

THE SQUARE RIGGER



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

CHESAPEAKECHAPTERMGTCCLUB.COM

SUMMER 2014

Words from Our Chairman

As you know, our Original British Car Day was held for the 37th consecutive year on the 1st of June 2014. By all measures it was a big success! The turnout of British cars surpassed last year and the weather was superb. There were also a few changes made to the layout of the field --- the Club's cars were relocated to a different area and a tent was set up near the vendors to provide shade to the customers. Also, a raffle was held prior to the awards ceremony and many exciting gifts were given away to entrants of the show. The date for OBCD also coincided with the 50th year starting the production of the Sunbeam Tiger. During the awards ceremony the Sunbeam Tiger was recognized for this historic event.



In the recent Winter issue of TSR, I asked for suggestions of organizations that The Chesapeake Chapter of the New England MG-T Register (NEMGTR) can consider for making donations to help them. To date I have received two recommendations, but would like a few more --- let me know your thoughts by the end of June!

There is planning taking place for The Fall Ramble 2014. If you have any suggestions for this event, or want to help in planning, contact Milton Babirak (mbabirak@babirakcarr.com). We are also planning a Tech Session for later this Summer --- see Charlie Adams' article in this TSR for more info.

Safety Fast!

Your Chairman, Shaun English

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From the Editor

I hope you enjoy this SUMMER 2014 issue of **THE SQUARE RIGGER**. To make future editions better, please send me pictures of your cars, and stories about them, interesting articles about MG cars, or anything else you think our readership will enjoy! Note the new picture of me and my MGTC --- now under restoration! See Installation Nr 1 of the story, later in this Edition.



Flexibly yours, Stephen Woodall

Welcome to New Members

We send a warm welcome to the following new members:

Mike Frank / mfrank16@cox.net / Home Phone: 703-780-6152 / Cell Phone: 703-627-8498 / Address: 8540 Radford Avenue, Alexandria, VA 22309-2751 / Car: a white 1950 MGTD.

Frank S. Philip / frankphilip2@mac.com / Cell Phone: 202-251-6673 / Address: 616 Canal Road, Annapolis, MD 21409 / Car: once had an MGTF in the 1950s and 60s --- he has no MG at present, but he is retired, and looking for another MGTF! Maybe one of us can help him find one to adopt!

Recent Chapter Events

Mini-GoF 2014, Williamsburg, VA, 2-4 May 2014

The British Came Back!

Our Chapter returned to Williamsburg for our annual spring Mini-GOF in May. It had been over 15 years since our last event in the Colonial Capital of Virginia, and a good time was had by all that attended. The Holiday Inn Express – Historic Gateway provided an excellent base of operations for the weekend’s activities. Great weather was plentiful, as we had sunny skies every day, with highs in the low 70’s, excellent top down weather for our T types.



Late Breakfast by the Cars



Show is Warming Up



Show is Breaking Up!!

Many members arrived Thursday evening & early Friday morning, allowing for nine T Types to participate in a ride up scenic VA Route 5 along the James River to visit the Sherwood Forest Plantation, home of our 10th President John Tyler on Friday afternoon. The T’s made the round trip journey and toured the grounds of the 19th century plantation. The plantation is known to be the longest A-Frame home in America at over 300 Feet. On Friday night, 16 members participated in a Ghost walk Tour in Colonial Williamsburg. We had a private guided tour for the group so there was great interaction between the guide & the group, followed by renewing old friendships and some libations in the Hospitality Room.



Usual Suspects at the Hotel Lot



Before the Friday Drive



Another Shot of the Show

Saturday we had a show of cars on Prince George Street in Merchants Square, adjacent to the restored area of Colonial Williamsburg. The City of Williamsburg had closed the street to all traffic, so the car display made for a great setting in the colonial area. Hundreds of visitors to the restored area had a fun viewing the cars. We had one YA, four TC's, six TD's, three TF's, a MGB, an Austin Healey 3000 and a Jaguar XK120 Coupe all on display. We were happy to see some new MG T Series fanatics, as several T owners from the neighboring NEMGTR chapter, the Tidewater MG Classics, and the local Historic Williamsburg MG Touring Society group came with their beautiful cars, and participated in the weekend's events. Many Chesapeake Chapter members were surprised to hear that there are over 25 T Series cars in the greater Williamsburg area. After a group lunch at the Blue Talon Bistro, most members took a riding tour on the Colonial Parkway south to Yorktown Battlefield or north to Jamestown Settlement. Later Saturday evening we had an Awards Banquet in the ballroom at our hotel, followed by discussions in the Hospitality Room..

