

THE SQUARE RIGGER



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

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

WINTER 2015 EDITION --- 18 JANUARY 2015

Words from Our Chairman

The year 2015 has started and I hope that everyone is beginning the year with plans to drive their MG-T (or whatever else suits the occasion) at every chance they get.

In the last week of this month, January, Milt Babirak and I are touring with our MG-TD's down in the Florida Keys. We are taking the Auto Train from Lorton, VA to Sanford, FL but are driving the rest of the way. Tentatively, we are meeting up with member(s) of the Classic MG Club of Orlando as well as CCNEMGTR members Dick and Deb Shepherd, who are in Florida for the Winter. We are really looking forward to the trip!



We have several events that are in the initial stages of planning for 2015 --- our traditional Winter Eat Out, Mini-GOF 2015, Original British Car Day (OBCD), and the Fall Ramble 2015. The Club also has had Tech Sessions in the past and one will be planned for 2015 (date TBD). If any members, new ones are encouraged as well, have suggestions for additional or existing activities, please do not hesitate to email me or the committee persons listed in TSR.

As mentioned in the Fall TSR, I would like any of the members to make suggestions of non-profits to which our Chapter can contribute. Through the revenue generated by OBCD, this is something the Chapter has done in the past. I look forward to any of your thoughts and inputs.

Safety Fast!

Your Chairman, Shaun English

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From the Editor

I hope you enjoy this WINTER 2015 issue of **THE SQUARE RIGGER**. As always, 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! Humor is welcome! Here is a recent picture of my 1949 MGTC rear fenders and doors on my portable parts shelves --- the car is still under restoration, with some continued progress made this fall --- I have completed all the body work and painting of all body pieces. See more in 'Installation Nr 3' of my restoration saga, begun in the fall of 2013, later in this Edition.



Flexibly yours, Stephen Woodall

Welcome to New Members

We send a warm welcome to the following new members:

R. Stuart and Christina Bartley / stuartbartley@mac.com / Home Phone: 703-823-0539 / Cell Phone: 703-623-4565 / Address: 1005 Janneys Lane, Alexandria, VA 22302 / they own @ 19 classic cars, including a Sequoia Crème color 1949 MGTC and a red 1959 MGA. He has offered to host an open house someday, so we can all see them! ☺



Stuart Bartley & Friend



Stuart's 1949 MGTC

Stephen and Sara Bernheisel / steven.bernheisel@apsva.us / Business Phone: 571-220-7998 / Address: 5 Olivewood Court, Greenbelt, MD 20770 / they own a black 1951 MGTD, which has been in the family for at least 30 years. Steven's uncle, Frank Bernheisel, was a member of the Chapter many years ago. Steven received his TD from his uncle!

Steve Goldman / Owns a white 1952 MGTD / He lives in Oxford, MD --- he joined us for the Fall Ramble ☺

Russell Burnett / rburnett7@verizon.net / recently retired, he lives in Reston, VA / he owns a recently purchased red 1953 MGTD / his car has been in storage, but he expects to have it running soon! Since he lives near Milton Babirak, we can be sure it will happen!

Leo and Chris Rocca / leorocca@comcast.net / Home Phone: 301-473-5315 / Cell Phone: 301-401-4222 / Address: 8730 Fox Gap Road, Middletown, MD 21769 / they own a green 1949 MGTC

Recent Chapter Events

Chesapeake Chapter MG-T Club Fall Ramble 2014 Invasion of The Eastern Shore

The Eastern Shore was the destination for our 2014 Fall Ramble. All who attended had a wonderful time! Many brought their MG-T cars, and we explored the area, in beautiful weather --- including Easton, St. Michaels, Tilghman Island and Oxford. There was a Friday dinner held at the Robert Morris Inn's (circa 1710) tavern or tap room, a casual atmosphere with good food and warm comfortable surroundings. On Saturday, there was a scenic car trip and special lunch. As one of our planned tour events that day, we were invited to visit the home of an Eastern Shore resident, who shared his beautiful classic car collection with us. For those of us who were there, it was an incredible experience.

