

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

The Square Rigger

January 2008



Chairman's Comments

Happy New Year to all!

As we enter 2008, our club will be faced with new challenges and opportunities. The New Year begins with a membership base of 60 current members having added about a dozen new members in 2007. Encourage your friends to join. New blood and new ideas will make our club fresh and enjoyable. We need to ensure that there are club activities designed to enhance the enjoyment of our little "T" series cars. So plan on becoming involved to organize and participate in club functions and activities in 2008. Some are mentioned below.

The annual Winter Eat-Out at Gabriel's Inn now scheduled for Sunday, March 2nd. Look for the flyer in the mail and get your menu selection in early.

Mike and Lucy Hughes have been working hard on planning this year's Mini GOF which will be held at Staunton, Virginia. Please make note that it will be held a week earlier this year (April 25-27). More info is included in this issue of the Square-Rigger.

The Original British Car Day 2008 is scheduled for June 1st. Planning for the event is well underway and we need all the help we can get so please contact me to volunteer your time. Help is needed now with organization, planning and public relations. We will also need help with the field layout on Saturday, and we especially

need help with vendor registration and setup, car parking, awards staging and clean up on Sunday. This year it was decided to make the original Mini our Featured Marque. We've been in contact with the Capital Mini Register to make this happen. Featuring the Mini will promote its 50th. Anniversary, with the major world-wide festivities planned for 2009.

I can not over emphasize the importance of the next item I am about to discuss. Our Chapter is in desperate need of new officers to carry on the business of the club for all of our members. The current vacant positions include, Secretary/Treasurer, Regalia Chairman and beginning in April, 2008 Membership Chairman. This is a very serious matter that needs to be addressed immediately. If we do not find people to take over these positions, the club's very existence may be at stake. It is impossible for the remaining officers to carry the entire burden, so it is up to you to "step up to the plate" and volunteer your time. Our organization is not on auto pilot and will not self-sustain itself. I especially solicit the new and younger members of our club and hope that they will come forward to lend a hand and help to preserve an organization that is steeped in tradition. We want our club to continue for the enjoyment of MG "T" series owners well into the future.

As a final note, Charley Howard is preparing a new membership directory for 2008 this spring. If there are any additions or changes to the 2006

directory, please contact Charley via email so he can have the latest information.

Sincerely,
John M. Tokar

Club Officers



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

Chairman (please note new email address)

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Vacant

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

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In Memory of Our Beloved Friend

It is with great sorrow that I inform the membership about the passing of Jane Snider. She died peacefully on Thursday, January 17th. Jane was a friend to many and a loyal member of our club for over 25 years. She served as Newsletter Editor, Activities co-Chairman, Regalia co-Chairman and most recently, Secretary/Treasurer. She also played key roles in OBCD for many years and without her efforts, the event would not have been possible. Her selfless compassion and dedication will be sorely missed. Our thoughts and prayers go out to Lin and his family.

The family requests that in lieu of flowers, memorial contributions be made to Frederick County Kline Hospice House, 7000 Kimmel Road, Mt. Airy, MD 21771 or to St. Paul's Lutheran Church, 19 West Pennsylvania Ave., Walkersville, MD 21793.

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 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 Sunday, March 2, 2008, 12:30 pm. You should have received a flyer with menu selections, so please make your choices and send back to Ruth Renkenberger.

Mini GOF 2008

Submitted by Mike Hughes

The Chesapeake Chapter's 35th annual Mini-GOF will be held one week earlier than our traditional first weekend of May, on April 24th, 25th, 26th, and 27th 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, Mary Baldwin College and American

Shakespeare Center's Blackfriars Playhouse, the only authentic indoor Shakespeare Theater in the world. There is great crafts and antiques shopping, and a wonderful concentration of historic architecture including Trinity Church, which has one of the largest collections of Tiffany windows in the country. The National Trust for Historic Preservation ranks Staunton, Virginia as one of the top 10 or 12 best preserved cities in the U.S. For the gear-heads there is a vintage Porsche dealership and an antique car emporium right around the corner and an antique car restoration shop just a few blocks over –all within walking distance. The Woodrow Wilson Birthplace has the late President's restored Pierce –Arrow limousine on display.

Not far away is The Frontier Culture Museum, well worth visiting. Original farm buildings from England, Ireland, Germany and the Shenandoah Valley were acquired, disassembled and reassembled on site to recreate the 17th and 18th century rural existence of our nation's immigrant forbearers and their influence on what became the American frontier. Just a little farther afield is Wade's Mill, one of the few working rural gristmills still surviving in the country.