Results of the Car Show in Historical Colonial Williamsburg:

- Vintage 1st – Mike Lutz (TA)
- TC 1st Bob Stein (HWMGTS), 2nd Paul Tucker, 3rd (tie) Susan Bond (Tidewater) & Steve Murphy (HWMGTS)
- TD – 1st Mark Strang (HWMGTS), 2nd Dale Lindsay, 3rd (tie) Milton Babirak & John Debelius
- TF – 1st Dick Shepherd, 2nd Ralph Cattaneo, 3rd Jim Bradley
- Variant / Deviant - 1st Randy Colker (Jag XK120 - HWMGTS), 2nd Lucy Hughes (MGB), 3rd Shaun English (AH 3000)
- Special Award was given to Barbara Van Over, who brought her TD from Matthews



Dick --- a 1st Place for his MGTF



Lucy's MGB-GT Recognized



Special Award for Barb & her TD

Sunday morning it was time to say our farewells until the next event! We all look forward to our upcoming Fall Ramble, and our next Mini-GOF in early May 2015.

Many thanks go to Deb and Dick Shepherd, and to Nancy & Steve Woodall for planning such a super event!

37th Annual Original British Car Day (OBCD), Lilypons Water Gardens, Adamstown, MD

The “Unsung Heroes” of The Original British Car Day

Submitted by John Tokar, Our OBCD Chairman

I'd like to take this opportunity to extend my sincere thanks to all those that helped make OBCD 2014 a success! This includes all the behind the scenes help we receive throughout the year, during Saturday staging and on show day.

We had our share of excitement this year, but it all turned out well in the end. The beautiful weather certainly brought out the cars. We had a total of 258 show cars registered and a good vendor turnout with nine participants. All the comments I have received thus far have been positive. This is a testament of what a dedicated group of people can accomplish when they work together as a team. This being the case, I believe that name recognition is warranted.

Let me first begin by thanking our loyal Chesapeake Chapter members for all their efforts. Lin Snider, my long-time friend and Vice Chairman, spent many hours, preparing trophies, setting up show support services including arranging the concessions and port-a potties- all things most people may just take for granted that somehow miraculously are just there. But above all, Lin is the “Orchestrator”, directing cars on to the show field in his traditional white coveralls! Some folks, however, had trouble following directions! Thanks for everything Lin!

Mike and Lucy Hughes did a masterful job running Drive-In Registration along with their support team; Susan Snider and Bob Eicher. This is perhaps the busiest and most hectic job of all. It takes a lot of patience and control to ensure that the drive-in cars are registered in a safe and timely manner and are assigned to the correct class. This team must also apply a certain amount of finesse to the anxious car owners to keep them calm, cool and collected. Thanks for a great job!

Pre-Registration was in the capable hands of Susan Snider with assistance of Siobhan Kosko. The cars proceeded through their line with precision and on their way to Lin Snider. We thank them both for their efforts!

Ralph Cantaneo executed his job with military precision keeping traffic at the front gate safe and orderly. He was assisted by John DeBelius, who also ran Vendor Registration. Thanks Ralph and John!

My wife Ginny, did her fair share of ballot counting and field tear down. She spent many hours helping with finances, administration and other jobs in support of the show throughout the year including hundreds of packet stuffing for the cars. She made an extra effort this year to loan her BMW to the only food vendor to restock his hot dogs! Thanks for all your help Ginny and for still being married to me!

John Hambleton led a seasoned team on Saturday to set up the show field; a very involved, labor intensive operation. John was assisted by Jim Bradley and Shaun English. Shaun also spent a good part of Saturday helping where needed and Jim directed cars to the correct class on Sunday. Many thanks!

Steve and Nancy Woodall did a commendable job helping to set up, work and tear down the Chapter Hospitality tent. They had a good day selling regalia and tee shirts, with the able assistance of Shaun English and Milton Babirak. Thanks for your excellent work! We made a dent in the supply of old tee shirts, from OBCDs past!

We must not forget the efforts of all the other players that had a significant role in helping us this year and the many years prior. They are not part of the Chesapeake Chapter; hence our “*Unsung Heroes*.” They were instrumental in helping throughout the year with planning, Saturday setup and on show day. Without their efforts, OBCD would not be possible so I would like to recognize each person and describe the roles they played.

During the months before the show, Mike Ellis is active in designing, writing articles and incorporating the commercial ads and the pre-registrants into the program booklet. This booklet has become the show souvenir that everyone looks forward to each year. He has established an excellent relationship with the printer and is able to produce a high quality product in a very short time period.

Mike also employed his computer and database skills to put together, maintain and utilize a very sophisticated database. It tracks all the show entries, tallies the votes and produces an awards results report. The voting results report is the most important product we can produce and it must be done in a timely manner. It allows us to keep the waiting time to a minimum as the anxious crowd waits to receive their trophies. This database also serves as our historic archive for all OBCD data. Mike's latest revisions and improvements have allowed us to compile over 3000 votes on the day of the show and print the results in less than two hours. Mike spends all day entering data from the Drive-In registration forms into the data base to be sure everyone is counted for when the votes come in. Mike has also spent many hours involved on Saturday set up and show teardown. Mike's daughter Lauren was on hand and did a stellar job of quickly counting the ballots on Sunday. They both deserve our sincere thanks!

