

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



*The Square Rigger  
August 2005*

**Chairman's Comments**

The Original British Car Day 2005 has come and gone and we've again conducted another great car show! I would like to commend the members of the OBCD committee and all of the workers for a job well done!

As you have noticed, we've been using the OBCD acronym to refer to our show. We are proud that it is the "Original" all British car show and proud that The Chesapeake Chapter has organized and run this premier event for 28 years. Based on the positive feedback we have received on both the venue and location, we plan to run the show at Lilypons Water Gardens for years to come. Yes, it was hot, but if we decide to continue to hold the show during the summer months, we will need to prepare for the hot weather. We are planning a wrap-up meeting soon to discuss improvements for next year's show, including providing more shaded areas, better signage, and cold water drinking stations.

As you are aware, OBCD is a monumental effort to orchestrate and it takes considerable time and effort by many people to make it a success. This effort is not limited to working on the day of the show, but also includes spending many hours all year long planning the event. Through concerted efforts, we have successfully solicited assistance from various people and groups,

including the British car clubs, car enthusiasts, friends and relatives. I am somewhat disappointed, however; that support within our own chapter was minimal this year. For example, there were only about six people on clean up detail - we could have used at least six more. Please contact me at any time to volunteer your time and expertise so OBCD will continue to be one of the best car shows on the East Coast, if not the country!

Thanks to Lin and Jane Snider, we have two more club outings planned for this year: a Pool Party at the Renkenberger's on August 28, and a Fall Foliage Rally hosted by Mike and Lucy Hughes to be held from October 7-9. Please contact the hosting parties directly to get in on the fun. We would like to see more new members and members of long standing who have not been active to participate in these events.

If anyone would like to help plan or host a club activity, or has any ideas for one, please don't hesitate to contact Lin or Jane Snider. This is your club; tell us what kind of activities you would like to see held.

Thanks very much and see you at the next event!

Sincerely,  
John M. Tokar  
Chairman

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**Club Officers as of January 2005**



The usual (plus 2 new) smiling faces with Lucy Hughes representing hubby, Mike. Absent are John VanOver and John Wright.

**Chairman**

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Marty Howard  
Same as Charley's

**Chairmen Emeriti**

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**Editor's Comments**

Original British Car Day will be featured in this issue of The Square Rigger along with other car shows and activities that have taken place recently. Also, the latest information on upcoming events will be covered.

As always I am very eager to receive "whatever" from members. You can email me at [leletuck@comcast.net](mailto:leletuck@comcast.net), call at 301-627-1717 or write to the address given in the Club Officers list. Articles of interest, jokes, photographs, etc. will be most welcome. Also, participation in Club Events is needed! Remember, it's **your** Club, so if events are to be successful we need the assistance of **everyone**, not just a few!!

As you know, the mailed version of The Square Rigger is in black and white, but the full color edition can be downloaded from our Club web site: <http://www.chesapeakechaptermgtclub.com>

Will be looking forward to seeing you at the next event.

Sincerely,  
Louise Tucker  
Newsletter Editor

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**Original British Car Day**

In this issue we showcase the Original British Car Day 2005 winners. There were 50 classes established, with entries for all but 7. The last page of this Square Rigger will show all the winners in table form.

Following are pictures of some of the winners, however, all winners were not available for photos. They are listed with class number, class name, place, and owner(s). For color pictures of the many beautiful cars go to <http://www.chesapeakechaptermgtclub.com>. This is the Club's web site.



1 – Aston Martin, Valanti, 1985 1<sup>st</sup> Place  
Jeff Surdyk



4 – Austin Healey Sprite, 3<sup>rd</sup> Place  
Phil Gelso



4 – Austin Healey Sprite, 1<sup>st</sup> Place  
Neal & Jackie Brewer



11 – Jaguar XJ6/12, 1987, 1<sup>st</sup> Place  
Paul Verchinski



4 – Austin Healey Sprite, 2<sup>nd</sup> Place  
Don Chiotos (not the green frog!)