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. Some early-birds have already made their reservations, but there are still choice accommodations left! 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, or email Stay@FrederickHouse.com. Be sure to mention "M.G. Classic Car Club."

In the past some Chesapeake Chapter members have come early or stayed after the Mini-GOF to make a nice relaxing getaway out of the Mini-GOF weekend. A few folks have already indicated to us they are interested in an expanded Mini-GOF weekend. This is the time and place to do it! The innkeepers can add a Thursday arrival date or even extend your stay through Monday. Just be aware that the following weekend is graduation weekend at J.M.U., one of the largest universities in Virginia, and you probably want to get out of town before the hoards start to arrive mid-week!

Now for the details!

As I mentioned, we have booked a block of seats for the Saturday afternoon performance of Shakespeare's "Henry V." Lucy and I are arriving on Thursday morning and plan to attend the Thursday evening performance of "The Taming of the Shrew." If others are interested in attending this or other additional performances I can get discounted tickets. These guys are *good* and the performances in the intimate Blackfriars playhouse are great fun. They even have few seats right up on the stage for the truly adventurous who occasionally end up as part of the play! There's even a Sunday matinee performance of "The Merchant of Venice" for those who need just one more Shakespeare fix before heading back to the real world!

Because of our traditional Saturday morning car show, the planned Saturday afternoon Blackfriars performance, and the fact that there is so darned much to see right in town, driving events might be difficult to fit into the Saturday schedule. So we are working on a driving tour to the Frontier Culture Museum and Wade's Mill on Friday. More reasons to come early!

There are several good restaurants nearby to choose from for our traditional Friday evening "dine-out."

Our Saturday evening Banquet will be in a private dining room as L'Italia Restaurant right around the corner from Frederick House. We will have a reception with hors d'oeuvres and a cash bar starting at 6PM and be seated for dinner and awards at 7PM. There will be three menu choices (fish, poultry and veal) with salad and dessert.

See the Mini-GOF reservation form which will be mailed separately for events and pricing.



Entrance to Frederick House



Stauton, Virginia

OBCD 2008

The Original British Car Day will be held June 1, 2008 at Lilypons Water Gardens. It will be the 31st 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

Williamsburg Car Show

The Williamsburg British Car Club (formerly Colonial Vintage British Car Club) will hold their 9th Annual British & European Car Show at the Williamsburg Winery, Williamsburg, Virginia on

April 20, 2008. Information and registration forms are available at www.wmbgbrit.com or you may contact Doug Wilson at dew311@cox.net, or 757-565-4668.

Britain On The Green

Capital Triumph Register presents their 11th Annual British Car Show, "Britain on the Green" at Collingwood Library & Museum, Alexandria, Virginia on April 27, 2008. For more information check with www.capitaltriumphregister.com or Tom Burke, tburke4@aol.com, 703-354-1361.

NEMGTR GOF 2008

The NEMGTR GOF will be held May 29–June 1, 2008 in Hampton Beach, New Hampshire. More information will be available in the next issue of The Sacred Octagon.

British Car Fall Festival

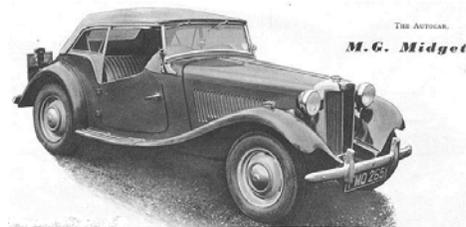
Shenandoah Valley British Car Club's 27th Annual Fall British Car Festival will be held October 4, 2008 at Ridgeview Park, Waynesboro, Virginia. For more information go to www.SVBCC.net.

News Items

We are very sorry to hear of the loss of our good friend Jane Snider, however on a brighter note we are so glad to know that Lin Snider has recovered from a serious illness last November. And we wish a speedy recovery to John Wright, our Technical Advisor, who is suffering with a torn rotor cuff.

Membership News

Charley Howard
Membership Chairman



Who's New?

- **Doug Grimm & Fay Moore** **1952 MGTD**
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- **Shaun P. English** **unknown at moment**
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Change of Address:

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Membership News & Stuff

This is just an item of interest; perhaps.

One chapter event a long long time ago involved a visit, with our Ts, to Fallingwater. It was either the late 70's or early 80's, before my time in the club. Marty and I are building on Kerr Lake in North Carolina and will be moving out of the area soon so we thought to visit the archetype of American modern architecture. We did this by getting up at 4:30 in the morning the day after Christmas (2007) and making the three-hour drive into the boonies of Pennsylvania in order to make the first guided tour at 10:00 AM. We made with an hour to spare. The whether was cloudy and chilly – but worth it!