Laurel Tokar serves as our Registrar and starts receiving the pre-registration forms and checks sometimes as early as March. Her attention to detail is evident, as she checks and double checks the inevitable errors on the registration slips. The information is added to the database, classes are assigned and communication with registrants becomes an ongoing process. She also handles problems that arise on the show field, hands out the trophies, counts the ballots and helps with field layout and tear-down. In addition, she made a special effort to design a new trophy that recognizes the importance of our Featured Marque. Many thanks for your efforts Laurel!

Chris Pohuski, Laurel's friend, is a long time staff member of OBCD. He is always there to do any job that is handed to him with a gracious and joyous attitude. He spends a good part of his time on ballot counting and works with Mike to perform the final data checks before the results are released. He also helps with field tear-down, clean up and loading the OBCD trailer – a very invaluable service. Thanks for everything Chris!

Chris and Siobhan Kosko offered some serious help this year. Chris started out on Friday when he loaded a large tent in the back of his pickup truck and hooked up to the OBCD trailer, which is stored at my shop. He then transported it all to Lilypons early Saturday morning and helped setup tents, tables, chairs and performed other duties that improved the comfort for all that attended. His wife Siobhan, gave Susan a hand with registration on Sunday – having a few people at each station really makes a difference! We thank the Koskos for all their help!

Bob Burnett and Keith Mitchell are long time OBCD volunteers and have loyally helped run the field layout operation. They were part of the "A" team along with John Hambleton, Jim Bradley, Mike Frank, Bill Muster and Nelson Wilson. Nelson's involvement has been continuous, even since he moved to South Carolina. Nelson makes a special trip each year to help us with the field layout – a most commendable action! The team spent a good part of Saturday measuring out the car class spaces, painting lines, setting cones, flags and class signs. This is a very labor intensive operation so we need all the help we can get. Thanks again guys for a job well done!

Steve Zuiderveen, a good railroad and Ford enthusiast friend of mine, has helped us for a number of years. Steve arrived on Sunday to help with clean-up. This is an area where we always never seem to have enough help. A larger crew makes the job easier and allows us to finish as soon as possible. Tearing down tents, stacking chairs and tables and loading cones and other OBCD equipment are but only a few essential jobs that Steve has helped with. He also used his pickup truck to tow the trailer back to my shop. Thanks Steve for all your efforts!

And last but not least, The Linganore Band Boosters have played a very important role in our show for over the year. They are in charge of spectator parking. This involves the allocation of adequate parking spaces for spectator cars and show car trailers, traffic control, and the collection of entrance fees. They have done an exemplary job over the years and we are deeply indebted to their services. Many thanks to all for a job well done!

As a disclaimer: Please forgive me if failed to recognize anyone. Next time we will do a sign-up sheet to make sure everyone is included. Everyone's efforts are most appreciated!

Work from the show is not over yet. There is still much to do including finalizing and posting the awards results on our website, counting the earnings, making deposits, paying the bills, making arrangements for winners not at the show to receive their trophies and a number of other jobs that continue into the summer.

As you can see, organizing and running The Original British Car Day is not an easy task. It takes a concerted effort by all parties involved as we continue to strive each year to make it the best British car show by far. Don't forget, 2017 will be our 40th year so make plans to give Ralph Cattaneo your support for what we expect to be a monumental event.

I've written this piece so our members may gain a better understanding of what it takes to put a on a car show as complex as ours. The fact that we have been able to carry on this tradition for over 37 years is commendable. Continuing on into the future will depend on the support we receive from both within our club and from those folks from other walks of life that offer their assistance.

I hope that this writing has served to encourage our members to come forward to lend a hand. Remember, OBCD 2015 is less than a year away so it is not too early to begin planning. We have already been working on a list of over twenty possible improvements that we will be considering during our fall planning meeting. I will be expecting you to contact me and provide your ideas on how you can help us next year. I am available any time.



Thanks and kind regards,

John Tokar
Chairman, OBCD

[Original British Car Day 2014](#)

[Winners and Some Pictures](#)

[Winners](#)

Summary of our award winners for OBCD 37, 1 June 2014:

Class 1 / Aston Martin / 1st - Suzanne Quarles

Class 2 / Austin Healey 100-4/6 / 1st - Denise & Rob Miller

Class 3 / Austin Healey 3000 Mk I/II/III / 1st – Paul Gnat / 2nd – Robert Evans / 3rd – Jeanne & Robert Longford / HM – Mike Callison

Class 4 / Austin-Healey Bug-Eye Sprite / No Awardees

Class 4a / Austin Healey Square Body Sprite / 1st – Tony Colella

Class 5 Bentley / No Awardees

Class 7 / Jaguar XK 120/140/150 / 1st – John Feser

Class 8 / Jaguar Saloon / Coupe to 1968 / No Awardees

Class 9 / Jaguar XKE 6/12 Cylinder Series I/II/III / 1st – Suzanne Quarles / 2nd – Donald Courtney

Class 11 / Jaguar XJ 6/12 Series I/II/III / 1st – Jim Sheets / 2nd – Cary M. Cooper

