

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



*The Square Rigger
May, 2005*

Chairman's Comments

Spring is finally here! The weather is getting nice so we now can enjoy the benefits of open air motoring in our MGT types. MG's are meant to be driven! I'd like to share with you a short story of our every day driving MG.

It started about two years ago when Ginny and I were looking for a practical car (an MGBGT?) for our youngest daughter, Laurel. Our search took us to West Virginia where we located a 73' in need of some body repair. The engine seemed strong and \$750 was a good price, so we decided to make the purchase. After getting the car home, Laurel began driving it daily and became the talk of the town and the only girl in her generation owning a vintage British sports car. After about two months, Murphy's Law prevailed and I received a call from mile marker 72 on I70 telling me that her MG had died! After we got the car home, the problem was found to be a cracked piston and bent rod in number four cylinder. Since MGB engines are plentiful at my house, Laurel and I decided to use one of my spares that I pulled from a barn about 10 years ago. After a brief check out, a few seal/gasket changes and a clean up, we installed the engine and a new clutch in her car. It ran perfectly with great compression and oil pressure. Should she still plan on driving the car every day, or should we buy a Toyota Corolla? NEVER! The MG continued as a daily driver through the

winter months and still runs strong today. It runs better than any MG I ever owned! MG's are simple cars to work on and fairly inexpensive to maintain. MG's can be driven every day so don't be afraid to keep them on the road!

We've enjoyed a very successful Mini GOF in Shepherdstown, West Virginia. A special thanks goes to Lin and Jane for an outstanding job in arranging the event and making it a great success! Please see Louise's article and her photos of the activities and people. Also, check out and try to attend some of the other club activities planned for the remainder of the year.

Plans for British Car Day are going well. Mailing the flyers out early this year worked well and we have over 105 cars pre-registered to date. As a result of the successes realized from BCD 2004, we are expecting a significant increase in show cars and vendors. I've been in contact with representatives from various British Car clubs, and club participation is expected to be an all time high. We are setting up the field to handle 50 car classes and also plan to increase the size of the spectator parking areas. We are still in need of help on Saturday, for field layout and setup. Help is also needed with car parking and vendor setup on Sunday. Don't be a stranger! Please contact me and pledge your support for BCD 2005 so we can be proud of another world class British car show! Safety fast!

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.

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Editor's Comments

In this issue of The Square Rigger, we have the latest information on upcoming events, including British Car Day. Registration forms for BCD will be mailed, and they are available from our Club web site too. Also covered is the Mini GOF in Shepherdstown, WV.

As always I am very eager to receive "whatever" from members. You can email me at 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.

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 at:

<http://www.chesapeakechaptermgtclub.com>

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

Sincerely,
Louise Tucker
Newsletter Editor

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.

NEMGTR GOF MK 78

The NEMGTR GOF MK 78 is being held at Gettysburg, Pennsylvania, June 1-5. The cut-off date for the special room rate was May 1, however, reservations will be accepted on a space available basis after

that date, so you may still be able to get in. With all Gettysburg history, this weekend should be very enjoyable.

Original British Car Day

The Chesapeake Chapter is again sponsoring the Original British Car Day on June 26 (rain or shine) at Lilypons Water Gardens in Buckeystown, Maryland. Quality food and beverages will be for sale at reasonable prices or you may bring your own picnic lunch. Antique, classic, and new British car/motorcycle display and flea market will be featured. The field opens at 8:00 am, the popular choice voting will close at 1:00 pm, and awards will be presented at 3:00 pm. Further information and registration form can be found on the Club's web site, and flyers will also be sent out in June. So be sure to bring your family and friends to this super fun day!

Summer Brunch On The Bay

A Sunday brunch is being planned for July 24 at the Rod and Reel Restaurant in Chesapeake Beach, Maryland, which is right on the Chesapeake Bay. Attached is a flyer with information and reservation form. You may call Louise Tucker at (301) 627-1717 if you need to know more.

Renkenberger's Pool Party

Be sure to reserve August 28 for the Renkenberger's pool party in Easton, Maryland. There will be good "eats" – not sure at this point what it will be, however, it sounds like lots of fun! Be sure to put it on your calendar and watch for more details

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. Mike has reserved 5 rooms at the Highland Inn, 1 room at Cherry Hill B&B, and 3 rooms at the Mountain Laurel B&B.

