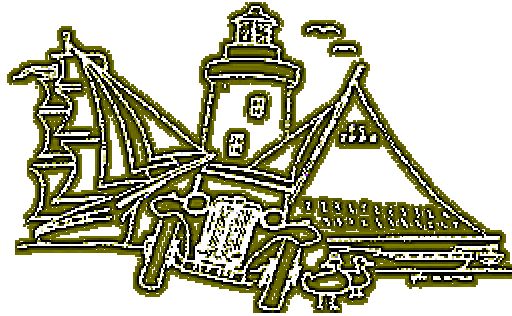


*The Chesapeake Chapter of the New England MG "T" Register, Ltd.*

## *The Square Rigger*

*December 2006*



### Chairman's Comments

I hope this issue of The Square-Rigger finds you all well and enjoying the holiday season. As we put our cars to rest for a long winter's night, we look forward to next year when we have a number of club activities planned. We begin the year with our annual gathering at Gabriel's Inn on February 4<sup>th</sup> at about 1:00 pm. This has traditionally been our most popular event and you are encouraged to attend. It is a good opportunity to reflect on past club events and to meet and welcome new members. An announcement with menu choices and other details will be in the mail soon, so don't delay and sign up for a great event!

The Renkenbergers have graciously agreed to organize our Mini GOF for 2007. They have a location for the event and banquet facility. There are some fun activities planned for the weekend; more details are provided in this newsletter.

June 3<sup>rd</sup> marks our 30<sup>th</sup> Anniversary year for The Original British Car Day. We will be returning to Lilypons Water Gardens with new activities planned. In honor of our club's heritage, the MG "T" series and pre-war MGs will be the Featured Marques in 2007. We need as much help as possible and will continue planning efforts early so we can make this OBCD our best ever! Please contact me ASAP to volunteer your time and expertise.

Mark your calendar for Sept 20-23, 2007 for the NEMGTR GOF in Cape May, NJ. We are hoping

to organize a group from our Chapter to attend this event. Please contact me or the Sniders if you are interested in participating.

We are still hoping that someone will step forward to be our Chapter Regalia Chairman. This position remains open and we encourage anyone who might be interested to please contact Lin or Jane Snider. This person would handle chapter regalia sales and the design of new regalia items and does not require very much time.

I extend my best wishes for a safe and happy holiday season!

Sincerely,  
John M. Tokar

### Club Officers



The usual smiling faces with Lucy Hughes representing hubby, Mike. Absent is John Wright.

### **Chairman**

John Tokar  
4935 Tall Oaks Drive  
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[tokari@erols.com](mailto:tokari@erols.com)

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### **Membership Chairman**

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301 865-5332  
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### **Regalia Chairman**

Open For Volunteer  
Let's see **your** name here!

### **Events Co-Chairmen**

Lin and Jane Snider  
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### **Historian**

Marty Howard  
Same as Charley's

### **Chairmen Emeriti**

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

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### **Editor's Comments**

Louise Tucker  
Newsletter Editor

The Chesapeake Chapter of the New England MG "T" Register was organized during the summer of 1971 by Register members in the Baltimore-Washington area who felt that local interest in MGs was high enough to warrant the formation of a local chapter. The Chesapeake Chapter encourages the maintenance, preservation and enjoyment of the T-series and vintage MG, and welcomes new members. An interest in classic MGs, membership in the New England MG "T" Register, Ltd., and annual dues are the only requirements.

The editor welcomes and encourages articles for the newsletter from the Chapter membership. 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 greatly appreciated. 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!!

For those of you who are not familiar with our publication, 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>

With the successful events of the year 2006 behind us, let's focus our attention on the upcoming events in 2007, especially the 30<sup>th</sup> Anniversary of the Original British Car Day. I'll be looking forward to seeing old friends and meeting new ones at these gatherings.

### **Upcoming Events Of Interest**

Below are events being planned for 2007 for our Chesapeake Chapter. Work has started on each of these events, so mark your calendars now, and watch for more information on the details.

## Winter Eat Out

Our annual winter function will be February 4, 2007 at Gabriel's Inn in Ijamsville, Maryland. A menu of British foods and special sweets are being planned. Sounds like lots of fun, so watch for a flyer with further information from Lin and Jane Snider, our events coordinators.