Class 12 / Jaguar XJS / 1st – Joseph Policastri

Class 15 / Jaguar Coupe & Convertible from 1997 / 1st – Thom Ripple

Class 16 / Jaguar Sedan from 1988 / 1st – Cheryl & Chris Kintner / 2nd – Trevor Spurrell

Class 17 / Jensen Healey, Jensen GT & Interceptor / No Awardees
 Class 19 / Land Rover Series I/II/III / 1st – Hank Lapa
 Class 20 / Land Rover Range Rover / No Awardees
 Class 21 / Land Rover Defender 90/110, Discovery, and Freelander / No Awardees
 Class 23 / Lotus Classic through 1980 / 1st – Patricia Marchione / 2nd – Todd Brace
 Class 23a / Lotus 1981 to Present / Tie for 1st – Phil Mitchell & Matt Schipani / 2nd – Jum Winger / 3rd – Bobbi & Gary Windham / HM – Phil Mitchell
 Class 24 / MG Vintage & Variant / No Awardees
 Class 25 / MGTC / No Awardees
 Class 26 / MGTD / 1st – Milton Babirak / 2nd – Val Hostage / 3rd – Barbara & Ray Wamsley
 Class 27 / MGTF / No Awardees
 Class 28 / MGA / 1st – Susan Snyder / 2nd – Jim Mackin – 3rd – Doug McCoach / HM – Larry Newman
 Class 29 / MGB 1962-1967 / 1st – Robert Stutzman
 Class 29a / MGB 1968 through 1974½ / 1st – Ken Gosset / 2nd – Susan & Ed Katz / 3rd – Mark Spaulding / Tie for HM – Michael B. Courtney & Jeff Pulford
 Class 30 / MGB from 1974½ / 1st – Doug Wilson / Tie for 2nd – Richard H. Benson & Dennis L. Keplinger / 3rd – Richard Liddick / HM – June & Bob Zimmerman
 Class 30a / MGB GT / 1st – Sandy & Mark Deeds / Tie for 2nd – David Krebs & Todd Miller / 3rd – Lucy & Mike Hughes / HM – Elizabeth Wade
 Class 31 / No Awardees
 Class 32 / MG Midget / 1st – Edgar L. Moss / 2nd – Bill Bowman
 Class 33 / Classic Mini (Austin & Cooper) / 1st – Chuck Viggiani / 2nd – Bill Elliot / Three-way Tie for 3rd – Miranda Bernard, Brandon Squibb, & Jason Witter / HM – Dan Moffett
 Class 34 / Mini from 2002 / No Awardees
 Class 35 / Morgan / 1st – Daniel V. Dowd / Tie for 2nd – Steve Sayer & Don Roberts / 3rd – Cate & John Barry / HM – Javin Sher
 Class 36 / Morris Minor / No Awardees
 Class 38 / All Other British Marqueses & Vintage Racing / 1st – Jim Netterstrom / 2nd – Ben Swecker / 3rd – Siobhan M. Kosko / HM – De & David Mensh
 Class 39 / Rolls Royce / 1st – Bambi & Al Porter
 Class 40 / Sunbeam Alpine / 1st – Paul Pusateri
 Class 41 / Sunbeam Tiger / 1st – James Linder / 2nd – Joe Parlanti
 Class 42 / Triumph Vintage & Variant / No Awardees
 Class 43 / TR3/TR3A/TR250 / 1st – Randy Jones / Tie for 2nd – Ron Gordon & Donald R. Cumberland / 3rd – Bill Bowman
 Class 44 / Triumph TR4/TR4A/TR250 / 1st – Bruce Little
 Class 45 / Triumph Spitfire & GT6 / 1st – Terry R. Kahl / 2nd – Renee Diggs / 3rd – Dave Denison / HM – Alfred James
 Class 46 / Triumph TR6 through 1973 / 1st – Lionel Mitchell / 2nd – Lloyd Tucker
 Class 47 / Triumph TR6 1974-1976 / 1st – Gregg Bachner / 2nd – Dennis R. Kruse
 Class 48 / Triumph TR7/TR8 / 1st – Dennis M. Miller
 Class 49 / Triumph Stag / No Awardees
 Class 50 / TVR / 1st – Jeffrey Loss

Some Pictures of the Perfect Day at Lilypons – A Beautiful, Warm & Breezy Day



The Field Early in the Day



Our Hospitality & Regalia Tent



The Lone MGTC



MGTDs Lined Up in New Spot



More MGTDs



Some Beautiful Healeys



Some Terrific Midgets



Lovely Row of MGBs



Look Fast Standing Still!



The Twirling Dancers



The All-Volunteer Force!



