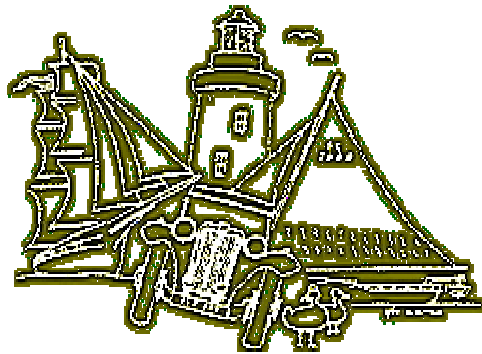


The Square Rigger



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

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

SUMMER 2015 EDITION --- PUBLISHED ON 1 JULY 2015

Words from Our Chairman

It doesn't seem possible, but we're just a few days away from the second half 2015. As is said often - Time flies when you're having fun! “: -)

Since the TSR Spring issue was published we have had our Annual Mini-GoF over the first weekend in May, as well as the 38th running of our Original British Car Day (OBCD) the first weekend in June.

The Mini-GoF was enjoyed by a good group of our members at The Bavarian Inn in West Virginia. In addition to the socializing done at the Inn we toured the Antietam National Battlefield (in our cars) before proceeding to Big Cork Vineyards for lunch. Also, the Inn designated a parking lot for the car show. Our evening banquet provided more time to mingle as well as present the awards from the show. Special thanks go to Lin and Susan Snider for making this event a success. Remember, it's not too early to suggest or volunteer for the Mini-GOF 2016 agenda.

The OBCD has been held for 38 consecutive years by the CCNEMGTR. The featured marque was the MGA which this year celebrates its 60th Anniversary. OBCD was a success again because of the volunteers who participated as well as the leadership and coordination by John Tokar, Chairman of the event. As the main source of revenue for the Chapter, OBCD remains a signature event for our Club. The results are featured later on in this issue of TSR. Coincidentally, the MGA was Morris Garage's



replacement for our T-Series. A bit of trivia - 101,081 MGA's were produced from 1955 to 1962 versus 52,979 of the T-Series being produced from 1936 to 1955. There was the interruption of WW2, but the production difference was significant.

Later this year in October is our 2015 Fall Ramble. This also will be an event that provides us an opportunity to drive our cars through scenic areas, experience the Downrigging Weekend in Chestertown, MD, as well as get together with other members of the CCNEMGTR. If you would like to attend please contact Milt Babirak at mbabirak@babirakcarr.com.

Safety Fast!

Your Chairman, Shaun English

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From the Editor

I hope you enjoy this SUMMER 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 “: -)

Jack Long is a new member of the Chapter. He has a 1954 MG TF and 1974 MGB. He was referred by Mike Lutz. (Thank you, Mike!) He has owned MGs for many years and is active in other MG car clubs. He has had his TF for about 3 years. A copy of his membership application is attached. Please welcome Jack to the Chapter. Jack may have an interest in attending our Fall Ramble and I am sending him some information for him to consider. / unionjackparts@gmail.com / 410-420-1385

Steven Bernheisel is a new member of the Chapter. He has a 1951 MG TD. Steven's uncle, Frank Bernheisel, was a member of the Chapter many years ago. Steven received his TD from his uncle. I think Steven said the car has been in his family for at least 30 years. / steven.bernheisel@apsva.us / 571-220-7998

Dale Flowers is a new member of the Chapter. He has a 1954 MG TF which he has owned since 1959. It is not running and Dale is having it restored. Dale and his wife, Carol, share their time between their home in Welcome, MD near LaPlata and their DC apartment. / cdflores@toast.net / 301-934-3556

Link to Video of our 38th Annual OBC

[**https://vimeo.com/130595846**](https://vimeo.com/130595846)



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

Recent Chapter Events

Mini-GoF 2015

Shepherdstown, West Virginia

Our club's annual Mini-GoF event was held in Shepherdstown, West Virginia this year, over the weekend of 1-3 May 2015. We stayed at the beautiful Bavarian Inn, located high above the Potomac River, across the river from the C&O Canal. On Friday evening, many of us enjoyed dinner at the Inn, with many excellent menu choices. Saturday was busy, with a car show in a far corner of the Inn's parking lot, many of the cars parked under a shower of cherry blossoms, spread by a light breeze. After the show, we toured the area, with focus on the Antietam Battlefield and surrounding countryside. Resting up after the drive was followed by a catered awards dinner in a separate area of the Bavarian Inn, with memorable food and conversations! Sunday morning, we had a wonderful Bavarian Buffet at the hotel, and went our various ways home. With the exception of a brief shower on Friday afternoon, the weather was perfect --- sunny, breezy, and cool. Many thanks to the planners of this special club event, including Lin and Susan Snider, Ralph Cattaneo, John Williams, Milton Babirak, et al ... I hope I have not forgotten too many hard-working volunteers!



Bavarian Inn Main Building



View from Hotel above Potomac



Smiling Buddies at Friday Dinner



More Smiling Friday Evening Diners



Car Show Line Up Saturday Morning



View of the Cars from the Other End



We Had Two Beautiful MGTCs



We Had Three Bright Red MGTDs



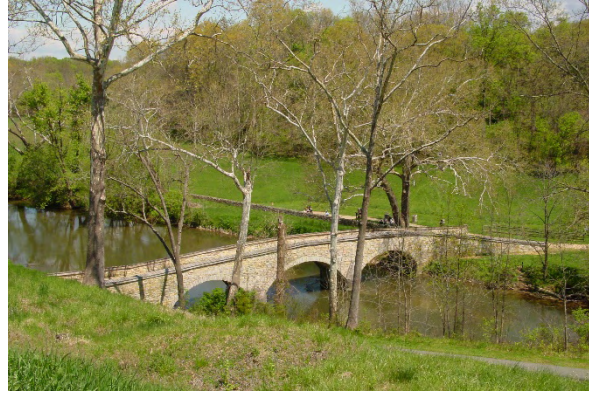
And, We Had Two Perfect MGTFs



Saturday, We Toured the Antietam Battlefield



Home on Battlefield Destroyed, Rebuilt after Fight



Historic Bridge on the Antietam Battlefield



Reception Before The Awards Dinner



1st Place MGTC Award to Paul Tucker



1st Place MGTD Award to Milton Babirak



1st Place MGTF Award to Ralph Cattaneo



Group Picture at Antietam Battlefield

The 38th Original British Car Day

Sunday, the 7th of June 2015

Our 38th Annual Meet of the Original British Car Day (OBCD) was held on a beautiful, sunny Sunday, the 7th of June 2015 at Lilypons Water Gardens in Adamstown, Maryland.

This year's Featured Marque will be the MGA, in honor of its 60th Anniversary. John Tokar had been in touch with the local chapter of the NAMGAR and the word got out. We did have a good turnout of MGA's this year!

Here is the Table of Winners (in four sections)!

2015 Original British Car Day Winners					
Featured Marque - Class #28, MGA					
Featured Marque Award Recipient - Larry Newman, 1960 MGA					
	Class Name	1 st Place	2 nd Place	3 rd Place	Honorable Mention
1	Aston Martin	Suzanne C Quarles 2002 Aston Martin DB7			
2	Austin-Healey 100-4/6				
3	Austin-Healey 3000 MK I/II/III	Mike Jennings 1964 AH 3000 Mk III	Jack White 1967 AH BJ8 Mk III		
4	Austin-Healey Bug Eye Sprite				
4a	Austin-Healey Square Body Sprite				
5	Bentley				
7	Jaguar XK 120/140/150	Jake Kreeger 1954 XK120 OTS SE	Robert Morris 1959 Jaguar XK150		
8	Jaguar Saloon/Coupe to 1968	Suzanne C Quarles 1966 Jaguar 3.8S			
9	Jaguar XKE 6/12 Cyl. Series I/II/III	Suzanne C Quarles 1972 Jaguar Series III E-Type	Bob Barber 1969 Jaguar E-Type	Andrew Smith 1964 Jaguar XKE	Chris McConnell 1971 Jaguar XKE SIII George Imes 1962 Jaguar E-Type
11	Jaguar XJ6/12 Series I/II/III				
12	Jaguar XJS	Andrew Smetcz 1980 Jaguar XJS			
15	Jaguar Coupe & Conv. From 1997	Suzanne C Quarles 2007 Jaguar XKR			
16	Jaguar Sedan from 1988	Trevor Spurrell 2005 Jaguar S-Type R Thomas James 1996 XJ Vanden Plas	Cheryl Kintner 2004 Jaguar XJ8		

2015 Original British Car Day Winners

Featured Marque - Class #28, MGA
Featured Marque Award Recipient - Larry Newman, 1960 MGA

Class Name		1 st Place	2 nd Place	3 rd Place	Honorable Mention
17	Jensen Healey, Jensen GT & Interceptor	Tim Waller 1973 Jensen Interceptor			
19	Land Rover, All	Theodore C Whitehouse 1967 Land Rover SIIA			
23	Lotus Classic, Through 1980	Christopher J Kosko 1974 Europa TC Special			
23a	Lotus 1981 to Present	Jeff Wong 1987 Lotus Turbo Esprit	Robert Kershner 2013 Lotus Evora	Siobhan M Kosko 1987 Lotus Esprit Phil Mitchell 1989 Lotus Esprit SE	
24	MG Pre-war or Variant				
25	MGTC				
26	MGTD	Ray & Barbara Wamsley 1952 MGTD	Christopher V Hostage 1950 MGTD		
27	METF				
28	MGA	Larry Newman 1960 MGA Roadster	Charlie Adams 1962 MGA	Bruce Mazzie 1961 MGA	Susan Snyder 1961 MGA Coupe
29	MGB 1962-67				
29a	MGB 1968 to 1974	Gloria Ciarrocca 1970 MGB MkII	Ken Gossett 1973 MGB	Mark Brown 1970 MGB	
30	MGB from 1974 1/2	Doug Wilson 1976 MGB	Richard H Benson 1975 MGB V8 Conversion		
30a	MGB GT	Mark Deeds 1973 MGB GT	Theodore C Whitehouse 1974 MGB GT		
31	MGC Roadster and GT				



The MGA Line Up – Our Featured Marque



More Beautiful MGAs

2015 Original British Car Day Winners

Featured Marque - Class #28, MGA
 Featured Marque Award Recipient - Larry Newman, 1960 MGA

