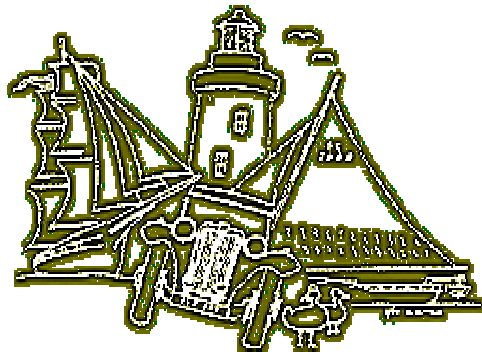


The Square Rigger



**Quarterly Newsletter of the
Chesapeake Chapter of the
New England MG-T Register**

[HTTP://WWW.CHESAPEAKECHAPTERMGTCCLUB.COM](http://www.chesapeakechaptermgclub.com)

FALL 2015 EDITION --- PUBLISHED ON 3 OCTOBER 2015

Words from Our Chairman

As many of you know, our annual Fall Ramble will be held on the 30th and 31st of October and the 1st of November --- the final event the Chapter holds each year. The destination is lovely Chestertown, MD. The weekend coincides with the Chestertown Downrigging --- a prominent annual local event. Several members have signed up to sail on the sailing vessel Kalmar Nyckel. With over twenty participants registered for the Ramble, and with other things that are planned, an exciting wrap up of the year is ensured.



Toward the end of the month Milton Babirak received a phone call from Bill Moyers, President of the Classic Motor Museum of St. Michaels. You will recall at last year's Fall Ramble we visited the Museum's groundbreaking. The Chapter has a good relationship with the Museum, as we are the first automobile club to help support them. The Museum would like to do an event with the Chapter and is open to any suggestions. On the 21st of November, the Museum will be having a parade and opening their Welcome Center and offices in the Pinkett House after the parade. It is an opportunity for the Chapter to participate in this event as well as meet others with like interests. I encourage members to attend (it will be great fun) and those interested to let me know at spenglish@aol.com.

Also, Laurel Tokar and her 1984 Triumph Acclaim were at the Carlisle Import & Kit Nationals and were featured in the August issue of Sports & Exotic Car magazine. As you know, Laurel has

been instrumental in the success of the Club's Original British Car Day. A reprint of the photo and accompanying article appears in the text of this edition of TSR. “: -)

In a previous issue of TSR I mentioned classes and equipment available through Tech Shop in Arlington. Since then I have taken a MIG welding class, a basic metal class and am currently enrolled in a powder coating class. The media blasting cabinet and the powder coating oven there are large enough to handle a motorcycle frame so I expect they can handle most everything on my MG's and is less expensive than buying the equipment. I'll let you know how it works out!

Safety Fast!

Your Chairman, Shaun English

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From the Editor

I hope you enjoy this FALL 2015 issue of **THE SQUARE RIGGER**, our club's quarterly newsletter. As always, in order to make future editions more fun and interesting, I encourage you please to send me pictures of your cars, and stories about them, interesting articles about other MG cars, or anything else you think our readership will enjoy! MG Humor and MG History are always welcome!

Flexibly yours, Stephen Woodall

Welcome to New Members “: -)

We have had no new members to our Chapter this Edition!



Our Club Symbol --- A Real Chesapeake Bay Skipjack, Underway

Recent Chapter Events

Pre-Planning for Another John Twist Tech Session Visit to University Motors Ltd. in Grand Rapids, Michigan

<http://www.universitymotorsltd.com>

In August, our own Milton Babirak visited with John Twist at his shop in Grand Rapids, Michigan, with a view toward beginning the planning another John Twist Tech event for our club. We've had several, and they were all super events. Stay tuned for the plan, as it evolves. See pictures below, to prove that our good friend John Twist is alive and well!



Milton and John in RHD MGA



Another Good View of John and Milton



John Twist & Milton --- face on



Rounding the Corner, Behind John's Shop

Upcoming Chapter & Chapter-Related Events

Fall Ramble 2015 --- Coming Up Soon!

Chestertown and Rock Hall, Maryland

Our Fall Ramble is almost here! It begins on Friday, the 30th of October 2015.

The Route Book for the Fall Ramble has been prepared, and has been mailed --- you should have yours in hand by now! It is truly terrific!

Our Fall Ramble Planning Committee --- including Nanci Edwards, Shaun English, and John Williams --- has done a wonderful job this year --- because of their hard work and attention to detail --- the Ramble should be a very special and entertaining event. When you receive your Route Book, I strongly encourage you actually to read it! In particular, please read the "Essential Notes for Participants," which gives you all the information you need for the Ramble. It will answer almost all of your questions and make the trip go much smoother for you.