If you plan on going, you need to call the places right away for a reservation, as they will only be held until June 8th. Callers should identify themselves as part of the "MG Group" or mention Mike's name, otherwise you will be told they are booked up for that weekend. The phone numbers are as follows: Highland Inn (540) 468-2143, Cherry Hill B&B (540) 468-1900, and

Mountain Laurel B&B (540) 468-3401. Please let Mike know after you have made your reservation so he can keep track of the bookings. If you miss the reservation deadline, www.highlandcounty.org/lodge will show other lodgings in the surrounding area.

Financial Statement

Chesapeake Chapter Financial Statement remains the same as the February 2005 issue.

Membership & Historian's News

Membership News & A "Little" History

By Charley Howard

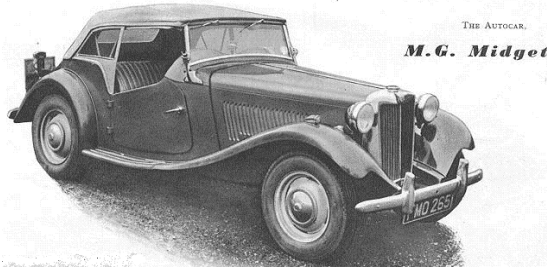
Who's New?

- **Gary Grisham** **1950 MGTD**
PO Box 8553
Washington DC 20032
202 433-4745
- **Bob Little 1951 MGTD "Cream Cracker"**
8634 Gateshead Road
Alexandria VA 22309-4041
703 780-3028

In addition we have had 3 members renew their membership since the last newsletter.

Please note that if you have not renewed your membership you will no longer be receiving the club's newsletter.

We will be staging the "T" series MG's in a separate location this year at The Original British Car Day at Lilypons. It will likely be the area that is towards the vendor area in an arc in front of some trees. I think this will help to identify the fact that it is our club that puts on this show.



Yours in Membership,
Charley Howard
Membership Chairman

And now for some interesting Club history.

HISTORY (Charley & Marty Howard)

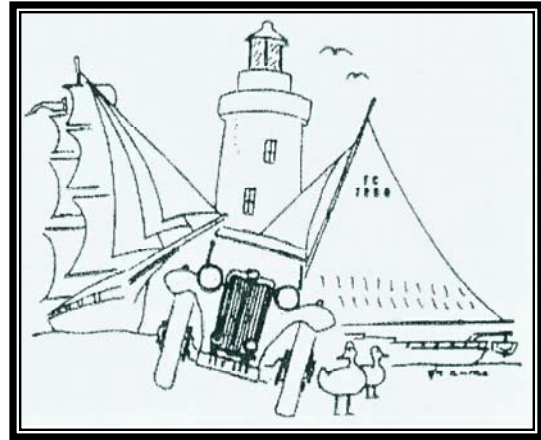
Long ago.....

Bob Little, listed as a “new” member above, ain’t such a “new” member after all. So a “*little*” history is in order.....

Actually, Bob was a founding member of the Chesapeake Chapter a long, long time ago and has decided to re-join us since returning to the area.

It all started back around 1970 when Bob found a MGTC (#0258) broken down along the side of the road in Washington, DC. Bob lived in Columbia, Maryland at the time. He then tracked down the owner and bought it for \$250! Bob rebuilt the TC with a little help from some fellow TC owners (names he has long since forgotten) from around the Baltimore/DC area. During this restoration project someone suggested forming the “Chesapeake Chapter” of the N.E.M.G.”T.” Register. [Bob was already a NEMGTR member; actually a member for the second time since he had owned a TC back in 1964 and first learned of the Register back then.]

Well, they got started and had a few gatherings at what Bob remembers to be a Holiday Inn somewhere near I-95 and the Beltway. Someone asked if anyone could draw a cover for what was to be called the “Square Rigger”. Bob, an artist at heart, volunteered his talent and services. This is his cover:



Look familiar? We still use it. Great work, Bob!

In fact, if you look real close (especially at a clearer copy of the picture) you can see the artist’s signature. Some of the real old timers may even notice that the license number on the TC pictured is that of another club founder, “Chip” Old. Chip Old and Bud Aro were the original editors of the “Square Rigger.”

