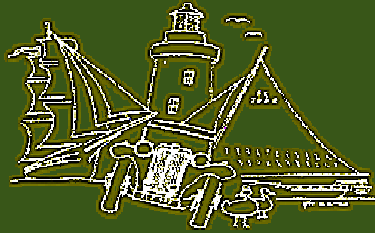


THE SQUARE RIGGER



QUARTERLY NEWSLETTER OF
THE CHESAPEAKE CHAPTER OF THE NEW ENGLAND MG-T REGISTER

www.chesapeakechaptermgtclub.com

WINTER 2011

Chairman's Comments

On Saturday, December 10, I attended a Tech Session at Phil Carolan's house which used a new video venue for most of the participants — that is, there were four experts presenting their specialties to our Club, and to seven members of the Ohio Chapter, via Skype. The idea of having a virtual tech session was conceived and put together by Milt Babirak, and with the technical expertise and location provided by Phil, our Chapter found itself embracing the 21st Century. The session lasted from 10:00 a.m. to 3:00 with a break for lunch. The event is covered in more detail further in this issue of The Square Rigger, so look for it there.

Our Club needs to fill some key positions. Effective at the end of this month, John Tokar will be stepping down as Vice Chairman. (See page 2.) Additionally, as many of you probably know, John Wright is leaving the area so we need to find a new Technical Advisor. Moreover, as you'll note on page 3, our talented Newsletter Editor Tom Carolan advises that he needs to be replaced in the near future. Lastly, someone is needed to put together our annual Mini-GOF, which we traditionally hold on the first weekend in May. You can nominate any club member (including yourself) for these positions. If you're hesitant about volunteering for one of the slots, contact any of the incumbents and I'm sure they'll give you an honest appraisal of what is involved.

So as we close out another year, we can reflect on the different events we enjoyed in 2011 and will be planning for 2012. Merry Christmas to all of you and your families, and have a Healthy & Happy New Year.

Safety Fast!

Shaun English

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A Message from Our Vice Chairman

Dear Chesapeake Chapter Members,

I wish to advise everyone that I will step down as Vice Chairman at the end of the end of this year. Increased demands at my business and on my time devoted to family have made it impossible for me to perform my duties as Vice Chairman as effectively as I would like. I will continue, however, to serve as Chairman of British Car Day for now.

Serving for many years as an officer in the Chesapeake Chapter has been enjoyable and rewarding. It has been a pleasure to work with you on Chapter activities, and I wish all of you well in coming years. I will, of course, remain a Chapter member and will look forward to seeing you at upcoming Chapter events.

Please also accept my best wishes for a very Merry Christmas and Happy 2012.

Sincerely, John Tokar

While serving as our Chairman from 2003 through 2009, and as Vice Chairman ever since, John gave the Chesapeake Chapter a lustre that time has not diminished. We will remember his leadership with affection and gratitude. (Ed.)

Editor's Corner

The Chesapeake Chapter of the New England MG-T Register was organized during the summer of 1971 by NEMGTR register members in the Baltimore-Washington-Northern Virginia area where local interest in classic MGs was high. Its purpose was and still is to encourage the maintenance, preservation and enjoyment of T-Series and other vintage MGs. We welcome new members who share our interest in these unique cars. Membership in our parent organization, the New England MG-T Register, Ltd., and payment of modest annual dues are the only requirements. Membership application forms can be found, along with previous issues of this Newsletter, on our Chapter's website: www.chesapeakechaptermgclub.com

Our Newsletter is circulated electronically on a quarterly basis to Members who possess email capability, and by regular mail to Members who do not. The electronic version contains color photos, whereas the regular-mail version is in black & white. In any event, the full color version is always available for subsequent viewing on and downloading from our website.

We're always on the lookout for stories, technical submissions, anecdotes, jokes, cartoons, photographs and other contributions of interest to MG fans. In addition, we seek to encourage fullest possible participation by Members in Chapter events, mention of which can be found in further pages of this Newsletter.

Editor's Note

Due to failing health, the time is approaching — not tomorrow, but fairly soon — when this Newsletter will require a new Editor, someone not only interested in Chapter activities, but also younger and more active in following and reporting on them. Members wishing to explore/discuss this opportunity are encouraged to contact Chairman English or Yrs Trly in the days ahead. ☐

Membership News Milton Babirak Membership Chairman

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Recent Chapter Events

Fall Ramble 2011

We thank Steve Woodall, Bryan Sieling and John Wright for their photo contributions to this report.