In planning the Ramble this year, it was pretty clear that perhaps as many as 7 cars were coming from northern Virginia. Bryan Sieling has planned a caravan route for those northern Virginia drivers so they can drive together as a group on Friday, October 30, 2015. The caravan starts at the Belle Haven Country Club at 9:15 am in Alexandria and will go to Annapolis where they will stop for lunch at Coconut Joe's, just south of off Route 2 and before Route 50. From there and after lunch, they will proceed as a group on the route set forth in the Route Book to the Inn at Osprey Point in Rock Hall, Maryland. Bryan has also planned a return route for the caravan on Sunday go from the Inn in Rock Hall back to Belle Haven. The caravan will be led by Bryan, who has selected and driven the route on several occasions. Milton will be at the back of the caravan, towing a car trailer, to help if anyone breaks down. Bryan and I will have walkie-talkies in the front and back. If you would like to join the caravan, please contact Bryan by email. His email address is the first listed above.

We are looking forward to seeing you there!

Winter is Coming --- Don't Worry, Be Happy!

Planning for Our 2nd Annual Winter Tour 2016

Does Florida in January sound good to you? Come join us on the second annual Winter Tour to the West Coast of Florida in late January. It will be cold in Maryland and Virginia. Perhaps snowing. In Florida it will be in the 70s, toasty! You can sit on a beautiful beach. Take a swim. Laugh at the snow storms up north! And, drive your MG with the top down.

The upcoming Winter Tour is scheduled for the period from the 21st of January through the 31st of January 2016. We will take the Amtrak Auto Train from Lorton, Virginia to Sanford, Florida --- near Orlando. A planning committee has been formed. They are reserving hotel rooms, making restaurant reservations and planning exciting activities. We hope to enjoy scenic drives, take a few laps on the

Sebring Raceway, visit a car museum, eat some great seafood and overnight at some interesting hotels. We also are planning to visit a few of our Florida MG friends.

If you'd like to join the fun, please contact Charlie Adams (charlieadamsmg@gmail.com); Jim Bradley (jsbradley25@gmail.com); Shaun English (spenglish@aol.com); or Milt Babirak (mbabirak@babirakcarr.com) to register.



Why Are These Men Smiling?

Technical & Historical & Humor Articles for this TSR Issue

Car Badge for the Upcoming 40th Anniversary of OBCD



MGTD Engine Assessment and Rebuild

An Article offered by Charlie Adams, our TSR Technical Advisor

Last year, I decided to carefully assess the condition of my MGTD's motor as part of the completion of its restoration. I made this decision despite knowing the engine had been previously rebuilt.

Few details were available about the condition of the engine. The previous owner's son said the engine had been started a few times after 2005. When I went to view the car in late 2013, the engine was briefly run. The engine sounded well enough, but the oil pressure rose no higher than 40 pounds, which gave me a spot of concern. I used this information in deciding on my offer for the car.



Later, I obtained a few details from the car's second owner and his brother, both of whom I located after a lengthy search. These gentlemen were excited to talk about the car and told me it had covered about 35,000 miles by the time it was taken off the road in 1960. That year, the engine had a rod bearing failure sufficient to ruin the original crankshaft. A replacement crankshaft was located a few years later, and the car changed hands in 1983 before the engine was rebuilt. After the engine was rebuilt in the 1990s or early 2000s, it was started for the first time since 1960.

After I purchased this TD, I wrestled with the question of whether to pull the engine apart for inspection, or to put it on the road and hope for the best. After consulting with friends, whose opinions were divided, I decided to tear the engine down. I wanted peace of mind.

This decision was driven by my lack of information about what had been done, my assessment that shortcuts had been taken in other areas of the car's restoration, as well as the number of years since the rebuild. I had also become concerned about the fact the engine had been occasionally started, but never run sufficiently to be run in. This information and the amount of oil pressure I noted after its cold startup, lead me to decide I had to assure myself all was well inside the engine.

After I pulled the engine from the car and removed the head, I immediately saw some rebuilding had been done. I found fresh looking 0.040 pistons, and a fairly clean looking combustion chambers in the head.

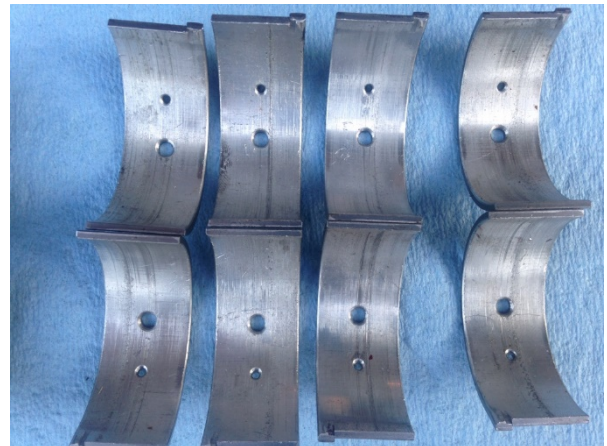


Unfortunately, as I dug deeper into the engine, I found the rebuild was a partial one and some unwarranted shortcuts had been taken. Moreover, grit moving through the engine had caused damage.