Class Name		1 st Place	2 nd Place	3 rd Place	Honorable Mention
32	MG Midget	Edgar Levi Moss 1974 MG Midget			
33	Classic Mini (Austin & Morris)	Miranda Bernard 1967 Mini Moke	Michael Scheg 1986 Mini Moke		
			Lane Riddle 1966 Austin Cooper S		
34	MINI from 2002	Paul Whitson 2004 Mini Cooper S	Roy Dosch 2009 Mini Cooper S		
			Marc Neilson 2012 Countryman R60		
35	Morgan	Bruce Trabb 2003 Morgan Plus 8	Javin Sher 1967 Morgan 4/4 Series 5		
36	Morris Minor	Michael Bernard 1966 Morris Minor 1000			
38	All Other British Marques & Vintage Racing	Gene Sauter 1937 Wolseley 14/56 4 Door Saloon	Harry Kraemer 1912 AC Delivery Van		
39	Rolls Royce				
40	Sunbeam Alpine	Paul Pusateni 1967 Sunbeam Alpine			
41	Sunbeam Tiger	Ed Mallon 1965 Sunbeam Tiger	Joe & Jackie Parlanti 1966 Sunbeam Tiger		
42	Triumph Pre-war or Variant	Stephen & Nancy Woodall 1949 Triumph TR2000	Glenn Minucci 1971 Triumph Stag		
43	Triumph TR2 & TR3/TR3A/TR3B				
44	Triumph TR4/TR4A/TR250	Bruce Little 1968 Triumph TR250	Stephen Hunter 1966 Triumph TR4A		



The MG-T Line Up



The Lone, but Beautiful MGTC

2015 Original British Car Day Winners

Featured Marque - Class #28, MGA
 Featured Marque Award Recipient - Larry Newman, 1960 MGA

Class Name		1 st Place	2 nd Place	3 rd Place	Honorable Mention
45	Triumph Spitfire & GT6	Dave Denison 1970 Spitfire Mk3	Philip Snyder 1976 Spitfire 1500		
46	Triumph TR6 through 1973	Craig Nicholls 1972 Triumph TR6	Charles Wear 1971 Triumph TR6		
47	Triumph TR6 1974-1976	Gregg Bachner 1976 Triumph TR6			
48	Triumph TR7/TR8	Steve & Linda Berry 1980 Triumph TR8			
50	TVR				



The Bagpipers - Always a Treat to Hear



A Line Up of Morgans



Truly Unusual – an Early “AC” Mobile



Here’s a Front Aspect!



Shaun – Holding Down the Regalia Tent



Somebody’s 1949 TR 2000 --- It Made the Trip!



Looking Down the field at the Many Beautiful Cars



I Have a Dream --- My Next Car!

OBCD 2015 – Another Great Show!

A Note of Gratitude from The Chairman, John Tokar

I would like to extend my sincere thanks to all those who contributed to another very successful British Car Day! Although the weather was perfect, attendance this year was off slightly at only 217 cars. This may have been due to a major accident on 270 that caused the highway to be shutdown. I suspect that all of our DC followers decided to turn back home when they were stuck in traffic for hours!

Moving the food concessions on top of the hill was a good idea that pleased both the vendors and our participants. This will be our standard operation from now on and will eliminate the problems we've had in past shows with vehicles getting stuck in the mud at the west end of the field.

Our car registration teams led by Mike and Lucy Hughes did an outstanding job along with Lin Snider directing them onto the show field. Ralph Cattaneo and his son Doug kept traffic flowing safely at the gate and into the grounds. John Hambleton and his team again did a great job with laying out the field on Saturday. A very special thanks goes to our newcomers, Steven and Sara Bernheisel for their help on Saturday and Sunday. Good job guys!

As an added feature this year, there was a participant that filmed the event from a drone. The resultant video was well done and captures the highlights of the show. It can be viewed from the following link:

<https://vimeo.com/130595846> Enjoy!

Our Featured Marque, the MGA, was well represented with 15 cars on the show field. Some other interesting entrants included a three wheeled 1912 Auto Carrier and our Editor's, Steve and Nancy Woodall's 1949 Triumph 2000, both award winning cars!

There are many people who help make OBCD a success. Many thanks go out to all the other folks too numerous to mention by name, for a job well done! Send me your ideas for further improvements and let's try for even a better 39th OBshow in 2016!

Sincerely,

John M. Tokar, Chairman
The Original British Car Day

Upcoming Chapter & Chapter-Related Events

Fall Ramble 2015

Chestertown and Rock Hall, Maryland

The votes are in and counted, and the Chapter membership has opted to hold this year's Fall Ramble in conjunction with the annual 'Downrigging' event in Chestertown, MD, which was described in the previous message soliciting votes between this option and another based around Fredrick, MD. (We plan to make a trip to Fredrick, MD the focus of the 2016 Ramble.)

We have reserved a block of rooms at the Osprey Point Inn and Marina (www.ospreypoint.com) twelve miles from downtown Chestertown. As you will see from the web site, the Osprey Point is a tasteful, attractive inn right on the water with its own marina. We have reserved a block of 13 rooms, but there is a strict deadline of May 15 for all those interested in participating in this year's Ramble to book their room. This can be done on line or by calling 410 639 2194. Be certain to identify yourself as a member of the Chesapeake Chapter group. Room rates run from \$195 to \$280, and the Osprey Point is offering a 10% discount off those prices for the group. There is a variety of room choices, both in the main building and in a converted barn on the premises. When calling, you will probably speak with Terry (the innkeeper) or Jessica (in charge of the marina). The dates are Friday, 30 October and Saturday, 31 October.

A large part of the excitement of Downrigging Weekend is the opportunity to sail on one of the many ships and boats participating in the event. While the Downrigging 2015 schedule has not yet been posted, we expect it to closely resemble that of 2014, which is still on the site as a point of reference. As part of the overall Ramble schedule, we propose that all those interested in sailing book for the Saturday morning sail (October 31) on the Kalmar Nyckel, the largest ship in the flotilla. The Kalmar Nyckel is a replica of a 17th Century Dutch trading vessel, and will probably be illustrated on the Downrigging web site when the 2015 schedule is posted. Again, all those who are interested in sailing should book as soon as possible by calling 410 778 5954. This is the phone of the Sultana Foundation, one of the local sponsors of Downrigging, and the group that handles reservations for the sailing. The morning sail on Saturday will very likely be from 10:00AM to 12:30PM, as with last year's schedule. Last year, the cost was \$55 per person. In case of inclement weather which prevents sailing, a full refund will be forthcoming. Transportation from the Osprey Point to Chestertown for this sail will be arranged. The second half of Saturday will be a scenic drive in the vicinity of Chestertown/Rock Hall, and of course the traditional Saturday night dinner and meeting, at the Osprey Point Inn.

Please book your room at the Osprey Point and, if interested, on the Kalmar Nyckel as soon as possible to avoid disappointment.

Your fall Ramble Committee is now moving to put together an exciting, enjoyable 2015 Ramble. Other events, including the traditional Saturday night dinner and group meeting, and at least one scenic drive in the vicinity of Chestertown, will also be included in this year's Fall Ramble. We're excited about this year's Ramble, which will provide a bit of a different experience from previous years, as we will be part

of a large, vibrant, and educational event which will provide something for everyone participating in this year's Ramble.

Please send a brief email to Milton Babirak at mbabirak@babirakcarr.com to let him know you are attending the Ramble and whether you will be registering for the sail as well.

Thanks,

Milton Babirak

Membership Chairman, Chesapeake Chapter, NEMGTR

47539 Coldspring Place, Sterling, VA 20165 / 703-501-7924 / mbabirak@babirakcarr.com

Winter Tour 2016

Our 2nd Annual Winter Tour is already being planned for late January or February in 2016. This trip may be to the Tampa-St. Petersburg area, on the Gulf Coast. If you have an interest in coming along with us, please contact Shaun or Milt!

Technical & Historical & Humor Articles for this TSR Issue

Car Badge for your Upcoming 40th Anniversary of OBCD



“Sounds Sweet”

An Article offered by Charlie Adams, our TSR Technical Editor

Sounds Sweet

Introduction

Go to any natter and you are likely to find a group of enthusiasts standing around a car listening to the engine and making comments such as "that engine sounds really sweet", or "sounds as though it's running a bit rough". Considering the cacophony of noises made by an engine, especially earlier ones such as the XPAG, it is quite amazing people are able to distinguish these subtle differences in sounds to make comments such as this.

This came to me very forcibly when I took my TC to a rolling road to test the effect of using a petrol / kerosene mixture. I went prepared with a separate supply tank to bolt onto the fuel pump so we could change the mixture very quickly and pre-mixed bottles of petrol and kerosene. The first test was using "pure" petrol. The car was run up to 3,000 rpm and the mixture and timing checked. We then swapped to 5 parts petrol to 1 part kerosene, ran the engine up to 3,000 rpm again and that is when the three people present looked at each other in amazement. The engine sounded very much smoother.

Situations like this do not occur very often, specifically, where everything about the engine is the same, yet in the space of the few minutes it took to change the fuel, it sounded as though it was a different engine. Mixture and timing were rechecked and found to be the same as the previous run. The only measureable difference was the reduction in unburned hydrocarbons and NOX confirming that the engine really was running better.

What I still find amazing is that three people were clearly able to hear this improvement. The only possible explanation I can offer is that our ears were able to separate the sound made by the combustion of the fuel from the rest of the rattles, knocks, clicks and bangs.

This made me wonder if it were possible to actually measure this effect.

The human ear is a remarkable organ; it is not only able to hear very subtle differences in sounds but also to pick out those sounds from a very noisy background - something that presents a serious challenge to any measuring equipment. However, modern signal processing techniques may provide the means.

This article describes my investigations which give an indication of the possible value of this technique. Unfortunately, I have very little experience of signal processing and now we have the funding for more tests at Manchester University kindly offered by the MG Car Club, NTG and Totally T Type2, I would like to include these measurements in the planned tests. I therefore request that anyone who might be able to help me with this contacts me.