If you have not visited this wonderful home, do so. The cost is \$55.00 per person for a two hour guided tour. It was worth every minute of it. This house was designed in 1935 by Frank Lloyd Wright for the Kaughmanns, of that department store from Pittsburg. It and the servant/guest house were completed 1937/38. It cost about \$275,000.00 with \$1.00 a day labor! Basically the house is comprised of concrete trays cantilevered over a waterfall and anchored to the bedrock with a core monolith of native sandstone. The family donated the house to the Western Pennsylvania Conservancy and in 2001 a \$13 million dollar restoration was applied. Frank designed homes to emanate from nature and to foster a way of life. Mrs. Kaughmann complained about his choice of paint color for the metal parts/trim, Cherokee Pottery Red, and his response was "Get used to it!" In a letter to a friend she stated that she absolutely hated the house but was then shocked at how fast she adapted to it.

The famous picture of the house is taken from down stream where they thought their house would be so as to view the waterfall. Little did they know that their house would be part of the waterfall. There are hundreds of anecdotes to quote but you had best hear them first hand.

There is another FLW house just 8 miles away on Kentuck Knob, a 1957 Usonian House. It is currently owned by a British Lord.

Here are some photos of Falling Waters I took to bring us up to date:



“T” Technical Note

Since John Wright, Chesapeake Chapter's Technical Advisor is unable to write or type due to a rotor cuff problem, we will fill in his column with some pertinent information supplied by Mike Hughes.

The following article appeared in the September 2007 issue of The Rotunda Times, which is the official monthly publication of the Ford & Mercury Restorer's Club of America. To learn more about this Club check out this site: http://www.fmrcoa.org/newsletter/2006/Sept%2007%20Newsletter_Screen.pdf.

Engine Oil Mythology By Bob Olree*

Myths are ill-founded beliefs held uncritically by interested groups. Over the years there has been an overabundance of engine oil myths. One was that the only good oils were oils made from “Pure Pennsylvania Crude Oil.” This one got started before the Second World War when engine oil was crude oil with very minimal refining, and crude oil from Pennsylvania made better engine oil than Texas or California crude. With modern refining, almost any crude can be made into good engine oil.

The next myth was that “modern” detergent engine oils were bad for older engines. This one got started after the Second World War, when the government no longer needed all the detergent oil for the war effort, and it hit the market as Heavy-Duty oil. These new detergent oils gave the pre-war cars, which had been driven way past their normal life and were full of sludge and deposits, a massive enema. In some cases bad things happened such as increased oil consumption – the piston rings were completely worn out and the massive piston deposits were the only thing standing between merely high and horrendous oil consumption. If detergent oils had been available to the public during the war, this myth never would have started.

Amazingly there are still a few people today, 60 years later, who believe that they need to use non-detergent



oil in their older cars. Apparently it takes about 75 years for an oil myth to die.

Then there is the myth that new engines will not break-in on synthetic oils. Apparently there was an aircraft engine manufacturer who once put out a bulletin to this effect. Clearly the thousands and thousands of cars filled with Mobil 1 as factory-fill, which have broke-in quite well, should have put this one to rest. However this one is only 40 years old, so it has another 35 years to live.

All of these myths have a common theme: newer oils are bad. And this brings us to the latest myth – new “Starburst”/ API SM engine oils are bad for older cars because the amount of anti-wear additive in them has been reduced. This one has gotten big play in the antique and collector car press lately. The anti-wear additive being discussed is zinc dithiophosphate (ZDP). Before debunking this myth we need to look at the history of ZDP usage in engine oil.

ZDP has been used for over 60 years as an additive in engine oils to provide wear protection and oxidation stability. Unfortunately, ZDP contains phosphorus, and phosphorus is a poison for automotive catalysts. For this reason ZDP levels have been reduced by about 35% over the last 10-15 years down to a maximum of 0.08% for “Starburst”/API SM oils.

Zinc dithiophosphate was first added to engine oil to control copper/lead bearing corrosion. Starting in 1942, a Chevrolet Stovebolt engine with aftermarket copper/lead insert bearing connecting rods was the standard oil test. The insert bearings were weighed before and after test for weight loss due to corrosion. The phosphorus levels of oils that passed the test were in the 0.03% range.

