

NOSTALGIA (TRIVIA) QUIZ: This is a little test prepared by your "T" to see how much you remember about the days when it was young.

(Thanks to Classic MG Club, Florida)

A. Music...match the song with the artist. (Use some answers more than once)

- | | | |
|---------------------------|----|---------------------|
| 1. Tennessee Waltz | c | a. Georgia Gibbs |
| 2. Shrimp Boats | g | b. Frankie Lane |
| 3. Music, Music, Music | n | c. Patti Page |
| 4. Fever | g | d. Kay Starr |
| 5. Wheel of Fortune | a | e. Patti Page |
| 6. Goodnight Irene | h | f. Bill Haley |
| 7. Ain't it a Shame | -c | g. Peggy Lee |
| 8. O, my Papa | t | h. Perry Como |
| 9. Kiss of Fire | a | i. Pat Boone |
| 10. Be My Love | t | j. Jo Stafford |
| 11. Mule Train | b | k. Frank Sinatra |
| 12. Mona Lisa | e | l. Nat "King" Cole |
| 13. Any Time | | m. The Weavers |
| 14. Doggie in the Window | c | n. Teresa Brewer |
| 15. Rock around the Clock | f | o. The Crew Cuts |
| 16. Young at Heart | h | p. Mitch Miller |
| 17. Yellow Rose of Texas | p | q. Rosemary Clooney |
| 18. Sh-boom | o | r. Mario Lanza |
| 19. If | s | s. Elvis Presley |
| 20. Hey, There! | g | t. Eddie Fisher |

B. Name the things that Rosemary Clooney would give you if you accepted her invitation to, "Come on-a My House."

C. Television... match the star with the show

- | | | |
|------------------------|---|---------------------|
| 1. Mr. Peepers | b | a. Sid Ceasar |
| 2. Make Room for Daddy | a | b. Eve Arden |
| 3. Dragnet | h | c. Gale Storm |
| 4. Toast of the Town | i | d. Danny Thomas |
| 5. Our Miss Brooks | e | e. Miss Frances |
| 6. Ding Dong School | a | f. Wally Cox |
| 7. Your Show of Shows | a | g. Edward R. Murrow |
| 8. See it Now | g | h. Jack Webb |
| 9. My Little Margie | e | i. Ed Sullivan |
| 10. Talent Scouts | g | j. Arthur Godfrey |

D. Politics...Who ran against our elected presidents?

- In 1942 - Truman won, Dewey lost?
- In 1952 - Ike won, Stevenson lost?

Answers somewhere in this issue.