Here is what I found:

- The main and rod bearings, and crankshaft were scored;
- The original worn cam had been reused without servicing despite some lobe damage;
- The lifters were badly pitted;
- The timing chain and sprockets had not been replaced;
- The pushrods included some with loose tips;
- The head had been refaced and valves lapped, but the valve rocker tips were galled and the rocker shaft was well worn;
- The oil pump was outside of the factory specifications; and,
- The pistons and rings were lightly scored, as were the cylinders.

The following photos show the main and rod bearings damaged from dirt or grit. The crankshaft showed similar scoring.



Camshaft and lifters. Modest wear is visible on the camshaft lobes, but the lifters are significantly pitted.



Oil Pump. Visible wear is seen on the pump cover and some scoring within the pump body.



My goal in this rebuild is to assure I have at least all of the power these engines were capable of in stock form, and hopefully a little more. Here are my on-going steps to prepare for the rebuild.

- The block, crankshaft and head are at a local machine shop in Fairfax, Virginia. The cylinders will be lightly honed, the crankshaft was at 0.010 and has been cut to 0.020 under, and the block will be lightly surfaced. The head will be surfaced to reduce its thickness slightly to raise the compression to about 8.6 to one. It will receive hardened exhaust valve seats and the valves will be lapped.
- When I receive the head, I will lightly port and polish it, and match up the inlet and exhaust ports with the manifold ports. I'll also grind and polish the inlet manifold to match the carburetor bores. This head already has larger intake and exhaust valves since it is a TD/C head.
- I've sent the oil pump to John Twist in Michigan for rebuilding.

- I've asked Delta Camshaft of Tacoma, Washington to refurbish either my TD camshaft and lifters, or the MG TF camshaft and lifters I provided, which appeared to be in overall better condition.
- The distributor has gone off to Jeff Schlemmer of Advance Distributors in Shakopee, Minnesota for rebuilding.
- I'm sending the rocker arm assembly to the Rocker Arms Unlimited of Redding, California (formerly the Rocker Arms Specialist) for rebuilding.
- I'm going to have the flywheel lightened by 4 to 6 pounds. This work will be done either by Miller's Mule Machine and Design of Kady, Texas, or Automotive Parts & Machine of Frederick, Maryland. Relatively few machine shops have a lathe large enough to do this work well. The plan for lightening the flywheel would remove about 4 ½ pounds, which is a conservative amount. The plan I have for the flywheel lightening is one drawn by Bob Grunau based on the engine prepared by MG for its competition car number EX 172.
- I'm sending the exhaust manifold to Jet Hot of Burlington, North Carolina for coating both inside and out which will reduce radiant heat.
- Parts are starting to arrive from Moss Motors USA and Europe, Abington Spares, and MGT Repair of Bar Harbor, Maine.
- The engine will be closely balanced before reassembly, but I have not yet identified the shop that will do this important work. As I disassembled the engine, I noted the rods have an 11-gram difference between the lightest and heaviest rods, while the new pistons weighed within a gram of each other.

I'm looking forward to reporting on my progress in the next issue!

Jumping In With Both Feet – Restoration of My 1949 MGTC – Installation Nr 6

Steve Woodall, Your Smiling Editor

First, I would like to thank Steve Sayer for his understanding and encouragement in the restoration of my MGTC, begun in the fall of 2013. My, how time flies! Since last summer, I have made some meaningful --- if not readily apparent --- progress. We began with a complete cleaning of the frame, drive train and engine, in initial preparation for repainting. We removed and wire brushed clean the complete exhaust pipe and muffler assembly, also to be repainted. I purchased a "Black Bull" 20 gallon parts washing system, which has made it much easier to clean small, dirty & greasy parts (like the washers and nuts for the brake drums). Medical tip --- do not drink or breathe in the cleaning fluid!

And, with the help of Charlie Adams, we made a thorough inspection of the underside of the car, discovering many things that clearly required replacement. I have ordered and received all the necessary replacement parts for the radiator mounts, the forward engine mounts, the transmission mounts, and new bushings for the forward leaf springs. As I type this, we have only had time to replace the spring bushings, but it is a good start --- take a look at the poor condition of the old ones in the picture below! I plan to complete all the rest of the replacement actions, and then repaint the entire frame, running gear, muffler & tail pipe assembly, and also to touch up the engine paint by the end of this calendar year.

