

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

The Square Rigger

June 2007



Chairman's Comments

"It was just like being in England!" That was the response from most of the participants of The Original British Car Day 2007. Despite the rainy weather, we still had over 150 cars on the show field. Everyone totally enjoyed the event and did not complain once about the rain. These "Die Hards" were glad to be a part of the show and were very appreciative that it was held. The vendors (about 15) were pleased and plan to return again next year. Tee shirt and regalia sales were brisk with all of the extra large shirts sold out! We had an MGTD vintage racer race his car on Saturday at Lime Rock and then drive to our show on Sunday. We also had an MG from Kentucky drive up for the show on Sunday morning. The awards were presented early and everyone stayed around until the end. This proves that a successful event does not depend on the weather, but rather on the hard work and dedication put forth by our members, other car cubs, family and friends. It has been demonstrated year after year that people will do whatever is necessary to put on the best car show possible. Please look for pictures in this issue of The Square-Rigger. My sincere thanks goes out to all those who made OBCD 2007 a success!

Over the last four years of holding OBCD at Lilypons, we've had overwhelming support and help from many sources, including our Chapter, the local British car clubs and many other groups, including family, friends and my employees and customers. People have come

to accept the new location and many of the original "Bowie" participants are returning. The facts are that OBCD is still alive and well and can only get better with time. We expect to continue to run the event that has been, and will continue to be, a very important and successful part of The Chesapeake Chapter's existence and heritage. Next year will be our 31st annual. Don't be a stranger, contact me and let me hear your ideas on how you can help make OBCD 2008 another great car show! Mark your calendars for June 1, 2008.

This year's Mini GOF at Tilghman Island, Maryland was also a great success. A very special thanks to Len and Ruth Renkenberger for taking the time to organize and run the event that was well attended by 37 people with nine cars on display. Look for Louise's article for more details and pictures. Watch The Square-Rigger for details on next year's Mini GOF.

We welcome new members, Gregory Howell and Stephen Deem, to our club. We encourage all our members to participate in club events. This is your club so tell us what you would like our club to do. If anyone would like to help plan or host a club activity, please contact Lin or Jane Snider. Look in the event section of this newsletter for information on upcoming Chapter events.

Sincerely,
John M. Tokar
Chairman

Club Officers



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

Chairman

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

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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, 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>

Upcoming Events Of Interest

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

Summer Eat Out

A summer eat out is being planned for August in Annapolis, Maryland. Watch for a flyer to be mailed with all pertinent information.

Tech Session

As usual, the Chapter's Tech Session will be held in September. More information will follow with date and place.

Fall Tour

In October there will be a covered bridge tour and fall colors viewing planned. Date, time and place will be forthcoming.

GOF MK 81

The Ontario Chapter of the New England MG T Register is conducting "Gathering of the Faithful MK 81 in Kingston, Ontario, Canada, July 4-7, 2007. Check the next issue of The Sacred Octagon for costs and registration package. Also, you may contact Gord Whatley, 519-853-5099, or gwhatley@mac.com.

NEMGTR GOF 2007

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.

Events Sponsored By Other Clubs

British Invade Gettysburg

The British Car & Motorcycle Show sponsored by the Lanco MG Club will be held July 8, 2007 at the Gettysburg Outlet Village. This show is a benefit for Toys for Tots. Contact Ralph Eriksen, 717-979-9242 or check their website at www.lancomgclub.com. for more information.

Southeastern MG Fall GOF XIV

The Southeastern MG T Register is holding their 14th Biannual Fall GOF at Hiawassee, Georgia September 7-9, 2007. This location is in the north Georgia mountains just four miles from the North Carolina border. You can call Lyman

Delk, 770-938-8021, or email lilydelk@aol.com, for more information.

Brits By The Bay

Triumphs Around The Chesapeake (TRAC), has moved this year's show to September 8. It will still be at Down's Park in Anne Arundel County. More information will come later, however, you may contact co-chairs Larry Allen at allentr7@yahoo.com or Ben Heller at benheller3@comcast.net.

