

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



*The Square Rigger  
May 2004  
Volume 2 Edition 2*

**Chairman's Comments**

Spring is here and we look forward to begin driving our MG-T's again! How did you find your first MG? Here is my story.

It was a cold day in March 1977. Ginny and I were dating. The opportunity arose for me to confess my desire to purchase an MGA. I said that they were fun little cars, and that an MGA would be a great summer fun car to tour the Jersey shore and other exiting places. Ginny agreed and she went along with my plan to search for one to purchase and restore. (Ginny's version: Actually, I only agreed it would be fun to tour the Jersey shore and other places. I don't think I agreed to the car!).

I can thank Ginny's brother Steve, for telling me about an MGA he had located in their hometown of Lyndhurst, NJ. How convenient could this be? What a great opportunity to find a car locally! I was now on a mission to look at the car.

My first impression was positive. Although the body was in rough shape, the car seemed to be complete, with the engine free and all four wheels full of air. The owner wanted \$500 for it and I took the bait. Now,

on to transporting the car to begin the restoration process.

But where could I keep it? Ginny's house was nearby and her backyard was a good place to store the car and begin inspection prior to restoration. Following my humble request, and then clearing my plan with her father, an agreement was reached. I purchased a tow bar and used my 1966 Ford van to transport my MGA to its new home. What Joy!

After working throughout the summer and into the fall removing body parts, the interior, engine, and transmission, I was left with a rusted frame and the need to look for another car to make mine whole again. The search was on. Within a few months, I located a parts car for \$125 that would serve as the basic chassis to reconstruct my MGA. Now I was faced with two problems: Where do I store my second MGA, and how do I continue work on the project throughout the winter months? I needed a Garage!

Being a poor boy from Bayonne, NJ, a garage is something that I never imagined would be within my grasp. But wait, there was an opportunity that might be an option for me, however; I would need to tread carefully! Ginny's house had a garage, but there was one small problem, what do I do with the new family Ford sedan? I carefully approached Ginny and she reluctantly agreed that I should ask her farther for permission (again!). But should I press my luck and ask him for another favor?

After carefully preparing my thoughts, I requested to use the garage to install the engine and body to the frame. Ginny's father agreed (he must have really liked me!) and allowed me to work on my car in the garage. I was very appreciative and felt obligated to Ginny and her family for putting up with me. I was especially humbled when I had learned that an oil pan heater was purchased to keep the family car warm for easy starting in the street during the cold, North Jersey winter! At this point I realized that the only proper thing to do was to propose to Ginny (even through she can't remember a formal proposal!) and marry her. The rest is history!

My 1961 MGA 1600 (Emma) was painted in acrylic lacquer in my driveway in 1980. It is displayed at shows and used for occasional Sunday driving. Enjoy your MG and keep it on the road!

Sincerely, John M. Tokar

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

**Club Officers as of May 2004**



**Chairman**

John Tokar  
4935 Tall Oaks Drive  
Monrovia MD 21770  
301 831-6975  
[tokarj@erols.com](mailto:tokarj@erols.com)

**Vice Chairman**

Mike Hughes  
6623 Benson Drive  
Alexandria VA 22306  
703 768-3582  
[hughes.c.m@worldnet.att.net](mailto:hughes.c.m@worldnet.att.net)

**Secretary/Treasurer**

Martha Ludtke  
114 Wickham Terrace  
Winchester VA 22602  
540 723-0866  
[billnmartha@webtv.net](mailto:billnmartha@webtv.net)

**Membership Chairman**

Charley Howard  
PO Box 323  
Monrovia MD 21770-0323

301 865-5332  
[jayhawher@aol.com](mailto:jayhawher@aol.com)

**Regalia Chairman**

John VanOver  
PO Box 567  
Mathews VA 23109  
804 725-5815  
[jvanover@ccsinc.com](mailto:jvanover@ccsinc.com)

**Events Co-Chairmen**

Lin and Jane Snider  
P. O. Box 145  
Walkersville MD 21793  
301 845-2567  
[snidelf@aol.com](mailto:snidelf@aol.com)

**Technical Advisor (New!!) (©)**

John Wright  
1640 River Road  
Upper Black Eddy, PA 18972  
610-982-0140  
[mogfrog1@aol.com](mailto:mogfrog1@aol.com)

**Newsletter Editor**

Steve Woodall  
8180 Cottage Rose Court  
Fairfax Station VA 22039-2515  
703 690-0907  
[swoodall@exploit-the-future.com](mailto:swoodall@exploit-the-future.com)