## Mini GOF 2007

Submitted by Len and Ruth Renkenberger

**MARK YOUR CALENDARS  
MAKE YOUR RESERVATIONS  
MINI ~GOF ~ MAY 4-6, 2007  
TILGHMAN ISLAND, MARYLAND**



Tilghman/Knapps Narrow Inn

We have booked rooms at Knapps Narrows Marina and Inn on Tilghman Island. We are planning an exciting week-end, with the usual MG fun, some extra-special Friday activities, a Saturday evening feast, and time for shopping in St. Michaels.

Accommodations in the St. Michaels and Tilghman area are very popular and expensive. We are pleased that we are able to hold our event at the new and beautiful Knapps Narrows Inn. All rooms are water view, but those on the 2<sup>nd</sup> and 3<sup>rd</sup> floors have balconies overlooking the harbor. Rates are comparable to the Holiday Inn and Hampton Inn on the Route 50 highway, and will be \$120 - \$160. You must book directly with the Inn by calling 800-322-5181, and must indicate that you are with the MG Car Club. Be sure to specify a balcony room if you so desire one. Members could come by boat and dock at the Marina if they wished to leave their MG at home! Rooms will be reserved on a first come basis as to location in the Inn and cost. There are some exciting things being planned, so make your reservation early on and watch for more information to follow.

## Original British Car Day 2007

We will be celebrating the 30<sup>th</sup> Anniversary of OBCD next year on June 3, 2007. Lots of help will be needed as this will be a very big event. Please contact the Chairman with ideas and volunteering your service so we can make this a memorable occasion.

## NEMGTR GOF 2007

As the Chairman mentioned in his comments, the NEMGTR GOF will be held September 20-23, 2007 in Cape May, New Jersey. This is a beautiful area with many old historic homes and shops, so mark your calendar and plan on attending. The Chapter wants to organize a group to attend, so let the Tokars or the Sniders know if you are interested.

## A Little Trivia

Modified for MG lovers at Christmas

Submitted by Mike Hughes

## An MG On Christmas Eve

(With Apologies to Clement Clarke Moore  
"A Visit From St. Nicholas")

'Twas the night before Christmas and outside some  
dive,  
An MG sat waiting for its driver to drive.  
But the starter was quiet; the 12 volts gone flat.  
The lights had been left on. The driver just sat.

No doubt that the pub crawl had been a bad thought.  
He'd got here already with more than he'd ought.  
With diminished capacity he'd gone into that bar,  
And left the lights burning - now he wouldn't go far.

But then he remembered old Cecil's "plan B."  
The MG will start with a crank, don't you see?  
So, with hardly a pause he fell out of the door,  
And he found the old crank in the back, on the floor.

Now, how was this done? He had never done this.  
And besides all the beer made him want to go piss.  
So he watered a wheel, then pondered his plight,  
While out of the sky came a frightening sight.

He wasn't so sure if it was not the beer.  
He beheld a huge sled pulled by tiny reindeer!  
It landed real smooth and pulled up by his car,  
And a fat guy in red laughed, "Now, off to the bar

"This package delivery is boring you know,"  
He boomed as he hitched up a rope for a tow.  
An elf sprang from somewhere - tied the rope to the  
car.

"Now hold it!" the man screamed, "You're going too  
far!"

But before he could hinder the well-meaning pair,  
The elf was inside; the car in first gear.  
"Switched on and clutch in," the elf hollered to Nick.  
"Alright!" bellowed Santa, "Let's get on with this trick!"

The sled it leapt forward; the rope it went tight.  
The reindeer were strong, so the MG was light.  
The elf let the clutch out and pulled on the choke.  
The gear box was whining and so was our bloke.

For under the car there arose such a clatter,  
 He knew without seeing just what was the matter.  
 For old Santa had broken Kimber's First Rule:  
 Never roll start an MG, not by push or by pull.

With the gearbox in pieces, the elf cried, "Hey, quit!"  
 Santa complied and the car came to sit,  
 At the end of a trail of bright pinions and gears.  
 And the man started sobbing some terrible tears.

"I think we'll be off now," said Santa, "Ho! Ho!"  
 The elf grabbed the rope and away they did go.  
 Our lad stood there stunned but soon he was thinking  
 how his sad misadventure had started with drinking.