On the weekend of October 14-16, some 15 Chapter members, spouses and a number of their T-Series MGs soaked up the autumn scenery along scenic byways in the tip of Virginia north of Route 7, and in the northern half of the Shenandoah Valley from Strasburg to New Market. Friday, the 14th was rainy in the morning, but the weather cleared by late afternoon. Saturday and Sunday were clear days, and the fall colors were magnificent.

Highlights of the tour were two overnight stays at Marriott's Fairfield Inn in Strasburg, with excellent dinners both evenings at the nearby historic Strasburg Hotel. A memorable aspect of the October 15 dinner was the presentation of a special award to longtime member John Wright in recognition of his 39 years of Chapter membership and his valuable service (since 2003) as our Technical Advisor. Awards were also given to Bryan Sieling for the "Best Repairs on the Road" and to Steve Woodall for "Distinguished Service" through his photographic contributions during the Ramble.



John was moved to share with us some of his many Chapter memories, as well as a few of his thoughts regarding Fall Ramble 2011.

"Linda and I were humbled," he writes, "to be invited to attend this year's Fall Ramble. Part of the reason for our attendance was to receive the very thoughtful and much appreciated recognition for our involvement over many years with the Chesapeake Chapter. If I may, I would like to go back a few years in time.

"In about 1970 I was out of the Navy, working for IBM and part time at the Manhattan Auto parts store in Temple Hills, Md. near where we lived. I was only working Saturdays then, and one day a customer came in and called everyone out to see his newly restored Clipper Blue MGTC. That's how I met Dick Embick (NEMGTR #145), as he proudly showed us the fine points of a restored TC and then shared further details with me. For example, the underside of the bonnet was finished just as well as the top side. Who would ever do something like that? We exchanged addresses and phone numbers, and a few weeks later Dick came knocking at my door to tell me about a

picnic with like-minded T-series MG owners that was to take place the following Sunday at Rising Sun, Md. Linda and I decided to attend, and what happened changed our lives forever. We met the Renkenbergers, the Spears and even more enthusiasts, and we realized we were in the company of a very interesting group of people indeed. That first Chapter began for us what has been a lifetime of messing with MGs of all types. We became worker members along with many others, some of whom are still active. It was with this in mind that I accepted the call to serve as Technical Advisor to the club almost 10 years ago. A few very capable men had held that role before me, and through the years I had learned a great deal from them. With that and a fair amount of other experience acquired along the way, I knew I could handle the tech job for a while. It was also a way to stay in touch with Chapter members, both old and new, once we moved to Pennsylvania in 1999.

“Now, we have our eyes set on Santa Ynez, California, as that is where our son John and his family live. When we joined the Chapter, Johnny was a toddler. Raising him amongst such a group of fine folks helped us to point his way to becoming such a well-rounded young man. So, with all that has happened in our lives since we joined the Chesapeake Chapter, it was especially heartfelt to receive such a thoughtful award. Thank you!

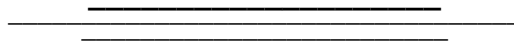
“Fast forward now to this year’s Fall Ramble, put on by Milton Babirak and Steve Woodall. What a fine event it was! On Thursday the 13th, we drove down from eastern Pa. to Winchester, where we had dinner with our great friend and Chapter member Martha Ludtke and spent the night. At lunch the next day, we 3 met up with the group and tour already in progress at the Battleground Inn in Berryville. From there, Linda and I joined the Ramble, taking up the rear of the caravan in our SUV. As a side note, you may wonder why I didn’t bring my TC. There’s a long version to this story, but I’ll make it short: I had sold my old TC — the black ‘48 with the red under the fenders — to Michael Eaton. Some of you may remember that I traded my restored (rolled vintage racer #43) TD MkII to Ron, Mike’s dad, for that TC in the 1980s, after I had driven it in that little hillclimb the Chapter had organized up in Gettysburg. Mike has fine memories of that car with his dad and had asked if I’d sell it back to him. Meanwhile, Bill Porter had mentioned to me that he was thinking of selling ‘Roots’, his black TC (see TSO, April-June 1977), so a plan was hatched. Three days prior to the Ramble, I delivered my TC to Mike in Rockville and went 3 blocks away to Bill’s house and completed the deal on ‘Roots’. I guess you could say I was without TC for 3.5 minutes.