MGs On The Rocks

28th Annual MGs On The Rocks is September 29, 2007 at Rocks State Park, Harford County, Maryland. For further info, visit their website at www.mgsofbaltimore.com.

British Car Fall Festival

Shenandoah Valley British Car Club's 25th Annual British Car Festival will be held in conjunction with the Waynesboro, Virginia Fall Foliage Festival. For more information visit www.svbcc.net.

Hunt Country Classic

MG Car Club Washington D.C. Centre presents their 12th Annual Hunt Country Classic October 14, 2007 at the Willoughby Farm, Middleburg, Virginia estate of Bill and Barbara Scott. Go to HuntCountryClassic@mgcarclubdc.com. for more information.

News Items Original British Car Day

In this issue we showcase the 2007 Original British Car Day.

Following are a few pictures of the event. You can view the winners list and color pictures of the many beautiful cars at:

<http://www.chesapeakechaptermgclub.com>.



Setting Up For Registration



Planning The Parking



Now, That's How To Keep Dry!



Where Are The Participants?



The Winning Marque – 1947 TC



Anticipating The Rain



Checking Out The GT's



One Way To Keep The "A" Dry!



Longing For It!



Nice TD



Marty's Regalia Tent Sign



Raindrops On The GT's



Are We In The USA Or GB?



Beautiful Flowers At Lily Ponds



The Busy Regalia Tent



The Frederick Scottish Pipes and Drums



Now, This Must Be A Winner

Mini GOF 2007

Many thanks to Ruth and Len Renkenberger for a great job hosting this year's Mini GOF at Knapps Narrows Marina and Inn on Tilghman Island, Maryland. There were 9 registered cars and 37 people in attendance. Also, thanks to Jane and Lin Snider for their invaluable help to the Renkenbergs.

This part of Talbot County offers many interesting attractions for exploring. Tilghman Island, which is connected to the mainland by a famous drawbridge, is a working waterman's village and home to the Rebecca T. Ruark, oldest skipjack on the Chesapeake Bay. The town of St. Michaels with its many well-known shops and restaurants and the Chesapeake Bay Maritime Museum is nearby. And just a few miles farther is Oxford, which is declared one of two ports of entry for the province in 1683, and remains much as it was then. The oldest privately owned ferry in the United States crosses the Tred Avon River here. Then there is historic Easton with its many beautiful preserved neighborhoods and fine shops.

We started the week-end on Friday afternoon with a unique private tour of the Calhoun Marine Engineers School (MEBA). This school is on the cutting edge of maritime education, and one of the exciting parts of the tour was the hands-on bridge trainer, simulator classroom. The simulator allowed us to steer the ship in various ports and maneuver around other ships.

Some car enthusiasts were up very early Saturday morning detailing their MG's for the 10:30 am show. After the show of beautiful cars, there was touring and shopping of nearby areas and a caravan to the Little Ashby Winery on the Miles River. The evening Awards Dinner at the Bridge Restaurant offered eight very delicious entrees and much entertainment as

many awards for the outstanding cars were presented. After dinner, it was on to the hospitality room where there was lots of good socializing.

Everyone was invited to Brunch at the Renkenberger's home in Ingleton on Miles on Sunday with Masons, the premier restaurant/caterer in Easton, providing the champagne brunch.

All who attended this Mini GOF went home with very pleasant memories of an exciting week-end as the following photos will testify to.



The Group at MEBA



Lucy and Mike Hughes at MEBA



Checking Out The Hospitality Room



Testing the Simulator



Getting To Know Everyone



Dinner On Friday Night



Lucy Poses With The Renk's Bentley



Where Shall We Have Breakfast?



Diane Checks Out Luxury



Waiting For Balloting



Lots Of Fun At The Winery



Enjoying The Awards Dinner



Now What Shall We Choose To Eat



More Awards Dinner



Distributing Awards



Still More Awards Dinner



An Excited Winner!



