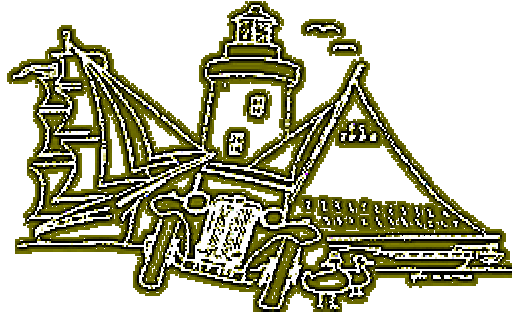


*The Square Rigger  
September 2007*



**Chairman's Comments**

The Fall driving season is upon us! If only the temps would drop so we can enjoy driving our T's in cooler weather. Unfortunately, the Annual Fall Tech Session at Vintage Restorations Limited was cancelled due to the pending move of the business. We expect to continue our Tech Session program next year when we are settled in our new location. Specific dates and times will be announced next year.

A few of our members made an effort to attend The NEMGTR GOF 82 in Cape May, NJ. I would like to extend my congratulations to Ron and Mary Ann Chiste for winning an award with their 1950 MGYA. Read in this issue how the Chiste's came to own this car. Also attending this gathering were Bob and Diane Little and Mike Ellis. Many thanks to those members who participated in this event.

We are honored to have celebrities in our club: Mike and Lucy Hughes made the automotive headlines with a very nice newspaper article about their 1966 MGBGT. The article appeared in the September 14<sup>th</sup> Auto Weekend section of the Washington Times, and we have reprinted it in The History Department of this issue.

We also would like to thank Mike and Lucy for offering to arrange Mini GOF 2008. We are planning to gather at the Frederick House in Staunton, Virginia. Please look for the details in this issue. One special note on this Mini GOF is that we plan to run the event one week early next year (April 25-27) in order to take advantage of the off season rates. We look forward to your participation in this event so please plan to attend.

Please see Lin and Jane's activities section for other upcoming club activities. Thanks very much for supporting our club. I look forward to seeing you at our next event.

We welcome new members, James Richardson and Milton Babirak. It's good to have you join us.

Have 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

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### Regalia Chairman

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

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Same as Charley's

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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.chesapeakechaptermgclub.com>

## Upcoming Events Of Interest

Below are events being planned for 2008 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.

### Winter Eat Out

By popular demand, our annual winter function will again be held at Gabriel's Inn, Ijamsville, Maryland. The date will be forthcoming.

### Mini GOF 2008

Submitted by Mike Hughes

The Chesapeake Chapter's 35<sup>th</sup> annual Mini-GOF will be held one week earlier than our traditional first weekend of May, on April 25<sup>th</sup>, 26<sup>th</sup>, and 27<sup>th</sup> 2008, in historic Staunton, Virginia. Mark your calendars now! Hosted by Mike & Lucy Hughes, Mini-GOF will be headquartered in the heart of Staunton's historic district, with virtually all non-driving activities conveniently located within walking distance of the hotel. The theme for Mini-GOF 2008 is "T" with The Bard. Read on and you will find out why!

Staunton, the oldest city in the Shenandoah Valley offers a variety of attractions in downtown as well as the surrounding area. Nearby attractions include the Woodrow Wilson Birthplace, The Frontier Culture Museum, Mary Baldwin College and American Shakespeare Center's Blackfriars Playhouse, the only authentic indoor Shakespeare Theater in the world.

Headquarters for our Mini-GOF is Frederick House, located in the culturally rich historic downtown district. Enjoy the variety of spacious accommodations in five historic buildings dating from 1810. Walk to shops, restaurants, parks, museums, galleries, Woodrow Wilson Presidential Library and birthplace, and the American Shakespeare Center's Blackfriars Playhouse, where we have blocked out an entire section for the Saturday Matinee performance of Shakespeare's "Henry V," the story of England's greatest hero-king and of the greatest upset in European military history. This play, perhaps more than any other of Shakespeare's works, makes the audience part of the play. Also playing that weekend are "The Merchant of Venice, and "The Taming of the Shrew." See one performance at the Blackfriars and, we promise you, you'll want to see more!

