

The Chesapeake Chapter of the
New England MG "T" Register, Ltd.



The Square Rigger
July 2004
Volume 2, Edition 3

BCD 2004
Special Edition

Chairman's Comments

Congratulations to all! The Original British Car Day on June 27th held at Lilypons Water Gardens was a great success! This was the first time at this new location and judging by the reaction we received from our members, the car clubs, and the general public, it looks like we have found a permanent home for BCD! Most importantly, Margaret and Richard Koogle, owners of Lilypons, were very pleased and impressed with the professional way we handled the event. They look forward to having us back again next year. We had 438 cars on the show field with over a thousand spectators at the event. The vendors seemed pleased with their layout and with the new venue as well.

It is with my deepest appreciation that I thank everyone within The Chesapeake Chapter, and those fellow car enthusiasts who made BCD possible this year. This

includes those who helped at the show, and those who worked tirelessly throughout the entire year to help make it a success. A special thank you goes to our new members who came forward to offer their services. Our success was a result of teamwork --- the one thing that makes it all possible!

Our collaborative efforts with the local British car clubs paid off. We had volunteers from over six clubs to help with car parking and with other jobs. I noticed a good feeling among the car clubs about the new location. Many had told me that they enjoyed being at Lilypons and were supportive that we were getting back to the way it was. We allowed the clubs to set up tents and displays throughout the show field as a way to show our appreciation for their assistance.

Following the show I received a number of e-mails and phone calls from BCD participants and spectators. Most were positive, but some were not. The BCD planning committee plans to meet later this month to hold a wrap-up meeting to discuss feedback. We will carefully review and evaluate all aspects of the show with the intent to implement changes that will improve BCD for next year. Items to be discussed include how we establish and set up the car classes, how we ensure more spectator parking, improved signage, and the possibility of setting up a large tent for participant shade, to name a few!

I have no doubt the BCD will be bigger and better in 2005! If you did not attend this year, you missed a good one. Mark your calendars for June 26, 2005!

Stay tuned and participate in the upcoming chapter events. See page 14! Enjoy driving your MGT!

Sincerely, John M. Tokar

**Chesapeake Chapter of the New
England MG-T Register, Ltd.**

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The Original British Car Day 2004
Pictures of the Winners

Here are the pictures of our winners from BCD 2004. Note that there are winners not shown --- these are the cars which left the field before the awards ceremony! If you'd like to see your winning car's picture in the Square Rigger, and on the Club web site, please stick around for the awards ceremony next year! As you can see, we had some really beautiful cars this year, in our super new "waterfront" venue. The pictures below show the class number, the name of the class, the prize, and owner(s). The attached Table (last page of this Square Rigger) summarizes all the winners!