Brunch At Renkenberger's



A Toast to The Hosts



More Brunch



Relaxing At Brunch

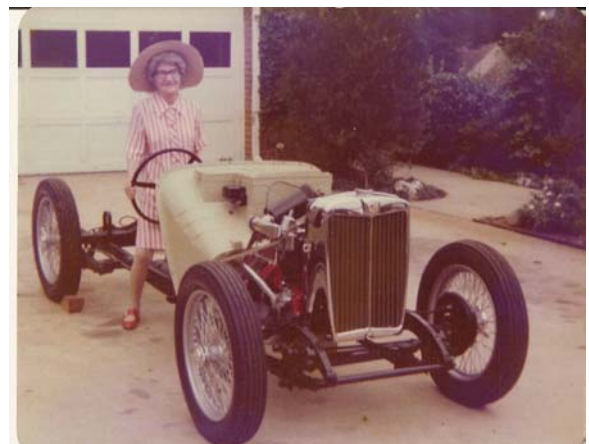
The History Department

Marty Howard
Historian

The following article is submitted by Louise Tucker.

A suggestion has been made by our vice-chairman, Mike Hughes, on doing a series of articles about how various members came to be "owned by their 'T'". I'm going to start the series with Paul's and my (actually it's Paul's car – I just go along for the fun!) 1947 MG TC. I am going to write the article as if the car itself is narrating the story.

I am a "fire engine" red 1947 MG TC, with chassis number 3923, "born" October 29, 1947. The person I presently own does not know my history before 1975, as prior to then I lived with Chris Lopshire in Flemington, New Jersey, and when purchased by Paul Tucker, I was a rolling chassis with engine, cowl and radiator installed. All my other parts traveled with me in boxes to Upper Marlboro, Maryland which became my new home. The following photo is "Granny" with me soon after I arrived.



Granny says "This Is Just My Size"

Ron Naida, a member of the Chesapeake Chapter, built my body tub and Paul put it and the carburetors on my chassis. Paul had previously been owned by a 1954 Austin Healey 100, 2 MG TC's, and 1 TD, but had never restored or put one together, so he was a little lost as what to do with me.

After years of good intentions, but very little work on me, in 1988 he sold me to Bob Vining, who took me to St. Mary's County in southern Maryland. This photo shows me leaving my Upper Marlboro home to parts unknown to me!



Leaving Upper Marlboro

There I was fully restored and painted the most beautiful shiny red color. Bob sent photos of the "new me" back to Paul and of course, he just drooled and longed to have me back. He asked Bob to let him know when he was ready to sell me, but somehow, the call was never made, and I was sold to Bob and Jean Skillman in Ellicott City, Maryland.

Bob and Jean took very good care of me, and I traveled all around the Maryland, D.C. and Virginia area entering many shows and winning lots of trophies. When Bob was ready to sell me, he contacted Paul, but finances did not allow this to happen, so Bob sold me to Stan Huckabee in Alexandria, Virginia. Stan was involved in a political campaign, so I was a magnificent show piece for parades, etc. Stan kept me about 6 months, and lo and behold, Paul did purchase me in 1999, and I went back to live in the garage in Upper Marlboro where I had started approximately 11 years earlier. A motorcycle shares the garage with me now, but that's OK because it keeps me company, and there's no doubt that I'm much more beautiful than it is!



"Little Red" Back Home In Upper Marlboro

The TLC I receive has made me a consistent winner of trophies, and my coat is still as beautiful as it was. Paul has never bathed me (just dusted and wiped me off), and I have only been caught in the rain a few times. In addition to my many other trophies, winning the Marque Award at the Original British Car Day this year was a great honor, and taking my people for excursions around the lovely country side, which sometimes reminds me of "Merry Olde England", makes me feel very proud.