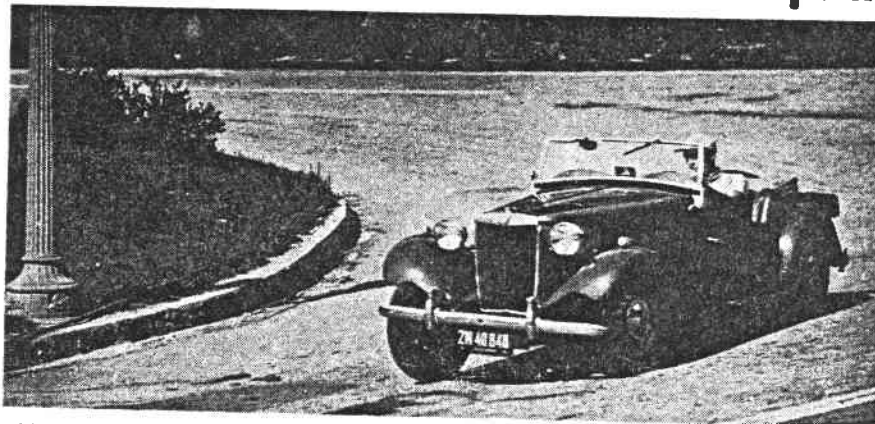
ROAD and TRACK ROAD TEST No. F-3-51

MG Make: MG Model: TD Midget

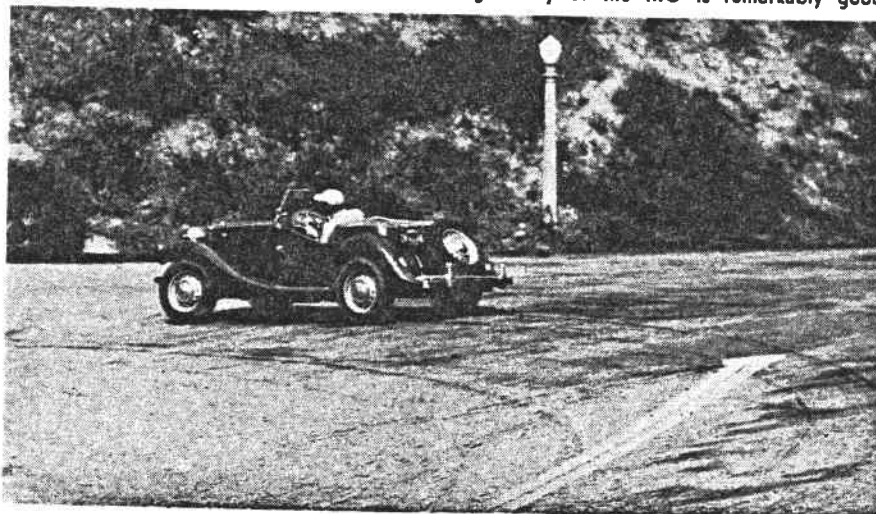
Price: \$1850 f.o.b. U. S. Parts
 Horsepower: 54.4 at 5200 rpm
 Displacement: 76 cu. in (1250 cc)
 Bore: 2.56 in.
 Stroke: 3.54 in.

Weight: 2016 lbs.
 Overall length: 145 in.
 Overall width: 58-5/8 in.
 Front seat width: Individual
 Rear seat width: none
 Tire size: 5.50x15

Third of a series of road tests of foreign and American automobiles from the American driver's viewpoint



Altho considerable roll is evident, the cornering ability of the MG is remarkably good.



Mr. X Reports on MG TD Road Test

"TC vs. TD" . . . this classic argument has greatly flavored MG TD road tests appearing in British publications. Performance, appearance, and design were either better than, or not equal to, the TC. This can be confusing to the person who has never driven the TC and the TD. Since I have never driven a TC-type MG, I can present an unbiased report on the TD.

The MG is like a tail-wagging dog, it seems to be anxious to make friends! After one settles into the individually shaped seats, a feeling of genuine comfort (like the old fireside easy chair) is obtained. The rake of the large diameter steering wheel, the man-sized tachometer and speedometer, the elbow-clearing cut of the door . . . all these create a sense of action. And, somehow, the proudly exposed headlights (of exceptional power) and the long center-hinged hood, be-crowned with an honest-to-God radiator cap, proclaim an almost-forgotten masculinity. Here is a car to go, to ride like a real cowpuncher does a strawberry roan . . . to hell with aerodynamic jet-plane-inspired nightmares.

Thru the four nicely-selected gear ratios gives brisk acceleration to the accompaniment of a cocky exhaust crackle. Almost perfect is the stubby shift-lever perched atop the drive shaft tunnel . . . almost, because the 1st gear position is slightly awkward, and one can get into the reverse "blind alley" when making a fast 2nd to 3rd change. Clutch action is positive, quick, and without a trace of chatter even when abused. Altho somewhat crowded for big feet, the pedals are convenient and easy to accustom oneself to . . . particularly the roller-type accelerator.

Having witnessed the see-saw antics of TC drivers in a tight parking space, the short turning radius of the TD was a surprise. By taking advantage of the telescopic adjustment on the steering wheel, a very comfortable position was found. Positive control, a result of rack-and-pinion steering, made driving a real pleasure. The quick ratio gives 2 3/4 turns from lock to lock . . . almost half the turns required on the average American car. The only disadvantage to this is, that one tends to drive the car much harder than average because it is so much fun! The impossible becomes practical.

Forearmed with a feeling of security (watching MGs at road races does that) the TD was literally thrown around a twisting mountain pass. Once the adhesive limit was found, corners were taken in slides.. good slides, bad slides, and wild hairy slides. The control was so good that the white center line was never crossed until we finally "spun out." Altho the rear end does tend to "come-around" on fast turns, correction is both quick and positive. During such maneuvers, a moderate amount of roll can be obtained, but it is not accompanied by any degree of nose-dive unless brakes are being applied. (tsk, tsk!)