“Others may be writing about the fun we had on the Fall Ramble, but I will say it was truly wonderful for Linda and me to be with a few of our old friends and make some brand new ones as well. Riding in caravan behind Dale and Eleanor Lindsay’s fantastic Jaguar XKR Special Edition presented a remarkable contrast with the T-Series MGs further ahead. And we motored through some wonderful scenery that was picture perfect for our group of cars.” Extra thanks to Milton and Steve for their unbelievably well thought out and planned ‘Ramble’. If we’re still here in the East for next year’s event, sign us up now!”

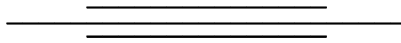


[Ed. Note. We’ve said this before, but it’s worth saying again: We will all miss John’s valuable technical contributions to our Chapter’s work, and the many among us who know him as a good friend will miss him even more. At the same time, we wish all the Wrights a happy reunion in their new home in California!]

After lunch on Saturday, Jim Bradley led the Ramble caravan on a short side-excursion to the small town of Orkney Springs, site of a mineral spring which fed a popular 19th century mountain resort & spa, and which since 1925 has been home to the Episcopal Diocese of Virginia’s retreat facility and open-air Cathedral Shrine of the Transfiguration. Also on Saturday, Dan Howard took Jim and Nanci Sieling to visit nearby Fisher’s Hill, a commanding terrain feature on which Phil Sheridan’s Union army in September 1864 outflanked and scattered a Confederate force led by Jubal Early, laying open the Valley to scorched earth operations that would ruin the Valley as a source of supplies for the salvation of Lee’s army besieged by Grant at Richmond. □



Fall Ramble Photos



International Skype Tech Session

On Saturday morning, December 10, fifteen of us gathered at Phil Carolan's house in Ashburn, VA to inaugurate our Chapter's first-ever tech session conducted over the Internet via software programs called "Skype" and "WebEx." The session featured separate hour-long presentations, supported by scores of photographic slides, by experts on four topics of interest to T-Series fans: (1) Maintenance, repair and restoration of dashboard instruments; (2) Tips on the myriad aspects of restoration, care and preservation; (3) A comprehensive survey of vehicle licensing regulations and systems employed in England and the United Kingdom over the past 375 years; and (4) A similarly detailed survey of the history and production of the MG Car Company, Ltd. We were able to ask questions and exchange opinions with the presenters during each session. It happened also that seven members of a sister Chapter in Canton, Ohio had the good fortune to view these presentations by hooking up with us.

Leading off at 10:00 a.m. was Peter Bayer, owner of Nisonger Instruments in Mamaroneck, NY — a firm specializing in the repair, conversion and rebuilding of Smiths and British Jaeger automotive gauges and other instruments. He took us on an hour-long video orientation of his workshop, showing us work in progress, introducing us to his technicians, and giving demonstrations of what they do and how they do it. We saw work being done on oil temperature and various other gauges, plus cables, clocks, etc. — all supplemented by Peter's running commentary on related matters such as instrument cleaning. This was a most informative and impressive briefing from people who clearly know and like what they're doing.

The next segment was led by Doug Pelton, who heads a busy restoration facility in Mesa, AZ called "From the Frame Up, LLC." He offered sensible, down-to-earth advice on a wide range of issues, both technical and practical, involved in the restoration of T-Series cars. They included "Do's, Dont's and How-To's" starting with tips on disassembly procedures (e.g., rely on color-coded inventories, take lots of photos, etc.) and on methods of stripping, cleaning, restoring and polishing old metal parts. He evaluated a variety of cleaning and re-plating materials, extolled the virtues of powder coating for chassis frames (Amen!), suggested useful tools, and stressed the importance of distinguishing between what is standard and what is not. He also ruminated on the respective virtues and drawbacks of chrome and brass, and on issues arising when dealing with instruments (problems either cosmetic or mechanical), knobs and "black stuff." In the latter regard, he reviewed cleaning/polishing methods and materials, while cautioning that insistence on achieving show quality can be expensive. He even took time to speak on the ins and outs of refinishing/replacing upholstery and fender piping, and on the impracticality of over-restoring what he calls "period tools." According to Doug, "there's no such thing as an 'original' tool!"