Once all of the above is done, we'll be ready to put new Blockley tires and inner tubes on the wire wheels, reassemble the body, get the grill frame and other required parts to the chrome shop, and get the interior replaced. We'll be driving the MGTC again in 2016 --- perhaps even to OBCD 39!



Amazing what a little cleaning will do!



Useful Tool – 20 Gallon ‘Black Bull’ Parts Washer



Front Spring Bushings --- New and Old



Body Parts --- ready for Reassembly



MGTC Still on the Lift

Our Own Laurel Tokar and her Triumph Acclaim in the News

Thanks to Hemmings Sports & Exotic Car Magazine, August 2015



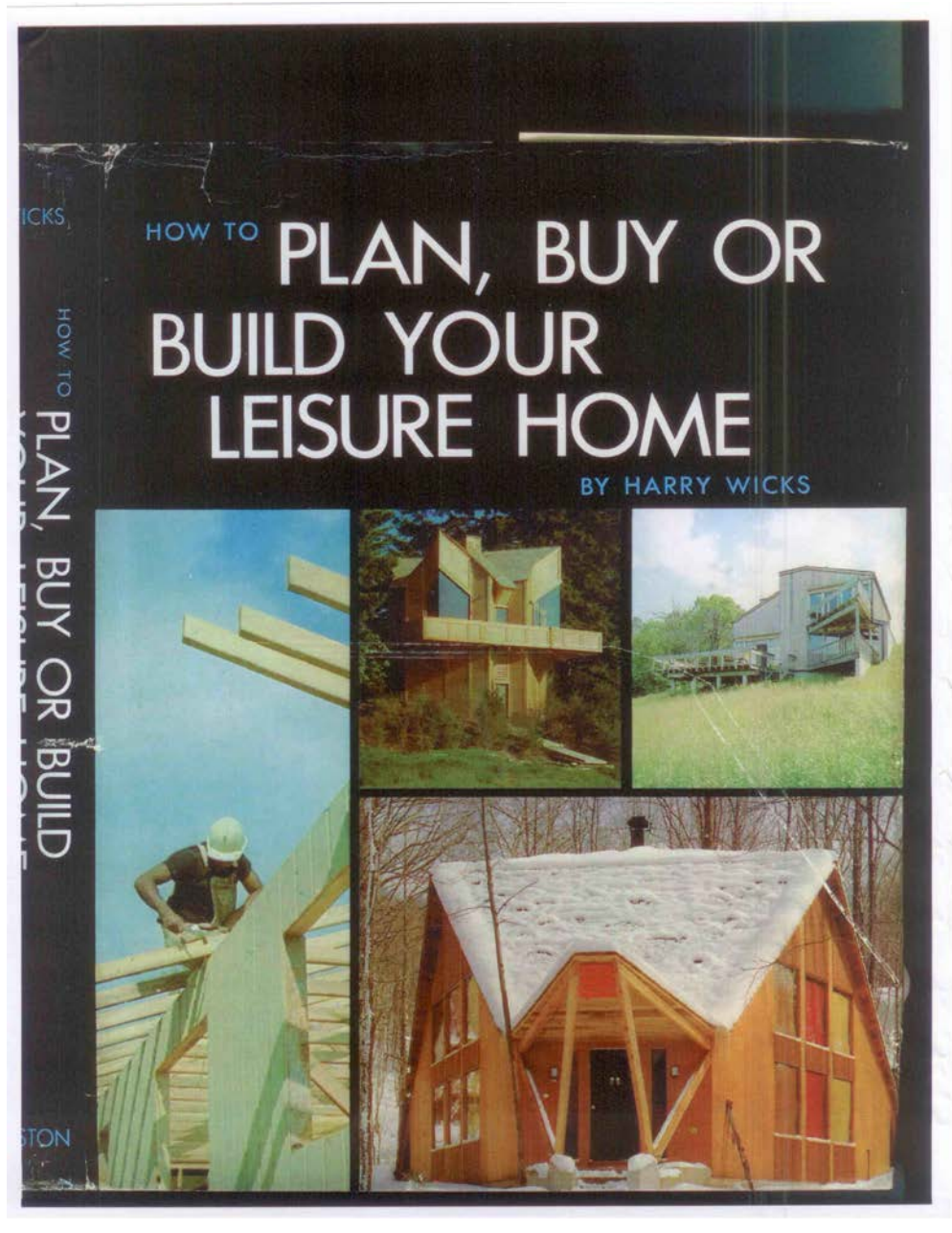
LAUREL TOKAR, 1984 TRIUMPH ACCLAIM» It might come as a surprise even to Triumph enthusiasts, but the Acclaim was the last of the breed. Developed in conjunction with Honda as the successor to the Triumph Dolomite, it was based on the Honda Ballade/Civic, and built in the U.K.