Having read an interesting "debate" in the British *Motor* in which Technical Editor Joseph Lowry claimed the MG TD possessed slight "oversteer" and the MG factory said it definitely had understeer, I was pleased to find no trace of either . . . completely neutral. This is a good compromise as the vintage enthusiasts favor oversteer while the modern school calls for understeer.

Two-way runs were made over a carefully measured quarter-mile course; stop watch readings were 79.2 mph upwind, and 82.8 mph downwind, for an average of 81.0 mph. At this speed the engine was particularly noisy, but gave no complaint at over 6,000 on the tach. Steering was good at this speed

but the shaking of the cowl as well as high piston speeds of the engine, would make driving at this speed in anything but a race rather uncomfortable. At the normal cruising speed of 61 mph (at 2500 rpm piston speed) the engine and ride is completely smooth and one feels complete confidence in the car.

Were I the lucky owner of a TD, I would move the horn button-dip switch to an under-rim position at the left (export left-hand steering) and add a water-temperature gauge to the instrumentation. Instruments could also use improved lighting as the large lighted dials are distracting, yet unreadable at speed. Inconsistent with the general quality of the car was the top material—a pity for the TD is the type car which urges you to drive with the top down when possible. The design and location of the hand-brake are regrettable. When judged by the overall excellence of this exciting little car, these faults are minor indeed.

Mr. B Reports MG Road Test

Having most of my MG experience in TC models, my first impression of the TD was unfavorable; however, after approximately 100 miles of hard driving, the advantages of the TD overcame my partiality to the TC. At first, the somewhat higher seating position and the inability to see the right front fender proved somewhat disturbing. The most notable improvement over the TC is the use of rack and pinion steering which gives a positive feeling and accurate placement when cornering, impossible to obtain on the TC. In combination with the excellent coil sprung i.f.s. with unequal wishbones, this should more than offset the disadvantage (in road racing) of slightly heavier curb weight. Surprisingly enough, the acceleration proved equal to the TC... 0 to 50 mph in 13.0 seconds and the standing quarter-mile in 20.8 seconds. On our favorite test hill (32%), the TD, from a standing start, obtained a speed of 20 mph. This is equal to the performance of a 1951 Ford which has more than twice the hp rating of the MG. The MG, to date, has been the only car capable of backing up this hill at any point, due, of course, to its excellent weight distribution . . . 51% on the rear wheels.

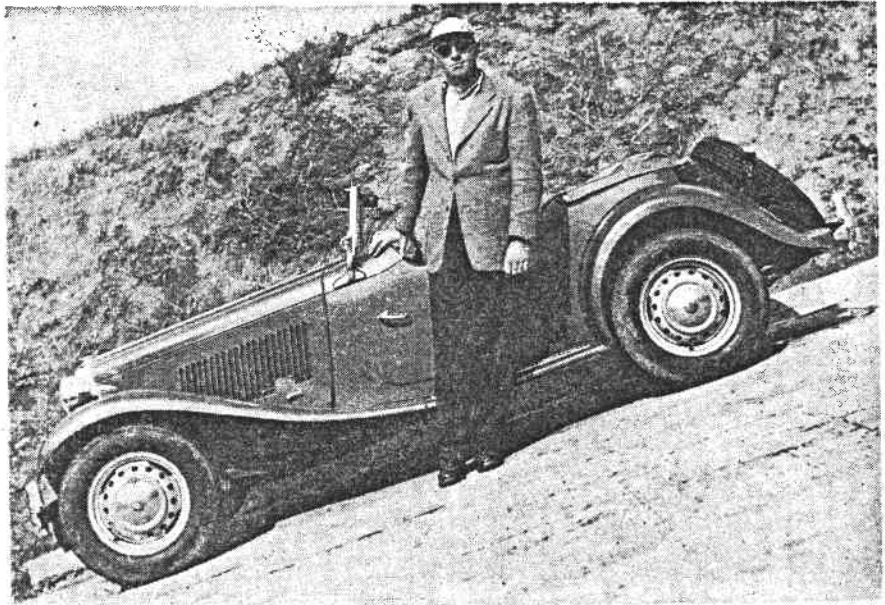
As with all Nuffield products, the finish of the entire car was excellent. A useful amount of luggage can be stored behind the seat, a space which could in an emergency also accommodate small children or pets when the top is erected. The absence of a fuel gauge and water temperature gauge is regrettable, particularly in a sports car.

Since putting the TD thru its paces, I can easily see why the MG enjoys such a phenomenal popularity in this country.