The session was punctuated by a brief lunch at noon.

Upon resuming, we had the pleasure of meeting (in person) and listening to Stephen Challis, owner of Earlswood Vintage & Classic (www.britishtaxdiscs.co.uk), a British firm specializing in the production of authentic tax discs for vintage cars manufactured between 1921 and 1992. He began by recalling that it was a long time ago, 1637 to be exact, when the imposition of the first official tax on wheeled vehicles (Hackney carriages) in England marked the beginning of what gradually evolved over the next four centuries into Britain's modern, highly technical and complex system for the registration, taxation and licensing of wheeled vehicles. Today, that system is administered by a governmental authority, the National Road Tax Fund, created in the early 1920s. Stephen led us through the many stages of this history. He noted *inter alia* the arrival in 1894 of the first motor car (a Benz) in Great Britain, the subsequent development of standards and emissions controls based on RAC vs. BHP horsepower ratings, the first use of registration number plates (early 1900s), and the introduction of the NRT license disc (1921), which remains in use today. A major mission of the NRT, Stephen explained, is to win "the battle against the forgers." While his remarks were detailed and often quite technical, they were leavened by his gift for understated British humor. We greatly enjoyed having him with us.



For the final presentation, we were joined (via Webex) from Southern California by Pete Thelander, a longtime MG enthusiast and veteran vintage racing-car driver who guided us expertly through the 56-year history of the



MG Car Company and its long line of excellent Little British Cars (LBCs). It was fascinating to hear him describe the highlights of that history and the circumstances under which the company operated. Pete supplemented his remarks with 70 photo slides. Particularly noteworthy was his assessment of the smashing team-victory of K.3 Magnette racers in the 1933 Italian Mille Miglia as the finest achievement in MG racing history, a feat supplemented a year later by the triumph of NE Magnettes in the Ulster Tourist Trophy Race.

We plan to circulate Pete's full slide-show to members shortly, via email (Ed.). □

[Upcoming Chapter & Chapter-Related Events](#)

[EatOut 2012](#)

Sunday, February 12, at 1:00 p.m., has been selected as the date for our annual luncheon get-together. As before, the venue will be Morgans' American Grill at New Market, Md. Details on menu, cost, directions, etc. will be circulated shortly.

[Twist's Tutelage Tune-Up](#)

John Twist, the noted authority on MG cars who conducted a very successful weekend seminar for us on the care and feeding of T-Series cars back in April 2010, will visit us again for that purpose on Saturday-Sunday, April 21 and 22. It will take place in Northern Virginia at a time and place yet to be determined.

This event will be unique in that 12 participants will have opportunities to perform tune-ups, under Mr. Twist's guidance, on their own T-Series cars. We'll circulate more details as time goes on.

HELP WANTED!!

[Mini-GOF 2012](#)

We're now seeking ideas and volunteers to help stage, set up and manage this major event, which traditionally takes place over a weekend in May. Interested members should contact Lin Snider at (301) 845-6381.

[The 35th Original British Car Day](#)

Our Planning Committee will meet soon to discuss arrangements for this, our annual flagship event, scheduled to take place on Sunday, June 3. It's not too early to begin thinking about how we might improve on the respectable turnout of volunteers who helped to make it a success in 2011. We trust all of us, especially those who've not volunteered in the past, will give serious thought to lending a hand this time around. Please make your interest known to John Tokar at (410) 775-0500 or jtokar51@verizon.net. As always, we'll be grateful for whatever you can do to help!

[Fall Ramble 2012](#)

And would you believe that planning sessions will also begin soon for this other popular event, scheduled for the weekend of October 26-28? Members wishing to take part in the planning process will want to contact Milton Babirak at mbabirak@babirakcarr.com

“Stump the Chapter” Quiz

Here’s Quiz Question No.7

The MG in the accompanying photo is clearly a Midget, and a very pretty one indeed. Can you guess its Type (e.g., C, D, M, J, P, or T), its iteration (e.g., 1, 2, 3, 4, A, B, C, D or F etc.), and the year in which it was manufactured?



Answer to Question No. 6

(Fall 2011 issue)

Question: What connection did a fellow with the colorful name of “Goldie Gardner” have with the MG Car Company, Ltd., and what were his contributions to the reputation of the MG marque?