In the mid 1950s Oldsmobile got in a horsepower war with its Rocket engine against the Chrysler Hemi. Both companies went to high-lift camshafts and both got into camshaft scuffing and wear problems very fast. There were three solutions. Better camshaft and lifter metallurgy, phosphating the camshaft, and increasing the phosphorus level from ZDP up to the 0.08% range. Another outcome was a battery of industry wide “Sequence” oil tests. Two of these tests were valve-train scuffing/wear tests.

Knowing that this higher level of ZDP was good for flat-tappet valvetrain scuffing and wear, some oil companies dumped even more in thinking that they were offering the customer even more protection. However, it was soon learned that while going above something like 0.14% phosphorus might decrease break-in scuffing, it increased longer term wear. At about 0.20% phosphorus the ZDP started attacking the grain boundaries in the iron, resulting in camshaft spalling.

Later in the 1970s, the ZDP level was pushed up to the 0.10% phosphorus range as it was a cheap and effective antioxidant, and increased antioxidant was needed to protect the oil in Cadillacs pulling Airstream trailers from thickening to the point of not pumping. Recently, the need for this higher level of ZDP for protecting the oil from thickening has been greatly

reduced with the introduction of more modern ashless antioxidants that contain no phosphorus.

Enough history, now getting back to the myth that “Starburst”/API SM oils are no good for older cars. The argument put forth by the myth believers is that while these oils work perfectly well in modern gasoline engines equipped with roller camshafts, they will cause catastrophic wear in older engines equipped with flat-tappet camshafts.

The “Starburst”/API SM oil standards were developed by a group of OEM, oil additive company, and oil company **experts**. When developing any new engine oil standard the issue of “backward compatibility” always comes up, and indeed the group of experts spent a lot of time researching this issue. Various oil and additive companies ran “no harm” tests on older cars with the new oils. No problems were uncovered.

The new specification contains two valve-train wear tests. One is the Sequence IVA Test which tests for camshaft scuffing and wear using a 2.4L Nissan single overhead camshaft engine with slider finger followers. The wear limits were tightened from the previous oil specification which contained a phosphorus limit of 0.10%. The second is the Sequence IIIG Test which evaluates cam and lifter wear. A current production GM Powertrain 3.8L engine with the valve train replaced with a flat tappet system similar to those used in the 1980s is used. The only reason that this test engine uses this older valve train design is to insure that older engines are protected. All “Starburst”/API SM oil formulations must pass these two tests.

In addition to the protection offered by these two valvetrain wear tests and the new testing which was conducted on the formulations containing lower levels of ZDP, a review of the knowledge gained over the years in developing previous categories also indicates that no problem should be expected. The new “Starburst”/API SM oils contain about the same percentage of ZDP as the oils that solved the camshaft scuffing and wear issues back in the 1950s. They do contain less ZDP than the oils that solved the oil thickening issues in the 1960s, but that is because they now contain high levels of ashless antioxidants that were not commercially available in the 1960s.

The oil's ZDP level is only one factor in determining the life of an older camshaft or a new aftermarket camshaft. Most of the anecdotal reports of camshaft failures attributed to the newer oils appear to be with aftermarket camshafts. Breaking in extremely aggressive aftermarket camshafts has always been problem. The legendary Smokey Yunick wrote that his solution to the problem was to buy multiple camshafts and simply try breaking them in until he found one that survived break-in without scuffing.

Despite the pains taken in developing special flat tappet camshaft wear tests that these new oils must pass and the fact that the ZDP level of these new oils is comparable to the level found necessary to protect flat tappet camshafts in the past, there will still be those who want to believe the myth that “new oils will wear out older engines.” Like other myths before it,

history teaches us that it will take about 75 years for this one to die also.

- Bob Olree is Chairman of the ILSAC Oil Committee. ILSAC is the International Lubricant Standardization and Approval Committee composed automobile manufacturers that sets standards for passenger car motor oil quality. ILSAC uses a starburst symbol that illustrates APTs (American Petroleum Institute) service classification, SAE (Society of Automotive Engineers) grade, and energy conserving level.

British Maintenance Videos On YouTube

John Twist, the proprietor of University Motors, Ltd. in Ada, Michigan, has posted dozens of helpful videos – 40, at last count. He'll show you how to tune your SU carbs, how to replace and adjust your points, and lots more. Go to www.youtube.com/user/Universitymotorsltd to see the whole lineup.

A Little Trivia

Check out the following site for low cost power window conversion for your car.

[Power Windows.wmv](#) (video/x-ms-wmv)

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!

Note change of location and phone number for Vintage Restorations Limited

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

