

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

*The Square Rigger*

*September 2006*



### **Chairman's Comments**

As we enter the Fall driving season, the need to keep our cars in perfect tune becomes more important. Although this is a short notice announcement, we are planning a Tech Session at Vintage Restorations Limited on September 23rd beginning at 9:30 am. We will be covering MG "T" series basic maintenance procedures. The session will be geared to members who would like to learn how to perform basic service operations on their car at home. Preventative maintenance goes a long way to head off major mechanical problems. We hope that you will plan to attend. Refreshments will be served and you can get directions by visiting: [www.vintagerestorationsltd.com](http://www.vintagerestorationsltd.com)

Our Chapter Regalia Chairman position is still available and we encourage anyone that might be interested to please contact Lin or Jane Snider. This person would handle chapter regalia sales and the design of new regalia items. We would greatly appreciate it if someone would please step forward and volunteer for this position.

Participation at MG 2006 was outstanding and our members took a number of awards. I would like to extend my congratulations to Paul and Louise Tucker, 1<sup>st</sup> place in the MGTC class and Charley & Marty Howard 2<sup>nd</sup> place, and Carl & Peggy Van Bibber 3<sup>rd</sup> place, in the MGTD class. A special thanks goes to club member Richard Liddick who served as one of the major organizers of MG International 2006. Please see Louise's article highlighting the details of this event. Many thanks for the great showing by Chesapeake Chapter members!

Please see Lin and Jane's activities section for our upcoming Covered Bridge Tour.

Thanks very much for supporting our club and I look forward to seeing you at our next event.

Have a safe and happy holiday season!

Sincerely,  
John M. Tokar

### **Club Officers as of July 2006**



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

**Chairman**  
John Tokar  
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Charley Howard  
PO Box 323  
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**Regalia Chairman**

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

**Events Co-Chairmen**

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Marty Howard  
Same as Charley's

**Chairmen Emeriti**

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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 very successful Original British Car Day behind us, let's now focus our attention on the fall and winter events. I'll be looking forward to seeing all of you at these events.

**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.

**Tech Session**

A Tech Session is scheduled for September 23, 9:30 am at the Vintage Restorations LTD. in Mt. Airy, Maryland. See Chairman's Comments for more information. You may call the shop, 301-831-5300 for directions.

**October Foliage Rally**

A Fall Foliage Covered Bridge Tour and Picnic is being planned for October 14, 2006. Please contact the hosts, Lin and Jane Snider, at 301-

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**Editor's Comments**

845-2567 by October 11 and they will provide further details. Sounds like a great time for "leaf peeping", so be sure to give them a call.

Winter Eat Out 2007

Watch for flyers to come regarding the annual Winter Eat Out.

Mini GOF 2007

Submitted by Len and Ruth Renkenberger

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

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 and rates are comparable to the Holiday Inn and Hampton Inn on the Route 50 highway. Room rates will be \$120 - \$160. You must book directly with the Inn by calling 800-322-5181, and you can book beginning right now. Be sure to mention that you are with the MG Car Club, and ask questions to be sure you get the room that you would like best – all are water view, but the ones on the second and third floors have a balcony overlooking the harbor. 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.

**Events Sponsored By Other Clubs**

MGs On The Rocks

Open to all British Marques, the MGs of Baltimore, Ltd.'s 27<sup>th</sup> Annual MGs On The Rocks is September 30, 9:00 am at Rocks State Park in Baltimore County. For further info, check their website at <http://www.mgsofbaltimore.com/>.

Hunt Country Classic

MG Car Club Washington D.C. Centre presents their 11<sup>th</sup> Annual Hunt Country Classic, October 8 at the Willoughby Farm, Middleburg, Virginia estate of Bill and Barbara Scott. For more info go to [HuntCountryClassic@mgcarclubdc.com](mailto:HuntCountryClassic@mgcarclubdc.com).