**Historian**

Nancy Woodall  
Same as Steve's!  
[nansbees@aol.com](mailto:nansbees@aol.com)

**Chairmen Emeriti**

Len and Ruth Renkenberger  
8245 Ingleton Circle  
Easton MD 21601  
410 822-6061  
[renk@goeaston.net](mailto:renk@goeaston.net)

---

## **The Original British Car Day Planning Update**

As the date approaches, the BCD Planning Committee is busy making the final arrangements with Lilypons Water Gardens for BCD 2004. Trips to the new site have been made, and more are planned, to map out the show field and survey the vendor and awards area. Lilypons management has been very supportive and has included a free listing of our show in their main store catalog.

The BCD flyer and registration form is posted on our website, and we have already received a number of entrants. We were very successful in having the BCD flyers printed early this year, and at a substantially reduced cost as compared to previous years. The flyers have been sent out to all the people on the BCD mailing list.

A BCD vendor database has been compiled, and we have begun contacting them to ensure they are aware of BCD's new location and date. We are encouraging vendor pre-registration this year to better determine space requirements.

Help is needed with vendor registration, field layout, and with designing a map of the field for the program hand out. Please contact me and we will find a job for you!

A draft show program has been prepared. This is a new idea and we hope that it will be beneficial and add to the enjoyment of the show. The program will include a schedule of events, a car class listing, worker recognitions, a history of Lilypons, a map of the field, supporting paid advertisers, and more. This program will be included in the pre-registration packets and provided to the spectators when they arrive at the show.

Stay tuned for more updates!

**John M. Tokar**  
**BCD Chairman**

---

## **Pictures of Lilypons Gardens**

**The Main Store**



**Pond View**



**Another Pond View**



**View of the Vendor Area**



**Yet Another Lovely Pond View**



**Editor's Comments**  
**By Stephen R. Woodall**

This is sixth publication of our "new" The Square Rigger newsletter, covering the spring and early summer of 2004. In this issue, we have the latest information on BCD, including the Registration Form (copy attached, and also available from our Club web site). Also covered are the Winter Eat Out in Ijamstown, our Mini-GoF 2004 in Lewes, DE, and the well-attended Technical Session.

Take a look at the Club web site, to see the new features that have been added over the spring, including on-line membership applications, and pictures from the past.

<http://www.chesapeakechaptermgclub.com>

**Editorially Yours,**

**Steve Woodall**  
**Newsletter Editor**

---

**Membership News**

**Who's New?**

- **Leonardo Jose Mullar** 1953 MGTD
- **Cliff Essman** 1953 MGTD

**Changes of Address:**

**Bill & Martha Ludtke**  
**114 Wickham Terrace**  
**Winchester, VA 22602**  
**540-723-0866**

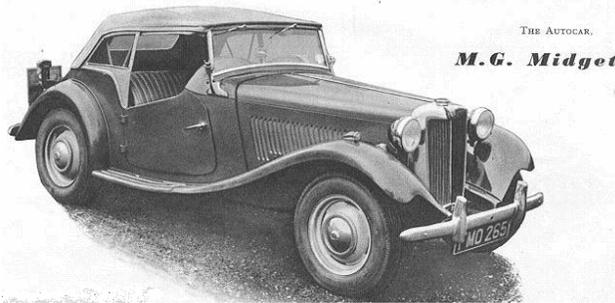
**Other Membership Activities:**

When I sent out the renewal request last December, I based the mailing list on who was listed as a member. This meant that 110 forms were sent. Two were returned as forwarding had expired. This is where we stand today:

<b>State</b>	<b>Current</b>	<b>Not Yet Renewed</b>	<b>Total</b>
<b>MD</b>	38	19	57
<b>VA</b>	23	16	39
<b>PA</b>	2	1	3
<b>DC</b>	1	0	1
<b>KY</b>	0	1	1
<b>NC</b>	1	0	1
<b>SC</b>	0	1	1
<b>NJ</b>	1	0	1
<b>RI</b>	0	1	1
<b>CA</b>	0	1	1
<b>WV</b>	0	1	1
<b>OH</b>	0	1	1
<b>TOTAL</b>	<b><u>66</u></b>	<b><u>42</u></b>	<b><u>108</u></b>

If the two new people above pay dues it will take "Paid Membership to 68, and MD to 40.

To date, many of you have yet to pay your dues! The three year option for \$30.00 is a real bargain. In order to continue to receive this Newsletter, you will need to be "paid-up" on dues! Please, please send me your dues!