Frederick House includes 23 spacious rooms and suites in five award winning restored historic buildings built from 1810 to 1910. All rooms

feature private baths, cable TV, telephones, internet modem connections, hair-dryers, bathrobes, antiques and period furnishings.

You are invited to make your reservations early in order to secure your choice of accommodations. We have blocked the entire hotel for that weekend. In addition to a discounted group rate, if we fill all the rooms, our Hospitality Suite and meeting rooms will be gratis. You can contact innkeepers Karen Cooksey or Denny Eister at 800 334-5575, online at [www.FrederickHouse.com](http://www.FrederickHouse.com), or email [Stay@FrederickHouse.com](mailto:Stay@FrederickHouse.com). Be sure to mention "M.G. Classic Car Club."



Entrance to Frederick House

### OBCD 2008

The Original British Car Day will be held June 1, 2008 at Lilypons Water Gardens. It will be the 31<sup>st</sup> annual, and the Chairman would like to hear your ideas on how you can help make it another great car show.

### Events Sponsored By Other Clubs

#### Hunt Country Classic

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

## News Items

### NEMGTR Website

In the March 2007 issue of The Square Rigger, we told you about the NEMGT Register website undergoing a major redesign. That site is up and running now, so check it out at [www.nemgtr.net](http://www.nemgtr.net). There are three pages – Parts & Services, Other Links, and Photo Gallery – that may still be under construction, however, they will be posted as soon as they are done.

### Vintage Restorations Move

The Vintage Restorations Limited is moving the entire shop to 52 North Main Street, Union Bridge, Maryland, 21791 effective November 1, 2007. The phone number will be announced at a later date.

## Financial Statement

### Original British Car Day 2007 Statement

#### INCOME

Registration	\$ 4,719.00
Drive-in registration	1,069.00
Vendors	650.00
Spectators	1,105.00
Stuffer Ads	1,290.00
Cash Advance	600.00
Program Adds	<u>1,425.00</u>
Total	\$ 11,908.00

#### EXPENSES

Meetings	\$ 386.20
Trailer Reg.	51.00
BCD Supplies	759.82
Printing	408.51
Postage	876.88
Flyers	548.84
Trophies	1,323.00
Cash Advance	600.00
Posters	150.18
Signs	151.83
Regalia	631.25
Programs	1,958.25
Porta Johns	1,003.60
Dash Plaques	<u>767.95</u>
Total	\$ 9,594.25

#### DONATIONS

Carroll Manor Fire Co.	\$ 250.00
Bagpipers of Baltimore	500.00
Liganore High Band Boosters	<u>500.00</u>
Total	\$ 1,200.00

NET INCOME \$ 1,063.75

## The History Department

Marty Howard  
Historian

### "MAGGY"

The Octagon Bulletin, a magazine of the MG Octagon Car Club in England, which is dedicated to MGs prior to 1956 printed the following article in its April 2007 issue. It was submitted to The Bulletin by the car owners, Chesapeake Chapter members Ron and Mary Ann Chiste of Easton, Maryland, and is how they came to be "owned by their car".

I have owned a 1962 MGA MKII since 1985 and a 1968 MGB since 2002. In the summer of 2004 my craving for a T series MG intensified. I checked on eBay to get an idea what was available and what the pricing might be. To my surprise there was an MG category called "Other." My curiosity got the best of me, as I thought I knew the MGs that were produced. To my surprise a 1950 MG Y-Type was pictured and described. I had never heard of a Y-Type, let alone seen one, and here was one available about 100 miles from my home.

No one bid on the beautiful little sedan so I arranged to visit the owner and look the car over. I fell head over heels for the little beauty. Vince, the owner had imported this original YA from England with 63,000 miles on the clock in 1977. Vince and I struck a deal and I trailered the car to my home in Easton, Maryland.

The car is original with about 69,000 miles on her. She is a great driver and all original. Few here in the States have ever seen a Y-Type and heads certainly turn when they see the driver in the right seat and the doorpost trafficators flip out and blink. In June 2005 I took the car to the big MG Festival in Gatlinburg, Tennessee. All the major American MG Clubs were represented and about 1300 MGs of all types and ages were there. As I pulled into our hotel parking lot with Maggy proudly perched on her trailer, an MGA friend of mine greeted us. Roger ran over to us and we arranged to meet for lunch after I had checked in. Roger, who left England as a young man several years ago (we are both very young senior citizens now), was extremely excited as we met for lunch. He told me that he once had a car with the same license prefix as had Maggy. He said, "You know years ago the prefix denoted the region where the car was originally registered."