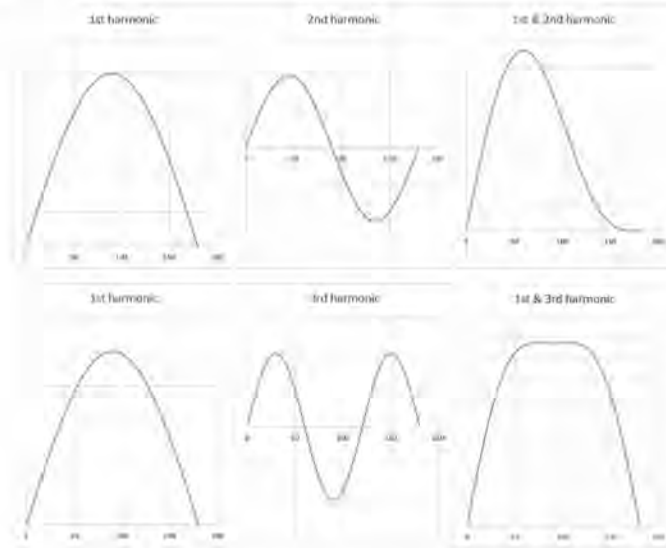
Fourier analysis

Before presenting my findings, I apologise that I need to introduce some physics.

Display a picture on your computer and look at it under a powerful magnifying glass. You will see that a pink face is actually made up of thousands of small red, blue and green dots. It is only when you look at it from a distance that these primary colours combine to give the colour pink.

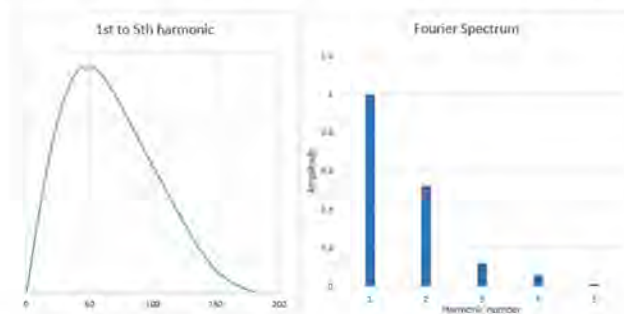
Sounds are very similar. All sounds are made up of a combination of sine waves of different frequencies. Close your lips and make a "hummm" sound. This will be close to a pure sine wave. Press your tongue against our teeth and make a "zzzzzzzzzzzz" sound of the same pitch. This will consist of the sine wave like the "hummmmm" sound along with many high frequency components (called harmonics). This is why it sounds harsher.

In practice, like the dots on a photograph, any sound can be broken down into a fundamental (normally referred to as the first harmonic) and a number of higher frequencies. The second harmonic is twice the frequency of the first, the third, three times the frequency, and so on. When added together with different amplitudes and phases, the harmonics change the shape of the sound envelope. For example:



In the example above, you can see how the second harmonic changes the shape of the pure sine wave to be more what we would expect the combustion in the engine to look like. A rapid rise as the fuel burns followed by a slow fall as the piston goes through its power stroke. Adding the third harmonic smears the sine wave, something that could indicate an engine's timing wandering or the fuel not burning consistently.

It is possible to analyse a sound recording to determine the amplitude of the different frequency components that make up that sound. This is called Fourier analysis which can produce a plot showing the amplitude of each of the harmonics that make up that sound. For example:



The graph on the left is probably a close approximation to the combustion pressure profile in the cylinder and has been produced by summing the first five harmonics. The chart on the right shows the relative amplitude of each of the harmonics that were summed to make the graph on the left. If you analyse a sound with the profile on the left into a Fourier analysis system, you will get the chart on the right.

Tests

In theory, it should be possible to reconstruct the pressure profile in a running engine just by recording the sound it makes. While this may sound impossible, the rolling road experience showed the human ear was capable of doing this, so I thought it worth a try. While the preliminary results show such an analysis is possible, more care needs to be taken both with the recording and analysis to produce anything meaningful. Hopefully, this can be achieved during the Manchester tests.

The first problem with making any such recording is the frequency of the first harmonic. For an engine running at 3000rpm this is 50Hz which is a very low frequency for sound and secondly is the same frequency as the mains which means any measurement could be affected by mains hum. In the tests I ran the engine at around 2750 rpm to avoid this problem.

The second problem with the XPAG is that it is a very noisy engine and with mine still using the mechanical distributor, it has poor timing consistency. However, one advantage is that, like the rolling road, I was looking for differences between fuels rather than any absolute measurement so anything that does not change should cancel out.

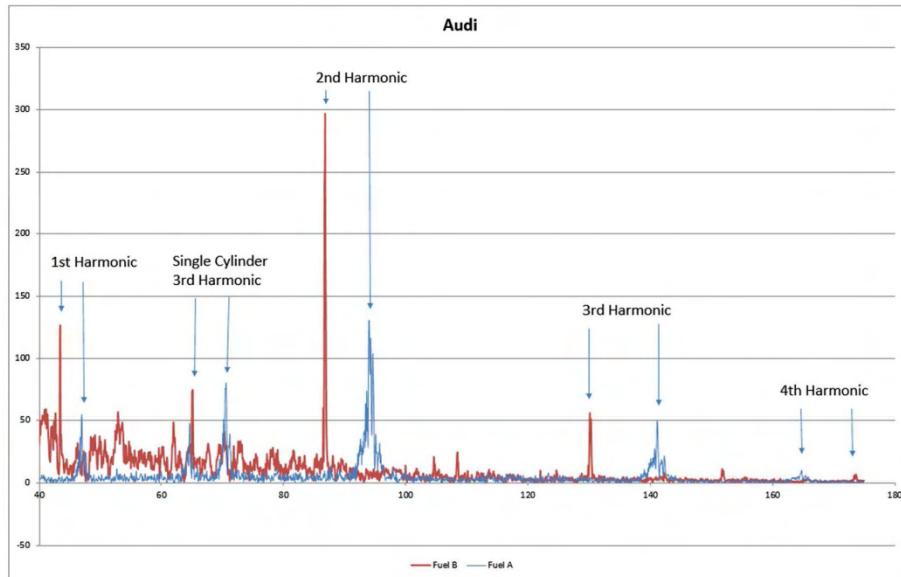
Armed with a low frequency microphone positioned in the engine bay to the rear of the engine, I started with my modern 2 litre Audi. The main problem here was I could not change fuels without running the tank dry and it was very difficult to maintain a consistent engine revs for the recordings, despite a block of wood under the accelerator.

Fortunately, by performing the Fourier analysis on only 10 seconds of the recording where the revs were consistent, I obtained the following Fourier spectra for two different fuels, A and B. In practice the car ran considerably better and smoother on fuel B.

Encouraged by the results with the Audi, I ran similar tests on the TC. Some things were a little simpler. Firstly, I blocked up the back wheels and ran the engine in top gear to provide a load secondly, I was able to fix the revs with the slow running control and finally I used the small container fixed to fuel pump so I could change fuels more easily. This allowed me to complete the recordings within ½ hour rather over a couple of weeks as with the Audi.

Results

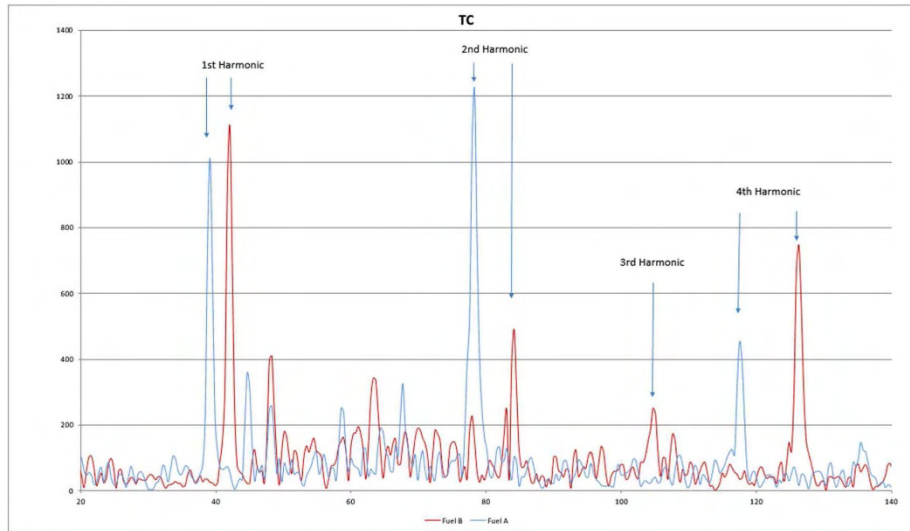
The results for the Audi clearly show differences between the two fuels but also demonstrate the difficulties of making these measurements.



The recording on fuel B was taken at 2800 rpm and that of fuel A at 2600 rpm hence the difference in the frequencies of the harmonics between the two fuels. What is also interesting is that the 3rd harmonics from one cylinder at around 70 Hz indicates a problem. With a four cylinder engine running at 2600 rpm, there are around 44 “bangs / second”. However, each cylinder is only “banging” 22 times per second. With the microphone placed at the rear of the engine (to avoid the noise of the timing belt and alternator), it clearly “heard” one cylinder louder than the others which shows as its 3rd harmonic at ~70 Hz.

Despite these difficulties, differences can clearly be seen between the two fuels. Fuel A has broader peaks showing the timing between each “bang” is changing more than fuel B. While driving the car on fuel A, this appears as rougher running than with fuel B. In addition, the ratio of the 1st and 2nd harmonic peaks are different between the two fuels suggesting the combustion profile is different.

The results for the XPAG are equally interesting.



For each fuel the throttle setting was the same, controlled by the slow running control as is the load resulting from the transmission losses. The fact that the engine was running slower on fuel A, relative to fuel B suggest that perhaps it is producing less power. Certainly the car appears to drive a lot better on fuel B.

Compared to the Audi, the peaks are wider, something that would be expected considering the mechanical timing of the TC vs the electronic timing of the Audi. What is most obvious, however, is the dramatic differences in the relative amplitude of the harmonics between the two fuels which must imply a different combustion profile.

Where do we go from here?

For me, these results appear to offer a tantalising suggestion that it may be possible to electronically measure how “sweet” an engine sounds and this could provide a quantitative measure of what fuel should be used. The next stage is to improve on these results during the repeat engine tests at Manchester.