The Acclaim was never sold in the U.S. This 1984 example, owned by Laurel Tokar of Union Bridge, Maryland, had been brought into the States by a serviceman stationed in the U.K. Laurel had been looking for another daily driver after her MGB/GT had been parked for much needed bodywork. A mechanic friend had bought the Acclaim, intending to flip it; when he brought it to her shop, it was love at first sight.

Major rust and poor previous repair work had to be addressed, but the interior was in good shape, and the car had covered just 92,000 miles. The Triumph wreath on the hood, a slightly enlarged version of the emblem used on the hood of the TR7, tips off observers that this isn't a Honda, as do the Triumph globe badges on the BMW wheels Laurel has fitted the car with. "I've been into British cars my whole life," she says. "These older cars want to be driven, and they are all I want to drive."

If You Are Thinking About Building an Octagonal Vacation Home, ...

Thanks to “How To Plan, Buy or Build Your Leisure Home, Reston Publishing Company, Prentice Hall Company, 1976



Eight sides—eight views . . .

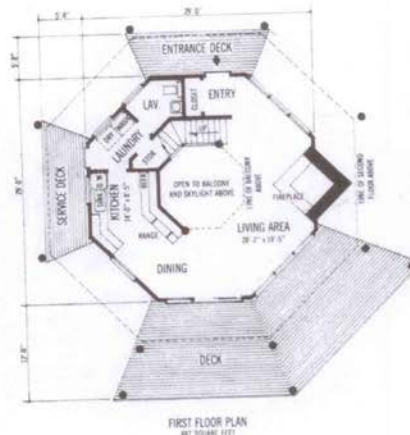


Figure 14-2 This octagonally shaped home is perfectly suited for location on a piece of high ground—perhaps a bluff or rolling hill—where breath-taking vistas surround the dwelling. The house shown has heavy beams supported by peeled poles and a massive stone fireplace to add drama to the living room. To keep exterior maintenance to a minimum, handsplit shakes

are suggested for the roof and 1-by-6 tongue-and-groove siding goes on walls both vertically and horizontally. Total living space is over 1,900 sq. ft. Structurally a sophisticated house, it is not an easy one for an amateur builder to try on a first attempt. Plans for this home are available from the source shown above.

If neither buying nor building appeals to you, manufactured homes offer an alternative. If flexibility is important, for example, your search will probably center quickly on mobile homes—with and without engines. If fast erection of a home is essential, one of the other types of manufactured homes—shell, panelized, or modular—is likely to appeal to you. Those wishing minimum maintenance and involvement should zero in on a condominium. If money is no object, perhaps you'll choose to have an architect custom-build your place. Those on the opposite end of the economic rainbow will probably opt to go with a do-it-yourself structure built from stock plans.

The important point, however, is simply that any one of these homes is sure to give satisfaction if it's quality built.

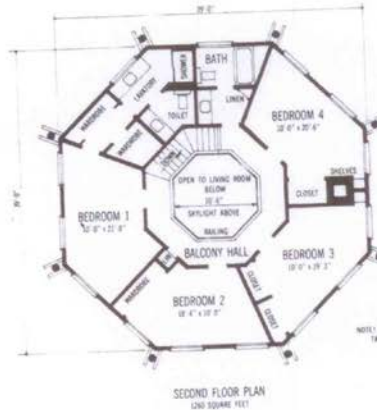


FIRST FLOOR PLAN
887 SQUARE FEET

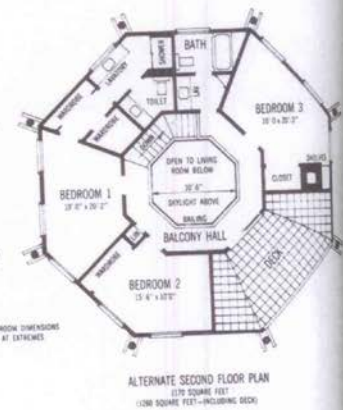
Figure 14-3 A good design feature: Almost every part of the house enjoys an exterior wall. Also, the first floor living area is extended by three decks outside. Inside, the first-level design gives a studio-like open effect; and kitchen, bathroom, and entry are integrated to insure privacy as well as convenience.

Second-floor bedrooms are connected by a balcony hallway, access to the first level is via an open staircase. Notice the compartmentalized second-level bath layout—to assure greater privacy.

