic Ignition**
- **Heavy-duty Clutch**
- **High-Speed Rear Axel**



A number of items convey with the sale of the car. The car has its original interior upholstery (rare) and this is still attractive and serviceable. However, a Moss Motors leather seat recovering kit and a vinyl panel and trim kit, still in factory shipping boxes, also convey.

- **Five Painted wire wheels with good bias-ply tires (including original 1951 Dunlap spare)**
- **Serviceable spare Radiator Shell (rare)**
- **Original manifold and 1 1/4in S.U. carbs**
- **Witworth tools and copper hammer**
- **Bits and spares (assorted)**
- **Original factory shop manual (worn)**
- **Tune-up books, pamphlets (period, various)**

A full professional frame-up restoration was undertaken in the early 1990s. Photos and all receipts go with the car. \$27,000 or best offer to a good home. Contact Jerome Prochaska at Orleantrees@aol.com

CHESAPEAKE CHAPTER MEMBERSHIP 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. Please include all letters and numbers shown in the car and engine number boxed on the "maker's" plate.
3. TD owners please note that there are three boxes on your "maker's" plate; include the information from all three.
4. If the engine is a replacement, list the number of the engine actually in the car.
5. This information is needed for the chapter's records and to correct and update the Register's files.
6. Incomplete forms will be returned to you via your provided address, for needed corrections.
7. 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**

LIKE US ON FACEBOOK

The Chesapeake Chapter has a Facebook page. It is called "The Chesapeake Chapter of the New England MG T Register." Like us on Facebook and receive notices, announcements, videos, and photos about the Chesapeake Chapter. If you have any questions or if you have any problems joining, contact Milton Babirak at mbabirak@babirakcarr.com or 703-501-7924.



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 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.

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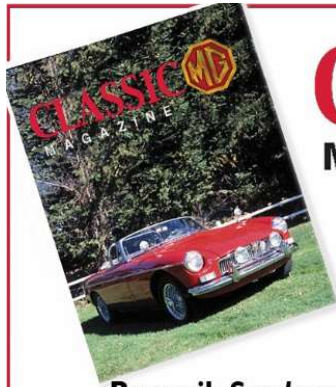


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