7 – Jaguar XK120, 1954, 2<sup>nd</sup> Place  
Jake Kreeger



6 – DeLorean, 1981, 1<sup>st</sup> Place  
John Macias



32 –MG Midget MK III, 1969, 2<sup>nd</sup> Place  
Jim Sheats



3 – Austin Healey 3000, 1963, 1<sup>st</sup> Place  
Bruce Hurley



37 – Motorcycles, 1976 Triumph, 1<sup>st</sup> Place  
Allan Keller



32 – MG Midget, 1<sup>st</sup> Place  
Harry Babski



10 – Jaguar XKE III, 1972, 1<sup>st</sup> Place  
Russell Shope



35 – Morgan, 1967, 2nd Place  
Javin Sher



43 – Triumph TR3A, 1959, 1<sup>st</sup> Place  
Bruce Hogeland



2 – Austin Healey 100, 1959, 1<sup>st</sup> Place  
Neal & Jackie Brewer



48 – Triumph TR8, 1980, 1<sup>st</sup> Place  
Elise Bryant-Snavely



29 – MG B/C thru 1974, 1962, 1<sup>st</sup> Place  
Brooks Amiot



38 – Other & Limited, Alvis, 1952, 1<sup>st</sup> Place  
Calvin Swank



31 – MGB/C GT, 1<sup>st</sup> Place  
David Krebs



26 - MG TD, 1952, 1<sup>st</sup> Place  
Carl & Peggy VanBibber



47 - Triumph TR6, 1<sup>st</sup> Place  
Jerry Walterhoefer



26 – MG TD, 1953, 2<sup>nd</sup> Place  
Joseph Cannon



41 – Sunbeam Tiger, 1965, 2<sup>nd</sup> Place  
Larry Paulick



31 – MGB/C GT, 1966, 2<sup>nd</sup> Place  
Mike & Lucy Hughes



28 – MG A, 1600, 1961, 3<sup>rd</sup> Place  
William Riley



50 – TVR, 1966, 1<sup>st</sup> Place  
Chris McArdle



49 – Triumph Stag, 1973, 1<sup>st</sup> Place  
Russ Brown



26 – MG TD, 1951, 3<sup>rd</sup> Place  
Bob & Diane Little



21 – Land Rover Defender, 1993, 1<sup>st</sup> Place  
Dennis Perzywski



45 – Triumph Spitfire, 1970, 1<sup>st</sup> Place  
B. Carpenter



45 – Triumph Spitfire, 1978, 2<sup>nd</sup> Place  
Richard Anderson



30 – MG B from 1974



45 – Triumph Spitfire, 1969, 3<sup>rd</sup> Place  
Terry Kahl



30 – MG B from 1974



13 – Jaguar XJ6/8/XJR, 1<sup>st</sup> Place  
Alan & Mary Beth Hemer



Blue Mini Van



And here are some additional pictures of Original British Car Day!



The "Bs" beginning to line up



Some Jaguars



"Hoods" in a row



Now this is life!!



Congregating under the Regalia tent



The Frederick Scottish Pipes and Drums



What a talent – very entertaining!



Does anyone recognize this Mini?



The Little's car with moving carousel



More Jaguars



How many red "B's"?

## Upcoming Events Of Interest

Below are events being planned for 2005. Work has started on each of these events, so mark your calendars now, and watch for more information on the details.

### Renkenberger's Pool Party

You should have already received the flyer for the Renkenberger's pool party in Easton, Maryland on August 28. There will be good "eats", which will be served about 1:00 pm, and lots of camaraderie that you don't want to miss. It sounds like fun, so mark your calendar and be sure to get your reservations in soon.

### Fall Foliage Rallye

Mike and Lucy Hughes have so graciously volunteered to again host the bi-annual Fall Foliage Weekend that will be October 7-9. This coincides with the Highland County Hands and Harvest Festival, so accommodations are tight, as always. If you missed the reservation deadline, which was June 8<sup>th</sup>, and you would still like to go, lodgings may be found on the [www.highlandcounty.org/lodge](http://www.highlandcounty.org/lodge) web site for the surrounding area. Let Mike and Lucy know if you do plan on going.

### Antique Car Meet

The 30<sup>th</sup> Annual Edgar Rohr Memorial Antique Car Meet will be held September 17<sup>th</sup> in Manassas, VA. For details see [www.aaca.org/bullrun/](http://www.aaca.org/bullrun/).

### The Rocks Show

On September 24<sup>th</sup>, the 26<sup>th</sup> Annual MGs on the Rocks Car Show will be held at Rocks State Park, Bel Air, MD. For more information see [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com).

### MG International 2006

Mark your calendar now for the M.G. International 2006 which will be held in the Great Smoky Mountains National Park at Gatlinburg, Tennessee, June 21-25, 2006. The M.G. International is organized by The North American Council of M.G. Registers, and is held once every five years. You can visit [www.mg2006.com](http://www.mg2006.com) to view and reserve hotels, planned events, etc. This event will replace the NEMGTR Spring GOF.