**Yours in Membership,**

**Charley Howard**  
**Membership Chairman**

---

### **Technical Session at** **Vintage Restorations Limited**

On April 14, 2004 a Tech Session was held on the premises of Vintage Restorations Limited, in Mount Airy, Maryland. Over 16 club members and their guests were in attendance. Topics of discussion included sheet metal fabrication and repair, body and painting techniques, restoration products, and points of originality and similarities between an MGTD and MGTF. Factory assembly techniques were also discussed. In addition, a hands-on MIG welding and Plasma cutting session was conducted. Members were enthusiastic and came equipped with notebooks and questions. Refreshments were served and all enjoyed the food and drink in good company.

The point was made that members should not be afraid to try their hand at restoration of their cars themselves. Some are already involved in restoring their cars, with more members looking for project cars. Working on a "T" series MG is not only satisfying, but relatively simple. There are a number of technical references available, and many members within our chapter that would be happy to assist with repair and restoration procedures.

Available for evaluation and discussion was a 1952 MGTF rolling chassis and body tub provided by Tom Carolan. Tom and his son, Phil have been working hard on the car for some time and have done an excellent job restoring the frame, suspension components and brake system. The rolling chassis looked great – a true testament to the fine efforts of a father and son team! We also thank Phil Carolan for providing an excellent chili dish for lunch.

I was very pleased with the turnout, and was especially pleased to see many of our new members, as well as some old ones. We welcome Peter Wylie, from Alexandria Virginia, who plans to join our chapter. He owns a 1952 MGTD MKII.

I would like to thank all of you for participating, and hope that it was a worthwhile experience. We encourage all members to be active and attend chapter events!

See below some pictures of this session!





---

**Humor: The Mechanic & Heart Surgeon (sent in by John Wright)**

A mechanic was removing a cylinder head from the head of a Harley motorcycle when he spotted a well-known heart surgeon in his shop. The surgeon was waiting for the service manager to take a look at his bike.

The mechanic shouted across the garage "Hey Doc, can I ask you a question? The surgeon, a bit surprised, walked over to the mechanic working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I open its "heart," take the valves out, fix 'em, put 'em back in, and when I finish, it works just like new. So how come I get such a measly salary and you get the really big bucks when you and I are doing basically the same kind of work?"

The surgeon paused, smiled, leaned over and whispered to the mechanic,  
"Try doing it with the engine running

---

**From the Historian's Desk**  
**By Nancy Woodall**

**Winter Eat Out 2004**

Our Annual Winter Eat Out was held on Sunday, 8 February 2004 at lovely Gabriel's Inn, Ijamsville, MD. As always, a good time was had by all, and the food, always excellent, was better than ever. Here are a few shots of our club members having fun.

**May I join You?**



**Heads Down, jus' Eatin'**



**More Coffee, Please!**



**John and Bill, just Relaxin'**



**Mini-GoF 2004**

Steve and I had the pleasure this year to co-host our Club's 2004 Mini-GoF, held in Lewes, DE, with Mike and Mary Lutz. Taking place over the weekend of 30 April to 2 May, for the most part the weather was quite cool and lovely. The weekend began Friday evening with a wonderful "German" cook out at the Lutz's beach home in Bethany Beach, DE, complete with all the proper sausages, sauerkraut, potatoes, and German beer. Saturday included our own Club car show in the parking lot of the hotel, as well as a "real" car show hosted by the town of Lewes --- their "9<sup>th</sup> Annual British Motor Show," held in their beautiful Lewes Historical Complex, with loads of green grass and welcome shade.

**Class I 1<sup>st</sup> Place Winner!  
The Perfect MGTC of Paul & Louise Tucker**



**The Car Show Entrance Area**



**The Three Happy Class I Winners**



**Totally Astonished Class II 1<sup>st</sup> Place Winner**



The highlight of the Lewes car show was that our club member's cars took four awards at the show, including 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> places in the Class I competition (including all the T-Series), and 1<sup>st</sup> Place in Class II (including cars from 1958 through 1962). Most exciting! The banquet on Saturday evening, planned by the Lutz's at the Lighthouse Inn, was a hoot --- I hadn't laughed so much since last year's banquet!

The remainder of the weekend was spent snoozing, chatting, sampling adult evening beverages, telling new car stories, retelling old car stories, shopping, and taking ferry rides to visit the homes and shops of lovely Cape May.