So we've got us two morals to learn if you please,  
 The first is our gearbox - it's softer than cheese.  
 The second is better for staying alive:  
 This Christmas - or ever - please don't drink and  
 drive.

### Membership & Historian News

Charley & Marty Howard  
 Membership & Historian Chairmen



### Who's New?

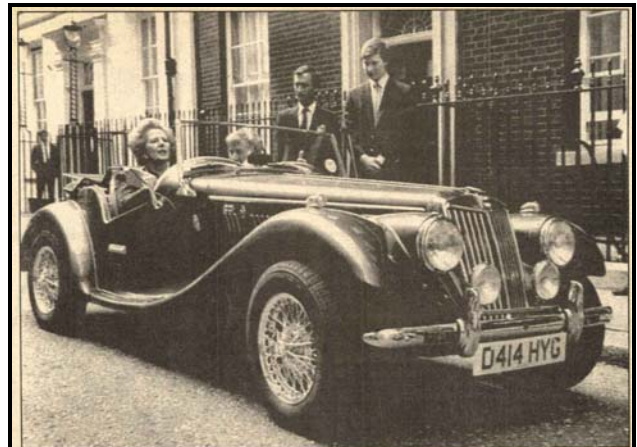
- **Joe & Lil Cornett**                      **1955 MGTF**  
 101 East Street  
 Oxford MD 21654-1256  
 410 226-5075  
[Jcornett06@comcast.net](mailto:Jcornett06@comcast.net)
  
- **Bob Perram**                                 **1968 MGB 4680**  
 Ferry Neck Road, Box 389  
 Royal Oak MD 21662  
 410 745-6496  
[cedarcot@dmv.com](mailto:cedarcot@dmv.com)

### Interesting History

The Naylor/Hutson TF 1700  
 Submitted by Charley Howard

While throwing out old documents the other day Marty came across this clipping from an early 1987 Washington Post. Sure looks like a MGTF 1500. But it is not an MG. It is a Naylor TF 1700 built in 1985 and 1986. There is a car club of these as well as models just as with the MGs. In the clipping it states that 100 Naylor's were sold

to Japan. Based on the production information presented below it would mean that all the Naylor TF 1700 s were sent to Japan. The Hutson Car Company took over the car and they produced 61 under their Marque.



**Maggie at the wheel**

British Prime Minister Margaret Thatcher takes the wheel of a Naylor TF 1700 sports car, the successor to the British Classic MG. Mrs. Thatcher tried out the driver's seat after Naylor said 100 TFs were sold to Japan.

How come I've never seen one of these at The Original British Car Day. Do we consider it a Car Kit? It does not appear to be a kit as it was sanctioned by the Austin Rover Group. I notice from this photo that they retained the hand crank as the hole is visible on the bumper.

See this description from the Naylor Car Club:

### **DO YOU YEARN FOR 1930'S-1950'S STYLE SPORTS CAR MOTORING**

**THEN THIS IS THE PAGE FOR YOU**

### *Naylor Car Club*

*Never lost in the crowd*



## THE CAR - NAYLOR AND HUTSON TF1700

The cars were inspired by the MG TF which was built at Abingdon during the 1950s. Hand built by Naylor Bros plc in Bradford and later the Hutson Car Co, they were developed as an improved form of the original with increased power and improved suspension and braking.

100 cars badged Naylor were produced in 1985/86. They were fully type approved and had full backing from the Austin Rover Group. The chassis is steel and the body, mounted on an ash frame, has steel panels. Unlike the MG TF, in order to meet legislative requirements, the doors have forward hinges and the instruments are in front of the driver. The engine is an Austin Rover "O" series 1700cc producing 77 BHP at 5180 rpm.

In 1986 Naylor Cars plc were acquired by the Hutson Car Co and a further 61 cars badged Hutson were produced.