**Financial Statement**

Chesapeake Chapter Financial Statement  
January 1, 2006 – July 3, 2006

Beginning balance January 1, 2006	\$16,812.14
<b>RECEIPTS</b>	
Dues	222.00
OBCD	14,125.00
Mini GOF	815.00
Club Event (eat out)	875.00
Club Expense (OBCD Start Up Change)	540.00
Total Receipts:	16,577.00
Total Cash and Receipts:	\$33,389.14
<b>DISTRIBUTION</b>	
Newsletter	328.46
Web Site	1,000.00
OBCD	5,720.34
Club Event (eat out)	1,543.50
Mini GOF	2,301.39
Club Expense (change OBCD)	540.00
Donation (Liganore Band)	500.00
Total Distribution:	11,959.19
Balance in Bank July 3, 2006	\$21,429.95

**Original British Car Day 2006 Statement**

<b>INCOME</b>	
Advertising (ads & stuffers)	\$3,550.00
Registration	
Cars Pre-registered	3,245.00
Drive-in registration	3,395.00
Vendors	270.00
Spectators	2,479.00
Regalia	1,186.00
Total Receipts:	14,125.00
<b>EXPENSES</b>	
Postage	761.45
OBCD Meetings	133.12
Flyers	509.25
Signs	213.68
Dash Plaques	737.95
Regalia	521.28
Booklets	1,680.00
Rental (wheel, toilets)	841.71
PA System	31.50
Ad in Hemmings	20.90
Misc. supplies	269.50
Total Expenses:	\$ 5,720.34
PROFIT:	\$ 8,404.66

## Membership & Historian News


Charley Howard  
Membership Chairman



### Who's New?

- **Randall Ashcraft**      **1955 MGTF**  
20561 Woodcock Court  
Leesburg VA 20175  
703 737-3771
- **Bernard C. Cotton, Jr.** **1954 MGTF**  
5606 Dawes Avenue  
Alexandria VA 22311-1102  
703 578-4793

### Change of Address:

 **Bron & Linda Prokuski**  
109 Chowan Circle  
Hertford NC 27944  
252 426-1331

At the recent MG2006 Marty and I ran into several of our club members. It is noteworthy that on Friday, June 23, at the car show with 1,093 cars on the field we had a fortuitous situation where there was my TD in a row, Carl and Peggy Van Bibber's TD right behind us in the next row followed by Paul and Louise Tucker's TC I the next row, all very tightly packed together.

The Tucker's took 1<sup>st</sup> Place for TCs and The Howard's TD took 2<sup>nd</sup> while the Van Bibber's TD took 3<sup>rd</sup>. I saw Mike and Mary Lutz's TF on the field as well.

So, in all, our little club did well at this national event.

At the Picnic at the Renkenberger's Marty brought the Photo Albums and Scrapbooks for all to peruse. Some of those old newsletters look to be mimeographs. But they did have "fun" back then.

## "T" Technical Note

By John Wright  
Technical Advisor, Chesapeake Chapter

With this installment I would like to talk a little about overflowing SU carburetors. Have you an MG that requires a knock on the float camber with a screwdriver handle from time to time to stop the flooding? This is a common occurrence and several potential areas that can cause this. Certainly worn needle and seats and a leaking float are 2 causes. Another is the mal-adjustment of the float level and the lever fork.

Float level is critical to the smooth and accurate running of any carbureted engine. So critical in an SU that it should be the very first thing you set or make sure of when trouble shooting an SU problem. An easy way to check this is to remove the dashpot and piston and have a look at the fuel level in the .090" jet hole at the bridge. The fuel pump should have been running briefly to ensure that the chamber is full and the fuel level can then be seen in the jet hole. The bridge is the rectangular surface where the jet can be seen in the carb body. You should see fuel about 1/8" or so below the top of the jet tube when looking at it with the parts removed. Making sure the float is sound and setting the float lever correctly will insure that the level is where it should be. Since the SU carburetor draws fuel from the jet, across the bridge, past the metering needle, via intake vacuum the fuel must be high enough so that it can do that. But, too high and it will be in a constant flooding situation which will make it impossible to set the mixture correctly.

The SU float lever is the forked piece that operates the needle and seat valve to control fuel in the chamber. There are a couple of issues with this part. It can wear where it contacts the brass float and it can wear the float. It can wear at the pin and the holes where the pin passes through can wear, although a fair amount of wear at this pivot point is tolerable. But I think the main issue with the float lever is the fact that it can swing open enough, with a low fuel chamber that a binding situation can occur between the float lever and the bottom of the needle valve when fuel is allowed to fill the chamber. The float lever for the T-series was the first type for the H2 carburetor. In the picture #1 you can see the comparison and the early type lacks the slots, which forms the tang for the lower limit adjustment of the float lever.