### Hunt Country Classic

Again, picturesque Middleburg, Virginia, will be the site of the Tenth Anniversary Hunt Country Classic on October 9. This shows features classic British automobiles and motorcycles in popular vote classes. For information and

registration form see [www.mgcarclubdc.com](http://www.mgcarclubdc.com),  
Hunt Country Classic.

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## Financial Statement

### Chesapeake Chapter Financial Statement January 1, 2005 – July 25, 2005

Beginning balance January 1, 2005	\$15,787.47
RECEIPTS	
Due	762.00
OBCD	17,061.00
Mini GOF	900.00
Club Event (eat out)	900.00
Club Expense (OBCD Start Up Change)	400.00
Total Receipts:	20,023.00
Total Cash and Receipts:	\$35,810.47
DISTRIBUTION	
Newsletter	303.92
Web Site	751.75
OBCD	13,285.68
Club Event (eat out)	1,673.25
Mini GOF	885.27
Club Expense (change OBCD & stamps)	402.19
Donation (Liganore Band)	500.00
Total Distribution:	17,802.06
Balance in Bank July 25, 2005	\$18,008.41
Original British Car Day 2005 Statement	
INCOME	
Advertising (ads & stuffers)	\$2,615.00
Registration	
Cars Pre-registered	4,055.00
Drive-in registration	3,740.00
Vendors	795.00
Spectators	3,864.00
Regalia	1,992.00
Total Receipts:	17,061.00
EXPENSES	
Postage	744.59
OBCD Meetings	105.66
Flyers	462.00
Signs	869.82
Graphics	1,135.25
Trophies	3,972.60
Dash Plaques	737.95
Regalia	2,183.21
Booklets	1,749.83
Rental (sound, wheel, toilets)	815.50
Trailer tag	25.50
Drummers	250.00
Misc. supplies	233.77
Total Expenses:	\$13,285.68
PROFIT:	\$3,775.32

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## Membership News

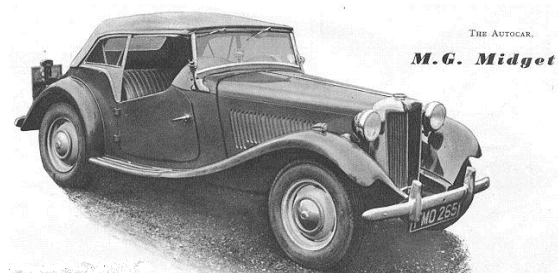
### Who's New?

- **Ronald L. Chiste 1950 MGYA**  
8356 Aveley Manor Lane  
Easton MD 21601  
410 770-8582
- **Bill Porter**  
1329 Grandin Avenue  
Rockville MD 20851  
301 309-0509
- **Nelson H. Wilson 1952 MGTD Mk II**  
21533 Sheffield Court  
Ashburn VA 20147  
703 723-1419

In addition we have had 1 member renew their membership since the last newsletter, and we may have another new member in the works as he expressed a desire to join while attending the Original British Car Day this year.

I will be issuing a new Membership Directory this coming December so please be sure to get acquaintances who have been sitting on the fence about joining or renewing their membership to get on board before this booklet is finalized.

Bob and Diane Little's address as published in the last issue is incorrect. It should be 2260 Eastern Avenue, Apt. 504, Cincinnati, OH45202. Sorry guys – we tried to put you in Alexandria, VA!



Yours in Membership,  
Charley Howard  
Membership Chairman

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### “T” Technical Note

#### **No Tech today!**

I have nothing really technical this time but I thought I would write a little about my recent trip to France and the 24hr of Lemans. For my fathers 82 birthday and a father's day gift to me my son decided to take all 3 of us JW's to

France so that my father could retrace the steps of his year in France 60 years ago during WW11 as an engineer. The timing was right so we decided to include the 24 hrs race as well. I hope you will indulge me and I will try to include as much MG info and sightings as possible.

This is a very abridged version as we were in France for 7 days and Belgium and Germany for a few more. We arrived in Paris's De Gaulle airport and rented a car. A small van actually, an Opel Minerva or something like that. A diesel, 5 speed. It was quite nice and roomy and with diesel fuel at 1.12 € a liter, we were glad to have such an economical vehicle. We wanted to blast through Paris but we ran up the Champs Elysees around the Arc de Triomphe and then back down the Champs Elysees stopping long enough for 3 cups of coffee at 8 € each and a 45 € parking ticket. It was already time to move on.