According to Bob, “we ran off a few mimeographed copies for our few members - probably quarterly. How did I forget to add into my drawing geese, crabs, oysters and rockfish? Maybe it was the National Beer that clouded my thinking back there 30+ years ago.”

Bob received a job offer in Connecticut and moved there in 1974. He sold TC #0258 (seventh TC built, he recalls) to an “older” fellow in Hartford, Connecticut about 1980. He later found out that it was further sold to a buyer in North Carolina in 1987. He doesn’t know where the car is currently located.

Bob’s real estate development career took him to New Orleans for 5 years, California for 20 years and Ohio for 6 years. Bob bought a place in St Michaels, Maryland about 7 years ago because Bob and Diane love Maryland, having both grown up there. Diane is from Silver Spring and Bob is from Baltimore originally. Their principal home is currently in Cincinnati where they are developing two real estate projects - riverwalkcincinnati.com

Bob’s current TD was purchased in Santa Monica, CA in 1986. He has rebuilt it a couple of times and has been taking it to events from California to Ohio. Bob intends

to show it at The Original British Car Day at Lilypons in Maryland on June 26.

Attached is a picture of his "Cream Cracker" TD. It was featured in TSO October 1998 and recently this past April 2005 TSO issue. Cream Cracker was the name of the original factory race team. These were privately owned cars all prepared to MG factory specs and raced as a team throughout England in the 1930's. Bob used the Cream Cracker paint job on the TD to make it a bit more "historic" since he had already added cycle fenders and other early factory modifications. Bob believes there was another team called the Musketeers and also an all women's team as well.



Bob's dad, a "Brit", owned a Morgan in 1937, learned to drive in a 1954 Hillman Minx, then owned a 1957 MGA in 1960.

Bob is also fond of boats. Being on the water has always been a passion of Bob's and the Chesapeake Bay "runs in my blood." "Sailing, skipjacks, seagulls and ducks - all part of the logo. Seems the square-rigger fit into the picture somehow!," says Bob. "My parents fostered our love of the sea and the Chesapeake Bay."

Bob's father, a naval architect, ran the Bethlehem Steel shipyard on Key Highway in Baltimore for many years. Bob's son became an All American, as well as a US Olympic sailor and America's Cup team member for several years thru college and after.

Chesapeake, by James Michner, is one of his favorite books - just read it again last month. "We 'Balti-morons' can't help being crazy about boats and the bay."

Bob realized during our email communications that all his children and

now his grandkids have been in and around MG's, as well as boats, since birth.

Well, welcome back Bob!

"T" Technical Note

RUST PREVENTION AND TREATMENT SOLUTIONS

Many of us have MGs that are considered to be drivers. Cars that are not spotless and pristine, but good cars for the road and fun driving. It is to the owners of these T-type cars that this article is directed. You may also find this information to be useful for that old Volvo (like we have) that you continue to nurse along or even the lawnmower.

You can find almost anything on the Internet. When I run across something of interest, I file it away for future use. So, often, like in this article, I am not the originator of this info, merely the messenger. Please use appropriate safety precautions as you would with any chemicals or petroleum based fluids.

Waxoyl: This is a British product, which is quite good for its intended purpose. This is to apply a water resistant and rust curbing brew to the chassis and inner wing areas. It is probably the best thing out there for use in British cars, especially those with hidden areas such as later MGs. I cannot say that there is any drawback other than it's cost. Since it is imported it gets to be fairly expensive. It comes in aerosol spray cans or a larger can like a big coffee can which you immerse in hot water for a while to liquefy it. With this size of the product you use a pump device to spray the liquefied waxy substance into the hidden areas and under wings etc. Rather heavy but works good and lasts a long time.

Home made rust treatment: This is something pulled off the Spridget list. It is called a recipe for an "old fashioned" rust treatment/undercoating.

- 2.5 qts. Turpentine
- 12 oz. Beeswax/candle wax
- 1 qt. Light machine oil

Using a cheese shredder cut the wax into the turps. This takes a long time to dissolve so you might want to do this way ahead of when you plan on using it. Thin the solution with the light machine oil to a brushable,

sprayable consistency. Try using a small hand spray bottle in places where you can get a good angle. If spraying you should consider doing this outside as the fumes might be irritating.