**3 AH 3000 1st Place
James Cox**



**7 TR6 thru 73 1st Place
Paul Edelstein**



**3 AH 3000 2nd Place
Mac & Linda Holt**



**7 TR6 thru 73 2nd Place
Gary & Terry Thomas**



**3 AH 3000 3rd Place
Tim Flaherty**



**7 TR6 thru 73 3rd Place
Joseph Cannon**



**9 Rolls Royce 1st Place
Jay Givens**



**12 TR4-250 1st Place
George Lawton**



**10 TR6 74-75 1st Place
Jerry Walterhoefer**



**13 Spitfire 1st Place
Terry Kahl**



**11 TR2-3 1st Place
Tom Hessenauer**



**13 Spitfire 2nd Place
Mathew Schipani**



**13 Spitfire 3rd Place
Linda Papirtis**



**19 MGTD Honorable Mention
Carl & Peggy Bibber**



**19 MGTD 1st Place
Peter Vandine**



**20 MGTF 1st Place
Dave & Elaine Winkle**



**19 MGTD 3rd Place
Joseph Cannon**



**21 Lotus 1st Place
Donald Trumpy**



**Limited Production (MGTC) 1st Place
Paul & Louise Tucker**



**29 MGA 2nd Place
Gary Hattwick**



**26 MGB 1st Place
Bruce Hurley**



**29 MGA 3rd Place
Alan & Carol Tucker**



**29 MGA 1st Place
Barbara Andres**



**30 Morgan 1st Place
Jarin Sher**



**30 Morgan 2nd Place
Crispin Etherington**



**32 Sunbeam 3rd Place
Richard Fritz**



**32 Sunbeam 1st Place
Larry Paulick**



**35 Jaguar XKE 1st Place
Steve Schuh**



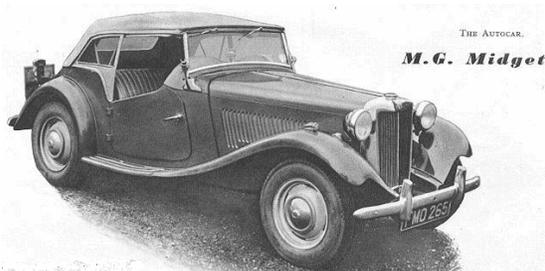
**32 Sunbeam 2nd Place
Robert Sharkey**



**35 Jaguar XKE 2nd Place
Robert Barber**

registered for the BCD! In addition, we have had 6 members renew their membership since the last newsletter. The 6 membership renewals and the 3 new members above all signed-up for the 3-year option!

I took the opportunity in preparing the "Pre-Registration" packets for The Original British Car Day 2004 to insert club member registration forms and a brief note for those who entered "T" Series MGs who had yet to renew their membership and to those who are not currently members. So far, two of the renewals resulted from that effort!



Yours in Membership,

Charley Howard
Membership Chairman

From the Historian's Desk
By Nancy Woodall

More Pictures from BCD 2004

For this issue, I will share with you some additional "historical" pictures of the beautiful cars and venue at BCD 2004.



A Beautiful MG



**Judged the Best MG in the Show ---
a 1936 MGPB Racing Car**



A Beautiful Jaguar



A Battleship Gray (☺) MGTD



Jaguars, Looking Good!



A View of the Field



MG-Ts, all lined up (☺)



A "Go to War" Version!

Also for this issue, I want to share with you the living history of our first televised advertisement for BCD!

TV Stars --- or Not?

On 21 June 2004, Lin and Jane Snider and John Tokar had the occasion to capture 10 seconds of fame on Fox 5 Morning News. They were invited (on short notice) to appear on the show as part of a piece that was shot live at Lilypons Water Gardens. With the lovely Karen Meyers reporting, center stage were John's 1961 MGA and Lin and Jane's 1955 MGTF 1500. (see photos below!). They gave their pitch for BCD, hoping to reach a wide audience. The piece closed with a screen showing the date, time, location and other important information on BCD for the enthralled TV viewers.

Note: John and Lin tried to sell their autographs at BCD, but no one was buying!

(Sent in by John and Lin ☺)



The Fox 5 Van



Karen Meyers in the 1961 MGA



Karen Meyers in the 1955 MGTF



The Group All Together!

I hope you enjoyed these!

Historically Yours,

**Nancy Woodall
Historian**

"T" Technical Note
By John Wright
T-Series Technical Advisor

**TD-TF Armstrong Shock
Maintenance**

While all of our T's have hydraulic dampers, I believe it to be one area that does not get much in the way of maintenance or service. We all know the symptoms of a bad one; here are some tips to improve yours! Since a worn out shock is not serviceable by the average home mechanic, preventative maintenance is useful in extending the life further of these components.

Bouncing on each fender will quickly tell you if a shock is bad or needs service. If it is leaking and you have filled it before, most likely it is shot and needs rebuilding by a qualified rebuilder of these units. A way to check a non-leaking shock is to separate the shock arm from the top trunnions and move it through its full travel or better yet, remove the shock completely. Do this safely and refer to your shop manual for the procedure to release the shock arm or to remove it from the chassis. Assuming you have removed the shock, secure it in a vise and move the arm through it's full up and down travel. You may notice weak spots or inconsistencies in the resistance as you move the arm.

Service

The main thing we are trying to do here is to clean out the chambers and remove old hydraulic oil and filings and deposits. Remove the top filler plug and the valve assembly under the arm. Gently remove the cover plate if fitted. Drain out all the old fluid while exercising the arms through the full stroke. Inspect the inside of the shock body as well as you can to see if there is any obvious damage or wear. Once drained, refit all the covers and plugs and fill the chamber

with kerosene. Next work the arms to move the kerosene around to flush. Remove the valve and top filler plug and drain out the kerosene and then repeat the process 3 or 4 times until you are satisfied that you are not getting any further debris. Drain all the kerosene to make sure that there is none remaining. Inspect the valve assembly for cleanliness but do not disassemble it. Adjustments to the valve are outside the scope of this article. Make sure the valve assembly is reinstalled as it was originally. Reinstall the remaining parts and fill the body with the recommended shock oil or SAE 30w non-detergent oil. Fill the chamber and work the arms several times to expel any air. Refit the shock and check the level once more. It should be about 5/8" from the top. That's it. This can be done to any Armstrong shock. Be aware that like most old things, disturbing the "dirt" may cause a problem in a working, but very marginal part. You may end up having them rebuilt anyway. Such is the life of a 50 year old part!