Photo # 1



Photo # 2

The later float lever with slots can be obtained from Joe Curto or slots can be carefully cut into the old style lever with something like a dremel tool. Correct adjustment of the tang will keep the needle from falling too far and binding. Using a needle nose pliers, slightly bend the tang so that when you lift the forked float lever from the lowest position, you do not feel a bind. This usually amounts to only about 5-10° of adjustment to the lever. The tang should contact the center post (picture #2) between the hinge pin lugs in the lid when the fork is at its lowest position. Also make sure that any correction to the float lever for level adjustment is done at the area where the prongs of the lever just start and not the flat section of the lever. The prongs of the lever should just rest on the adjustment bar as outlined in the service manual. Later Vitron tipped needle and seat assemblies are preferred to the old stainless needles or aftermarket trick parts.

Further to float chambers for our cars: There are 2 or 3 different chambers, lids, and several more needle and seats options. It is imperative that you have the correct parts for your engine and carb set-up. Incorrect lids can cause excessive

flooding or fuel starvation. The same with needle and seats. Pre-1955 lids will often have tickler pins and sliding loose hinge pins for the float lever rather than the later press fit pins, which are suitable replacements.

## News Items

### MG International 2006

MG International 2006 was billed as "A Driving Experience in the Smokies", and that it truly was! With 1,098 MGs registered and at least twice as many people, Gatlinburg, Tennessee was packed to the gills. All five North American MG Registers (MMM, which stands for Midget, Magna and Magnette, A, B, C, and T) were sponsors with the East Tennessee MG Drivers Club as the local host.

The area around Gatlinburg is some of the most beautiful scenery in the United States. With an entrance to the Great Smoky Mountain National Park only minutes away, and trolley service to the neighboring towns of Sevierville and Pigeon Forge with museums, shopping, and of course Dollywood, Gatlinburg surely is a gateway to a wonderful experience. Then there is the "Little River Road", the "Tail of the Dragon", and the Blue Ridge Parkway all to be explored.

There were many tech sessions and vendors available, and each register held their own social activities where one could meet new friends and reminisce with old ones. Also, bus tours were offered to the Tennessee Museum of Aviation in Sevierville and the Biltmore Estate in Asheville, North Carolina.

Each Register was divided into a number of classes for competition with the "B" having the most at 15. Each class of each Register received a 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place award. As John has previously mentioned in his Chairman's Comments, three of our members won awards with their T's. Randy and Sheila Kegg also won 3<sup>rd</sup> place in the A category. Other Chapter members attending were Glen and Barbara Abbott, Mike and Jennifer Ash, Ron and Mary Ann Chiste, Richard Liddick, Bob and Diane Little, Pete and Sally Loercher, Mike and Mary Lutz, Ken and Sharon Olszewski, Bob Schoeplein, and last but certainly not least John and Linda Wright. Also, some members of our neighboring clubs such as Lanco, Pa and MGs of Baltimore won awards.

All who drove the "Tail of the Dragon" had quite a thrill. The "Tail" is an 11 mile long road with 318 switchbacks running through the mountains of Tennessee and ending in North Carolina.

The latest issue of The Sacred Octagon features a number of "T's" riding the "Tail". Charlie and Marty Howard are shown in the centerfold in their TD, with the Lutzs and the Tuckers also in the photos.

All who attended this event had a wonderful time and can't wait until the next MG International in five years!

These photos highlight some of our members having a wonderful time!



John & Linda Wright at Awards Banquet



Lining up to tackle the "Tail"



Pete & Mike (where are the ladies?)



The Lutzs on the Tail"



Randy & Roger



VanBibbers Enjoying the Banquet



VanBibbers With Their Award



Tuckers Receiving Award

Mexican Fiesta/Pool Party

A good time was had by all at the Mexican Fiesta at the Renkenberger's home in August. Many thanks go to Len and Ruth for hosting this nice event. Following are photos showing the fun everyone had.



Conversing



Charlie Presenting Award to Charley



Nice Day



Good Eats



Let me tell you all about it!



The Gathering



Is That A TD Behind the Boat?



The story held them spellbound!

### 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!

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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

*Specializing in English Auto  
Restoration and Service*



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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