## THE CLUB

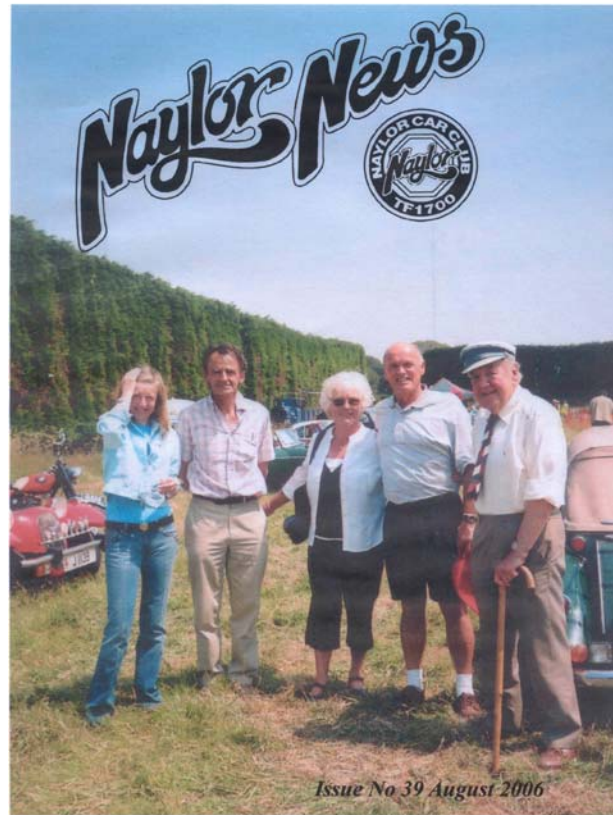
The Club was formed in 1994 at an inaugural meeting at the Heritage Centre at Gaydon. The aims are to further interest in both Naylor and Hutson TF 1700 cars, to arrange social events, meetings, discussions, tours and road runs. Members are kept informed of Club activities and matters of general and technical interest through the Club magazine Naylor News which is published three times per year and is supplemented by periodic Newsletters. The Club is affiliated to the RAC Motor Sports Association.

The Club is organized into regions, Thames, Western, Anglia, Midland and Northern and each arranges meets and events during the season.

This is a sociable Club and Members are expected to, and do, enjoy themselves. There is no element of competition, apart from a well polished motor, and as we are not obsessed with what is under the bonnet wives and girlfriends find what we do a delight. Also, joining The Naylor Car Club will do wonders for your sense of humour !

## SIGHTINGS

If you see a Naylor or Hutson in your travels please report it to the Club as it may be the one we have yet to trace.



**THIS IS THE LATEST COPY OF THE CLUB MAGAZINE**

Here are some photos:





The following images are from the Naylor Brochure from the mid-1980s.



This is a Hutson and I notice that the door has reverted to the "unsafe" MG design.



This photo is from one of their club's car shows. Go figure, there is more than any number of MGTf 1500s I've seen at our car shows.



## Naylor Racing



Naylor Racing

ALASTAIR NAYLOR TELLS THE STORY OF THE NAYLOR BROTHERS RACING T-TYPES

What is it that inspires us to participate in motor sport? After all there is a danger attached which cannot be ignored. If you come from a family with motor racing traditions, it is likely you may follow suit. If not from a racing background perhaps we are attracted to the sport, despite its dangers, for its charisma and glamour. To achieve the pinnacle in motor sport takes talent, youth, no nerves and an element of luck. However, you can have a huge amount of fun without becoming FI World Champion, in fact probably a lot more! The classic and historical side of motor sport offers so much fun and enjoyment, and besides, every race has to have a winner. It may be you.

How did I start T Racing? An element of good fortune. Having had a brief taste in a Morris Minor, followed by a Sunbeam Alpine and a Sprite in 1967, things were to change. In 1968 a well-known T Racer stored his TC with the infant Naylor Brothers whilst on sabbatical in the USA. In return I could use the car in hillclimbs and sprints only. The TC was one of the well sorted ones and I won numerous awards in local events. My appetite whetted, I was persuaded by others to bend the agreement and compete in a race at Silverstone.

Unbeknown to the TC's owner, I partook, starting at the back of the grid so that I was not too nervous about any competition behind me. This was achieved by a slow practice time but once the race started so did the adrenaline. My objective was to pass as many in front of me as possible. This I achieved right up to third place. This was September 1970. I was hooked, but the TC's owner returned from the States, collected his car, and I was left with no wheels!

Late 1971/72, despite the financial cost, I restored and prepared the racing TC that many of you know today as the 'Little Brown Car'. We first competed at Harewood hillclimb followed by Silverstone in 1972. I was so elated at racing my own TC, not only did I wave to the spectators as I passed the pits, I nodded to the crowd! Hence I became known as 'Noddy and the Little Brown Car'. Sometimes referred to slightly differently due to the TC's colour!