Oldie but Goodie

Upcoming Chapter & Chapter-Related Events

MG-T Club Technical Session

Tech Session

Date: Saturday August 2, 2014

Place: 8180 Cottage Rose Ct.
Fairfax Station, VA 22039

Times: 9 AM to about 2 PM

Steve and Nancy Woodall have graciously offered to host a tech session at their Carriage House garage. This session will focus on restoration topics. The featured speakers will be:

- Mike Lutz will show his MG YA and discuss its restoration. Mike told me he purchased his YA painted, and he completed the mechanical restoration.
- Steve Woodall will discuss the on-going cosmetic restoration of his MG TC.
- Ron Moore, who is guiding Steve in completing the body and paint work of his TC, will discuss the preparation and application of water borne paints. Ron is currently the body shop teacher at George C. Marshall High School in Falls Church, VA and has ample experience with water borne paint and earlier systems that he will share.

We will order lunch from a menu in mid-morning. After lunch, I'll demonstrate the tune-up of an MG, using Steve Woodall's MGA as the example. Steve reports his MGA is not running very well, and we will see if we can determine the cause and remedy the issue.

Your donation the day of the August tech session for a gratuity for Ron Moore will be most appreciated (suggest \$20).

Please RSVP to me at charlieadamsmg@gmail.com. Due to space & seating limitations, we will be limiting the session attendance to 20. Don't miss out --- register soon!

In addition, during the tech session, I'll discuss and gauge interest among members for holding a day of tech training at an engine machine shop. In brief, I envision this session will be a full day of expert instruction and observation of engine rebuilding machinery and shop operations. The shop owner is nationally recognized for work on the heads of antique cars, and has extensive experience with a wide range of engines including modified high power engines. The instruction would be general engine building, and not MG specific. He also has some specific experience with testing and rebuilding MG heads. The class size would be limited to 7 to 10, and cost \$130 each. If there is sufficient interest, we could schedule more than one class to accommodate larger numbers. If you are interested in this idea but cannot attend the 2 August tech session, please send me an e-mail at my address above or give me a call.

Charlie Adams
703-582-3757

Other Upcoming Events

Fall Ramble 2014

Milton Babirak and team has the planning for this event underway. If you have ideas, or would like to volunteer to help in the planning, get in touch with Milton most *ricky tic!*

Technical & Historical Matters Articles for this TSR Issue

Summer Technical Article – Time to Sleeve the Master Cylinder

By Charlie Adams, TSR Technical Editor

Before I started dismantling the brakes my 1951 MGTD, I made a new wooden insert for the lifting pad of my floor jack last week. The pad I made is of poplar simply because a piece of poplar was within reach of my hand when I started this small project. A few minutes later, after a trip to the band saw, disc sander, and drill press, the insert dropped into the dish of my jack's lifting pad. Most importantly, I relieved a spot in the center of the pad to receive the drain bolt of my MGTD. This feature spreads the weight of the car across the differential case, avoiding the spot pressure which occurs when is supported on the drain plug.



Special Lift Pad for MGTD

After I put the car on jack stands, I could see the bubbled Imron paint pattern on the frame and pedal box near the master cylinder. I was pleased that I encountered no difficulty removing the master cylinder. However, as I turned the bolts, I noted the side plate of the pedal box was missing and the box itself was a bit banged up and its top flange was torn.



View of Master Cylinder

After removing the 'circlip' with needle nosed pliers, I put a brief shot of compressed air in the outlet port to push the piston into my hand.



Master Cylinder Disassembled

The piston should be cleaned and I'll reuse it if it is not scored.



See the Pitting on the Master Cylinder Bore

Ah, I found the bore of the master cylinder was potted. Here is the first look inside.



Looking Inside the Master Cylinder

This is an excellent illustration of the fact that brake fluid absorbs water, which over time will rust and score the inside of a brake system.

Next, here is a look at the bore after I briefly honed the cylinder. The pitting in the bottom of the bore remains and the cylinder should be sleeved.



Master Cylinder Inside after Honing

I'm planning on sleeving and rebuilding the cylinders on my car. Brass and stainless steel are in common use for sleeving brake cylinders and both are acceptable if installed properly. Here are the current prices for this work for MG T series cars:

- Apple Hydraulics (<http://www.applehydraulics.com>) will sleeve the master cylinder in brass for \$95 and completely rebuild them for \$175, and sleeve in stainless for \$142.50 and completely rebuild with a stainless sleeve for \$262. Apple will sleeve wheel cylinders in brass for \$50 and completely rebuild them for \$85, and sleeve wheel cylinders in stainless for \$75 and completely rebuild them with a stainless sleeve for \$127.50.
- White Post (www.whitepost.com) provides a cylinder rebuilding service using a brass sleeves and charges \$225 for a master cylinder and \$80 for a wheel cylinder.
- Karp's (www.karpspb.com) sleeves cylinders with stainless steel and charges \$105 for a master cylinder and \$69 for wheel cylinders.
- Mark Frappier (413-789-8665) will sleeve an MG T series master cylinder in stainless steel for \$65 and charges \$45 for wheel cylinders.
- Joe Way of Sierra Specialty Automotive, who also did high quality cylinder sleeving work has retired. His web site (www.brakecylinder.com) remains available should you wish to learn more about this subject and see examples of his work.