Information for this article came from Internet searches and personal experience.

New Fangled Timing Lights

Some of you no doubt have seen and used the relatively new inductive dial-type ignition timing lights. I have a Sears unit, which I have found to be quite useful, especially with engines that do not have any type of timing marks on their crankshaft pulley other than a notch at TDC.

To use this type of light, hook up as you would normally. Let's say you want 10°. BTDC. Turn the knob to 10, run your engine at the specified idle speed for timing checks. With the light aimed at the mark, adjust your distributor until the mark in the front cover lines up with the notch in the pulley. Snug up the distributor clamp. Simple as that! You can do the reverse too if you want. Let's say that you are pleased with the way your car is running. Using this light set it to 0 then rotate the knob while you are idling the engine. See what reading you get, that is where the timing is now set. Note that setting, along with your idle speed and you should be able to replicate that setting again if you have the

need to remove the distributor. This can be useful in determining maximum advance and a worn distributor shaft. With a worn distributor shaft, and any timing light, the mark on the pulley will be seen to jump around a bit, indicating changes in dwell, affecting ignition timing.

Any questions or comment about this or any other MG related tech issue, please email me @ Mogfrog1@aol.com. ☺. John

Note from a Fellow British Car Enthusiast!

(From a Note sent to John Wright; he thought we'd all enjoy reading it!)

Hi John:

It was nice to talk to you last night by phone regarding my wish to meet up with MG T series owners living in my area (D.C. and Maryland inside or just outside the Beltway) for the purpose of driving our cars together on weekends in the summer/fall. While I do not have a T series, I have a similar car: a 1949 Singer "9" Roadster that I am finally getting around to making roadworthy this spring. I feel that the MG T series cars would make good traveling companions, as the engines are around the same size and so I would have a chance of keeping up with them, as opposed to trying to travel with later MG, Triumph, etc. sports cars which are much faster.

While there is a Singer national club, see <http://www.singercars.com/>, the closest members to me with running cars are in Culpepper, VA and in West VA --- Too far away for me to meet up with regularly.

... please feel free to pass on my home contact information (phone & email) to anyone you think may be interested in joining me for drives later this summer and fall. Thanks again for your help!

Eugene (Gene) Abbondelo
Hyattsville, MD
Home: 301-277-2842
Home: eugene.abbondelo@verizon.net

Advertisements

This Advertising Section is for the use of our members. All members are encouraged to submit classified ads to the Editor, at e-mail address swoodall@exploit-the-future.com. Or, mail them to the Editor at:

Steve Woodall
Editor, The Square Rigger
8180 Cottage Rose Court
Fairfax Station, VA 22039-2515

Classified ads will be published free of charge, in each issue of The Square Rigger. Please send ads in early! We publish roughly once per quarter. If you have pictures you would like included, please send as .gif files, rather than photographs!

Available: Free junked TR-6: call Robert Oliver at 703-971-7277, in Woodbridge, VA.

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www.vintagerestorationsltd.com



John M. Tokar
tokarj@erols.com

Phone: (301) 831-5300
Fax: (301) 831-5200

For Sale: 1952 MGTD: Black with new tan interior. Totally restored by a professional in 1995 and stored without being driven. All new wood, engine completely overhauled and all chrome plating redone. New top available but has not been fitted-Moss motors fold-down luggage rack and many other features are present with this car. Car is in beautiful condition and our overseas move forces a sale. \$19,000. Please contact John Bryant at 703 938 2652. Car is in Vienna, VA .

For Sale: 1937 MGVA: Also, may want to sell one of my MGTC's; I am relocating to North Carolina in the very near future. I could also use car storage in the Fairfax - Manassas area! If you are interested in the MGVA, or a MGTC, call Bron Prokuski at 703-247-2548. Or e-mail me at: BProkuski@NDIA.org

For Sale: 1948 MGTC: Car number 5428, a restoration project. See <http://members.aol.com/biscuitmt/> for details and pictures. Don Smith, #3027, 703-754-7493.

For Sale: 1950 MGTD: Car number 8427, with engine 21439. Needs restoration, has run in the last year. I have owned the car since 1969. Engine turns. Car has most parts. Asking \$5,000. Contact Cliff Routh at 703-329-8581 (home) or 202-833-6440 (office).