Alastair Naylor

Coys International Historic Festival at  
Silverstone - Abingdon Trophy Race for MG  
Sports cars - 4th August 1996

The following season saw me progress and establish myself as a regular competitor in M.G. events, with numerous successes in Hillclimbs, Sprints and Circuit Races. The racing becoming my preference for fun, enjoyment and value for money. I became a recognised front runner in T Racing but even with many successes the T Register Racing Championship eluded me. Twice Runner Up, pipped at the post by the odd point.

However, success brought invitations to compete outside the UK first being Phoenix Park in Dublin, where I am not sure whether the alcohol intake was a priority to the racing! You know the Irish and their whisky. Having established recognition in Ireland, places on the Continent like Zolder, Zanderfort and Spa Francorchamps beckoned. Spa is a circuit to treasure; its climatic change, long straights and

sweeping curves are every racers dream. Participating in the Historic Race prior to the notorious 24 Hour Touring Car Race with its tremendous crowds is an event I shall always remember. The crowds were worth a second a lap in extra adrenaline. An electric, exciting atmosphere with famous drivers present - To meet the Legendary Fangio in person, what can I say.



Spa 1979 turned out to be the last race of the 'Little Brown Car' in its format of that time. I felt that it needed remedial restoration due to its overall appearance not being Concours standard. She was stripped down and stayed that way for almost a decade. Why wasn't she rebuilt immediately – have a guess? Yes, it was the conception of the Naylor TF 1700. Because of this my racing activities took a back seat for many years, racing infrequently in T-Types loaned by friends.

The late Brian Wilkinson, previously Development Engineer of Naylor cars but then with Naylor Brothers Restoration, said to me "Will you ever find time to put the Little Brown TC back together? If not, let the staff do it, otherwise it may never be seen on the race track again." He was probably right, without his enthusiasm, and that of Brian Hawkins, the TC might still be dismantled today!

### **"T" Technical Note**

By John Wright  
Technical Advisor, Chesapeake Chapter

Season Greetings! It's that time of year as I scratch my head trying to think of something new to write about that has not been hashed about in so many publications already. A recent car magazine I was leafing through had a column with something new about the old: Garage artifacts! No, not us guys in the garage, but old interesting things, special tools, maybe a bit of

paper from a period manufacturer, an old catalogue, these types of artifacts. I had just the item in mind, the folded set of instructions that came with every clutch cover for our cars when new. We rarely ever looked at that scrap of paper, as we always knew what we were doing. But looking back, there is a lot of truly helpful information there that we never took the time to read. Here is a second chance and our thanks to the Borg & Beck of long ago.

**IMPORTANT**

*Instructions for fitting*  
**Borg & Beck**

**CLUTCH DRIVE PLATES AND  
CARBON RELEASE BEARINGS**


If the instructions in this leaflet are carefully followed no difficulty should be experienced when genuine Borg and Beck Factory Replacement Parts are used.

It must be noted, however, that completely satisfactory results cannot be expected if worn parts are re-assembled with Factory Replacements.

When the Clutch is dismantled take the opportunity of carefully inspecting the Cover Assembly, as well as the Drive Plate and Release Bearing, and if any doubts exist as to their condition of wear it is always better to replace all three assemblies. This will not only ensure absolute satisfaction, but avoid additional and heavy labour costs if it is found that subsequently the Cover Assembly has to be replaced.

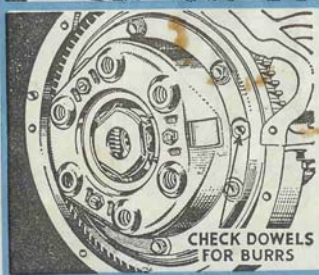
SERVICE AND SPARE PARTS DIVISION  
**AUTOMOTIVE PRODUCTS COMPANY LIMITED**  
BANBURY • OXFORDSHIRE • ENGLAND

BANBURY • OXFORDSHIRE • ENGLAND




**CHECK FOR WEAR HERE**

- Excessive wear in the pedal linkage will prevent effective release, and worn pins and bushes should be replaced. Where hydraulic clutch actuation is employed, the slave cylinder should be checked for leaks and freedom from wear and corrosion.
- Attention should be paid to the conditions of the flexible engine mounting and to ensure that excessive backlash is not present in the universal joint or the back axle. Failure to do this may result in clutch judder.
- Ensure that the two fitting holes in the cover flange are not distorted and that the dowels are free from burrs—the remaining holes in the cover are all clearance. In the case of non-dowel type covers, only closely fitting bolts should be used and the holes in the cover should not be worn—otherwise the clutch may shift off centre and destroy balance. The bolts should be tightened by diagonal selection and only one turn at a time.