"The EFK prefix was from Worcester, which is where I was from. I wish I had the address and I might have been able to tell you something about the car." I told Roger that when I opened

Maggy's glove box when I bought her, I found the original registration documents with all the owners and that Maggy was registered on 10 October 1950 as EFK 301, those original plates still being on the car.

Roger was now on a mission and copied all the names and addresses listed on the registration. He knew the exact area from where Maggy had come. I told him that I had planned to try to locate some of the earliest previous owners but didn't understand the old postal system to get current addresses. Roger sent the list to a friend of his who still lives in the Worcester area and he began trying to hunt down owners. In his quest he took pictures of some of the addresses that still exist, though he had no luck with any of the names. Much changed in 50 years. It was still a thrill to see roads and addresses where Maggy played in her younger days. Here are all the names on the registration prior to EFK 301 coming to the States:

1. Ernest Morris (1950);  
20 Lansdown Rd; Worcester
2. Mrs. Mary Elizabeth Cordle (1961);  
79 Victoria Ave; Worcester
3. Miss J.M. Ricketts (1964);  
Lower Blacon Farm; Norton  
Linsey; Warwicks
4. Larkill Service Station (1970);  
London Rd; Worcester
5. Henry Richard Clare (1972);  
June Cottage; Langley;  
Stratford on Avon
6. Ronald Henry (1977);  
25 Old Hollow; Malvern;  
Worcester - shipped car to USA.
7. Vince Groover (1977);  
Virginia Beach; Virginia
8. Ron Chiste (2004);  
Easton; Maryland

By the way, notice that Maggy has twin horns. Apparently these were a factory option as near as I can figure. I found a picture of a Y-Type in a book about MG Saloons and one was pictured with the twin horns. Maggy has been a source of much fun, and the fact that she is original and rare here in the States makes her even more of a treat to own.

**Ron Chiste**, Easton, Maryland, USA

As the Chairman mentioned in his comments, Maggy won an award at the NEMGTR GOF 82 in Cape May, New Jersey.



One of Maggy's UK Homes



Maggy's Present Home In Easton, Maryland



Maggy On Cover Of The Octagon Bulletin, June 2007

## TF 1500

Another article in the series about how various members came to be “owned by their ‘T’” submitted by member, Tom Carolan.

In mid-1972, I came upon a battered TF 1500 with a “FOR SALE” sign on a street in Beirut, Lebanon. Even though she was in very sad shape, I bought her after being assured by a pair of Lebanese mechanical geniuses named Mahmoud and Samir that they could turn her into a reasonably reliable runner. This they proceeded to do by junking the original engine and drivetrain (which I should have had them save, but stupidly did not) and installing an MGA 1500 engine, early MGB gearbox and MGA rear-end in their place. As one might imagine, some fairly serious cutting and welding here and there on the frame and body panels were necessary to make everything fit.

Painted British Racing Green, the car then ran quite nicely, and I drove her happily for the next 5 years or so — the last two of which were spent at home in Silver Spring, Md. Then, in 1977, knowing that we were due to go overseas again; I made a start at dismantling the car for storage in my garage.

Over a decade passed before we came home for good, and almost another decade elapsed before I retired and decided to get serious about pursuing a thorough, professional restoration — something my son and I had talked and dreamed about for a long time. That’s how our TF found its way to John Tokar and his lads at Vintage Restorations Ltd. in Mt. Airy. Along the way, we were lucky to have collected a proper TF engine (in Cyprus, a graveyard for old British cars) and drivetrain (in South Carolina), plus a replacement frame (from Bob Seymour’s barn in Connecticut), a new cockpit (from England), and various other bits and pieces from a variety of sources. Vintage Restorations has had the car since we brought the engine to them in 2003 and the rolling chassis to them in April 2004. The restoration process has now been completed, and we drove her home for good on Sept. 14.



This photo shows the result in her original MG Red, the culmination of an ambition born 35 years ago.

## The Hughes' MGBGT

The following article, written by Vernon Parker, appeared in The Washington Times Auto Weekend Section on September 14, 2007.