Kissin' Cousins – Classic English Saloons & Their Sports Car Cousins

With Thanks to Milton Babirak

There are kissin' cousins in the classic English car world. The MGTD sports car was cousin to several MG saloons including the MGYA, YB and YT. These MG sports cars and the related MG saloons shared the same chassis, engine,

and drive train. The Jaguar Mark VIII, Mark IX, Mark 1 and Mark 2 were Jag saloons and their sports car counterparts were Jaguar XKs and E-types. For Triumph, the Triumph Renown, a little known saloon outside England and Australia, was cousin to the TR2.

The Simeone Foundation Automotive Museum in Philadelphia held a show entitled “Best of Britain” on February 22 to March 9, 2014. This show was a display of about a dozen of these “kissin’ cousins.” One of the members of the Chesapeake Chapter was invited to display his 1951 MG TD for this exhibit. A few photos of his car at the Best of Britain are below.



View of the Simeone Venue



MGs on Parade



Milton's MGTD on Display

The Simeone Museum is just off I-95 adjacent to the Philadelphia airport. It is about a 2 ½ hour drive from DC and is home to approximately \$100 Million worth of racing sports cars on permanent exhibit. The founder of the Museum is Dr. Frederick A. Simeone and it is his policy to display these cars in a natural setting. The cars are unrestored and shown in a diorama with enlarged period photographs and surrounding classic automotive memorabilia. For more information on the Museum, Museum hours and ticket prices, go to: <http://www.simeone.museum.org> .

Finding Out When Your MG-T Was Built

With Thanks to Rocky Van Dullen (Williamsburg MG-T Club)

By going to the website below, I discovered that my MGTC (Chassis Number TC 9276) came off the production line on 16 July 1949, with original engine number XPAG 9851. All you need to get your build completion date is go to the web site, and enter your Chassis Number.

This is the (UK) M.G. Car Club's T-Register website, which has a feature showing production records, what little there are:

http://www.tregister.org/recall_page.php?req_page=records_home

This information comes from a bound, handwritten ledger book now in the Club's keeping. Rocky Van Dullen told me that he saw/held the original when at their HQ in Abingdon in 1994. The only data captured was Chassis number, Engine number and Build date. Nothing on paint, upholstery or destination. How things have changed with data bases! Rocky and Catherine Van Dullen have been the proud owners of TC2482 for 38 years!

Correct Pressure on Towing (Trailer) Tires

With Thanks to Milton Babirak

Question: What is the proper tire pressure for trailer tires? On the sidewalls of my trailer tires, it says the maximum pressure is 50 pounds. Do I fill the tires to fifty pounds since they are always under load or do I fill them to something less, particularly in hot weather to allow for expansion? Thanks for your response. Milton

Answer: In general, stick with the pressure that is listed on your sidewall. If traveling on hot pavement at highway speeds for long distances there is no harm in reducing tire pressure by a few PSI (like 5lbs). Keep it Rolling!

Memory from the Distant Past

With Thanks to Bill Grovermann

Bill Grovermann shared this picture with me --- a shot of himself and old friend Ron Holmlund. The picture shows Ron and Bill reviewing, over the bonnet of Ron's cream-colored MGTF, details of a three-day MG-T Club event in 1960, to and from the Mountain Lake, VA. The event began on a Friday evening with an all-night rally. On Saturday was hill climb practice. On Sunday, yet another rally, returning to the Washington, DC area. Bill was driving his MGA, having traded "up" his MGTF in 1958. He remembers that he finished third overall, after he zeroed two checkpoint in the return rally.



Jumping In With Both Feet – Restoration of My MGTC – Installation Nr 1

With Thanks to Your Editor

As many of you in the Chesapeake Chapter of the NEMGTR know, I have owned a red MGTC since the Summer of 1995 --- one of three MGTCs then owned by 'General' 'Wild Bill' Porter, at the time I bought it. After I bought the red MGTC, Bill still had his beautiful black MGTC (aka, Roots) and a nice metallic light blue EXU model MGTC, with MGTD-like chrome bumpers. When I drove it home from Bill's house in Washington, DC, through Maryland and around the Beltway (very exciting!), taking it home for the first time, Bill escorted me in his van to make sure I made it home to Springfield, VA ok. Luckily, we did! Had pizza and beer to celebrate!

Since then, our MGTC has participated in many club events, some with more mechanical luck than others. At events such as Mini-GoFs, if our MGTC was the only one there, it was always the best. ☺ However, in events with other

MGTCs present, it was always the “worst” MGTC. A runner, but a “bit rough around the edges.” “Patina,” you might say. Graceful degradation, perhaps. Paint holding the rust on the fenders together. Needs paint and body work. Sigh.