Perhaps, at last, the possibility of a little box that will tell you how well your engine is running is around the corner. However, I do not think it would ever replace the enthusiast’s comments such as “that sounds really sweet”, or “sounds as though it’s running a bit rough”.

© Paul Ireland (January 2015)

A Shift in the Tide

Submitted by Club Member, Steve Sayer

Hi All,

I don't show my face too often but I've been a Chesapeake Chapter member for thirty years now. I started out with a TF 1500 in 1985. I purchased my MGTC project car in 1987. I finished its full frame off restoration in May of 1989. Since then, I've only missed one OBCD, the only one where it rained all day long.

In the recent issues of The Square Rigger I've really been enjoying following the progress reports of Steve Woodall's TC restoration. It's bringing back so many great memories. I can't wait to see it next to mine one day at a future OBCD.

Now for the point of my article. At the time I restored my car, especially with TC's, it seemed to be all about originality. I did everything in my power to make my car as original as possible. The only exceptions I made were installing a Thompkins kit and I refused to cover up my dash. My car is a 1949 Home model and technically the dash should be vinyl covered and I just couldn't do it. I was lucky enough to live near Bill Porter at the time. He let me visit his garage and use his 1946 TC, "Roots" for reference. I'd walk to his house during my lunch breaks from work and would draw pictures and take notes. There were no digital cameras or voice notes then. It's funny, because Steve's car was right there in Bill's garage at that time and I remember looking at it as well. I finished my car a couple weeks before OBCD in 1989.

In its OBCD debut, I believe there were twelve TC's on the field. I don't recall there ever being that many ever again. All were beautiful specimens. All of us owners were looking over each other's cars scrutinizing originality. That bolt should be going that way. That wire is routed wrong. Your valve cover has too much green in it. Now, 25 years later, following Steve's restoration, I'm noticing a shift in the philosophy of our hobby. I also own an older Morgan Plus 4 and have enjoyed it for almost as long as I have my TC. When the Morgan owners discuss their cars at a show it's completely different. That's because no two Morgans are the same. Owners constantly modify and improve their cars. The subject of originality rarely ever enters into the discussion. It's all about improvements and personal preference. The discussion is more along the lines of, wow, I like how you did that, I think I'll do that with mine. I found this a more enjoyable experience myself yet striving for perfection in originality with the TC was a rewarding goal as well.

Back to Steve's car. It's being done in a two tone paint scheme. It's going to have a five speed transmission. Twenty five years ago that would be unheard of. Back then, there was no Internet to speak of. Today the resources available for these cars have no limit. To me, the shift has gone from rigid originality to a great mix of safety, drivability and personal preference modifications. In addition to the five speed transmission that Steve is incorporating in his restoration, there are many other modifications including a two leading shoe front brake conversions now available for the TC. There is also a bolt on VW steering box conversion that according to all reviews is amazing.

The question is, what's right or wrong? The purist would scorn any modification while the driving enthusiast would say let's keep our cars safe and updated for today's drivability demands. At what point would it no longer be a TC? I'm glad I restored mine the way I did, but if I were to do it today, I'm sure I'd be considering the steering and transmission and other improvements. It only makes sense. Who could deny that a TC with tight precise steering, more effective brakes and a smooth shifting overdrive transmission would be a better car. Steve, keep your progress reports coming, looking forward to seeing your wonderful finished product.

Steve Sayer



Steve's MGTC in 1989



Steve's MGTC at OBCD 38

Jumping In With Both Feet – Restoration of My 1949 MGTC – Installation Nr 5

Steve Woodall, Your Smiling Editor

As Steve Sayer has alluded, I began this discussion of my MGTC restoration in our Summer 2014 Edition of The Square Rigger. Over the winter, since last December, I confess that I was not able to make time to get much more progress made. Other priorities prevailed. In the Spring edition, I pledged that over the next three months, progress would resume! ☺ Sadly, work and other priorities kept me away from making any significant progress.

With all the bodywork and body painting (still!) complete, the work that remains largely involves reassembly of the body, the interior, and the hood, and installing new tires. Despite the setbacks, I look forward to having it done for the Fall Ramble this year. That's my goal! For a number of reasons, I have decided to hold off on rebuilding the engine, replacing the transmission with a five-speed, and rewiring --- since it "ran well when parked," I expect it will run just as well when reassembled! “: -)

Here's my MGTC, still “comfy” on the lift!



2014 Review of the Activities of the Chesapeake Chapter of the NEMGTR (Us!)

Thanks to The Sacred Octagon, April 2015 Edition

2014 Review - Chesapeake Chapter



The Chesapeake Chapter had their usual busy year in 2014. Our chapter - with membership ranging from the "Tidewater" area of Virginia up through Northern Virginia, Washington, DC, and Maryland, and into West Virginia, Pennsylvania and even New York - plans a series of events that bring us together frequently over the course of the year.

Our first Chapter event occurs in the "dark ages" of the winter - the "Winter Eat Out." In 2014, our "Eat Out" was held on 16 February at the Trump National Golf Club in Potomac Falls, VA. A beautiful, snow-covered venue, we watched the deer cross the golf course near the Potomac River while we talked and enjoyed the brunch.



Our next major event was the Chapter's annual Mini-Golf, held this year on 2-4 May in Williamsburg, VA. This Mini-Golf included a car show in the heart of the Colonial Williamsburg shopping district, drives through the beautiful colonial countryside, including a visit to a James River plantation, winery visits, and a nighttime ghost tour in town after dinner one night.



Our major event of the year was our Chapter's 37th consecutive Original British Car Day (OBCD) show - held this year on Sunday, the 1st of June on the spacious, rolling grounds of Lilypons Water Gardens, Adamstown, MD. The weather was beautiful, and we had a super turnout of British cars of all marques - a total of 258 registered cars on the field this year, and nine vendors.



Our final "big" Chapter event for the year we call our "Fall Ramble." This year, we "rambled" to the Eastern Shore of Maryland, where we stayed in the (very) historical Robert Morris Inn (circa 1710) in Oxford, MD. George Washington was a friend of the owner at the time, and visited frequently! In our several scenic drives, beyond the beautiful and quaint town of Oxford - including crossing the Tred Avon River as a group on the Oxford-Bellevue Ferry (in service since November 1683!) immediately adjacent to the hotel - we visited, shopped, and ate in St. Michaels, Tilghman Island, and Easton, MD. A wonderful time was had by all who attended! Note: the food at the Inn was exceptional!



All in all, 2014 was a very good year for the Chesapeake Chapter. Join us at our web site at: www.chesapeakechapternmgtr.com.
Safety First! Stephen Woodall



TC-TD Fuel Filter – Your First Line of Defense

Thanks to The Sacred Octagon, April 2015 Edition

Fuel Filter *Your First Line of Defense*



One item that is common to all T-Series cars is the fuel tank fuel filter. It is a fine mesh screen on the end of the fuel line adapter that screws into the bottom of the gas tank. It is the first line of defense in keeping the rust and sediment from a 60 plus year old car from getting to the carbs. When is the last time you inspected yours?

You may be surprised at what you see if you choose to look. Dirt particles, shellac type slime, clogged mesh screen, holes or missing screens, separated fuel tank sealant, etc. If your filter is intact, it may be a simple flush of the tank and reinstall. However, if your filter screen is damaged then in the past you would have to replace the complete adapter with screen. Now there is a replacement screen available for the adapter.

The new replacement filter screen (item # AF201a) is designed for a simple install with no soldering. It has a very slight tapered end to press fit into the existing brass adapter. Just tear off the old screen's remains and insert the tapered peg into the fitting. Then hold the base with a pair of pliers and tap the pliers with a small hammer to "seat" the screen into the fitting. That's it and almost \$20 cheaper. Contact Doug@FromTheFrameUp.com for more information.



Fuel Flow

The problem reported by Fred Woods (*TSO* 2/2015) concerning fuel flow in his TC reminds me of the same problem I had in my TC. The car would start up just fine and drive about a mile or so and then stop. I traced the problem to a blocked fuel tank drain filter screen. The whole tank bottom was covered by a pink powder, presumably gasoline sediment. On start up it was on the bottom of the tank but, do to fuel sloshing around, it covered the screen and blocked off fuel flow. Flushing out the tank solved the problem.

Doug McCowan #105

TC Tires?

I need new tires for my TC. I know Dunlops are the original tire. When I bought it in 1971 it had Universal 475/500 x 19. The MG is not a show car so originality is not that important. When I restored it in '74 is was to be a Walter Mitty race car (no windshield - just Brooklands).

I understand Blockley 3 blocks would be a tad early for a TC but I like the racy look. Excelsior and even Firestone could work too. My goal is to run it and maybe even race it at the Lake Garnett Grand Prix Revival (www.LGGPR.org) in the 60 MPH class.

What are your thoughts?

Russ Sifers #5185

Hi Russ! I have Dunlops on my TC and they have served me well for quite a long time but I'm getting concerned about their age and have been looking at different types of tires to replace them, as you have. I have seen Blockley tires on several pre and post war T-series and they sure look great. I don't think any of us will experience the near death 130mph speed rating of the tire in a TC but the owners I spoke with enjoy the look and feel of the tire. I will post this in *TSO* and see if we get any input from members who run these and any other brand on their TC. My honest opinion is that the majority of us who run our TCs just shop for the look! Maybe I'm wrong but we're getting too old for high performance driving.

Don



More on Blockley Tires for your MGTC

From Your Editor, Who is Planning to Put Blockley Tires on His MGTC

A Collage Including Pictures and a Note from The Sacred Octagon, June 2015 Edition



Blockley Tires

Words of advice from a TC owner with Blockley tires installed on his car.

Hi Don, In April of 2012, I fitted a set of 5 Blockley's to TC3418 and drove it 1,642 miles in the Register's Miles of Smiles program. It was shod with Dunlops previously. I have been very satisfied with the performance and driveability of the Blockley tires. They do behave differently than the Dunlops in one area that I have come to appreciate - directional stability.

I drive frequently in the Cuyahoga Valley National Park. Spring through fall is repaving season in the park. On sections of road where the asphalt has been ground off, for reclamation prior to repaving, the Blockley is more directionally stable than my Dunlops on these uneven, grooved road surfaces. The twitching and wandering that I experienced with my Dunlop tires is not present in the TC when fitted with Blockley tires. No more overcorrecting or simply letting it wander in hopes that it would come back. For that reason alone, I would continue to use Blockleys.