See the photos of some of his collection below to appreciate. After seeing the collection, we staged a scenic club lineup, on a grassy spot near the water --- note the picture of our cars with a real Chesapeake Bay skipjack behind us (think about our club logo!). After a sunny lunch in Tilghman's Island, we visited the site of the new Classic Motor Museum being created in St. Michaels to celebrate vintage cars. See article (Thank You Letter) near the end of this edition thanking us for our club's generous donation to their cause. Later, our Saturday banquet was held in the elegant formal dining room of the Inn, with another special menu. At the banquet, Mark Brown was the lucky winner of our club fund-raising raffle, for which John Williams donated a beautiful large-scale, hand-made model of an MGTD. All agreed that the food prepared for us all weekend by the Robert Morris Inn's new owners --- chefs! --- was simply wonderful!

Many thanks to Milton Babirak, Ralph Cattaneo, John Williams, Bryan Sieling and his bride, Nanci Edwards, and Shaun English for their planning and preparations for this special weekend --- truly one to remember. Hope I did not miss anyone!

On Sunday morning, the members of the Chapter ate another wonderful Robert Morris Inn breakfast, and departed for their respective homes. Here are some pictorial memories of the event.



Checking in on Friday



Enjoying Dinner on Friday



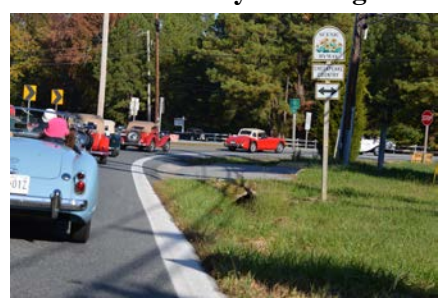
Oxford-Bellevue Ferry Lineup on Saturday Morning



Our MGs Underway on the Ferry



MGTD on the Ferry



Our MGs --- *on the Road Again!*



In Front of the Inn



Incredible Lotus Racing Car



One of the many Bugatti's



An Incredible Jaguar SSK-100



Historic, Custom Hispano-Suiza



A Beautiful Rolls Royce



Alfa Romeo --- Fast Standing Still



Row of Perfect Bugatti Coupes



Another Rare, Perfect Jaguar



Club Lineup with real Skipjack!



Full Shot of Our Lineup



Sunny Lunch at Tilghman's Island Bridge Restaurant



At the Saturday Evening Banquet



More Enjoying the Banquet



Even More Banquet Revelers!



A Happy Mark Brown Wins the Ruffled Model MGTD



About the Robert Morris Inn



Sunday We Make our Farewells

Hunt Country Classic Show

12 October 2014

Some Pictures of Our Cars and Others'

A lovely, dry day greeted this year's popular Hunt Country Classic car show. Many of our member's cars were on display. We even got to see *the* baby beagle again --- whom we first met last summer at OBCD! Woof. Aroooo.



The MG-T Series Lineup with the OBCD 2014 Baby Beagle



Tom Ford's Just Completed MGTC Restoration



Phil Williams' MGYT EXU



Tom Ford Posing by his Two-Tone Baby



Michael Eaton's Special Twin-Cam MGA

Upcoming Chapter & Chapter-Related Events

Winter Eat Out 2015

Our 2015 Winter Eat Out for 2015 is tentatively scheduled for Sunday, the 15th of February, from 11:00 to 3:00. Planning is in progress for it to be held where it was held in 2014, at the beautiful Trump Country Club.

When the location, date and times are affirmed, the word will go out by e-mail!

Original British Car Day Planning Meeting and Lunch

John Tokar is looking for a date --- probably sometime in late February or early March ---when most of the key people are available for our traditional lunch and planning meeting for our Original British Car Day. June 2015 will be coming sooner that we think! Stay tuned for the announcement e-mail from John!

Mini-GoF 2015 --- Save the Dates --- 1-2-3 May 2015!

Shaun English, Milton Babirak, Ralph Cattaneo and others are currently discussing to possibilities for our Mimi-GoF 2015 plans. Please save the dates for our usual weekend, 1-2-3 May --- Friday, Saturday and Sunday! Info to follow by e-mail soon, with more details to be provided in the SPRING 2015 Edition of the TSR. If you have ideas for where we should go, and would like to volunteer to help plan our 2015 Mini-GoF, call Shaun or Milton soon!