Plan No. WWPA 4751-87, Western Wood Products Association



SECOND FLOOR PLAN
1290 SQUARE FEET



ALTERNATE SECOND FLOOR PLAN
1270 SQUARE FEET
(1290 SQUARE FEET—INCLUDING DECK)

MANUFACTURED HOUSING—"PREFABS"

Technically, the word "prefab" includes all factory-built dwellings. Basically of five types—(1) motor, (2) mobile, (3) shell, (4) panelized, and (5) modular—the range of quality available in each type is quite wide. Fast-back operators mask the true value of a home by clouding the issue with all sorts of supposed extras. Under such smoke screens it's often difficult—if not impossible—for unwary and inexperienced buyers to pick the house that will give the most for the money.

Four-stager lets you think big but start small . . .

The starter-unit here is the octagonal-shaped structure at center which consists of 556 sq. ft. of living space. The 13-by-15-ft. bedroom-and-deck modules can be added a season at a time.

When all five sections are built, the house boasts 1,284 sq. ft. of living space inside and out. The massive fireplace in one corner gives a touch of elegance and comes in handy on chilly evenings.

The bedrooms can be added in any combination as the need arises; the bathroom between bedrooms one and two is optional but, if it is installed offers additional privacy and convenience.

Notice the wood deck at rear; from it, youngsters enter a house-saving mud-room, and then a bath with shower.

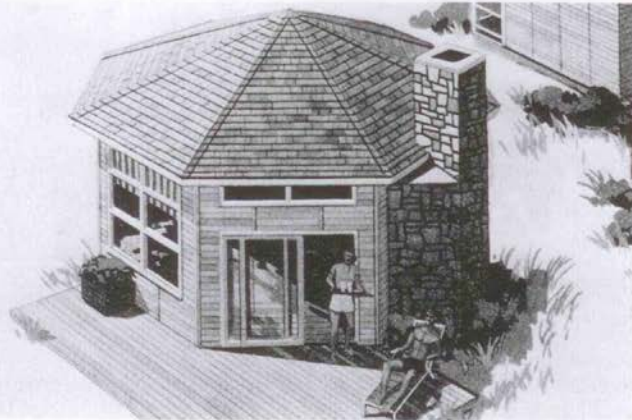


Figure 14-4

Western Wood Products Association photos

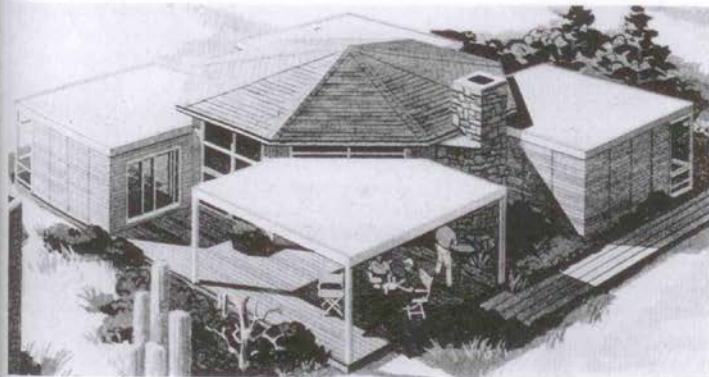


Figure 14-5

274 ◊ Which Type of Vacation Home for You?



Figure 14-6

Plan No. 14, Western Wood Products Association

If you have any doubts call in a local architect and ask him for an opinion on the prefab you have under consideration. The expert advice is well worth the nominal fee, but you can save yourself that fee by sticking with quality manufacturers.

In no way a new concept, this house-building approach has been successfully attempted by big outfits all over the country. No one seems to know for sure just how many prefab manufacturers there are in the country at the moment, but most experts in the home-building field put the number at somewhere between 50 and 75.

Supposedly, prefabs should be cheaper than stick-builts because they are constructed by lower-paid factory personnel. But, contrary to popular opinion, monetary savings isn't the primary reason for selecting a prefab. In fact, many prefab builders admit they cannot compete price-wise with the small local builder whose office is the cab of a pickup truck. Transportation of the finished product often wipes out any savings on labor. Thus, because of shipping costs, most makers limit their sales area to within a 300- to 500-mile radius of the factory. Any greater hauling distances push the selling price clear out of sight. (Despite this fact, however, prefabs have been delivered to every part of the U.S. and out of it as well.)

Nevertheless, you can figure it will cost about \$5 per sq. ft. less to put

Pictures from White Post Restoration's 75th Anniversary

Car Show --- White Post, VA, 29 August 2015

Nancy and I spent a few hours on Saturday, the 29th of August 2015 in a top-down drive on a perfect summer day out to an incredible car show in White Post, VA held at White Post Reservations --- in celebration of their 75th year in business. There were some truly beautiful cars displayed at this show, including an absolutely beautiful MGTC (note: it is for sale). Rebuilt by White Post Restorations to their high standards, it was totally perfect. See the glossy black paint on the front shocks and the frame!