A 1966 MG roadster Mike Hughes owned while a Georgetown University student brought him together with his wife, Lucia.

The car broke down on M Street one Friday night in October 1971. As Mr. Hughes walked across the campus for help, he spotted his future wife, a fellow student, and was able to convince her that helping him push his MG was a great way to spend a Friday evening.

"We got the car started," Mr. Hughes says, "and drove it to Fletcher's Boat House." There, they discussed the finer points of MG automobiles. They were married in 1976 and drove off to a life together in a 1951 MG TD. Mr. Hughes has always been infatuated with British cars manufactured by MG.

Mr. Hughes has been an active member of the local MG club since 1971, which came in handy 10 years later. His wife likes MG cars, but roadsters with the top down are not friendly to her hair. Mr. Hughes saw not a problem but an opportunity when his wife brought that to his attention. The solution, he determined, was an MGBGT model built from October 1965 to October 1980. The 12-foot-9-inch-long closed cars were 60 inches wide, 48 inches high and rode on a 91-inch wheelbase. The only problem now was to locate one that had not rusted away.

The search for a good MGBGT had gone on for a year when his MG club membership saved the

day. A fellow member had a 1971 MGBGT that he raced and had slightly hopped up the 1.8-liter four-cylinder engine. The body, however, was falling apart. The owner of that MGBGT was looking for parts for his car in Banks Truck and Auto Salvage in Woodbridge when a pristine 1966 MGBGT with a blown engine was towed into the junkyard. The search for parts ended, and he bought the 1966 car, took it home and swapped the engines and transmissions.

After a year or so he wanted to move up to a more powerful car so he offered the 1966 MGBGT to Mr. Hughes. The deal was a no-brainer as far as Mr. Hughes was concerned. The body and interior were in very good condition, and the more powerful engine was healthy. The four-speed manual transmission even had overdrive in third and fourth gears.

Mr. Hughes learned that the 2,401-pound car left the factory in Abingdon, Britain, early in 1966 and was sold new in San Francisco to a young Marine officer who later took it to Hawaii. When he was reassigned to California, he brought his car with him. Eventually the Marine was transferred to Quantico, which explains how the West Coast car ended up on the East Coast.

The car served reliably until it started smoking in 2000, prompting Mr. Hughes to rebuild the engine. A couple of years later, the Hugheses decided there was no new car on the market they liked as well as their MGBGT, so they decided to restore it. What small amount of rust was on the car was excised before its repainting. All of the identifying MG badges were removed as well as the front-to-rear side molding. The vehicle was then sprayed the original white color. Even without air conditioning, Mr. Hughes says, it won't fry you. The rear quarter windows pop out at the rear to help ventilate the interior. The large windows in the doors have been replaced, but the other six windows are original.

Beneath the gray head liner virtually everything is red, including the metal dashboard and the carpeting. "We had to kill two naughas to cover the seats and door panels," Mr. Hughes jokes.

Mr. Hughes replaced a couple of the chrome pieces, but didn't send anything out to be replated. A grille and both bumpers, all in very nice condition, came from a donor-parts car. The 14-inch tires are mounted on 60-spoke chrome-spoked wheels.

Because the back seat was never used, Mr. Hughes removed it, which now leaves a large platform for luggage or other cargo. On trips they have made, Mr. Hughes reports highway mileage of about 26 miles per gallon.

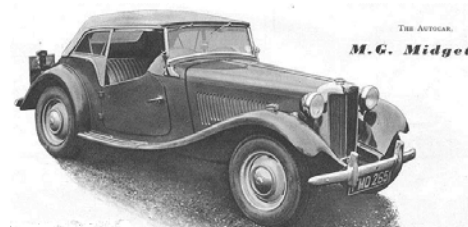
Now that Vintage Restorations in Mt. Airy has completed the job, Mr. Hughes finds his time with the car limited because Mrs. Hughes has laid claim to what she refers to as "my little white egg."