Although not a correct tire for originality, based upon date of manufacture, the Blockley is certainly correct for the period of design of the TC. A TC fitted with Dunlops looks like it's wearing a dinner jacket. A TC fitted with Blockleys looks like it's wearing a rugby jersey. As you said, it's all about how you want it to look and, maybe, a little about how you want it to behave.

Wrenches & ale, James Beal TC3418

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Assault on Your Battery

With Thanks to The COSTCO Connection, April 2015 Edition



Assault on your battery

EVEN IF YOUR car's battery is maintenance-free, Old Man Winter and the heat of summer can really put a strain on its power. According to Costco supplier Interstate Batteries, here's how hot and cold weather works against your battery.

The extreme heat of summer weakens your battery, especially when the temperature reaches 95 F or more outside, yet it can struggle on for months, turning over the engine while it's easy to start and generate a charge. The heat causes water to evaporate out of your battery's fluid, breaking down the battery grids.

The real test comes when temperatures drop. Your vehicle's battery loses 33 percent of its power when the temperature dips below freezing, and more than 50 percent of its power when the temperature falls below zero. Your weakened battery has to overcome these challenges and a harder-to-crank engine because the cold thickens the engine's oil. The result: You're going to have to call for a jump-start and buy a replacement battery unless you take preventive measures.

Gale Kimbrough, engineering and technical manager for Interstate Batteries, suggests taking a few minutes to read about your battery in your car's manual and become familiar with what kind of battery you have, where it is, how to safely clean it

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ASSAULT ON YOUR BATTERY CONTINUED FROM PAGE 35

and what the indicator lights inside your car might be trying to tell you about it. He says that when you work with your battery, always wear protective eyewear. Remove all jewelry and wear long sleeves and gloves to protect your hands and arms from battery acid.

The following tips can help you keep your battery in shape throughout the year.

- Have your battery and electrical system professionally tested every three to six months and especially before heading out on a trip. Check with your local auto shop or parts store; many will perform the test for free.

- Do a visual inspection to see if the battery case is bulging, cracked or leaking. If it is, it's time to replace it.

- Clean up the battery connections by removing any corrosion, lead oxidation, dust or moisture from the top of the battery with a scouring pad or wire brush. Be sure to brush the corrosion away from you.

- If your battery has removable filler caps, open the caps and check the water level in each cell.

- Make sure the plates are covered by the fluid inside. This prevents weakening of your battery and increases its possible service life.

- If the water level is low, add water (don't use tap water; instead use distilled or de-ionized water) until the plates are covered by at least a half inch.

- Avoid overfilling, especially in hot weather, because the heat can cause the solution inside to expand and overflow.—WF

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The Skinny on Synthetic Oil

With Thanks to The COSTCO Connection, April 2015 Edition



The skinny on synthetic oil

By Will Fifield

IT'S AN OPTION that perplexes many, usually arising when readying the car for an oil change and purchasing new oil: Should you use conventional oil in your car, or the more-expensive (in some cases much more) synthetic oil? What is the difference? Why would one be better than the other?

According to Costco supplier ExxonMobil, conventional and synthetic oils both begin in the ground. But that's where the similarities end. Synthetic oil begins its life as crude oil that is distilled, purified and broken down into its basic molecules. This process not only removes more impurities from the raw materials but also enables individual molecules in the oil to be tailored for optimal performance. These customized molecules help provide higher levels of protection and performance than conventional motor oils.

The extra cost for synthetic oil can be justified because, experts say, synthetic oil benefits your engine by keeping it cleaner as it contains fewer impurities to begin with.

As it circulates through your engine,

synthetic oil better resists the formation of sludge, a thick goo formed when motor oil breaks down from prolonged exposure to high heat. Sludge can prevent oil from effectively lubricating your engine, which can cause extreme damage.

Synthetic oil is also designed to work more efficiently in both very cold and extremely hot weather and, according to consumer automotive research site edmunds.com, synthetic oils are stretching traditional oil-change intervals, leaving the 3,000-mile mark in the dust.

The website says that most new vehicles today have a recommended oil-change interval greater than 3,000 miles. In some instances, synthetic oil will stretch oil changes to intervals as great as 15,000 miles.

If you've been considering switching to synthetic oil, you should be aware that a number of myths surround the product. Some people believe, for instance, that you should break in your engine with conventional oil before switching to synthetic.

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THE SKINNY ON SYNTHETIC OIL CONTINUED FROM PAGE 35

According to ExxonMobil, that's not true, because current engine technology requires no break-in period. You can use synthetic oil at any time.

Others say you should flush your engine before changing to synthetic motor oil. Again, that's not necessary, say experts. There's no need for special preparation before making the switch, and, to bust another myth, you don't need a special filter to use synthetic oil. Just as with conventional oil, the better the filter, the more effectively it will work, but you can use the same type of oil filter with synthetic oil that you would use with conventional oil.

Finally, many people worry that synthetic oil will leak out of the seals of older cars. The pros at ExxonMobil say that high-quality synthetic motor oils do not cause leaks. If you have an older engine in good condition with no existing leaks, synthetic oil will confer all of the benefits it does in newer engines. [4]

A Mike Ash Tech Session on Trailer Tires

With Thanks to MGA! Magazine May-June 2015 Edition

Tech Session

Mike Ash



Once again, my personal MG activity has not provided me with a topic for this article. Since I wrote for the last issue, my MG activity, such as it has been, has been confined to the replacement of the transmission in my MGB GT V8. That project has moved slowly because, even though I have heat in my garage, it has been too cold to become motivated. I am ready to skip spring and move right into summer!

Some time ago, someone suggested that I write an article about tires, particularly how to determine their age. Knowing very little about the subject, I have been putting it off. Now, thanks to the wonder of the Internet, and because I have no other ideas, I have decided to write something on the subject as it might apply to MGA owners.

HOW LONG DOES A TIRE LAST?

The Internet can be a scary place, and there is no shortage of tragic stories about motorists driving on "old" tires. But, from what I can tell, there is no consensus among the "experts" on the safe or useful life of a tire. The National Highway Traffic Safety Administration (NHTSA), a Government Agency, dodges the issue and defers to the tire manufacturers. The tire manufacturers, probably to err on the safe side and to not risk running afoul of the NHTSA, recommend a maximum life span of between six and ten years, regardless of tread wear.

Even though it takes no position on tire life, the NHTSA has conducted some research into the three principal factors that determine tire life — heat, storage, and conditions of use. NHTSA research has found that tires age more quickly in warmer climates, and that environmental conditions like exposure to sunlight and coastal climates can hasten the aging process. No surprises there! Storage conditions do not appear to affect aging. Apparently, a tire will age just as quickly on a shelf, in a trunk, or on a car in a garage as it will on a car in regular use. In use, some conditions can shorten the life of a tire, such as road hazards (potholes, flat repairs, and wayward curbs) and incorrect inflation.

All of this, of course, creates a problem for the average MGA owner who does only a few thousand miles, or less, in a year.

With such low use, a tire will reach ten years of age with the tread showing little or no wear. Correct inflation and regular inspection of condition, as well as recognition of road hazard damage, is important when assessing the safety of tires; but after ten years, perhaps we should be considering replacement.

Some years ago, I decided that maybe really-cheap tires were the way to go on our 1950 MG TD, because they were going to be discarded for age rather than tread wear. BIG MISTAKE! Figure 1 shows one of the tires after about a year and a couple of thousand miles. The tread has begun to separate and has come off in chunks to expose the underlying steel cords!



DETERMINING THE AGE OF A TIRE

For tires manufactured from the year 2000, the Department of Transportation (DOT) and the NHTSA have required that the date of manufacture be stamped on the sidewall of every tire. Figure 2, which came from the Tire Rack's website, shows the required markings. The date code, which is usually in an "oval," appears on one side of the tire, only. To check this out, I looked at the tires on my MGA (Figure 3) and MGB (Figure 4). The MGA tire was manufactured in the 10th week (March) of 2008 and the MGB tires in the 30th week (July) of 2005. The MGA tires are less than ten years old, so not a problem. The MGB tires are just ten years old, so decision time may be approaching even though there is still plenty of tread and the sidewalls look in good condition.

Because the date stamp is only on one side of the tire, the tire may be mounted with the date stamp on the inside. This was the case with all four tires on my MG TF, so I had to turn one of the front wheels (Figure 5) to see the date, 2701, on the inside, which indicates the 27th week (September) of 2001. These wheels and tires were on my MGA before I switched to "minilite" rims a few years back. These tires are now over 13 years old but there is plenty of tread and the sidewalls look to



be in good condition. Right now, I am rationalizing their continued use based on their apparent condition and the fact that they are generally used for local travel. Although they did do about 150 miles last weekend, mostly on the highway and Interstate, at 60 miles per hour!

Prior to the year 2000, tires were required to have a date code but, on the assumption that tires would not be used for more than 10 years, the year was only a single digit. An example of the 40th week of the 8th year of an unspecified decade is shown in Figure 6. The date code on the spare tire on the TF showed such a date code – Figure 7. The date, 105, is the 10th week (March) of the 5th year of some decade, which I am guessing to be 1985, or maybe 1975. This tire, which may be 40 years old, has cracks in the sidewall and is really not even suitable as a spare.

So, what do we get out of all this? Well, it is your call. The pundits say tires over 10 years old could be a safety risk, and the date code should tell you their age. Also, when buying new tires, check the date code, they could have been on the shelf for a while. And, apparently, any warranty will only be good from the date of purchase with a receipt, or from the date of manufacture without a receipt! I will probably soldier on with the tires I presently have on the three MGs I have on the road – MGA, MGB, and TF. The TF is the only really marginal case, and the sidewalls appear to be in good condition; even the mould “nubs” are still there. Figure 8 shows sidewalls that are not in good condition on a tire that should never be used on the road. This tire is on my Magnette, which is still undergoing restoration, and the tire is very serviceable for moving the car around the garage, as is the tire of Figure 1. Since the tire age clock starts running at the date of manufacture, painting the rims and buying new tires is the very last item on the restoration list, just before the car goes for its first test run!