The solution? In 2013, I decided to take an adult education course, available in Fairfax County, in Auto Body Repair. I convinced Charlie Adams he needed to join me! The course info on the courses we have taken is:

- Auto Body Repair – Personal Repair and Refinishing / Course TI05323
- Auto Body Repair – Industry Collision Repair and Refinishing / Course TI05324

The classes have run two evenings a week, 6:00 pm to 10:00 pm. Our classes were held at the auto shop classrooms in the George C. Marshall High School, on Route 7 in Falls Church, VA. Our instructor was Mr. Ron Moore, a highly experienced auto body repairman and restorer. In these classes, we have learned elementary MIG welding, body repair (lots of different hammers to learn about), use of new epoxy fiberglass and body filler materials, and preparation for and execution of painting, from polyester primer to final clear coats.

Early in the second course (Charlie and I are now in our third course, a re-take of the “Industry” course), I decided that I then knew enough about the depth of my ignorance in auto body repair. I felt confidence that I had learned a lot of the basics, and fully confident that “Professor” Ron Moore would steer me in the right direction if I failed to reach perfection at each step of the way. Thus, I made the leap. I decided that I would begin to disassemble my ‘raggy’ MGTC, and make her look beautiful again.



‘Worst TC’ at Solomon’s Is in 2013

At home, unsuspecting that ...

Disassembly begins! Rusty!

I began disassembly in mid-October of 2013. I began with removal of the fenders and bonnet pieces. Beginning the repairs and body work on the fenders was an eye-opener. When I removed the paint (using an air-driven grinder) from the front fenders, I discovered a combination of old Bondo, lead filler, another filler that looked like brass (solder?), old fiberglass, and rust. The paint had literally been holding the front of the fenders together. What followed was an adventure in dent removal (hammering, “metal bumping”), fiberglass work, and then body filler work. Several attempts at “finished work” were vetoed by Professor Moore, giving me the guidance I needed on how to try again to get it right. Finally, I was able to complete both front fenders in the eyes of the Professor --- whose usual form of praise was “Looks ok.” Occasionally, I got a “looks pretty good!”

Finally succeeding with the front fenders, I took on the rear fenders, which actually looked pretty good while still covered with their paint. However, when stripped of paint, they were both found to be worse than the front fenders had been, with much bent metal, dents, some rust, deteriorated metal, old fiberglass and lead filler. Having learned the basics, I spent hours and hours getting them ready for approval by the Prof, and eventually for priming and painting. Below are some representative pictures of the body work and painting process since last Fall.

Given the opportunity to make the change, the new color scheme for my TC will be a Cadillac dark silver-gray metallic for the body tub, doors, bonnet, and gas tank. Beautiful! The fenders, running boards, and front cowl are all a very shiny black. The paint system we are using is a modern, water-based one, with many stages of preparation, and many coats --- polyester primer (sand smooth with 180 grit), a finishing primer (wet sand even more smooth, with 600 grit), then a sealer coat, several (2-3) applications of the color coat, and three coats of Clearcoat to finish. After the paint has fully cured --- best, wait over a month --- it can be buffed and polished to a deep, glassy shine. Professor Ron actually really liked how the paint on the fenders turned out! Charlie approves, as well!

Thus far, I have completed painting of the black pieces (see pictures), and have just completed (17 June!) the finishing primer on the body tub, doors, bonnet sections, and gas tank. For the next installment, I plan to have completed the refinishing of the chassis and engine compartment, and get started on all the chrome that needs to be redone. The finishing touches will be a new interior and black canvas top and side curtains. I have hopes that I can be done in time for the Fall Ramble 2014, but we'll see! More on the state of progress, in the Fall TSR issue!



MGTC on the Lift



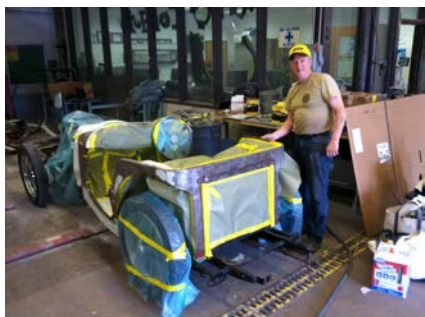
Repaired Fenders in Primer



Fenders All Painted Black!



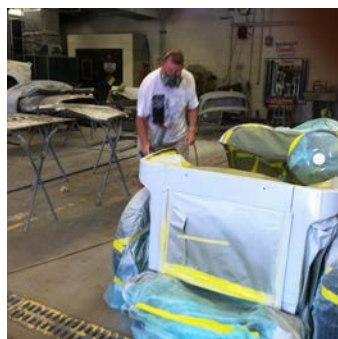
Body Tub On the Way to Shop



Charlie Masking the Body Tub!



Body Parts Ready for Primer



Priming the Body Tub



More Primer on Body Tub



Charlie's Project – his MGA Hardtop!

Solving a Real Mystery

From the Editor's Father's Day Card this Year



Joke of the Quarter

Many Thanks to Mike Lutz

A husband went to the police station to file a "Missing Person" report for his missing wife.

Husband: I lost my wife, she went shopping, and hasn't come back yet.

Inspector: What is her height?

Husband: I never checked.

Inspector: Slim or healthy?