**CHECK DOWELS FOR BURRS**


- Correct installation of the driven plate is ensured, in many instances, by the words "Flywheel Side" marked at the centre of the plate. Where these words do not appear the plate is, in the majority of cases, installed with the short boss of the splined hub pointing towards the flywheel. In all cases, it is advisable to refer to the installation instructions in the Vehicle Manufacturer's handbook.



**UNEVEN SPLINE WEAR**

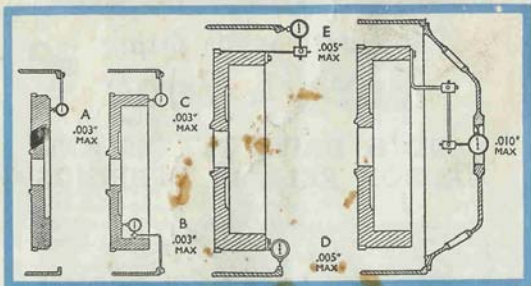
The driven plate hub should fit the splines of the gearbox shaft closely, yet must slide freely to ensure release. Uneven spline wear is the result of misalignment, and the instructions given should be carefully followed. Avoid damage to the hub splines when entering the shaft.

- Do not allow oil leaks to cause a slipping, juddering or fierce clutch. Any suggestion of oil leakage into the bell housing must be rectified before installing the new driven plate.
- Never allow the gearbox to hang on the clutch assembly during the removal or refitting of the gearbox. Avoid a bent driven plate by employing a dummy shaft to align the plate with the transmission.



**GEARBOX HANGING ON CLUTCH ASSY.**

## MISALIGNMENT



Misalignment is responsible for almost every case of rapid spline wear, broken driven plates, damaged transmission bearings and gears. If misalignment is suspected, it is advisable to remove both the gearbox and the clutch and to check the flywheel and housing by means of a clock indicator. The diagrams show the method of mounting the indicator to suit various types of flywheel and also the various checks required. If the specified run-out is exceeded, the flywheel must be reground or its spigot and bolting re-checked.

## FAULTS TO LOOK FOR

### IN THE CLUTCH DRIVE PLATE

When removing the driven plate it should be carefully checked for uneven or worn splines, cracked segments, or damage at the junction of the driven plate disc and the hub. If any of these faults are observed, the notes under "Misalignment" should be carefully followed.

### IN THE FLYWHEEL

Scoring may occur on the face of the flywheel, in which case it must be reground or replaced, as this will cause excessive wear on the clutch facings.

### IN THE RELEASE BEARING

Graphite release bearings do not require lubrication, but incorrect pedal adjustment or "pedal riding" may cause rapid wear on the carbon ring.



## News Items

As you know, the Chesapeake Chapter always donates some of the proceeds from the Original British Car Day to non-profit organizations. The organizations chosen for this year are:

Hospice House of Frederick County  
Highland County Medical Center  
Highland County Rescue Squad  
Pets on Wheels of Delmarva  
Greenwood Volunteer Fire & Rescue

The total amount of donations will be \$3000.

## 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 (see Club Officers listing).

Classified ads will be published free of charge for Club members, in each issue of The Square Rigger. 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!

## **Vintage Restorations Limited**

*Specializing in English Auto  
Restoration and Service*



1302 Rising Ridge Road, Unit 25  
Mt. Airy, Maryland 21771  
[www.vintagerestorationsltd.com](http://www.vintagerestorationsltd.com)



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

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

## **TD For Sale**

I know of a TD for sale in good condition. The price is \$10,000. It is not my car and I have no financial interest in it, just trying to help someone sell his car. I have info and pics. Also wanted: Any TC racing part such as Derrington header, Alfin drums, cycle wings, bucket seats, etc. Again, helping a friend in the VSCCA setting up a TC for vintage racing. Please call me at 610-982-0140 or email: [mogfrog1@aol.com](mailto:mogfrog1@aol.com).

Thanks,  
John Wright

**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)

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