There is another couple in the Chesapeake Chapter who thinks I am beautiful, and would liked to have purchased me, but that is just not to be right now, but Steve and Nancy, who knows what the future may hold!

This is how our "little red TC" came to own us. I'm sure many of you have very interesting stories on how you came to be owned by your cars, so please send them to me so they can be shared by all. If you feel uncomfortable writing the article, just send me the facts by email or snail mail, and I'll try putting it together.

Membership News
Charley Howard
Membership Chairman



Who's New?

- **Gregory Howell** **still looking**
10271 Old Cordova Road
Easton MD 21601-6237
410 763-9045
GFH410@msn.com
- **Stephen Deem** **1953 MGTD**
1113 North Point Road STE G
Dundalk MD 21222-1458
410 458-8881
aquaticconnection@starpower.net

Change of Address:

- 👤 **Mike & Jennifer Ash**
PO Box 1357
Eastville VA 23347-1357
751 678-0963
mikeash@dmv.com

"T" Technical Note

By John Wright
Technical Advisor, Chesapeake Chapter

Several months ago I got an email from someone who was soon to be our newest member. He was looking for a TD to purchase and I told him about one I knew of but had never seen. The car was located in northeastern MD and a bit of a drive from northern VA. But Milton made the trip and was pleased with what he found. We talked while he was there and the car did have a few running problems but the basic car seemed OK, for the price. Milton purchased the car and trailered it home.

For the past few months Milton and I have been working through the problems with the car and have corrected many things. The previous owner had the carbs rebuilt and a valve job done and numerous sessions with his mechanic to get it running right. Apparently this never was

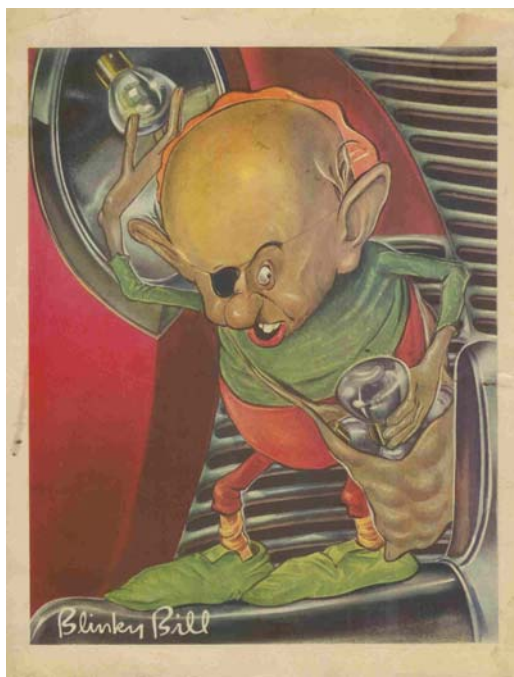
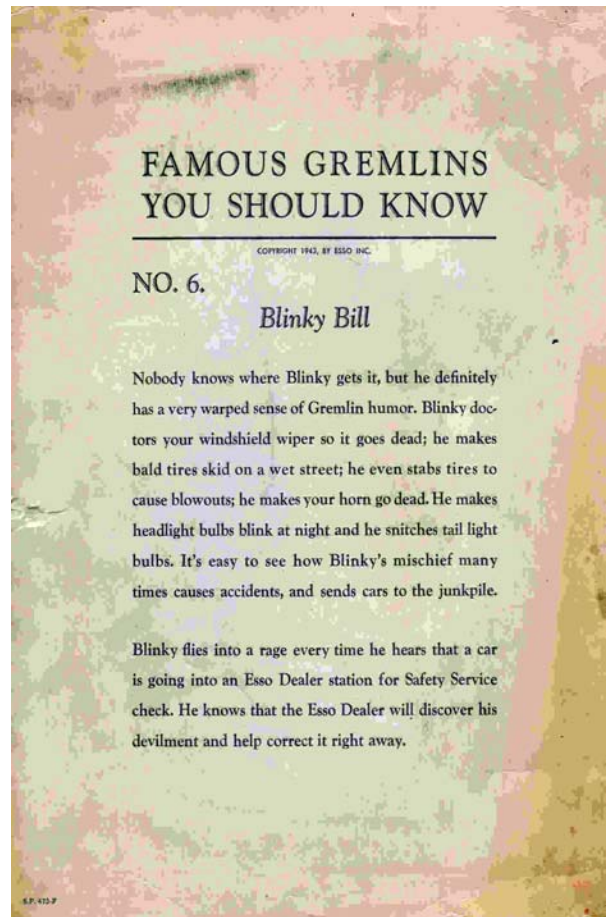
completely successful and I think the reason for the sale of the car. Milton has fixed a lot of things on this car so far. He has never had an antique car before or done any car mechanical work to any extent. I seemed to have been able to convince him that MGs are hardy cars and respond to the correct type of attention. He purchased a shop manual and a set of SU tools and a Unisyn. We spent a lot of time talking about SU's and how they work and checked and looked for the problems with this pair. Stuck jets and chokes. Mixture out of wack. The biggie was one of the overflow tubes was slightly clogged. Thanks for reminding me, Bill Ludtke. He's retorqued the head, adjusted the valves and set the timing. Air pressure, shock links, shock fluid and toe in. Spark plugs were correct but set to .012". Binding choke cable too. Checked out the SU fuel pump and changed the oil a few times due to fuel contamination, our current problem. Milton loves the car. It rewards him with successes. It's an MG and they are just that way. Did I tell you I have never actually met Milton, but we've spent several hours on the phone. If you need your SU's tweaked, you might converse with Milton Babirak. He's gotten quite good at it!