I share my pictures of that MGTC with you here:



The Sad Loss of A Good Friend on the 3rd of July 2015 --- Tom Carolan

Thomas J. Carolan, Jr.

Thomas J. Carolan, Jr, a career U.S. diplomat, died July 3 in Maryland. He was 80. His overseas postings during his 35- year career included Lebanon (twice), Persian Gulf/Saudi Arabia, Jordan, Egypt, Cyprus and Turkey, as well as temporary duty assignments in Israel and the Occupied Territories. His domestic assignments included service in the State Department's Bureau of Economic Affairs, Office of UN Political Affairs, and the Bureau of Near East/South Asian Affairs as well as stints as Chief of Near East/South Asian Assignments in the Bureau of Personnel, as a Fellow of the Council on Foreign Relations in New York, and as a Senior Examiner on the Board of Examiners for the Foreign Service. Mr. Carolan served as U.S. Consul General in Istanbul from 1988 to 1992. He was proficient in Arabic, French, German, Italian and Turkish. A Political Officer by career experience and training, Mr. Carolan retired from the U.S. Foreign Service in 1994 with the rank of Minister-Counselor.

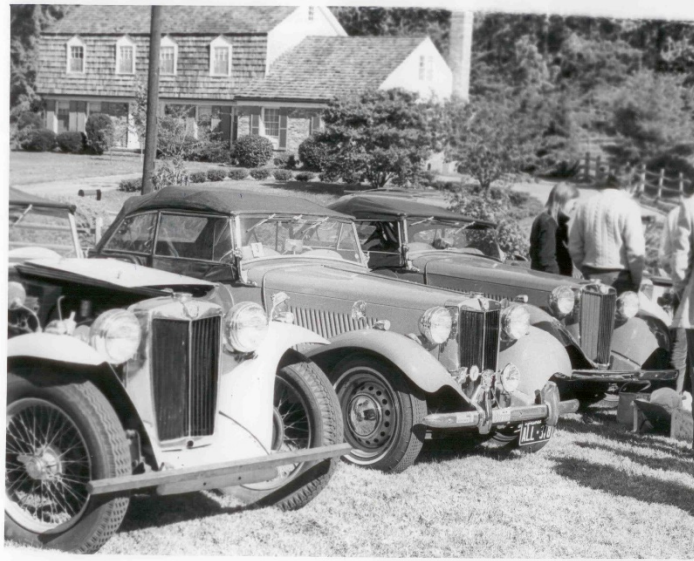
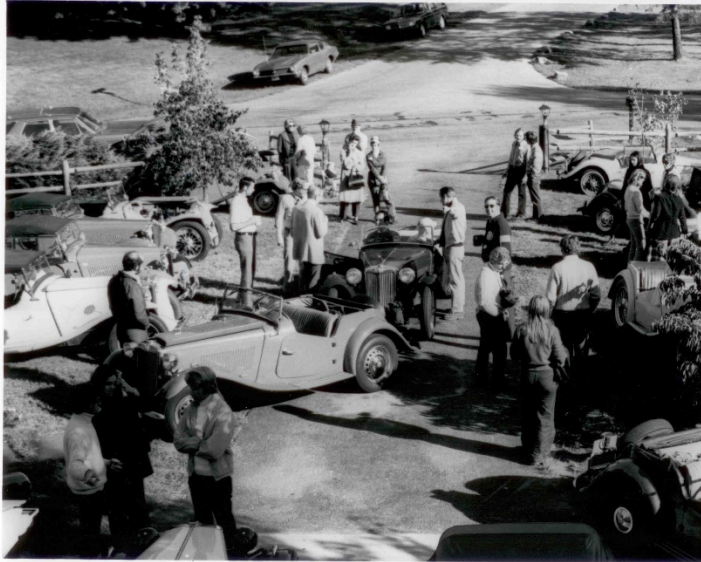
Subsequent to his retirement, Mr. Carolan taught history and government for seven years at St. Alban's School in Washington, D.C. His passions outside of work included Mozart, opera, restoring his 1955 MG-TF, and reading and writing about current events and history, particularly anything to do with the Civil War, the Middle East, the World Wars, and the Crusades. He frequently expressed his opinions about current events in letters to the editors of *The Washington Post* and the *New York Times*. He was an enthusiastic member of the Chesapeake Chapter of the New England MG "T" Register, serving as the club's historian and newsletter editor for many years.

Mr. Carolan was born in Washington, D.C. in 1934 and was the son of a foreign service officer, growing up in Silver Spring, MD as well as Bonn and Frankfurt. He attended Georgetown Prep, graduated from Georgetown University in 1956, and attended the Johns Hopkins' School of Advanced International Studies in Bologna, Italy. He is survived by his wife, Marjo; his children Milou and Philip; four granddaughters, and three siblings. Donations may be made in his memory to Tom's Team, 2015 Walk to End Alzheimer's, <http://act.alz.org/goto/Carolan>

Pictures from our Chapter's Past --- Mini-Gof 1974

Thanks to Ken Gordon --- This Event was held at his Home in Bethesda, MD!

