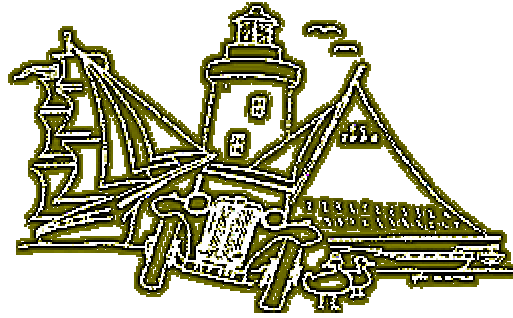


The Chesapeake Chapter of the New England MG "T" Register, Ltd.

The Square Rigger

February 2006



Chairman's Comments

A belated Happy New Year to all!

2005 was another good year for the Chesapeake Chapter. I would like to commend the members of our Board for a job well done! Some of the highlights are below:

Many thanks to Charley Howard for updating our membership list and publishing a new membership directory for 2006. You should have received one in the mail. The New Year begins with a strong membership base of 88 current members. It does not take much effort to encourage people to join, and we are continually looking for ways to enhance membership in our club. So tell your other MG friends about us!

A special thanks also goes to Louise Tucker and Marty Howard. Louise has done an outstanding job as newsletter editor, making *The Square Rigger* better each month. Marty has been assembling the old photos in a volume where she's trying to associate people, cars, time and places. It's good to look back and see how well we've all fared.

We just completed another successful Winter Eat-Out at Gabriel's with 35 members in attendance for a record turn out! We have Lin and Jane Snider to thank for arranging this event and for planning an exciting year for The Chesapeake Chapter in 2006. Check out Lin and Jane Snider's activities section for the details. We hope you will try to attend club

events and we look forward to increased member participation. If you have any ideas for new activities, please contact Lin or Jane.

Work on The Original British Car Day 2006 is fully underway. Remember, we are holding the show early this year on June 4th. Since we have less time to prepare, we need all the help we can get so please contact me to volunteer your time. Help is needed now with organization and planning. On June 3rd we can also use help with the field layout and on show day, we need help with vendor registration and setup, car parking, awards notification and **clean up**. This year it was decided to make Lotus the Featured Marque. We've been in contact with the Lotus club and other local car clubs and have received an enthusiastic response for help from the clubs.

It has become increasingly more difficult to find volunteers to organize events. It's not fair to rely on the same people year after year to plan, organize and run club functions. There is not much work involved and there are many people that will show you how it's done. Dale and Eleanor Lindsay graciously agreed to set up Mini GOF 2006 and I thank them for taking on this task. I encourage you to support your club by helping to organize and participate in club activities.

Sincerely,
John M. Tokar

Club Officers as of January 2006



The usual smiling faces with Lucy Hughes representing hubby, Mike. Absent are John VanOver and John Wright

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Editor's Comments

Louise Tucker
Newsletter Editor

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. 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 very successful Winter Eat Out behind us, let's now focus our attention on spring and the Mini GOF 2006. I'll be looking forward to seeing all of you there.

Upcoming Events Of Interest

Below are events being planned for 2006 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.

Mini GOF 2006

The Spring Mini GOF will be held May 5-7, 2006 at Havre De Grace, Maryland. Celebrate the reenactment of the 1812 Battle of Havre De Grace as the British try to capture the upper bay. Put this date on your schedule and watch for a flyer with more details. Make plans to get your cars ready for a full season of driving and showing by attending this event.

Original British Car Day

The Original British Car Day will be upon us before we realize it! June 4, 2006 is the new date for this year's event at Lilypons Water Gardens in Buckeystown, Maryland, so please reserve this date. The Frederick Bag Pipers will perform again, and there will be even more delicious concessions, so plan on entering your British car for a day of fun. As the club needs lots of help in putting on this event, we ask that you volunteer some of your time both on the day of the event and on the day before for setting up.

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 22-25, 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 to view and reserve hotels, planned events, etc., and you need to get your reservation soon as hotels are filling up. This event will replace the NEMGTR Spring GOF.

Summer Eat Out

Our now annual Summer Eat Out is being planned for July 23, so watch for further information on this event to come after plans have been finalized.