TRAILER TIRES

A couple of years ago, Mike Tooke sent me an Internet discussion among the MG Vintage Racers on the age and safety of trailer tires, with the expectation that I might be able to use it in an article. At the time, it did not fit well with my topics, but now that I am out of topics, it is very welcome and appropriate. It was rather long, and a portion of it appeared in the May/June issue of *MGA!* magazine as *Notes on Towing MGs*. I have included the balance of that conversation in this article as I think it might be useful at this time with the GT at Frankenth coming up and some of you considering trailering your MGAs. From what I can determine, this discussion was kicked off by Gary Valone.

GARY'S COMMENTS

Over the years I too have had a couple of major tire failures on my car trailer. I run a 20' Haulmark tandem axle rig that originally came equipped with Load Range C, Goodyear Marathon tires. The first failure was on the Pennsylvania Turnpike Extension on the way to Watkins Glen. The tire in question was one of the Marathon tires that was about a year and a half old and lost the entire tread with no warning at all. When I went to replace the bad tire, I read all the negative comments about the Goodyear tires and did some quick calculations using the gross vehicle weight (GVW) of the trailer. I was surprised to find the tires were just barely enough to cover the weight. I replaced them with Denman Load Range D tires in the same size and thought I was good to go.

After about a year, I noticed a couple of the Load Range D tires were showing some unusual wear patterns. I made a few measurements and found the alignment of the axles was way off. I replaced the two worn tires (on the same axle) and aligned the axle. About 150 miles into the next trip I had the second failure, one of the Denman tires. Again, the tire lost the entire



tread, but I didn't know it until a passing car let me know it was shredded. Right now I am running two Towmax tires and two Maxxis tires. I also balanced the pressures and run pretty close to 65

psi since I use the trailer near the max GVW and stop every couple of hours to shoot the tires with the IR temperature gun. If you get to run your trailer across a scale, take note of the total weight when it is loaded. I was surprised how much mine really weighed; it was enough to put the trailer on a diet!

A Synopsis of Notes on Towing MGs (MGA! V39N5)

The earlier *Notes on Towing MGs* article came from Charlie Greenhaus, who has logged 20-80 thousand miles a year over the past twenty-five years with trailers of all sizes and configurations. In that article, Charlie stated that most problems are a result of carcass failures caused by side-loads from very sharp angle turns on good traction surfaces. He advised getting Load Range E tires, typically available in a full range of 14 and 15 inch sizes. (*See Tech Session: Tires, p.16*)



(from Tech Session: Tires, p.15) He also advised getting a high quality Light Truck tire or heavy duty automotive tire rather than a trailer tire for smaller trailers/tire sizes, and to "overinflate" them to between 45 and 50 PSI. Low air pressures can shorten tire life considerably, even after you correct the inflation. A name brand, quality car tire is often cheaper, more readily available, and seems to last longer in terms of tread life than a trailer tire. He recommends Firestone TransForce tires in the least aggressive tread pattern and a taller sidewall when possible, 85 aspect ratio rather than 80 or 75.

Charlie also noted that more aggressive tread patterns generate more heat, raising the likelihood of tread separation, and age matters! Old tires are old. The rubber is less compliant and stiffer and more apt to fail. Keep your rubber less than five years old, unless you hide it from the sun and extreme temps.

In the original Internet discussion, Mark Palmer weighed in with his trailer experience.

MARK'S COMMENTS

I had THREE tire failures on my trailer this weekend. They were not underinflated, they were not overloaded. They were not old; only 18 months, from the date code. The trailer was not stored outside in the sun. They were a supposedly "good" brand (Goodyear Marathon). I have owned this trailer for 12 years, same car, same stuff in the trailer, and only had occasional tire failures in the past (like about once every 2, 3, or 4 years), even with off-brand, Chinese tires. There is no reason these tires should have failed, but they did. All three developed belt separation, in one case leading to tread separation and then complete disintegration of the tire -- all within a few miles of the onset of the problem.

As a result of this experience, I did some research today and learned:

- 1) When you use tires on a tandem-axle trailer, you're supposed to reduce the rating listed on the sidewall by 12 to 14%. Never knew that before and don't know why. Trailer tires are not supposed to exceed 65 MPH; some manufacturers say never, period.
- 2) Some say increase the inflation by 10% (but I don't know how I could do this, I'm already at the max pressure listed on the sidewall). Others say if you exceed 65 MPH, lower the rating of the tire by 10%.
- 3) Some sources say you should always add 20% to your actual trailer weight when selecting the tire; e.g. if your loaded trailer weighs 3500 lbs, you should select tires that have a combined rating of 4200 lbs. Never knew that.

If you take all three of the above factors into consideration, the rating listed on the sidewall of the tire should be about 50% higher than the actual load imposed on the tire. Who knew that? Even so, my tires still met this more stringent rating -- they should have been okay.

My tires were Load Range C. I found a slightly larger tire that is available in Load Range D, which gives me about 22% more

rating than my existing tire. Load Range D (in my size) takes a maximum inflation pressure of 65 psi (Load Range C only takes 50 psi max). All of the D rated tires in my size are bias-ply, not radial; I don't know why. The Load Range D tires cost very little more than the Load Range C tires (less than \$10/tire more, in my size), so why bother with Load Range C?

I cannot find a single tire in my size that is still made in the U.S.A., Canada, Europe, or Australia. EVERY available tire is now made in China, Taiwan, or Thailand. Carlisle, Goodyear -- they're all made in Asia. Goodyear Marathons have a terrible reputation (based on Internet reviews and comments), at least the ones made in the past couple years. People who bought them 5+ years ago had better experience with them; maybe they were still made in the U.S.A. then. The consensus on most RV chat rooms seems to be that the current reliable brands are Kenda Loadstar, Towmax STR, Greenball Tow-Master, Duro, Maxxis, and possibly Carlisle Sport Trail -- all made in Southeast Asia.

MY TRAILER

After reading Gary's, Charlie's, and Mark's informed opinions, I decided I ought to check the tires on my own trailer. My aluminum, two-axle, open trailer weighs about 800 lbs. With an MG, the GVW is maybe 3,200 lbs., which is well within the 8,000 lb. towing capacity of our Mercedes SUV. But, what about the tires? They are 13" Goodyear Marathons, with a date code of 3702; already almost thirteen years old. According to the tire (Figure 9), the maximum load is 1350 lbs at 50 psi.



I interpret Mark's comments to mean that my maximum GVW should be $4 \times 1350 - 14\% = 4,644$ lbs., which is a good safety margin for my estimated 3,200 lbs. GVW, but slightly less than Mark's 50%.

So, maybe I do not have much cause for concern based on Gary's, Charlie's, and Mark's remarks. Right now, the trailer is only used for short, local trips, certainly not exceeding 65 MPH. The Goodyear Marathon tires were made in Canada, so that may be a plus! However, if I should ever consider trailering an MGA long-distance, to a GT for instance, I would certainly replace these tires before setting out. *

Special & Unusual Drink Recipes for Summer 2015

With Thanks to American Scientist, Volume 103

In the Spirits of Science

LIQUID INTELLIGENCE: The Art and Science of the Perfect Cocktail. Dave Arnold. 416 pp. W. W. Norton, 2014. \$35.00.

When I opened it, I thought I knew what to expect from *Liquid Intelligence*: a glamorous coffee-table book with a smattering of vague science, then page after page of slick photos and cocktail recipes. Turns out, I was half right. The book is indeed sleek and stunning. About the science, I couldn't have been more wrong. "Think like a scientist and you will make better drinks," author Dan Arnold writes in the introduction. Then he spends the next 400 pages telling—and showing, through a wealth of photos—precisely how. Selecting a recipe to include alongside this review proved tricky, in fact, because so much detail accompanies each one, information that builds on itself methodically throughout the book. (Arnold includes nine pages on how to make ice properly!) *Liquid Intelligence* will open your eyes to what's possible in crafting a cocktail, always with the goal of making the very best drink.

Although *obsessive* might be one way to describe Arnold, I quickly came to respect his expertise on all things related to both professional and home bartending. Arnold founded the culinary technology department at the French Culinary Institute and now co-owns a high-tech cocktail bar and affiliated innovation workshop; his approach blends creative experimentation with a dogged focus on quality and consistency. He begins by introducing the equipment needed for making drinks, pointing out the benefits and drawbacks of each available tool. For example, a narrower jigger is better for accurate measuring than a wide one, and a jigger with straight sides is more accurate than a conical one. (In each case, the volume involved in a measurement error is less.) Not surprisingly, a laboratory-style graduated cylinder works best of all. He also explains that a glass shaker affects drink temperature more than a metal one due to its higher specific heat: The glass shaker will transfer more heat—whether to or from the drink—as it comes to an equilibrium temperature. To standardize the fruit juice at his own



Crushing fresh herbs with a muddler or pestle oxidizes them, dimming their vibrant color and muting their flavor. Hence, author Dave Arnold developed two techniques to prevent oxidation—nitro muddling and blender muddling. (The methods themselves are shown on the opposite page.) The bright green of this Thai Basil Daiquiri is a signature effect of using these techniques. From *Liquid Intelligence*.

Thai Basil Daiquiri

Makes one 5 1/2-ounce (160-milliliter) drink at 15 percent alcohol by volume, 8.9 grams/100 milliliters of sugar, and 0.85 percent acid.

Ingredients

- 5 grams (7 large) Thai basil leaves
- 2 ounces (60 milliliters) Flor de Cana white rum (40 percent alcohol by volume) or other clean white rum
- 3/4 ounce (22.5 milliliters) freshly strained lime juice
- Short 3/4 ounce (20 milliliters) simple syrup
- 2 drops saline solution or a pinch of salt

Procedure

Nitro-muddle the Thai basil in a shaking tin. Then add the rum and stir. Add the lime juice, simple syrup, and saline solution or salt. Check to make sure the mix isn't freezing cold. Shake with ice and strain through a tea strainer into a chilled coupe glass.

Alternatively, make a double recipe and blender-muddle the Thai basil with the rum and lime juice, stir in the simple syrup and saline or salt, then strain through a fine strainer, shake with ice, and strain into two chilled cocktail coupes.