A Real Skipjack, Underway

Technical & Historical Matters Articles for this TSR Issue

Winter Technical Articles

Cars Seen on the Eastern Shore

By Charlie Adams, TSR Technical Editor



I remain in awe of our fall ramble excursion to see a private car collection on the Eastern Shore. I reviewed again the photos of the collection I took that morning, and they reminded me of those very special moments. I especially enjoyed seeing the delighted expressions of the owner, and his son, as they discussed their incredible collection. See above the beautiful custom-bodied Hispano Suiza from the collection.

Here is a photo of the owner's rare Bugatti Type 57S Atalante, which is one of only 17 such cars in existence. These cars were equipped with a twin cam, straight 8 motor of 3.3 liters. The Bugatti Type 57 was a touring model produced from 1934 through 1940; the standard version produced about 135 horse power and was capable of 95 mph. Bugatti made about 630 of this type.



One of the owner's Bugatti's is one of the few short-wheel-base, two-door coupes named after a heroine of Greek mythology, Atalanta. Some of the Type 57S cars were equipped at the Bugatti factory with a supercharger, but I do not recall if the owner's car was so equipped.

In 2008, a similar Bugatti Type 57S was discovered in a private garage in Newcastle on Tyne, untouched for 48 years. This car was auctioned in February 2009 in Paris and sold for \$5 million, becoming one of the highest valued cars to that date due to its full ownership history, original condition and low mileage of only 26,284.

Charlie's New Project --- Finding the Right MGTF --- TF7309 !

By Charlie Adams, TSR Technical Editor

Having decided I would one day have an MGTF, I'd been looking for a good example to restore. My search has taken perhaps 18 months or more, and provided opportunities to see quite a few TFs, as I assessed cars which came up for sale.

My general criterion was to find the best car through an unhurried search, one requiring some restoration and within budget. I was looking for a car with a known history, relatively few owners, some records, no known accidents, and moderate or fewer miles. Also, for me, a bargain had a long afterglow.

I considered cars which were drivers with issues, as well as few which had been off the road for years. My preference was for a running car; those off the road had to have some very strong positive points to remain in consideration. With the running and driving cars, the prices are usually higher and my standards would rise as well.

One of the key assessments when looking at each car was to make a rough estimate of the restoration work required. Is the car presentable enough for a rolling restoration and is the car strong enough mechanically to drive or must the car be immediately laid up?

I must have seen advertisements for perhaps 50 TFs over the past 18 months and inquired about 15 of them. Most did not measure up to their descriptions. A particularly suspicious comment in these advertisements is that the cars which were off the road for years are now "running and driving," as if that says it all. Many of these cars have been improperly resurrected for a quick sale and offer no more than a ticket to expensive disappointment.

I found this cream 1954 example near Boone NC. It looked terrific, but was a mechanical disaster. Barely running, it had little power, the transmission bearings were beyond shot, wheel cylinders were leaking, clutch judder accompanied each start, steering pulled left, and the engine knocks seemed to me to be loose wrist pins.



Haven't you heard this narrative... "all we had to do was spray a little starting fluid in the carbs and the engine sprang to life for the first time in over 15 years." When started in such a casual manner, engines are being run dry until oil pressure is built to supply the bearings and valve train. Some do not think of oiling the cylinders, valve train, raising oil pressure, or pulling the lifters and putting a little lube on each before a restart. Without such steps, the cylinders, bearings, lifters and camshaft run dry on the restart, taking some life from the engine.

This one from the Abingdon, VA area needed everything. It was advertised as a "gem" and the owner told me it would be a very smart buy at \$19,500. When I saw the car I found the body was very rough, and the base timbers were cracked, broken and collapsing. Worse yet, it was hardly running. We barely made it around the block with the "fully rebuilt" engine bucking, misfiring and backfiring through the carbs.



It is best not to be in a hurry when looking for a car, but when a good candidate comes along, it is also important to be ready to make a deal promptly. These negative experience make us properly cautious but when a very good project car comes along, the potential needs to be recognized and a deal promptly struck if the price is right.

This TF1500 had excellent potential. Reportedly restored by an expert (who recalled doing only mechanical work), it had been in storage for at least 7 years. However, the storage garage was located in harsh salt air conditions. My inspection indicated the car had been stored longer, and all its chrome had been ruined by salt exposure. I priced the car based on the requirements for the mechanical restoration of the car after its long storage as well as for restoring the chrome. Bidding for the car was brisk, and I passed up on this opportunity when the bidding went beyond reason.