Montlhery was the next stop. The site of the old racecourse was just south of Paris. Dad was camped here for 2 weeks in 1945. We were driving though the old section of town and came across a small restoration shop on a side street. In the storefront window were several vintage tin toys from prewar time. I was very interested in a tin race track of Montlhery complete with scale sized race cars and a pressed steel track. It was interesting enough to go inside to check it out. This first experience with a Frenchman turned out to be the first of many great moments with very patient people who could not be kind enough and were eager to answer any and all question coming from an 82 year old vet and his son and grandson. The toy track was not for sale as he is a collector but he spent a lot of time with us telling us the history of Montlhery. The MGB in the showroom was a plus as was the 50's "Moon Mullins" Renault under restoration. Heading south to Chartres, where we visited the magnificent cathedral and also found our accommodations for the next few nights. Lemans is a bit over an hour away.

We attended the celebrations in the old town of Lemans on Friday night. There was to be a parade lap of drivers in vintage cars we heard. We did not see much of that but our locale was the bistro-lined area next to the most wonderful cathedral, the Cathedrale St-Julien with its flying buttresses around the exterior. We were able to see the vintage cars used in the parade, as this was the staging area which included a beautiful MG SA Tickford, a TC "Q"-type replica and a handful of MGAs and modern MGs. We got a taste of the enthusiasm and a taste of the local brew that first night. What a great start.

Saturday morning, we arrived at the track in time for the "Lemans Legend" event. This is the vintage car race and proved to be a real highlight for me. The cars entered consisted of 60 cars that raced in the 24 hrs between 1934 and 1955. Aston Martins and 4 C-Type and 6 D-Type Jaguars. Maseratis, Ferraris, Lagondas and Alfas too. Porsche, Lotus and Frazer Nash as well. The oldest car was a 1934 K3 MG and the Jaguar xk120 was "LT2" the all-alloy bodied, magnesium Chassis 120. Number 2 of 3 cars ever built, intended to race at Lemans if the C-Types could not be completed for 1953. The actual C-Type that won the event in 1953 was to return to the event this year. I am not sure which C-Type Sir Stirling Moss was driving but he did a complete 360° right in front of us, which we got on videotape. I got to sit in and hear running the sole remaining all-alloy works MGA, SRX 210, the Lemans Fastback MGA Coupe and meet Bob West, the restorer of MG Works cars. Bob introduced me to Jimmy Cox, race mechanic who worked alongside Henry Stone. Mr. Cox and I talked for a good while about Sebring MGAs and he related to me how they had to spend approximately 14 hours hand lapping the pushrod cylinder head as no head gasket was used on the experimental engines. Small circles and big circles he said. Keep at it until blue dye shows no imperfections. I met Norman Dewis, Jaguar test driver and Lemans winner. He test-drove every competition Jaguar for many years. The sights and sounds were glorious indeed. But more was coming, as the actual 24-hour race was to start at 4 pm.

I never realized how American one could feel when a Corvette C6 went by at speed. It was pretty funny really. I'm an Aston fan for sure. The Porsches were alright and the Audi R8 of course would become the eventual winners overall. But the yellow Corvettes were a sight to see and well, to hear too because they were different. The high-pitched wail of a modern racing engine in an Audi or Ferrari was what you would expect. The Aston Martin v12's were wonderful. But that big honkin' v8 of the Corvette knocked you over when they went by. Anyone remember Aquasco? That's what it was like. Saturday night at the drags 5000 miles away from home, in France! The rolling thunder of the Corvettes was above any other sound out there to my ears. And it was kinda neat being there and to find out that they actually won 1<sup>st</sup> and 2<sup>nd</sup> in their sports car class. What an experience this weekend turned out to be. We left the following day on Sunday about 3pm. One hour before the end of the race. We had a long way to go that day to begin our tour of the Normandy area on Monday and whatever else we could fit in.

We put 3600km on the Opel, we went all over Normandy, starting from our B&B in Caumont-l'Evente near St. Lo, seeing the American cemetery, Point Du Hoc, Omaha Beach and other sites. Dropped down to Mont St. Michel just so we could say we saw it. Back up to Caen, then Rouen. Up to Calais then to Brussels, Liege, Aachen and many places in between.