Photo credit: Travis Huggett. Image and recipe reprinted from *Liquid Intelligence: The Art and Science of the Perfect Cocktail*, by Dave Arnold. Copyright © 2014 by Dave Arnold. Photographs copyright © 2014 by Travis Huggett. With permission of the publisher, W. W. Norton & Company, Inc. All rights reserved.



Dave Arnold's blender-muddling technique (see discussion of blender and nitro muddling in opposite caption) involves mixing fresh herbs with gin (above, left) and straining out particles (center) before shaking

the drink. Nitro muddling involves using liquid nitrogen to freeze the herbs solid, crushing them with a muddler (right), then thawing the herbs by dousing them with gin. From *Liquid Intelligence*.

bar, Arnold uses a refractometer to measure the sugar concentration, which can change overnight.

As he digs further into the topic of flavor, Arnold discusses how different sugar molecules change with temperature and how these changes in turn affect the taste. He describes the flavors of various food acids, like lemony citric acid and sour-grape tartaric acid, and explains that pH paper is useless in a bar for measuring the acidity of such ingredients as lime juice or champagne, because, as Arnold explains, "your tongue doesn't work like a pH meter": The taste of an acid is based not on the number of free hydrogen ions but on the titratable acidity—in other words, the number of acid molecules present. And he shares food chemistry tricks he has picked up over the years. For instance, he points out that a pinch of salt makes almost any cocktail taste better, especially if the drink contains fruit, coffee, or chocolate.

Although Arnold writes from the perspective of a seasoned professional, he is conscientious about what is possible at the average home bar, instructing readers on the best techniques and equipment as well as the affordable, good-enough options. The cocky voice from the introduction grew on me; ultimately, I found the irreverent tone entertaining. (For example, at one point he advises readers to "violently

smash the hell out of the lime," and to "forget hand reamers; they suck.")

The book contains a mind-boggling amount of information about the physics and chemistry at work in seemingly simple mixed drinks. In the section on ice, Arnold describes how clear ice forms on lakes (from one starting point, pushing impurities out) and how ice made mechanically freezes too fast, forming multiple crystals in different locations and trapping impurities. Ice cube trays hinder expansion, he explains, causing the ice to bulge and fracture. This makes for cloudy ice that tends to shatter, producing ugly cocktails that become watered-down when shaken. Bartenders can make clear ice with a machine that freezes water from one side, or they can use a cheap workaround: Fill a cooler (the typical beach cooler will do) with hot water and let it degas and cool without stirring. Then put the whole thing into the freezer; the water will freeze from one side, forming clear ice, with the impurities ending up at the bottom. This clear ice can easily be cut into smaller cubes.

Arnold turns to science to improve every detail of his cocktails. For example, when muddling basil, he noticed that it immediately began to brown. Muddling, which involves crushing an ingredient to release additional flavor, is usually done with a handheld mashing

tool. The broken basil leaves contain enzymes that promote oxidation, causing browning and off flavors. The enzymes can be stopped, however, with alcohol. So Arnold invented *blender muddling*, in which he purees the basil leaves into a small amount of liquor so quickly that the enzymes cannot act. He also uses *nitro muddling*, instantaneously freezing the basil in liquid nitrogen, then crumbling the brittle result. Both techniques yield bright green muddled basil with superior flavor. You can try it yourself in the Thai Basil Daiquiri recipe included here.

Whether you own a bar, enjoy cocktails at home, or just want to be fascinated, *Liquid Intelligence* will teach you more than you thought possible about the world of cocktails. Furthermore, the book seems poised to find its way into the hands of many eager learners. After I submitted this review, news broke that Dave Arnold's work had netted the 2015 James Beard Foundation Book Award in the beverage category. With any luck, Arnold-inspired drinks may be debuting at bars and cocktail parties near you.

Emily Buehler is a writer based in Hillsborough, North Carolina. She worked for years as a professional baker and is the author of Bread Science: The Chemistry and Craft of Making Bread (Two Blue Books, 2006).

NEMGTR GOF Mk 98 in Strasburg PA on 2-6 September 2015

This Event is Close Enough for Many of Us to Go!

NEW ENGLAND MG 'T' REGISTER, LTD.

GOF Mk 98 Strasburg, PA

September 2 – 6 , 2015

M.G. Cars, Planes and Trains in Dutch Wonderland

Strasburg, PA... In the Heart of Pennsylvania Dutch Country...

More than you ever imagined!

Our host hotel is the stately and elegant Clarion Inn (formerly the Historic Strasburg Inn), set amid the scenic splendor of Lancaster County's Amish Country, in close proximity to attractions for young and old alike. Go to www.strasburgpa.com and click on "the best things to see and do" and you will find just what the area has to offer... great food, outlet malls, a mecca for the railroad (and model railroad) buff, opportunities to see the Amish, living their unique way of life, quaint and interesting towns, examples of Pennsylvania Dutch stone architecture, peaceful road tours through the Amish countryside, museums and theaters.

Driving tour to Lititz: this will be a short drive (less than 30 minutes) to the township of Lititz where, Victor mousetraps are made! Also you can tour the Sturgis Pretzel House and of course, Wilbur's Chocolates. Have lunch there too. Go to "Lititz, PA" on the internet for a visual taste of what awaits you.

Driving tour to Kitchen Kettle Village: this drive does not take you to Mount Joy or Bird-in-Hand or Blue Ball, but it does take you to Intercourse, PA. A short drive from Strasburg winding through lovely Amish farmland. Go to "Intercourse, PA" on the internet and discover that you could spend three days there! The Kling House Restaurant is recommended for lunch and you must see the Wild Goose Gallery and the Intercourse Canning Company.

Amish Country Road Rally: developed by M.G. enthusiasts for M.G. enthusiasts! This event is designed to be a scenic and leisurely rally that takes you on an adventure where you will see some lovely countryside, get a flavor for the true Pennsylvania Dutch architecture, get acquainted with two wonderful covered bridges and see first hand the natural beauty of this area. There will be a winner and there will be a pewter cup awarded. Mileage and most question answered correctly will determine the winner. We want you to take your sweet time and enjoy the ride; it is well worth doing and your M.G. will love you for it!

Walking tour of old Strasburg: how better to end a perfect day. The historic village of Strasburg is about a three or four minute drive from the Inn. Once there we can walk up one side and down the other to



enjoy the historic homes, architecture and perchance see a few Amish buggies close-up. Our trip will end at the "Creamery" where home made ice cream is second to none.

The Strasburg Railroad Museum: seems like cars, boats and planes go together. If you ever felt the excitement of watching a steam locomotive do its thing in the 40s or 50s you won't want to miss the short driving tour to the Railroad Museum of Pennsylvania in Strasburg. With a world class collection of more than 100 historic locomotives and railroad cars, you can even sit in an engineers seat, so bring the kids and cameras. There is also a short line steam railroad that you can ride. Add this to the National Toy Train Museum, the Choo Choo Barn and you are in railroad heaven!

Amish back roads scenic tour: This is about an hour and a half ride (if you don't stop along the way) The route is designed to take you on back roads past Amish farms, schools, homesteads, barns and peaceful rolling countryside. There will be great photo opportunities and a chance to be "one with nature" which is rare in our technological society. One could not ask for better M.G. roads... pretty much flat, very curvy and little if any traffic. A great way to see Lancaster County.

The Golden Age Air Museum: included in your packet are directions to the Golden Age Air Museum. You might be able to photograph your M.G. with an antique aircraft in the background. On good days, biplane rides are available to visitors and you can continue on to Lititz which is on the way.

Compare our \$89.00 room rate to the 2004 rate of \$104.00 at the same hotel! One downside is that the restaurant is now a separate business and they reserve their ground level banquet room for weddings and the room charge is well beyond what we could begin to afford. We have nice upstairs rooms for our Friday night dinner and our Saturday Awards Banquet, but the upstairs facilities are **not handicapped accessible** and there are really no other facilities nearby that can accommodate our group. With a cocktail hour and current DWI regulations, it is best to stay put but I realize the issue this causes for those of us who cannot negotiate stairs. There is a nice ground level restaurant, however it cannot accommodate our members for group functions.

Check the Register web site (<http://www.nemgr.org>) often for updates.

It's sure to be a weekend to remember.

We hope that you can attend GOF Mk 98

HOTEL REGISTRATION
INFORMATION
GOF Mk 98 September 2 – 6, 2015

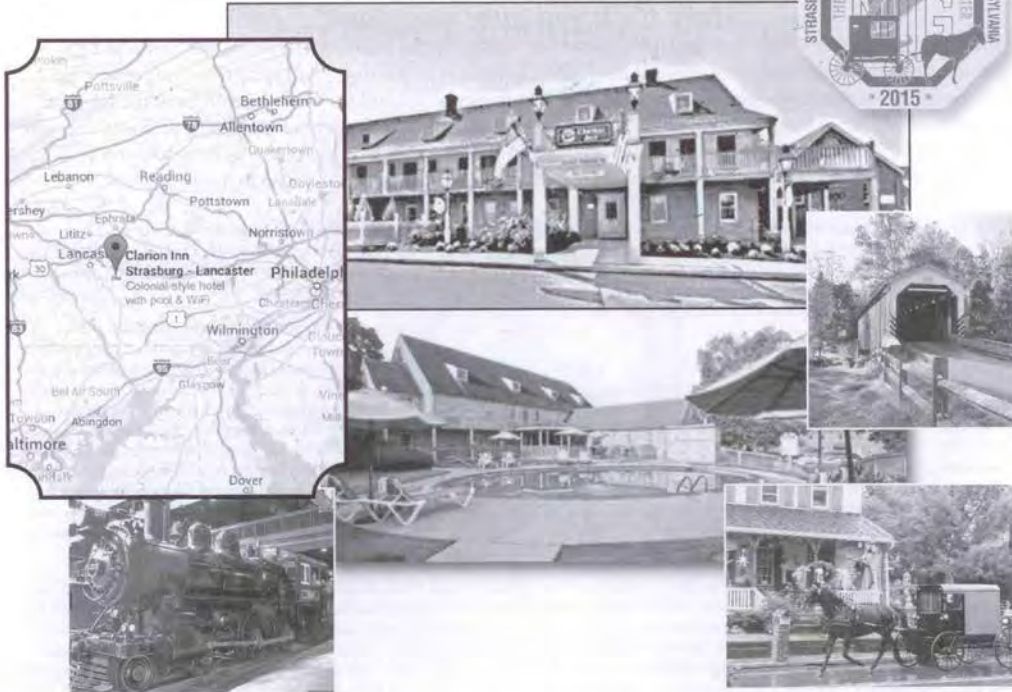
Clarion Inn Strasburg-Lancaster

1400 Historic Drive, Strasburg, PA 17579

Local number is: 717 • 687•7691

Fax is: 717 • 687•5290

www.historicinnofstrasburg.com



This is a conference center hotel near Dutch Wonderland and Sight & Sound Millennium Theater.
We are conveniently located just one mile from downtown Strasburg and only
15 minutes from the neighboring city of Lancaster.