The Hughes' MGBGT

## Membership News

Charley Howard  
Membership Chairman



## Who's New?

- **James P. Richardson** 1953 MGTD  
14 Ridgecliff Court  
Kingsville MD 21087  
410 592-3485  
[jim.richardson@comcast.net](mailto:jim.richardson@comcast.net)
- **Milton Babirak** 1951 MGTD  
47539 Coldspring Place  
Sterling VA 20165-7446  
703 406-4753  
[mbabirak@bvcpc.com](mailto:mbabirak@bvcpc.com)

## Change of Address:

 **Jerry and Maurie Pyle**  
942 W Prairie Dog Way  
Saratoga Springs UT 84045  
801 331-6651

## “T” Technical Note

By John Wright

Technical Advisor, Chesapeake Chapter

I was at a loss this month with regards to this column. But then I thought of something that might be of interest. Many of you may recall my black Twin Cam MGA. Joe Schiavone and I did the body work and painted that car back in the early 1970's. It's had a sheltered life I guess, and it still looks pretty darn good I must say. Most thought at the time that a black lacquer paint job would be good for 10-15 years before it started to give trouble. That may be but with Joe's expertise applied back in the 70's it seems to have defied that prediction. At least for the most part. Yes, there are lots of little checks and small fissures here and there, but in the right mix of sunlight and shade, it looks the same as it did when the restoration was completed in 1977, I think.

I began to feel a little guilty about 6 months ago for neglecting this car. I'm not a big waxer of cars. In fact it had been 10 years I guessed that it had been since I waxed the old Twin Cam. I looked over my collection of half used bottles of wax that sat on the shelf. I decided to look into something a bit more up to date and decided to try some of this clay material. Now, I'm sure many of you fellows that keep your paint work in top-notch shine are well aware of this product. But for non-waxers like me it seemed like a good product idea and would dispel the guilt too. Griot's seemed a little pricey but they had a nice Mother's kit at the Auto parts store for about \$18.00. It came with a useable size portion of clay, some spray detail wax and some Carnauba cleaner wax. I thought I would give it a try.

You begin of course with a good wash job. But even after washing, if you lightly rub your hand over the finish you may feel small impurities that have built up over time. Even if you use a cleaner wax, you may not remove all these impurities. This is the purpose of the clay material. It truly is an amazing process that will leave your paint as smooth as you'd hoped and with not a lot of effort.

The clay comes as a small bar, a bit like a thicker Hotel soap bar, wrapped in plastic. You knead it with a few sprays of the detail wax to a softer consistency. Again, using the detail spray as the lubricant, you rub the clay material across the paint as if you were rubbing in wax. A lot of pressure is not necessary; just let it glide over the paint with the detail wax lubricant with light to medium pressure. After a short time, 15-30 seconds wipe off the detail wax and feel the

surface and compare to surrounding areas. I think you will be impressed. After you finish the whole car, you then use the cleaner wax with Carnauba for a final cleaning and a protective coating. Carnauba is considered to be the best car wax material available, especially for our old finishes without clear coat.

Further to my previous mention of the lost of the ZDDP additive in our motor oils. According to a report from a friend who spoke to a Castrol Oil rep, Castrol is going to make available a new product called "Syntec 20W50 Classic formulation" He said it does contain ZDDP. Apparently there are two oils called "Syntec", but the one for classic cars will say that it's recommended for classic cars, on the back of the can.

## A Little Trivia

Submitted by Charley Howard



## TD replica!

MG lovers didn't like this model at first, but later it became the most popular of the MG series. It stole the heart of many MG enthusiasts. The diorama shows two passengers who have lost their way. Unfolding a road map in such a car is not easy. Fortunately there is a street lamp nearby. The dustbins will be emptied the next day; in one of them is an old shoe. If you look over the shoulder of the MG driver you will see



that he is studying the map of the Netherlands. His finger points at their destination, Buurse, a small village near the German border. That is the place where this diorama was made.

limited quantity of 450 worldwide signed	and
hxwxl 140x170x225 mm	numbered
99% pewter	weight 1.2 kg
NLG 675	beech wood
	US\$ 373
	(\$=1.81 NLG)

The supplier is [Henk Kolk Metal Sculpture](#)

### 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!

**For Sale:** '52 MG TD – British Cream (Yellow with red leather) restored late '06 by Vintage Restorations, Ltd. In excellent condition with my best guess of 43,000 miles. Asking \$19,750. Contact Jim Kelly at [jameskelly@comcast.net](mailto:jameskelly@comcast.net) or call him on 703- 919-5188.

**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*



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**

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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