By now I hope everyone is aware of the reduction of the anti-wear oil additive ZDDP to our normally available motor oils. This was reduced to make emissions friendlier to the catalytic converter on modern cars. It does not help our engines with flat tappets though, and without it premature cam lobe and lifter wear may occur. I won't go into a lot here but I do recommend that if you are not versed on this you should find out by searching the Internet and current car mags. A lot is being written and basically what you want to use is one of the few remaining oils with higher levels of ZDDP such as racing oils. I checked Castrol's website and they seem to be working on remedy for us. I remember having a discussion with Geoffrey Griffiths many years ago. Geoffrey has been one of our BCD vendors for many years and we were talking about how you hardly ever heard of engine failures and worn out engines like you used to. Granted, we don't drive the cars nearly as much or as hard, but we realized that it was the advances in motor oils that are most likely, at least partly responsible. With the loss of this valuable (to us) additive we may be taking a big step back for our engines, but hopefully for the short term.

When talking about radiators, have you heard the term "rodding out" I have heard this term before and have even requested that it be done on a clogged radiator from time to time. But I never actually saw it done. A friend up here is a

retired radiator repair shop owner and still does some side work. I was over at his shop one day and he has a Model A Ford radiator with the top tank unsoldered and removed and the bottom pipe hooked up to a garden hose. It's laying on a pallet with a brick propping up the opened end. He is sliding a flat rod in and out of the exposed tube ends and I watch as clumps of rusty matter tumble out with the water flow. Next hole the rod gets stuck and when he pulls it out it's covered in grease. "Water pump over greased" he says. I never really thought about why the shop manuals always tells you one or two strokes of the grease gun for the water pump. Seems it gets past the seal, melts and liquefies and then solidifies in the tubes when it cools down and there after starts the clogging process. Something to be aware of. I guess I should wonder how I got this old and did not know that.

But wait there's more! See the portrait of Blinky Bill the ESSO gremlin #6 from 1943. Looks like we already had automobile electrical gremlins here in the US long before the little TC hit our shores. So when you think of the Prince of Darkness, know that your MG may have arrived here in pristine condition and was infected by Blinky Bill who is quite happy to have Sir Joseph Lucas take all the blame.



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 (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*



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Fax: (301) 831-5200

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

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