If you've read this far, thank you. It's been fun for me to think about our trip in a little detail. We had an absolutely wonderful time. We never had a bad experience with anyone. The countryside was always breathtaking. We tried numerous French and German beers and a few wines too. I have a new favorite: "Bitburger" a German beer I think. We tried the French food and I have to say it was risky for us. We got better at it as time went on but our first few real French meals were, well, you know if you've been there. Virtually no stores, shopping centers, McDonalds or anything. We could not figure out where everyone shopped. The highways were absolutely perfect. Did not see a pothole in 3600 km. We ate a lot of bread, wonderful French bread.

You see, this was a gift in a lot of ways. The gift of the 3 of us to go away for 11 days, experience some of what my Father did, with him along to recount, bonding and all those sorts of things was huge. In addition, we owe our wives for the understanding and holding down the forts while we were gone. It was truly an eye-opening experience, one that we want to share with Linda and Laura on our next trip. Soon I hope.

Sincerely,  
John Wright  
T-Series Technical Advisor

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## News Items

### NEMGTR GOF 78

The NEMGTR GOF 78 took place at the lovely Eisenhower Resort and Conference Center in historic Gettysburg, PA, June 1-4. 50 preregistered cars started the event with many other drive-ins.

Some of the highlights were the historic tours around town and the area, the day trip to Harpers Ferry, and last, but certainly not least, the very interesting Covered Bridge Tour to Frederick arranged by our own members Carl and Peggy VanBibber. Rain settled over the area the morning of the Covered Bridge Tour, but never-the-less, a good time was had by all.

Several of our members took awards. Bob and Diane Little won 3<sup>rd</sup> place in the TD Class with their 1951 TD “Cream Cracker”. The May 2005 Square Rigger ran a history article on the Littles and their car. Paul and Louise Tucker walked away with the “big prize” winning the Premier Class with their 1947 TC. As you recall, Carl and Peggy VanBibber won the Premier Class at GOF 76. Congratulations to these winners. Our Club is fortunate to have so many outstanding MGs!

On a sad note, Hank Rippert resigned as Chairman of the New England MG T Register because of medical reasons. However, on a brighter note, the very capable Charlie Searles was installed as the new Chairman. Charlie has previously served as the Event Registrar for the Club.

Here are some photos of the GOF 78.



Can you believe Rick Smith headed back to Boston like this?



Just trying to keep dry on Covered Bridge Tour



The VanBibbers receiving award for organizing the “Tour”



The Little’s “Cream Cracker” with moving carousel attached



The top winners – note they are all red!



The Tuckers with their Premier Class award

### Summer Eat Out 2005

The July 24 Lunch By The Bay at the Rod and Reel Restaurant, Chesapeake Beach, Maryland was attended by 9 couples. The Cattaneos, Lindsays, Ludtkes, Lutzs, Renkenbergers, Sniders, Tuckers, VanOvers, and Woodalls spent a lovely afternoon eating and chatting overlooking the Chesapeake Bay.



The "Summer Lunch Bunch"

### Brits By The Bay 2005

On July 30, the Triumphs Around the Chesapeake, Ltd. (TRAC) held their Fourth Annual "Brits By The Bay 2005" British Car Show at beautiful Downs Park on Chesapeake Bay in Anne Arundel County, Maryland. Even though the show is non-competitive, the Club judges do select a "Best of Show" car. This award was won by one of our members, Paul and Louise Tucker with their 1947 MG TC. Congratulations to them.

## 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 [leletuck@comcast.net](mailto:leletuck@comcast.net). or mail them to the Editor at:

Louise G. Tucker  
Editor, The Square Rigger  
4004 Old Crain Highway  
Upper Marlboro, MD 20772

Classified ads will be published free of charge for Club members, in each issue of The Square Rigger. Please send ads in early! We publish roughly once per quarter. Photographs are acceptable.

Please let me know by e-mail, call me at 301-627-1717 or write if your ad has had the desired effect, so I can remove it from the next Square Rigger edition!

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**Trade or Wanted:** Mint (or near) 1962 Maryland Plates (matching pair) or will trade any one of the following: mint 1965. mint 1956 (one only), 1946 tab -fair, 1952 with '53 tabs, v.g. '60. Len Renkenberger - email me at: [renk@goeaston.net](mailto:renk@goeaston.net)

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### **Vintage Restorations Limited**

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**John M. Tokar**  
[tokarj@erols.com](mailto:tokarj@erols.com)

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

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That's all for this edition, MG-T lovers! I hope you enjoyed the articles and pictures. It's **your** Club and newsletter, so all comments, articles, tech info, pictures, ads, and **participation** are always welcome!

Thanks,

The Editor