For Sale: 1954 MGTF 1500: Tuition payments for my daughter reluctantly cause me to consider selling my beloved TF. It has been in my family since it was purchased by my father in 1973. In 1982-84 it was the recipient of a complete, frame-up, professional, no-expense-spared restoration to a concours standard. It is stunning. Correct MG red with a black top and interior. Everything works and it is a pleasure to drive. Approximately \$40,000 invested. Make me an offer! Contact me, Bill Canfield (Bethesda, Md.), at: wbcanfield@wms-jen.com

For Sale: MGTD Parts. I want to sell everything as a package to one person. All was purchased in London in 1970. I am now asking \$300.00 for the lot. (Or, call and make me an offer!) Items in the package include: SU Fuel pump; Distributor Cap; Three Badge Bar Brackets; Two Engine Exhaust Valves; Points & Rotor Cap; Oil Filter Element; Fan Belt; Thermostat & Housing; Gearshift Knob; Lucas Coil; Three

Light Bulbs; Assorted Nuts (Approx. 50); plus, other small Stuff!

These items can be seen at my home in Alexandria, VA. Call Sterling Giannotti at the office (703) 416-8131 or at home (703) 960-3943.

Upcoming Events of Interest to Us!

31 July: 3rd Annual "Brits by the Bay 2004" British Car Show. Hosted by the Triumphs Around the Chesapeake. Ltd. (TRAC) Club, the show will be Held at Downs Park near Lake Shore / Gibson Island in beautiful Anne Arundel County, MD. (Saturday, 09:30 start). Call Gary Klein at 410-551-2055, or got to web site at: <http://tracitd.org>

28 August: George Washington Parkway Run, hosted by the Capitol Triumph Register. As I understand it, the Run begins at the Maryland side of the Parkway (Cabin John Bridge) and scoots into DC, loops a monument or two, loops Mount Vernon, and then ends at Collingwood in Alexandria. For more info, contact Paul Scuderri at: tr6_guy@hotmail.com

4-5 September: All-British Car Show, at ... Homestead Gardens. For the third year in a row, Homestead Gardens--just ranked the number one garden center in the country--has hosted an antique car show. Model A's, Cobras, Edsels, Rolls-Royce and Bentleys have graced our facility. We held awards, advertised wildly, hired bands, and enjoyed the beauty and history of these machines.

This year, they are focusing on All-British cars, especially since this is the centenary of the Rolls-Royce. They are inviting various clubs to participate over the weekend, and have even invited the British Embassy to officiate. It should be fun!

Contact: Valerie Pawlewicz
Events Coordinator
Homestead Gardens
743 West Central Avenue
Davidsonville, MD 21035
443/607-1960
vpawlewicz@homesteadgardens.com
www.homesteadgardens.com

8-12 September: NEMGTR GOF Mk 77 in GOF-77 in Painted Post, NY. Rooms are going fast (almost gone, as of printing date)! On the 8th is early bird car display; on the 9th are the *Safety Fast* car inspections, flea market, and area tours; on the 10th are the Wine Trail Country Rallye/ Tour, and escorted laps on both the *Watkins Glen International* and the *Watkins Glen Street Course*; on the 11th are the Car Display and Balloting, and Vintage Racing at *Watkins Glen International*. Several club members have signed up to attend, along with a number of MG owners since there will be a big celebration of the Collier Cup race of 50 years ago in the streets of Watkins Glenn, along with track time! For more info, contact Charlie Searles, 57 Washington Road, Pittsford, NY 14534, or at: csearles@rochester.rr.com ..., or ... call him at 585-586-2806; also, most details, plus registration form, can be found in the June 2004 edition of the Sacred Octagon!

8-9 October: Nashville British Car Club presents their All British Car & Motorcycle Show. Featured Marque: MG. To be held at Pinkerton Park, Franklin, TN. More info at: <http://www.nashvillebritishcarclub.com>

10 October: Hunt Country Classic British Car Show at Willoughby Farm, between Gainesville and Middleburg, VA. 0900-1400. Hosted by the MG Car Club of Washington, DC. Call Tom Herrick at 703-933-0811 for information!

Editor's Note

That's all for this edition, MG-T lovers! I hope you enjoyed the BCD 2004 Pictures!

Comments, articles, tech info, pictures, ads, and other inputs are always welcome (Microsoft Office Word format is best!)

☺, Ed.