August Pool Party

August 13 is the date set aside for the Club's summer cook-out/pool party which will be at the Renkenberger's on the Eastern Shore.

Tech Session

A Tech Session is in the works for September 16 at the Vintage Restorations LTD. in Mt. Airy, Maryland.

GOF 80

NEMGTR's Fall GOF 80 is scheduled for September 13-16 at Stowe, Vermont. More info will come later.

October Foliage Rally

It would be nice to have a foliage rally sometime in October. If someone would like to plan and be in charge of this please contact Jane or Lin Snider with details.

Events Sponsored By Other Clubs

Capital Triumph Register

Autocross and picnic on March 25. Go to www.capitaldrivingclub.com for further info.

Colonial Vintage

The Colonial Vintage British Car Club is holding their 7th Annual British and European Car Show April 23. See www.cvbccva.com.

Williamsburg Car Show

Williamsburg British Car Club's annual car show will be April 23 at the Williamsburg Winery. Following is the website for registration form and guidelines <http://www.cvbccva.com/flyer.pdf>.

Britain On The Green

On April 30, the Capital Triumph Register will host its 9th annual Britain on the Green car show at the historic Collingwood Library on the George Washington Parkway near Mount Vernon, Virginia. More info can be obtained at <http://www.capitaltriumphregister.com>.

Lewes British Motorcar Show

The British Car Club of Delaware and the Lewes Chamber of Commerce are sponsoring their 11th Annual British Motorcar Show on May 6. You can go to inquiry@leweschamber.com. Or call 302-645-8073.

Richmond Triumph Car Meet

The Richmond Triumph register is holding their 14th Annual Classic British Car Meet on May 7 on the front lawn of the Virginia Aviation Museum. To learn more about this event go to www.richmondtriumphregister.com.

Brits By The Bay

Watch for the date for Triumphs Around The Chesapeake, Ltd. Club's (TRAC) Annual Brits By The Bay British Car Show which is usually in late July. Their website is <http://tracltd.org>.

Financial Statement

Martha Ludtke
Treasurer

Chesapeake Chapter Financial Statement January 1, 2005 – December 31, 2005

Beginning balance January 1, 2005	\$15,787.47
RECEIPTS	
Dues	888.00
OBCD	17,061.00
Mini GOF	900.00
Club Event (eat out & pool party)	1,060.00
Club Expense (OBCD Start Up)	400.00
Total Receipts:	20,309.00
Total Cash and Receipts:	\$36,096.47
DISTRIBUTION	
Newsletter	660.48
Web Site	751.75
OBCD	13,535.20
Club Event (eat out & pool party)	2,141.46
Mini GOF	885.27
Regalia	394.45
Club Expense (change OBCD & stamps)	413.72
Donation (Liganore Band Boosters)	500.00
Total Distribution:	19,284.33
Balance in Bank December 31, 2005	\$16,812.14

The History Department

Marty Howard
Historian

Last issue we included some “photos from the past” to see if anyone remembered the events and/or cast of characters. Hmm, we received no responses. So, thought we would give this another go. If you can identify any of the photos, please email either Marty Howard or Louise Tucker. Remember the picture with the red MGTDs and a three story motel in the background? The photo was processed in May, 1990. Here is a better clue as to the event as this house is very memorable.



Can anyone identify this and the next one?



Another shot of the same place



Here is something in an interesting setting from a time I think is not too long ago



This picture is interesting in that the weather is not so good and where are the cars? The food and beverages must have been worth it!



How about this one – when and where?



This is from 1983 and is a beauty.

Lastly we have another unmarked photo with no date imprinted on it. It is curious in that there is a Mercedes on the field. Nice dark red MGTD in the foreground – note the yellow wheels and white wall tires.

Here are two pictures from an event in 1988. I'm curious where the photographer was to be able to get these aerial views:



Do you know?

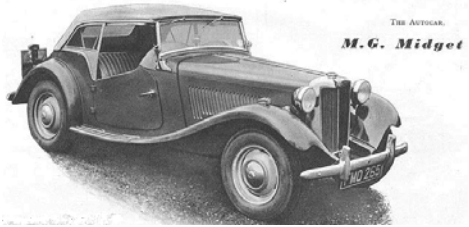


Can anyone identify?