Answer: Jim Bradley, alert as always, hit this one on the nose: “Per Wikipedia he set many land speed records in MGs, most notably in the early 1950s at Bonneville Salt Flats, Utah.” Jim thought to google Gardner’s name on the Internet and came up with a full biographical sketch, distilled as follows:

Lt. Col. Alfred Thomas Goldie Gardner (1890-1958) was a much decorated British Army officer and professional racing driver who, though severely wounded in his right hip and leg in 1917, served in both World Wars. “Goldie” was not a nickname. (It was his mother’s maiden name.) He raced MG cars from 1930 to 1951, winning numerous international trophies despite his disability (aggravated in his crash while driving a K-Type Magnette in the 1932 RAC Tourist Trophy race in Northern Ireland). In the years between 1936-39 and 1945-50, he set over 100 international and local speed records throughout England, Europe and the USA. At Bonneville Flats in 1951, piloting a supercharged and streamlined MG EX-135, he set 6 international and 10 American records in the 1,100-1,500 cc class. He returned there with the same car in 1952 to set 21 additional speed records. A brain hemorrhage later that same year obliged him to retire from motor sport.



This photo of “Goldie” appeared in the June 1946 issue of MotorSport magazine. Members will find additional information about him, including photos of his cars, on pages 22-23 of the June 2011 issue of The Sacred Octagon. □

Should anyone ever sneer at Little British Cars, you can assure them that size isn’t everything. While Detroit whales are an endangered species, the ants of the automotive world seem to be doing quite well.

Inspired by Bob Salvin and Jennifer Ash (TSR,1983)

Note: Chapter Members are encouraged to submit classified ads free of charge to the Editor via email or snail mail at one of his addresses shown on page 2. Photographs are accepted. Also, please remember to let us know the results of your ad and/or whether you want it to appear again in the next issue of the Newsletter.

FOR SALE:

MG-TD Left Front Fender (with bulge for shock).

Professional job on body work. The dull spot in photo is a demo sanded area to show that all that is needed is a light final sanding to make this excellent fender ready for color coat. Located in Germantown, MD. \$895. Call Bob Eicher at 240-432-2676, or email RWeicher@msn.com

TO SWAP:

Would like to trade two (2) MG TD/TF brake master cylinders for one (1) new MG TC brake master cylinder. Local transaction. No mailing, please.

Contact Richard Embick 5805 Brookview Drive, Alexandria, VA 22310. Tel. (703) 971-2196 ☐

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My MG, Without Thee In Money I Would Be

(Sung to a favorite patriotic tune)

My MG 'tis of thee,
 Shortcut to poverty,
 Of thee I chant.
 I blew a pile of dough
 On you three years ago,
 Now you refuse to go —
 Or won't or can't!

Through town and countryside
 I drove you full of pride,
 Hood stowed in back.
 Your windscreen folded down,
 Your tyres going round and round,
 That XPAG sound —
 The way you act!

Thy exhaust swells the breeze
 While good folks cough and sneeze
 As we drive by.
 I paid for thee a price
 T'would buy a Rolls-Royce twice,
 Now everyone yells "nice!" —
 And I just sigh.

From thee, old rattlebox,
 Came many bumps and knocks,
 My faithful friend.
 Thy bonnet's badly torn,
 Frayed are thy seats and worn,
 No beep comes from thy horn —
 Is this the end?

Thy motor has a ping,
 Thy spark plugs have no zing,
 And woe is thine.
 I too have suffered chills,
 fatigue and kindred ills,
 Trying to pay the bills,
 Since thou were mine.

Gone is my bankroll now,
 No more 'twould choke a cow,
 As once before.
 Yet, if I had the yen,
 So help me Abingdon (Amen!)
 I'd buy a 'T' again —
 And spend some more!

Technical Notes

The Care and Feeding of Leaf Springs

By Chip Old

This article first appeared in the March-April 1973 issue of The Square Rigger

Are you tired of your teeth rattling whenever you drive on anything other than a glass-smooth road? Believe it or not, you can do something about it. Our cars, especially the TC and earlier models, ride rather hard to start with because when they were designed, stiff springs were thought to be necessary for good handling. This natural stiffness is only made worse when the original lubrication dries up and dirt works its way in between the leaves of the springs. This causes extra friction between the leaves, and in really bad cases the spring takes on all the characteristics of a solid steel bar.