**Historically Yours,**

**Nancy Woodall  
Historian**

---

**Welcome Home!**  
**Scott Allen**

On behalf of the members of The Chesapeake Chapter, I would like to extend a sincere welcome home to our club member Scott Allen, who has recently returned from serving over 14 months active duty in Iraq. Scott serves as a Major in the Army Reserve and was transferred to active duty in February 2003. Scott is attached to the Special Operations Command and served in Northern Iraq.

Scott has a 1952 MGTD that he has been long waiting to reassemble. He has had the car for 5 years and is looking forward to working on it again. Now that he is home, Scott plans to get his MGTD back on the road for the summer driving season.

Serving in Iraq was a burden to Scott and his family, and we can only imagine the sacrifices he has made. As a token of our appreciation, we will extend to Scott a three-year free membership to The Chesapeake Chapter. We look forward to Scott's participation at British Car Day and at future chapter events.

Scott, we appreciate your efforts and thanks for a job well done!

**Sincerely, John M. Tokar**

---

**Technical Note**

**By John Wright**

**(Our New) Technical Advisor (!)**

Anyone who has been in the Military or other similar organization knows what it's like to not be around when duties are being assigned or passed out. I guess Linda and I shoulda made the Winter Eat Out this year! This little faux pas resulted in a very convincing phone call from John. Anyway, I am your "new" (recycled really) Technical Advisor and will try to answer any questions directed my way. You can do this by email or regular mail or even the occasional phone call if in a bind. Now that Linda and I live about 4 hours away, you won't see us at most events, but we'll make what we can. Below is my first installment for the Square Rigger. I hope you find it useful!

**Fuel Pump Tune-Up**

The SU fuel pump as used in the T-Series MG is the same one used up until the MGB. There are variations but all work on the same principals. We all know the foibles of running an old SU pump....It's a must with a T-Series MG as it's right out front on the

scuttle for all to see when the bonnet is raised.....The last thing you would want is a reliable modern electronic pump. What fun is that?

With a little bit of maintenance and some upgrading, it can be quite reliable. But a failing pump can be aggravating and the main problem of course is the points. These used to be changed as a matter of course during a tune-up or service on these cars back in the old days. They would burn up after 10 or 15K miles, leaving one stranded or trying to figure out a way to pound on the pump with the bonnet open. An early attempt was made by SU to remedy the burning points problem by fitting a capacitor (condenser), which help to slow down the pitting on one side of the points and a build up on the other point. This was somewhat effective but in the 70's a much better improvement was made with the introduction of the diode. The diode conducts excess current back to the battery rather than across the points. This does not eliminate the problem, but it sure helps. The diode needed can be found at Radio Shack for about 1 buck or less. It is a bit of a pain to install because it must go inside the pump, under the cap where the contact set is located. Later pumps have a stepped cap, which has a good bit more room, which is helpful --- good flea market item to be on the lookout for.

What I like to do to an old but serviceable pump is the following:

Install double contact points  
Clean off residue  
Check diaphragm  
Adj. Diaphragm  
Install diode Radio Shack Part #276-1143 for diode (1N5402, or equal, 3 amp, 200v or more)  
The original point set up in the T-Series pump was a single contact set. Upgrading to double points is a minimal effort to increase reliability. I can't imagine too many single contact sets still in use. I won't go into the procedure as it's covered in the shop manual, but one of the main reasons for early trouble is the failure to clean the protective coating from the contact points. This should be wiped off with an oil-free

solvent and then not touched by your fingers after installation.

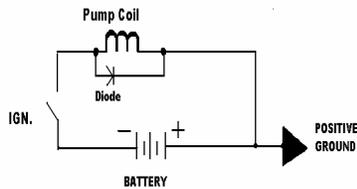
When you replace the point set, you have to unscrew the diaphragm. Be aware that all the little brass discs will fall out so do this over a tray of some sort. No trouble, they go right back in with little effort. Inspect the diaphragm and look for any dry rot or cracks, soft spots, etc. If the diaphragm is pliable and without cracks, it's probably OK for several more years. Reinstall the diaphragm with the new point set, adjusting it according to the shop manual procedure. Pushing on the small disc in the center of the diaphragm should give you that satisfying roll-over and familiar click. You may need to rotate the diaphragm one hole either way to get it to sound healthy when you connect it to 12vdc.