Most of these pictures are not marked or dated. Anyone out there that can remember these events, perhaps even the people, please email Marty Howard at jayhawher@aol.com.

Membership News

Charley Howard
Membership Chairman



The 2006 Membership Directory was sent out in January along with renewal notices for those that required them. At the time of the mailing we have **88 members** with **over 120 known MGs** represented.

Twenty-two renewal notices were sent out. We have lost three of our membership due either to passing the MG on to others, or to their children located elsewhere. We will sorely miss them.

I had an idea for coming up with another level of membership, one where you only pay the club/chapter dues once – lifetime membership. The feedback I received at the February luncheon was not too positive. It seems we are all getting on in age and the idea at this stage of life seems more timorous. However, I think a number between \$100.00 and \$150.00 would be fair and still utilized by many in the chapter. Please respond with your opinions and I'll take the results to the Board.

After two years of effort it appears that the National Register (NEMGTR) will be honoring our request to be made aware of all national members within our local chapter "geography." This includes Maryland, Delaware, Washington DC, and parts of Pennsylvania, Virginia and West Virginia.

"T" Technical Note

John Wright
T-Series Technical Advisor

For this installment I thought this article by Mike Allison of triple M fame and contributor of many, many technical articles relating to prewar MGs may be of interest here. It is a portion of an article entitled " Mike Allison advises how to tackle a front axel overhaul on your pre-1956 MG." This section deals with the proper tightening of the k/o spinner.

Seems simple enough, but many of us are guilty of just the methods Mike advises against. So

have a read and file it away for use later. The only thing I would add is that inspecting the splined hub and the splines within the wheel hub for wear is always a good thing to do as part of your seasonal check list. Worn, loose splines will cause a wire wheel to become very loose and potentially quite dangerous. With Mike's permission, the article follows.

"The last item on the list is the fitting of wheel nuts. If you have a 14/40 or an M-type just do the nuts up to 40/50 lb.ft. torque, but with the Rudge pattern wheel, with its "knock-off" spinner, hardly anyone seems to know the correct procedure for wheel fitting. It grieves me to see people banging seven shades of something brown out of the wheel nut with a copper hammer in the mistaken notion that you can give the job too little effort.

Firstly, thoroughly clean both the male (stub-axle) and female (wheel) hubs, and then coat each with a thin layer of fresh grease, paying particular care to grease the cone areas on which the wheel sits and slide the wheel into place: it should slide right home with no great effort. Now clean the nut and grease the thread and cone areas, and make sure that there is grease on the male cone of the wheel. Now fit the nut by hand, spinning it until it is hand tight on its seating. Let the jack off, and allow the full weight of the car to fall onto the wheel and then with the hide end of the mallet give the nut two firm blows, and the job is done.

Since I was shown this method by Reg Jackson, who was in turn instructed by Nuvolari himself, I feel this really is the correct way to make sure the wheels stay where they should and my feelings are backed by personal experience.

The routine of removing the wheels and regreasing the hubs should be carried out at each service for all wheels or once every month, and it becomes more important if you have done a lot of wet weather driving. You need not worry about the wheel falling off. If you've done the job properly it cannot because the nut self tightens onto its seating. Hammering the wheel too tight onto the hub does two things, firstly it spreads the female cone of the nut damaging this and preventing the cone from seating on the wheel, and secondly it allows the wheel to float on the splines of the hub wearing these out and preventing the wheel from driving without a knock."

Tools of the Trade

Submitted by Mike Hughes

Written by Peter Egan, Road & Track magazine

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly-stained heirloom piece you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses from fingers in about the time it takes you to say, "Ouch...."

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to further round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering an automobile upward off of a trapped hydraulic jack handle.

PHONE: Tool for calling around to find another hydraulic floor jack.

TWEEZERS: A tool for removing wood splinters and wire wheel wires.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup on crankshaft pulleys.

TWO-TON ENGINE HOIST: A tool for testing the tensile strength on everything you forgot to disconnect.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over tightened 50 years ago by someone at Abingdon, and neatly rounds off their heads.

HOSE CUTTER: A tool used to cut hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMMIT TOOL: Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also the next tool that you will need.