The manuals for the TC and earlier models recommend that the front and rear springs be greased every now and then. To do this, you should first clean off the outside surface of the spring with a wire brush. Next, jack up the car under the chassis to take the weight off the spring. Then pry apart the clips that hold the leaves together, allowing the leaves to spread apart slightly. You can spread them even more by wedging a screwdriver between them. If you have access to compressed air, it's a good idea to blow the accumulated dirt out from between the leaves. Now you have to somehow work grease in between the leaves. Good luck! Try using a thin knife blade. Once that's done, let the car down off the jack and bend the clips back around the leaves. Repeat the process on the other three springs, and you're ready to go. The improvement in the ride will be quite noticeable, especially if the springs have been neglected for a long time.

The only catch to this is that the grease will wash out from between the leaves when you ride in heavy rain, and dirt will again work its way between the leaves, so you're right back where you started. The only solution to this problem is to cover the springs somehow. At one time, you could get rolls of a sort of extra-flexible adhesive tape to wrap around the springs. I haven't seen them for sale recently, but if you can find some the proper drill is to clean and lube the springs as described above, then wrap the tape around the springs. This keeps the grease in and dirt and water out. Don't try to use regular adhesive tape or electrician's tape; they aren't flexible enough. An even better solution is to install a set of leather spring gaiters which are available from Octagon Sports Cars, Abingdon Spares and others. These gaiters are quite effective in keeping out dirt and water, and they usually have built-in grease fittings which make future lubrication considerably easier.

As you have probably guessed by now, the whole clean and lube procedure takes a lot of time, but it's the best way to do the job. If you want to try a shortcut, go to any motorcycle shop and buy a spray can of chain lubricant. This stuff is very thin and volatile, but when it evaporates it leaves behind a film of thick grease or a layer of dry lubricant like graphite or molybdenum disulphide, depending on which brand you use. Spray the chain lube generously over the spring and let it penetrate between the leaves. Do not use the car for several hours so that the volatile carrier will have time to evaporate. The results are not quite as good as the normal method, but it is certainly a lot easier! I used the spray lube on my TC's springs for about 8,000 miles with good results, but I found it necessary to re-lube about every thousand miles.

Those of us with TDs and TFs have it a lot easier. To start with, you only have two leaf springs to worry about, and they have rubber spacers between the leaves, so that the leaves never really rub together. These springs should never be lubricated with a petroleum-based lubricant, since this will eventually destroy the rubber. If you wish to lubricate them, use one of the silicone- or soap-based lubes designed for this purpose. Otherwise, just clean the springs and cover them with tape or leather gaiters. As for the coil springs at the front of the car, they of course require no lubrication.

Needless to say, you should examine the springs for wear when you clean and lubricate them. A neglected spring will wear at the points where the end of one leaf rubs against the longer leaf adjacent to it. The result is a groove or thin spot which weakens the leaf. When this wear is excessive — say more than .020" — the leaf is likely to break, as I found out the hard way. This can be dangerous, and the only way to avoid it is to clean, inspect and lubricate the springs on a regular basis. □

Two Nations Divided by a Common Language

The Square Rigger, Jan/Feb 1973

Courtesy of Chip Old

<u>British Usage</u>	<u>American Usage</u>	<u>British Usage</u>	<u>American Usage</u>
Bonnet	Hood	Laygear (gearbox)	Cluster gear
Boot	Trunk	Layshift (gearbox)	Cluster gear shaft
Cam Follower	Tappet	Mixture control	Choke
Contact Breaker	Ignition points	Mudguard	Fender
Crown wheel & pinion	Ring & pinion	Paraffin	Kerosene
Damper	Shock absorber	Petrol	Gasoline
Dashboard	Firewall	Propellor shaft	Driveshaft
Dial (on an instrument)	Instrument face	Revolution counter	Tachometer
Dynamo	Generator	Road spring	Suspension spring
Earth	Ground	Running-in	Breaking-in
Facia board	Dashboard	Second motion shaft (gearbox)	Cluster gear
Fender	Bumper	Silencer	Muffler
First motion shaft (gearbox)	Input shaft	Slow running control	Hand throttle
Gearbox	Transmission	Screenwiper	Windshield wiper
Gearchange	Gearshift	Spanner	Wrench
Gudgeon pin	Piston pin or Wrist pin	Sparking plug	Spark plug
Hood	Top	Sump	Oil pan
Hood sticks	Top frame	Third motion shaft	Output shaft
Inlet valve	Intake valve	Welch plug	Core plug
Joint	Gasket	Windscreen	Windshield
Jointing compound	Gasket cement	Wing	Fender