Next is the diode. Be aware that the diode needs to be installed the correct way relative to positive or negative ground. Install it backwards and the little diode will explode when 12v is applied, but no other damage will occur. Wear your safety goggles. It's not a big deal it just pops pretty loudly. The band on one end indicates it is the negative end so on our + ground cars, the negative end goes under the screw head for the contact set. The other end goes to the post or input terminal, thus the diode is going across the pump coil connections. For - ground applications reverse the diode. The trick is to be able to do this under the cap so that the cap will still fit. You may end up with the cap being just a bit too high and not fully seating. Wrapping a few rounds of electrical tape around the seam will suffice. This was done originally to the later pumps. You may still have the wide rubber band, which will be even better. Below are a few illustrations.

Any questions or comment about this or any other MG related tech issue, please email me @ [Mogfrog1@aol.com](mailto:Mogfrog1@aol.com).

See the drawings of the schematic, the pump, and a picture of the diode on the following page.

## Schematic



## Picture of Pump Diode



## 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](mailto: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!

---

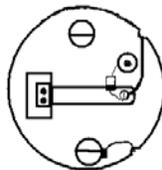
**Available: Free junked TR-6:** call Robert Oliver at 703-971-7277, in Woodbridge, VA.

---

**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

## Pump

+ Ground Pump  
Diode Installation



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: 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: MGTD Parts.** I want to sell everything as a package to one person. All was purchased in London in 1970. I am asking \$500.00 for the lot.

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 Chapter and Other Events of Interest to Us!**

**27 June:** The Original British Car Day, in its new location --- Lilypons Water Gardens, Buckeystown, Maryland --- don't miss!

**7-11 July:** NEMGTR GOF Mk 76 in Strasburg, PA; contact Charlie Searles, 57 Washington Road, Pittsford, NY 14534, or at: [csearles@rochester.rr.com](mailto:csearles@rochester.rr.com)

**11 July:** 4<sup>th</sup> Annual "British Invade Gettysburg" British Car and Motorcycle Show (Sunday, 10:00 - 2:00). Pre-registration is requested by 27 June. Contact Ralph Erickson for more information at 717-979-9242.

---

**31 July:** 3<sup>rd</sup> 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://tracltd.org>

**8-12 September:** NEMGTR GOF Mk 77 in GOF-77 in Painted Post, NY, contact Charlie Searles, 57 Washington Road, Pittsford, NY 14534, or at: [csearles@rochester.rr.com](mailto:csearles@rochester.rr.com)

**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>

---

### **Roll Bars and Scarfs (a True Story sent in by John Wright)**

From the New York Times, 15 Sept 1927:

The dancer that was killed by a scarf was an American named Isadora Duncan - here is more than you ever wanted to know about her tragic demise:

PARIS, FRANCE - Isadora Duncan, the American dancer, tonight met a tragic death at Nice on the Riviera. According to dispatches from Nice Miss Duncan was hurled in an extraordinary manner from an open automobile in which she was riding and instantly killed by the force of her fall to the stone pavement.

Affecting, as was her habit, an unusual costume, Miss Duncan was wearing an immense iridescent silk scarf wrapped about her neck and streaming in long folds, part of which was swathed about her body with part trailing behind. After an evening walk along the Promenade de Anglais about 10 o'clock, she entered an open rented car, directing the driver to take her to the hotel where she was staying.

As she took her seat in the car neither she nor the driver noticed that one of the loose ends fell outside, over the side of the car

and was being caught in the rear wheel of the machine.

#### Dragged Bodily From the Car.

The automobile was going at full speed when the scarf of strong silk suddenly began winding around the wheel, and with terrific force dragged Miss Duncan, around whom it was securely wrapped, bodily over the side of the car, precipitating her with violence against the cobblestone street. She was dragged for several yards before the chauffeur halted, attracted by her cries in the street.

Medical aid immediately was summoned, but it was stated that she had been strangled and killed instantly.

This end to a life full of many pathetic episodes was received as a great shock in France, where, despite her numerous eccentric traits, Miss Duncan was regarded as a great artist. Her great popularity in France was increased by the entire nation's sympathy when in 1913 her two young children also perished in an automobile tragedy. The car in which they had been left seated started, driverless, down a hill and plunged over a bridge into the Seine River, ...

*Moral of the story: avoid wearing long, flowing silk scarves in old MGs!*

---

### Bonus Pictures

Since we had a bit of space left, I will use it to show some pictures of beautiful cars from the "British on the Green Show" held at Collingwood Museum along the Potomac on 25 April 2004, hosted by the local TR club.



That's all for this edition, MG-T lovers! Comments, articles, tech info, pictures, ads, and other inputs are always welcome (Microsoft Office Word format is best!)

☺, Ed.