EXPLETIVE: A balm, also referred to as mechanic's lube, usually applied verbally in hindsight, which somehow eases those pains and indignities following our every deficiency in foresight.

News Items

Winter Eat Out

Our Annual Winter Eat was held on Sunday, February 5 at the historic Gabriel Inn in Ijamsville, Maryland. As always, a good time was had by all, and the "British Fare" was quite delicious and interesting. There were about 35 in attendance with a number of new members and even some members who haven't been active for awhile. Following are some photos of our good time.



The Usual Crowd



Sharing Info



Some New, Some Old Members



Pre-meal Camaraderie



A Little Head At The End Of The Table



Our Leaders



Good Conversation



Some New Faces



Lin To The Rescue



Ah, Our Youngest Member!

Virginia State Bill HB-288

Terry Bond, The National Secretary/Treasurer of the Antique Automobile Club of America (AACA) has brought to our attention the proposal of the Virginia State Bill HB-288 which addresses antique cars. This Bill as written would reduce the pleasure use privileges of antique cars from a 250 mile radius to one of only 50 miles. In addition, the Bill clarifies the prohibited use of antique tags for any work related purposes. Mr. Bond feels it is very important for Virginia residents to contact their state delegates and ask them to vote "no" on this Bill HB-288. You may contact Terry Bond, Chesapeake, Virginia, at 757-482-5222 (home) or 757-228-7444 (office) or terry007@infionline.net. To find out info about Virginia State Delegates go to <http://legis.state.va.us/>.

Interesting Letter

The following is a letter submitted to the editor from member Paul Chandeysson.

January 17, 2006

Louise Tucker
Editor, The Square Rigger

Dear Louise:

I am submitting an original poem about an MGTC for possible use in *The Square Rigger*.

On the 18th of October last year, I took our MGTC for a ride to celebrate her 59th birthday. She was built on the 18th of October, 1946; and is coming up on the "Big 60" this year.

Our MGTC spent much of her life in New Delhi, India, where she was part of the United States Diplomatic Corps. She is named LUOAS, which is the name of a company in India which manufactured the electrical parts which were used to maintain her over the years. LUOAS parts are sold in little red boxes like LUCAS electrical parts. The fact that one needs only to close the C to an O in order to change LUCAS to LUOAS is apparently purely intentional. LUOAS is a "knock-off" of LUCAS. Our car has one LUCAS headlamp lens and one LUOAS lens, which is of much poorer quality; it gives the car a strange wall-eyed look.

For her birthday, I treated LUOAS to a fresh tank of gas, checked the fluid levels and tire pressure, and headed to the library to return some books. When I returned to the parking lot, a group of high-school students were gathered around admiring LUOAS. They were amazed to see a right-hand drive car. I explained about

how cars are right-hand drive in countries where the traffic keeps left, like Britain and India. I told them about the history of MG and this particular MGTC. I explained that the 77 on the blue license plates indicated that they were Indian diplomatic plates for the United States, the "CD" stood for "Corps Diplomatique" and 171 was the car number when the car had been in the United States diplomatic mission in New Delhi.

One of the girls had written a poem about the car, and learning that it was the birthday of the car, dedicated to poem to LUOAS as a birthday present. I have included a typed version of the poem.

Dear Mr. 77CD171,

We were driving along and saw your car and we think it's the neatest car we've ever seen, so we wrote you a poem:

One day we were driving down the street
Soon, we saw an impressive feat!
A man driving a car with a right-hand wheel.
It looked like a toy car, but it was real!
With cute little wipers and the top rolled down
We're really impressed it's still around.
It's little and cute and it's even green!
We think it's the greatest car we've ever seen!

Happy Birthday LUOAS

Jessica

Evidently the high school students of today are just as taken with an MGTC as we were back then.

Sincerely,
Paul Chandeysson

Special Note

We're glad to see Carl Van Bibber "back on his feet" after a fall from a ladder which ended with a badly broken ankle.

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!

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

The following person has contacted us looking for an MG TC that is a solid, complete car. He is a long-time British car enthusiast, having owned a 1961 Mini and 1966 Mini Moke for 20+ years. If you can help, please contact him.

Jeremy Bannister
556 Spring Oak Drive
West Chester, PA 19382
610-429-8943

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

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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

