



*WESSEX VEHICLE
PRESERVATION CLUB*
FOUNDED 1971



www.wvpc.org.uk

'WESSEX WAYS' JULY 2020

VEHICLE OF THE MONTH

MG TD MIDGET



The 1950 TD Midget announced in January 1950 combined the TC's drivetrain, a modified hypoid-geared rear axle, the MG Y-type chassis, a familiar T-type style body and independent suspension on front axle using coil springs from the MG Y-type saloon: a 1950 road-test report described as "most striking" the resulting "transformation ... in the comfort of riding". The reference cited here was incorrect to infer the entire drive train was lifted from the TC, as along with the new hypoid differential, a completely different transmission was used (albeit also a four-speed). Also lifted from the company's successful 1¼-litre saloon was the (still highly geared) rack and pinion steering.^[10] In addition the TD featured smaller 15-inch (380 mm) disc type road wheels, a left-hand drive option and standard equipment bumpers and over-riders. The car was also 5 inches (130 mm) wider with a track of 50 inches (1,300 mm). It was seen by enthusiasts at the time as a disappointment, mild and "not a sports car". ".the new model is largely designed to consolidate and expand the car's sale in North America." The first TDs were actually built in late 1949.

For the driver the "all-weather protection" was good by the standards of the time. For night driving, instrument illumination was "effective but not dazzling, by a pale green lighting effect". There was still no fuel gauge, but the 12 imp gal (14.5 US gal; 54.5 L) of tank capacity gave a range between refuelling stops of about 300 miles (480 km) and a green light on the fascia flashed a "warning" when the fuel level was down to about 2.5 imp gal (3 US gal; 11.5 L).

In 1950 the TD MkII Competition Model was introduced, produced alongside the standard car, with a more highly tuned engine using an 8.1:1 compression ratio giving 57 bhp (43 kW) at 5,500 rpm. The higher compression ratio engine was offered with export markets in mind, and would not have been suitable for the UK, where thanks to the continued operation of wartime fuel restrictions, buyers were still limited to 72 octane "pool petrol". The TD MkII also featured twin fuel pumps, additional Andrex dampers, and a higher ratio rear-axle. An example tested by *The Motor* magazine in 1952 had a top speed of 77 mph (124 km/h) and could accelerate from 0–60 mph (97 km/h) in 18.2 seconds. A fuel consumption of 26.7 miles per imperial gallon (10.6 L/100 km; 22.2 mpg-us) was recorded.

ARIEL SQUARE 4



1977. The **Square Four** is a motorcycle produced by Ariel between 1931 and 1959, designed by Edward Turner, who devised the Square Four engine in 1928. At this time he was looking for work, showing drawings of his engine design to motorcycle manufacturers. The early engine with "two transverse crankshafts" was essentially a pair of 'across frame' OHC parallel twins joined by their geared central flywheels, with a four-cylinder block (or *Monobloc*) and single head. The idea for the engine was rejected by BSA, but adopted by Ariel. Thus it became the Ariel Square Four.

In 1966 Phil Vincent wrote in *Motor Cycle*: "Alas, in 1959 the Square Four went out of production, a victim of the modern trend towards small, high-revving modern power units. The demand had tailed off a bit, and with reduced output, the price would have had to be hoisted excessively high. At the time it was approaching £350—out of reach of all but a few of the potential buyers."

A further development was the Healey 1000/4 based on an updated Square Four, produced between 1971 and 1977.

Fuel

Earlier in the year the Federation responded to a consultation on the introduction of E10 petrol. This was in fact the second consultation on E10, the first, in 2018, was about what the Government should do to meet its obligation to introduce E10. The more recent one about how it should do it. The Federation responded in detail to the first consultation. After very careful consideration and a survey of our members our main request was for a 97 RON E5 protection grade fuel. We also made some suggestions regarding labelling and warnings. It was very apparent from the second consultation that all our points had been noted and acted upon so that was duly acknowledged in our further response.

Since then Sir Greg Knight MP, chairman of the All-Party Parliamentary Historic Vehicles Group, has asked a written Parliamentary question regarding the protection grade and was assured by a DfT Minister that the government recognised that historic vehicles needed such a fuel. A few days later our President, Lord Steel, asked a similar Written Parliamentary Question. In that case the DfT reply went further and stated that the Government intended to make the continued availability of the protection grade fuel a legal requirement for five years, which is the longest period permitted before a review.

We have also learned from petroleum industry sources that the industry is very happy to supply this grade and that whilst the requirement will be for 97 RON minimum it is in practice more likely to be 99.

Reproduced with kind permission of the FBHVC.

CHAIRMANS CHATTER

Hi Everybody,

Just a small Wessex Ways to let you know that we are still alive and kicking, I trust you are all ok and have been lucky enough to avoid any contact with the dreaded Covid 19 !!.

I have today been talking to the main man at Cobham and talking to Trevor at the Bloxworth Village Hall, to enquire about a possible resumption of the Club nights, but it would appear that it will be quite some time before there will be any chance of normality.

I can assure you that i will keep pressing them but reading between the lines I do not think there will be any return this year and I doubt if we will be holding a Christmas get together, even if there is an easing of restrictions I don't think it will happen.

I expect that all of your vehicles are looking pristine which is a bit of a let down when no one can look at them, well that's me done for now we will do our best to keep you informed of any changes in the meantime you all drive and ride with care.

Doug



Global village

A WEEKLY POSTING FROM CYBERSPACE

Translating a Haynes car repair manual

Haynes: Rotate anticlockwise

Translation: Clamp with molegrips then beat repeatedly with hammer.

H: This is a snug fit

T: You will skin your knuckles!

H: This is a tight fit

T: Not a hope in hell, mate

H: Pry

T: Hammer a screwdriver into

H: Retain tiny spring

T: "Jeez, what was that that nearly had my eye out?"

H: Compress

T: Squeeze with all your might, jump up and down on, swear at, throw at the garage wall, then search in the dark corner for while muttering "bugger" repeatedly under your breath

H: Inspect

T: Squint at really hard and pretend you know what you are looking at, then declare in a knowing voice to your wife: "Yep, it's as I thought, it's going to need a new one"!

H: Get an assistant

T: Prepare to humiliate yourself in front of a friend

H: Refitting is the reverse sequence to removal

T: ...but you swear in different places

H: Prise away locating pegs

T: Snap off

H: Index

T: List of all the things in the book bar the one you want to do