This Strasburg hotel with meeting space allows you to explore historic Amish country and gives you easy access to numerous museums, galleries, shops, restaurants, parks and landmarks, including nearby attractions: Railroad Museum of Pennsylvania; Strasburg Rail Road; Rockvale Outlets Lancaster; National Toy Train Museum; Tanger Outlets; American Music Theatre and much more.

You must call the hotel to make your room reservations directly.
Refer to the room block reserved for the New England MGT Register to
receive the rate of \$89. per night.

Adjacent and handicapped rooms are available and must be requested in advance at time of reservation.

All rooms are non-smoking, however there is a designated smoking area on the hotel property.

Space is limited so please book early - rooms will go fast !

The cut off date for rate is July 1, 2015

GOF Mk 98 REGISTRATION FORM Deadline for Registration is August 1, 2015

Last Name _____ Register Membership Number: _____

First Name (nickname): _____ Spouse's (nickname): _____

Children or Guests' Names: Last: _____ First: _____

Last: _____ First: _____

(Note: Guests and children over 18 must register for the GOF and pay the fee.)

Street: _____ City/Town: _____ State/Province/Country: _____

Zip: _____ Phone: () _____ E-Mail: _____

(Note: Your e-mail is important for easy communication prior to the GOF. Please print it legibly.)

Your e-mail address will be included in any group mailings of GOF information; if you do not provide your e-mail address, you will not be able to receive the information.

Is this your first time attending a GOF? Yes No Check here only if this is the first GOF for your car since you have owned it: Yes

You MUST indicate which car(s) you will bring and the Register Number assigned to each car:

Year	Series	Chassis Number	Car Color	NEMGT Reg. No.	Car Show Class *
_____	_____	_____	_____	_____	_____

**Classes available: Vintage, TA/TB, TC, TD, TE, Postwar Variant, Premier, Preservation, Senior and Under 35 (No voting in the Preservation or Senior Classes, and Under 35)*

Important for GOF Registration: Arrival Date: _____ Departure Date: _____

_____ No. of CARS for Early Bird Car Display	_____ Preservation Class for past Premier Class Winners	_____ Garage Sale Vendor
_____ No. of CARS for First Timers' Car Display	_____ Senior Class for First Place Winners no longer competing in past Premier Class	_____ Model Memorabilia Display Space
_____ No. of CARS for Amish Country Road Rally* (casual, fun rally)	_____ Premier Class for past First Place in category winners	_____ People in Under Age 35 Class driving a T-Series or older

* All Register Members are invited to participate in the Rally. Only Register cars qualify for awards.
Please sign up for various events and help us plan better to ensure your good time! Note: There are NO fees for any of these events.

Do you need Trailer/Truck parking? Yes Are you bringing a Chapter Banner? Yes Will you have a Chapter Display? Yes

Registration, Events and Fees

Deadline for Registration is August 1, 2015

Number		
_____ Adult GOF Registrations x \$45 pp (before August 1 cutoff)		\$ _____
_____ Adult Walk-In/Late Registrations x \$60. pp (after August 1 cutoff)		\$ _____
_____ Friday Buffet diner package x \$35. pp (Tossed salad, Apricot Salmon, Roast Pork Loin, honey glazed carrots, green beans, sweet potato mash, roasted red skinned potatoes, rolls & butter, warm apple crisp, white chocolate raspberry bread pudding, assorted cookies, coffee, tea, iced tea and Lemonade)		\$ _____
_____ Saturday Awards Banquet (plated & served) x \$40. pp (indicate number of meals below)		\$ _____
_____ Chicken Piccata _____ New England Crusted Cod _____ Prime Rib of Beef		
	Total:	\$ _____

Include your check or Credit Card Information here to process your GOF Registration only.
Return this completed Form **by regular mail only** - no faxes or e-mails to:

Charles Searles
57 Washington road, Pittsford, NY 14534
Note - no on-line registration for this GOF

Check enclosed for Total above.

or

Credit Card: VISA MasterCard AMEX
Card Number: _____ Expiration Date: _____
Cardholder Signature: _____

NOTE: This Registration May Not Be Transferred To Another Person And Is Not Refundable After the Deadline of August 1, 2015.
This page Must Be Returned With The Appropriate Check/CC Information.

PHOTO CONTEST RULES

All photos are to be 8"x10"; NO MATTING, NO FRAMES, NO CAPTIONS/COMMENTS
Name and Register # on back of photo • Limit of 3 entries per member.

Prefer photos submitted prior to August 1, 2015 to: Brenda Fodor 174 Landon Rd., South Hero VT 05486-492 crownwheel@comcast.net



NEW ENGLAND MG "T" REGISTER, LTD.

GOF Mk 98 Strasburg, PA

September 2 – 6, 2015

Tentative Schedule of Events

Wednesday September 2, 2015

1:00 to 4:00 Registration Open
4:00 -5:00 Great Unwashed Car Display
5:00 to 6:00 Happy Hour Fireside Tavern
Dinner on your own (see suggestions)
8:00 - 'till ? Socializing Fireside Tavern

Thursday September 3, 2015

9:30 – 11:00 / 12:00 – 3:00 Registration Open
9:30 Driving Tour to Lititz
1:30 Strasburg Railroad Museum
5:00 – 6:00 Happy Hour Fireside Tavern
6:00 Dinner on your own (see suggestions)
8:00 - 'till ? Socializing Fireside Tavern

Friday September 4, 2015

10:00 – 12:00 Registration Open
9:30 Amish Country Road Rally
1:30 Driving Tour to Intercourse or Golden Age Museum
5:00 - 6:00 First Timers' Car Show
6:30 Buffet Dinner on site
8:00 Walking Tour of Historic Strasburg / Ice cream at the Creamery

Saturday September 5, 2015

9:30 – 12:00 Car Display and Voting
9:30 – 12:00 Register Chapter Displays & Photo Contest
The Model and Memorabilia display - Hotel Lobby
12:30 - 6:00 Area attractions
6:00 - 7:00 Hors d'oeuvres, Cash Bar,
7:00 Awards Banquet

Sunday September 6, 2015

9:00 Winners Circle, Photo Session and Goodbyes
Best Wishes and a Safe Trip home!

This is a rough outline. Be assured that more detailed information will be provided upon arrival.
This is to be, by design, a peaceful, low-key event.

There is something here for everyone.

Some British Humor

These are classified ads, which were actually placed in U.K. Newspapers:

FREE YORKSHIRE TERRIER

8 years old,
Hateful little bastard.
Bites!

FREE PUPPIES

1/2 Cocker Spaniel, 1/2 sneaky neighbour's dog.

FREE PUPPIES

Mother is a Kennel Club registered German Shepherd.
Father is a Super Dog, able to leap tall fences in a single bound.

JOINING NUDIST COLONY !

Must sell washer and dryer £100.

WEDDING DRESS FOR SALE

Worn once by mistake.
Call Stephanie.

**** And the WINNER is... ****

FOR SALE BY OWNER

Complete set of Encyclopedia Britannica, 45 volumes.
Excellent condition, £200 or best offer. No longer needed, got married, wife knows everything.

Statement of the Century

Thought from the Greatest Living Scottish Thinker--Billy Connolly. "If women are so bloody perfect at multi-tasking, How come they can't have a headache and sex at the same time?"

Children Are Quick

TEACHER: Why are you late?

STUDENT: Class started before I got here.

TEACHER: John, why are you doing your math multiplication on the floor?

JOHN: You told me to do it without using tables.

TEACHER: Glenn, how do you spell 'crocodile'?

GLENN: K-R-O-K-O-D-I-A-L'

TEACHER: No, that's wrong

GLENN: Maybe it is wrong, but you asked me how I spell it.

(I Love this child)

TEACHER: Donald, what is the chemical formula for water?

DONALD: H I J K L M N O.

TEACHER: What are you talking about?

DONALD: Yesterday you said it's H to O.

TEACHER: Winnie, name one important thing we have today that we didn't have ten years ago.

WINNIE: Me!

TEACHER: Glen, why do you always get so dirty?

GLEN: Well, I'm a lot closer to the ground than you are.

TEACHER: George Washington not only chopped down his father's cherry tree, but also admitted it. Now, Louie, do you know why his father didn't punish him?

LOUIS: Because George still had the axe in his hand.....

TEACHER: Now, Simon, tell me frankly, do you say prayers before eating?

SIMON : No sir, I don't have to, my Mum is a good cook.

TEACHER: Clyde, your composition on 'My Dog' is exactly the same as your brother's.

Did you copy his?

CLYDE: No, sir. It's the same dog.

(I want to adopt this kid!!!)

TEACHER: Harold, what do you call a person who keeps on talking when people are no longer interested?

HAROLD: A teacher.

PASS IT AROUND AND MAKE SOMEONE LAUGH! “: -)

Due to current economic conditions the light at the end of the tunnel has been turned off.

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. Please include all letters and numbers shown in the car and engine number boxed on the "maker's" plate.
3. TD owners please note that there are three boxes on your "maker's" plate; include the information from all three.
4. If the engine is a replacement, list the number of the engine actually in the car.
5. This information is needed for the chapter's records and to correct and update the Register's files.
6. Incomplete forms will be returned to you via your provided address, for needed corrections.
7. 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 Babrak
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.



CLASSIC

MAGAZINE



- One year – Six great issues \$26
(Canada \$30, Overseas \$36 U.S. dollars)
- Two years – Twelve great issues \$50
(Canada \$58, Overseas \$68 U.S. dollars)
- Sample issue \$6 U.S. dollars

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with check to P.O. Box 2308, Huntersville, NC 28070**
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