See Anyone or Any Car You Recognize?



Chesapeake Chapter Membership Registration Form

1. The form on the following page can be used to send your information to the Chesapeake Chapter of the New England MG-T Register for Membership Registration or other information requests.
2. Please note that we will never supply your information to a third party, will never use your information for telemarketing, and will use your information solely for membership application/registration purposes.
3. You must print, fill-out and mail the form to the address specified below. You may do this by clicking [here](#) or by clicking on the form below (*this requires the free [Acrobat Reader](#)*).
4. Our organization is a local chapter of the New England MG 'T' Register, so we must require that all Chapter Members also be members in the "Register." If you do not belong to the "Register," please request information and application forms by contacting the "Register's" specific website: <http://www.nemgtr.org/join.htm>

Additional Notes:

1. Note that you do not need to own an MG T-type --- all that is required for membership is an interest in MG T-type and other classic automobiles!
- 2.
3. Please include all letters and numbers shown in the car and engine number boxed on the "maker's" plate.
4. TD owners please note that there are three boxes on your "maker's" plate; include the information from all three.
5. If the engine is a replacement, list the number of the engine actually in the car.
6. This information is needed for the chapter's records and to correct and update the Register's files.
7. Incomplete forms will be returned to you via your provided address, for needed corrections.
8. If you have additional MGs, please attach additional forms as required.

Please make check payable to: Chesapeake Chapter NEMGTR ---

Send check to: **Chesapeake Chapter NEMGTR c/o Milton Babirak, 47539 Coldspring
Place,
Sterling, VA 21065-7446**



The NEW ENGLAND MG 'T' REGISTER, LTD.



THE CHESAPEAKE CHAPTER
MEMBERSHIP REGISTRATION FORM

Renewal

New Member

PERSONAL INFORMATION

Date: _____

Full Name: _____ Spouse or other: _____

Address: _____

Home Phone: () - _____ Cell or Business Phone: () - _____

E-mail: _____

MG INFORMATION

(1) MG Model/Type: _____ Year: _____ Color: _____

(2) MG Model/Type: _____ Year: _____ Color: _____

*New England MG 'T' Register Number(s) Assigned to this Car (s): _____

If you have three or more MGs, please put that information on a second page.

GET INVOLVED!! Check the Activities Below in Which You Have an Interest

Tours/Rallye; Tech Sessions/ Tech Help; Car Shows; Membership; Event Hosting;
 Newsletter/Articles; Advertising/Regalia; Other _____

By completing this application, you hereby agree to hold this Chesapeake Chapter and the NEMGTR harmless from all actions and claims arising from any participation by you or persons accompanying you in any Chapter event or activity.

DUES*: \$12.00 per year or \$30.00 for three years

Please make your check payable to: Chesapeake Chapter NEMGTR. Please mail this form, any additional pages, and a check for your dues to:

**Chesapeake Chapter NEMGTR
c/o Milton Babirak
47539 Coldspring Place
Sterling, VA 20165-7446**

* The Chesapeake Chapter is a local chapter of the New England MG 'T' Register, so we must require that all Chapter Members also be members in the "Register." If you do not belong to the "Register," please request information and application forms from the "Register's" website: <http://www.nemgtr.org/join.htm>.

Revised: April 25, 2013

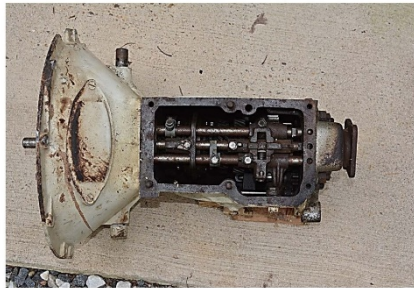
TSR Advertisements

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.

TC Transmission Looking for A Good Home

Many years ago I purchased a bunch of T series MG engine parts and a couple of transmissions that had been in a race car. For years the parts have been packed in boxes in my garage. I was told one of the transmissions was from a TC and it had a V8 engine in front of it at some time. The only identification on the exterior of the transmission is the number S-68101. This is all I know about it

In going through my boxes I ran across the transmission and photographed it. I compared it to the drawing of a TC transmission on the Moss Motors web site and the outside of both look the same. I have the gearbox with bell housing, but no shift lever. The transmission turns easily but I have not attempted to shift gears. I have no use for the transmission and if anyone wants it, it is up for grabs. See photo below! If you are interested, I could sent you additional pictures: swoodall1@cox.net --- just ask!





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