Husband: Not slim, can be healthy.

Inspector: Color of eyes?

Husband: Never noticed.

Inspector: Color of hair?

Husband: Changes according to season.

Inspector: What was she wearing?

Husband: Not sure whether it was a dress or a suit.

Inspector: Was she driving?

Husband: Yes.

Inspector: Color of the car?

Husband: It is a black Audi A8 with supercharged 3.0 litre V6 engine, generating 333 horse power, teamed with an eight-speed tip-tronic automatic transmission, with manual mode. And, it has full LED headlights, which use light emitting diodes for all light functions. It has a very thin scratch on the front left door ... and then, the husband started crying ...

Inspector: Don't worry sir, ... We *will* find your car.

Good Article on Towing Trailers With Your Car

Good Advice for Anyone Who Tows a Trailer

An excerpt from
Vintage Racer
Group Web Chat

Notes on Towing MGs

By Charlie Greenhaus (via Greg Prehodka)- Tips from a guy who's done between twenty and eighty thousand miles a year over the past twenty-five years with trailers of all sizes and configurations.

A couple of things to watch out for when driving that will help to preserve trailer tire life. Most problems are a result of carcass failures and in my opinion, based on experience, the more you side-load a trailer tire the more apt it is to fail. The most common way to put excessive side-load is to do very sharp angle turns on good traction surfaces. Next time you do a very sharp turn note how much sidewall distortion you get and think about what it might be doing to separate the tread from the rest of the tire.

Gary's experience (*an earlier post*) with the Tow-Max tires (one round trip from PA to FL with no problems) is consistent with mine; a decent tire and seems not to fall apart. Get the E-rated ones if they come in your size. They have a full range of 14 and 15 inch tires available.

More notes regarding the smaller tires (15" or less). As discussed above, side-load is always an issue. For that reason I often choose a high quality light truck tire or heavy duty automotive tire rather than a trailer tire for smaller trailers. They are much more forgiving and compliant without giving up durability. I also tend to "over inflate" them to between 45 and 50 PSI. Remember, that air is what holds the trailer up and absorbs much of the energy of bumps and bounces. The less the tire distorts (to a point) the less the carcass is stressed. Driving your tires low on air can shorten their life considerably even after you get them back to spec. The other thing about using a car tire is that if you get a name brand quality tire, it is often cheaper, more readily available, and seems to last longer in terms of tread.

If your trailer takes a 16" tire, skip trailer tire applications altogether and get Firestone TransForce tires in the least aggressive tread. I have NEVER had a failure with one of them and they hold up very well. I have two trailers with them. A 44' goose-

neck enclosed that weighs in at around 18,000 pounds and a 32' open deck that is around 12,000 pounds loaded. Get the taller sidewall when possible, 85 aspect ratio rather than 80 or 75. The other good part, for me, is that two of my four trucks use the same tire, so I can rotate the truck tires onto the trailer when they get to half tread. That way I keep REALLY nice rubber on the truck. Trailer alignment is also key to carcass life as well as tread wear.

Two final comments about trailer tires that come to mind.

1) The more aggressive the tread pattern, the more heat is generated, and the more likely a tread separation.

2) AGE MATTERS. Most racers will never wear out their trailer tires in terms of tread life. Old tires are old. The rubber is less compliant and stiffer and more apt to separate or fail in some other way. Always try to keep your rubber less than five years old, unless you hide it from the sun and extreme temps. My dually had seven year old tires that looked new when I bought it. Three showed bubbles or some other carcass problem after the first heavy tow. Ten years ago I bought a trailer that had, what appeared to be, new tires. Drove it to California and replaced three out of the four tires before we got to Arizona. The dealer that replaced them said they were eight years old based on the date code. He replaced them with four new tires, same brand and model, and we finished the trip and made it home without incident or failure. Hope this helps, and believe me, until I figured these things out, I used to lose 4-5 tires every season. Still happens once in a great while, but I can usually attribute the failure to one of the above reasons. *



Charlie Greenhaus established Entropy Racing in the early '90s to support his hobby. He brings twenty years of experience as a driver, instructor, and motorsports professional.

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TSR Advertisements

Editor's Note: Members of the Chesapeake Chapter of the NEMGTR are encouraged to submit classified ads free of charge to the Editor via e-mail or snail mail at one of the addresses shown on page 2. Photographs are also accepted -- digital pictures are the easiest to deal with, however! Please let us know the results of your ad (did you make the sale, or find what you were looking for?). Also, let the Editor know whether you want it to appear just once, or in follow-on issues of our TSR Newsletter.



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Another MGTC for Sale

Bud Aro was a New England T-Register member (#1166) many years ago. He is interested in selling his TC-4793. This MGTC has a rebuilt engine, and has been in storage for about 25 years. The car is complete. Bud lives in a northern suburb of Baltimore.

If you are interested, contact Bud at his e-mail address, deepdaleduo5@yahoo.com

The Beautiful 1947 MGTC JKR 411 Has Been Sold!