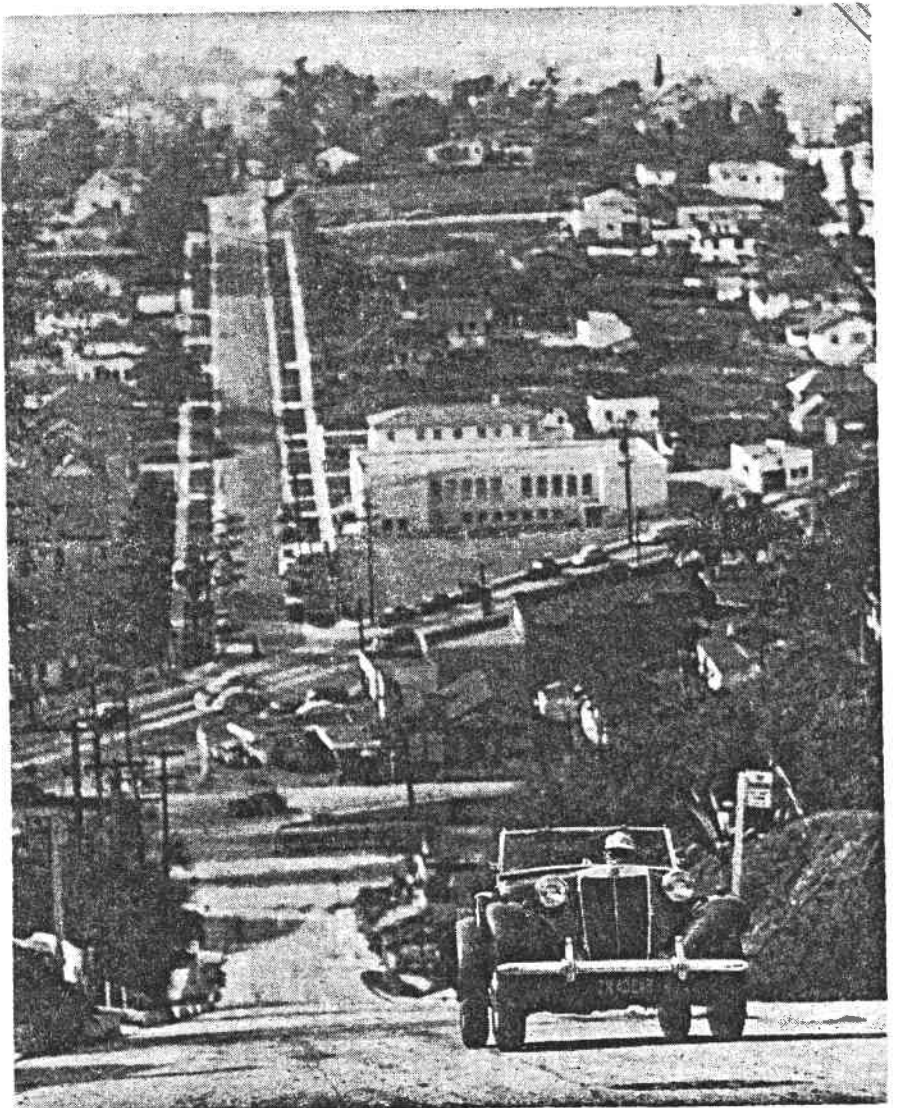
MISCELLANEOUS SPECIFICATIONS

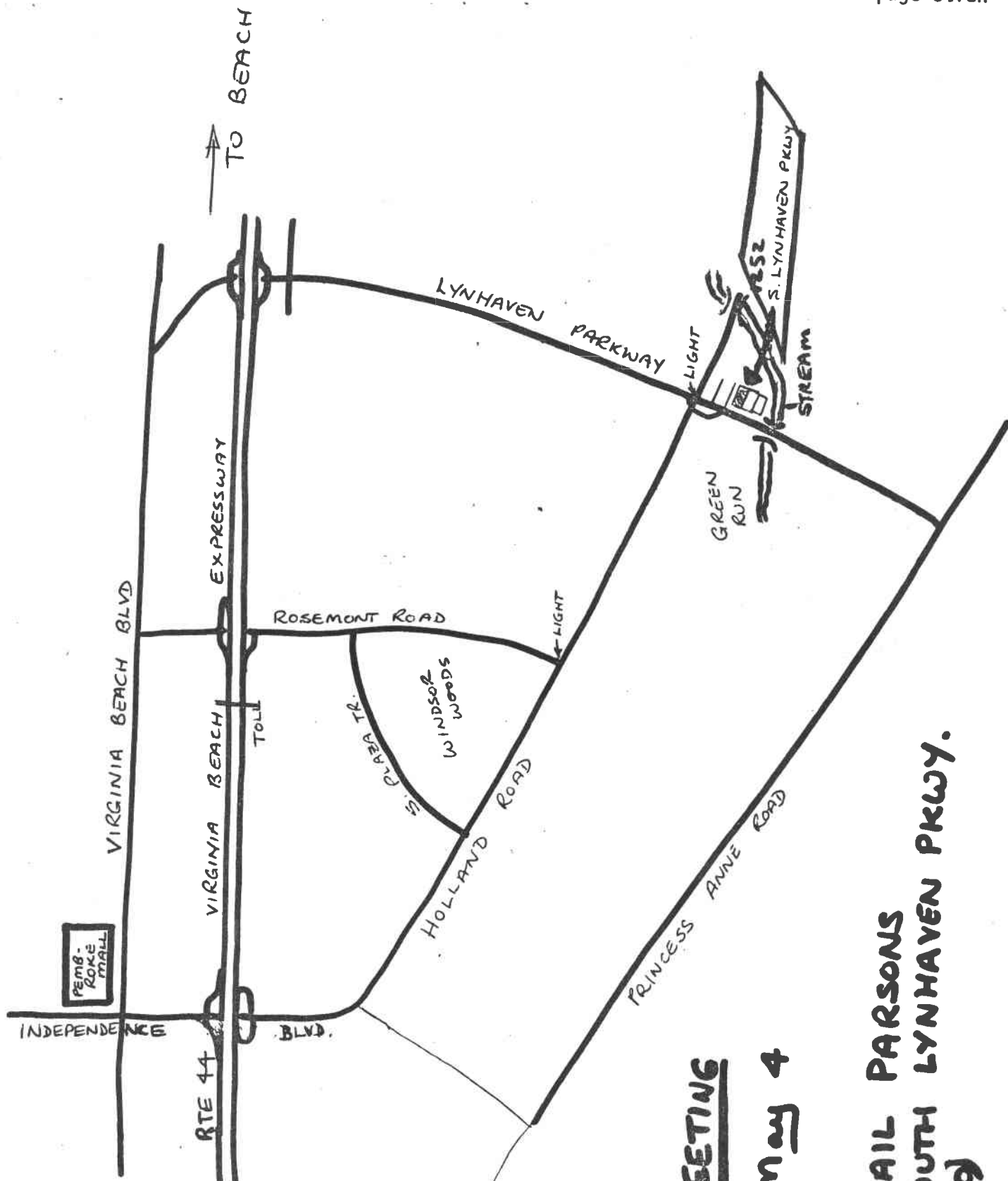
- No. Cylinders 4
- Valve Arrangement pushrod ohv
- Compression Ratio 7.25:1
- Carburetors 2 S.U. inclined
- Piston Speed at 5200 rpm 3,070 ft/min.
- Ignition 12 volt, coil
- Fuel Pump S.U. electric
- Spark Plugs 14 mm Champion L10S
- Brakes Lockheed hyd. (2LS front)
- Brake Drum Dia. 9 in.
- Rear Axle Ratio 5.125:1

The car for this test was furnished thru the courtesy of Gough Industries, of Los Angeles, distributors for MG and other Nuffield Products.



The startling pictures above, and below, show the steep Fargo St. Hill, in Los Angeles. This 32% grade was no problem in the MG, as it easily climbed at 20 mph. Also, it was one of the few cars able to back up the hill successfully. Hill has been famous test spot for many years.





TO NORFOLK
& I-264

TO BEACH

MAY MEETING

WEDNESDAY, May 4

7:30 pm.

DAVE & GAIL PARSONS
1252 SOUTH LYNHAVEN PKWY.
(427-2139)

DAVE & HELEN BARROWS
116 86TH ST
VA BCH VA 23451

June 5 - Knotts
Island

DEWATER M. G. T. CLASSICS
1149 BELAMY HONOR DRIVE
VIRGINIA BEACH, VA. 23462