I finally found “my” (☺) TF north of Baltimore, where it was advertised on Craigslist --- see pictures and build date info below! When I saw the advertisement, the listing has been posted for a full month and I thought the car would be committed already. However, to my surprise it had not, and two days later I visited to see the project. Before going to see the car I looked up its car number to verify the engine number and determined its original color.



When I arrived, I was greeted by Ron Clunk, who had owned the car for the past 51 years. Ron and his wife were downsizing and decided he would be unlikely to complete the restoration he started 15 years ago. After looking it over, I decided this was the one for me. The chassis had been restored, engine and transmission rebuilt, new wheels and tires one year old, rebuilt shock absorbers and a completely dismantled body, off the car. The body was in original paint with very little rust, solid wood and the original interior included. The frame looked very straight, as are all of the body pieces. It’s a great project car for me and best of all, my wife Alana likes what it will become. More anon --- look for progress reports in future editions of the TSR!

**An MGTF Like Charlie’s New Car Will Become
--- It is His Goal --- Can’t Wait to See it! ☺**



Jumping In With Both Feet – Restoration of My 1949 MGTC – Installation Nr 3

Since I began this discussion in our Summer Edition of The Square Rigger, and over the fall, I was able to get some additional work done on my MG-TC restoration. As with last summer, not quite as much as I had hoped, but ... work, family, and extended holiday events often take priority! “Life gets in the way,” to quote a popular financial planner.

Since the Fall TSR article was published, I have completed as of mid-December 2014 --- using the paint booth and spray painting equipment at George C. Marshall High School, where I have taken several advanced adult-education Auto Body (Industry Collision) Repair classes --- the remainder of the body work, preparation, and painting on all my MGTC body parts, including the four bonnet sections, the doors, and the grille slats. Using the services of the American Striping Company (ASCO), in Manassas, VA, I had a number of hard to prepare and paint parts beautifully powder coated, to a color matching the dark silver-gray metallic paint I have used on the body tub, bonnet and gas tank. These powder-coated parts included the spare tire rack, the headlight brackets, the spotlight and horn brackets, and the gas tank securing straps. ASCO did a super job for me, and the cost was quite reasonable.

By way of adventures, I had one “major disaster” this fall --- regarding gas tank repairs. I decided that while the gas tank was off the car, I would get it internally cleaned out and restored, rust holes repaired, and refinished. When I removed it, it rattled when shaken. Turns out that the bottom of the tank was full of hundreds of fragments of ossified gasoline --- some as big as a cigar! For repairs, I took it to the Looper Service Center in Rockville, MD --- with whom I had become acquainted through their booth at our Original British Car Day event in June of 2014. I contracted with them to clean out, repair and refinish the insides of the tank. Since this required cutting holes in the tank to get at inaccessible places, I reminded them *please* not to make cuts on the back (facing outward) surface of the tank, which I had just completed restoring with much careful, time-consuming body work. When I picked up the tank “repaired” about a week later, I was aghast to discover that they had --- alas --- made six ugly, rough, and irregular semi-rectangular cuts on the back (facing outward) side of the tank. “Bent Trash Can” was the general look. The owner apologized, and said he would take care of it. I came back a week later, and picked up my gas tank. The interior refinishing and metal repairs were acceptable, and the marred back surface of the tank was patched with a heavy coating of body filler. Building on what I learned in my auto body repair classes, I was able to work with the body filler, and restore my gas tank surfaces to a satisfactory condition before painting. As you can see from one of the pictures below, it turned out OK. However, the stress of seeing it so badly damaged by (expensive) “repair” people was considerable. Note: I would probably go back to Mr. Looper’s place for future gas tank work, but I would be sure to redouble my efforts to make sure they understood which surface was NOT to be cut open!

It has now been just a bit over a year since I began taking the MGTC apart in mid-October of 2013. My plans for 2015 are to overhaul the engine, possibly install a new 5-speed transmission, restoring or re-chroming the chrome parts and bits, replace the wiring harness, replace the interior and weather gear (top and side curtains), and reassemble the car.