Car Quirks

The Square Rigger, April/May 1972

Dick Embick wrote this for our Newsletter many years ago:

Here are a couple of problems on which to test your skill:

1. For the mechanically inclined:

This actually happened to me. One day I stopped my TD and turned off the ignition. With the engine dead, my tachometer continued to tick away at about 1,000 rpm. How come?

2. And for the electrically inclined:

This also happened to me. One evening, I was trying to jump a dead battery using cables between two cars, both with 12-volt systems. The ignition keys to both cars were turned off. No matter which way around I switched the jumper cables, I got a tremendous arc when I tried to connect them to the batteries. What was going on?

(Refer to page 12 for the answers.) □



We've had occasion to meet this little beauty before, when we joked about her in our Fall 2010 issue as the snowplow thanks to which Stephen Mefferd managed to survive the previous winter's blizzards. Well, of course she's really not a snowplow. She's actually a retired member *emeritus* of the police force in Kent County, England, where Stephen discovered her a number of years ago. (Catch the alarm-bell mounted in front of her grille!) It seems the TC fanciers among us like to share pictures of their favorite MGs with their Newsletter, and who are we to discourage them? This particular shot, with downtown Washington in the background, came to us via John Hambleton, whose black TD could probably pass, if not for a twin, at least for a cousin. (Ed.) ☐

Car Quirks Answers

1. The fan belt had gotten quite loose, and the lack of tension allowed the generator to keep turning of its own momentum, thus turning the tach drive.
2. One car was positive-ground, the other negative. I finally noticed that the bumpers were touching, thus connecting the grounds of both cars. No matter which way the cables were connected, one or the other of the batteries was being short-circuited. If you draw a diagram, you can tell what was taking place. ☐

Dept. of Helpful Hints Borrowed from All Over

How to avoid crud build-up on Lucas connectors in your T-Series car:

RAIL-ZIP TO THE RESCUE!

By Roger Marshall with credit to Al Osterud

I read an article in the Intermarque newsletter today and will just report on the article as it can be boiled down to a simple concept.

Al Osterud wrote "All About Rail-Zip". Some of you who collect model trains may be aware of this product but Al applied it to Lucas electrical issues. Made by Pacer Technologies, Rail-Zip is intended to clean tracks and contact points on model railroads.

Al says "I use Rail-Zip on toy train tubular rail track pins, toy train reversing unit contacts, old electrical switches (like the antique push button light switches in my 100 year old house), door bell contact points, antique Christmas Tree light bulbs, automotive connectors, automotive fuse holders, and Lucas Electrical systems on a British collector car." He said his mechanic also uses it on electrical connections in anti-lock braking systems in newer cars.

Al says he was struggling with electrical connections on his '67 Rover 2000TC Sports sedan which has Lucas connectors we all find on MGs. He points out the dangers of trying to pull apart those connections that are covered with crud. Instead he just puts a small drop of Rail-Zip in the connector and lets it sit. The next day he found that everything worked. The Rail-Zip had cleaned the contacts, enabling them to behave properly.

He goes on to mention several other places he's used this product with quick success. Sounds like it might be a product worth checking out. I suspect it can be found in model train stores and shops.

This helpful advice appeared in the November 1, 2011 issue of OCTOGRAM, newsletter of the MGs of Baltimore. □



Saved from *The Octagon*, newsletter of the Classic
MG Club of Florida, thanks to Jennifer Ash, c.1981



Greetings
to all our friends
at Home & Overseas

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© Joseph Lucas, Ltd.
MotorSport,
January 1947 & January 1948

Published by Joseph Lucas Ltd., 100, Abchurch Lane, London, E.C. 4, and printed by The S. Widdowson & Sons Ltd., 17 & 19, City Road, London, E.C. 2.



*Merry Christmas and Happy New Year
to Everyone in the
Chesapeake Chapter Family!
from The Square Rigger*