Home made rust treatment 2: This one I got from a friend on the MGA Twin Cam Egroup. This is a really cheap one to make and is supposed to be as effective as any.

1 gal WD40 or similar

1 wax toilet ring

Chop up and dissolve the toilet ring in the WD40 (some folks use kerosene). Apply as you would either of the above.

Here is what I use: I purchased a gal of WD40. I had an aerosol can of Waxoyl leftover from another car project I was working on. I put the WD40 in the small spray bottle and then I give it a healthy squirt of a couple of seconds of Waxoyl into the WD40 spray bottle. Shake it up and I then have what I consider to be a great cleaning up and protecting solvent that leaves a very thin coating of wax behind. One of my MGs is a 5400-mile original car. I have used this solution to clean the engine, oil pan, valve cover, chassis, suspension, underbody, splash panels, etc. I use it by spraying on first, then rubbing down with a rag. This removes oily dirt and most of the oil solution leaving the thin coating of protection. Back in the old days, like in the 30s or 40s, users of British motorcycles considered the bike to be well protected when wiped down with an oily rag. This was part of the cleanup procedure and offered a certain amount of protection and could be done anywhere because if you were riding one of these bikes, an oil rag was not something hard to come by. Now I am not suggesting that you treat your MG to this low level of treatment, but just pointing out where the practice came from and that using a solution as outlined above may well help to preserve your "T" until that next restoration.

Sincerely,
John Wright
T-Series Technical Advisor

News Items

Mini GOF 2005 at Shepherdstown

Many thanks go to Lin and Jane Snider for such a superb job of hosting this year's Mini GOF which was held at historic Shepherdstown, the oldest (1762) incorporated town in what is now West Virginia. For those who aren't familiar with it, Shepherdstown is located on the Potomac River about 5 miles from the Civil War Battle of Antietam and about 10 miles from Harpers Ferry.

The weekend began Friday evening with many of the couples having dinner at the famous Bavarian Inn, while one brave couple chose the Charles Town Race Track (about 10 miles away) for their exciting weekend start.

Our stay at the Clarion Hotel and Conference Center was very enjoyable, and the hospitality room furnished and hosted by Lin and Jane was surely a popular place to hang out!

On Saturday morning, we had a short but interesting Rallye to town (saw lots of historic buildings, etc.) for the Car Show, and then sightseeing and touring on our own of both the town and the countryside. One couple even drove back to Sharpsburg, MD for ice cream!

Saturday evening was our usual Awards Banquet with almost everyone receiving an award of some kind! The following photos will show how much fun we had!



Preparing for the trip and show!



Yep, we're in the right hotel!



The "Gang" at the Bavarian Inn



Checking in and getting started



Relaxing in the Hotel Lobby



Hospitality Room camaraderie



Ladies can relax also



Ready for the Rallye



Sure, it's a "B", but isn't that an MG also?



Let's get in the cars and go!



Time for the big Awards Dinner



The line-up in historic Shepherdstown



Masters of the Ceremony



A Winner!



Yup, Sally and Pete get one too!



Now, what is Mike's prize?



Even the Abbotts get recognition for bringing the "B"!



Can you guess what Ralph won?



Jennifer and Mike having breakfast



What are the great minds cooking up?



Was Paul really Ellie's most difficult customer at breakfast time?

10th Annual Lewes, Delaware Show

Many of you remember the wonderful time we had at last year's Mini GOF in Lewes, Delaware. Because Paul and Louise Tucker's MG TC won 1st place in its class last year, the Lewes Chamber of Commerce urged them to return for this year's competition, which they did. The "Little Red Baby", as it is called, did win the Premier Class, coming in second only to the Best of Show winner, a beautiful 1934 Rolls Royce.



Paul Tucker in his winning 1947 MG TC.

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. 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! We have some ads that have been running for awhile now, so please let me know if I need to remove them.

Vintage Restorations Limited

*Specializing in English Auto
Restoration and Service*



1302 Rising Ridge Road, Unit 25
Mt. Airy, Maryland 21771
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

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 --- e-mail me at: renk@goeaston.net

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

That's all for this edition, MG-T lovers! I hope you enjoyed the articles and pictures, and I'll look forward to seeing "you all" at the next event!

Comments, articles, tech info, pictures, ads, and other inputs are always welcome!

☺, Ed.