Here are some pictures of the progress just noted. More to follow in the Spring TSR edition. Stay tuned! Any ideas or encouragement appreciated! Come over to see it, if you like! Just give a call, and we can pick a time.



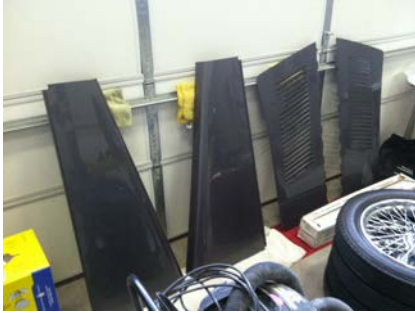
MGTC back on the Lift



Gas Tank after Repairs & Painting



Car and Body Tub on Lift



Bonnet Sections after Painting



Powder Coated Brake Drums



Powder Coated "Bits"



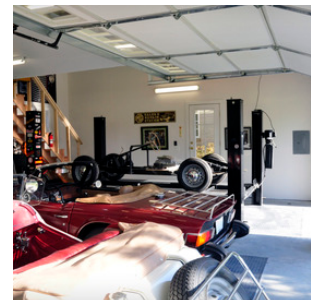
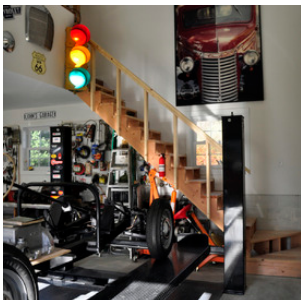
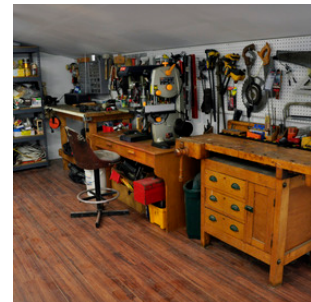
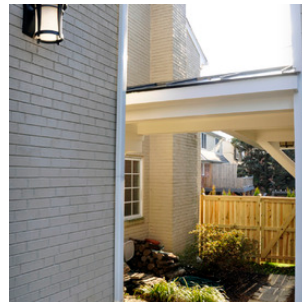
Painted Front Fenders



Painted Grille Slats

John Debelius' Garage

Here are some pictures of John Debelius' recently completed *Garage Mahal*, for your enjoyment! It was built semi-attached to his home, with room for shop work and car storage and display. A contractor built the foundation and the outside shell of the garage, and John completed all the interior work, himself. Very nice, John!



A Restoration --- What's It Really Cost?

With Thanks to the July 2014 Issue of Classic Motorsports



Written by **Tim Suddard**

From the [July 2014 issue](#) of Classic Motorsports

It's such a simple question: What's it cost? In the world of classic cars, however, it's one we spend a lot of time either obsessing over or ignoring completely.

We obsess over it at auctions, where the prices of even common collector cars like Mustangs and Triumph TRs approach \$40,000. We think that's crazy, but isn't that just another way of saying we conveniently ignore the flip side of that purchase cost? I'm talking, of course, about the cost to restore a car.

I've been spending a lot of time on that flip side restoring our Mini Cooper project car. When I first looked at this car, the owner was asking \$10,000—and boldly told me that it was worth \$25,000 when it was done. I explained to him that he was absolutely right: Once I bought his car for \$10,000 and put another \$25,000 in it, it would be worth \$25,000.

He sheepishly cut his asking price in half and I bought the car.

Fast-forward a few years, and we are nearly done restoring this cool little numbers-matching 1967 Mini Cooper S. On the plus side, in concours condition it is now worth more like \$40,000; on the minus side, it was (of course) way rougher than we originally thought. We just got finished with nearly 200 hours of welding and fabrication just to make the shell perfect again.

That's the nature of restoration costs: They're nebulous. They grow over time. They also tend to stay hidden, since a reluctance to face bad news (or one's spouse) means the receipts are often hidden, ignored or lost. Even if they are tracked religiously, they rarely include the costs of sorting a newly rebuilt car.

It all adds up to this: Not many of us really know what it costs to restore a car. That's especially true for those of us who do at least some of the work ourselves. We don't calculate how much time we spend in the garage, and how would we assign a cost to it if we did?

Nevertheless, let's try a little math here. So we bought a Mini for \$5000, and spent \$10,000 at Mini Mania for parts. Let's not forget the used door and other pieces we got from Heritage Garage—better add another \$1000 there. We spent a few thousand in machine work doing the head and rebuilding the transmission. We bought Vredestein tires and Koni shocks; this set us back another \$1500 or so. We spent another \$2000 rebuilding the rest of the suspension, since we decided to stick with the original displacers. A paint job is going to set us back \$5000, and that's only because our paint guy takes real, real good care of us. We got a new wiring harness from British Wiring, an insulation kit from

Quiet Ride Solutions, and we had the original heater rebuilt by Ron Jernigan. Chock up another grand or two. We sent the gauges to Nisonger, and while they come back perfect every time, that cost a few bucks as well.

Add this all up, throw in the additional \$5000 in miscellaneous expenses that I know this car will need before it is done, and we have a grand total of nearly \$35,000. Right off the bat, we're \$10,000 over the \$25,000 cost I quoted the original owner when I bought the car. We always seem to underestimate costs—plus, as we have mentioned, although this car was very original and had all its numbers matching, it had been ridden hard and put away very, very wet.

At least I can comfort myself with the idea of a \$5000 profit on my projected \$40,000 sale, right? Yes and no. Notice that we haven't talked about labor. Along with my buddies Jere and Tom, I have some 500 hours in this car already. At \$20 an hour, that's about \$10,000. At a more realistic \$50-\$70 shop rate, that's a cubic craption of money. And if this car was more complicated, like the Sunbeam Tiger project we did a few years ago, that number would be more like 2000 hours.

Obviously, my accountant would tell me that none of my hard work makes any sense. Going to auction and buying a nicely restored Mini at auction for top dollar looks like the deal of a lifetime, right?

Not so fast. We haven't figured in my savings on therapy costs, and let's face it, a good shrink charges more than even the most expensive shop rate. And since most of us crazies would spend our time (and money) on some other bad habit if we weren't out in the shop, I consider myself money ahead for every hour I spend there.

Back in the real world, though, if you're a bottom line kind of person, purchasing finished cars is the way to go. If you can get a car at club-newsletter prices, you'll win big, but even if you pay all the money at auction, you'll still save time and dollars over trying to restore it.

If, however, you are like me and you do this because you love it, then you can't put a dollar figure on what you get out of bringing old cars back to life. I have restored more than 40 cars in the last 30 years, and as I near the finish line with our Mini, I am already getting excited about the 1958 Tornado Typhoon I'm going to do next. After all, I've spent way more on stupider stuff.

XPAG Engine Rebuild with John Twist

University Motors will hold a Seminar on XPAG Engine Rebuilding on 11-12 February 2015, limited to a class of 25 enthusiasts. In this event, John Twist will rebuild a TC/TD/TF XPAG Engine and start it in two days.

Starting with individual components spread out in careful order on two banquet tables, John will deliberately, steadily, and with humor, assemble the sub-components, then assemble the engine in the course of the two days. He will then fire it up—start it up—on the bench in a cloud of smoke and fire. This is a demonstration / lecture / observation that has no equal! We have built about ten XPAG engines and have had nearly over 100 graduates from these courses since 1991. Participants will receive John's newest issue of the XPAG Engine Rebuild Booklet.

For more info, go to this site:

<http://universitymotorsltd.com/wp-content/uploads/2014/12/UML-TechSem-30-15-Registration-Form.pdf>

Aging Gracefully



Finding Out When Your MG-T Was Built (Useful Re-Run!)

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

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

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

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

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

Clever WD40 Advertisement from the Past



In The Service of Safety



Flexibility Increases as We Age

A.A.A.D.D. --- You should know and recognize the Symptoms!

Thank goodness there's a name for this disorder. It is called "Age-Activated Attention Deficit Disorder."

This is how it manifests:

I decide to water my garden. As I turn on the hose in the driveway, I look over at my car and decide it needs washing.

As I start toward the garage, I notice mail on the porch table that I brought up from the mail box earlier.

I decide to go through the mail before I wash the car.

I lay my car keys on the table, put the junk mail in the garbage can under the table, and notice that the can is full.

So, I decide to put the bills back on the table and take out the garbage first ...

But then I think, since I'm going to be near the mailbox when I take out the garbage anyway, I may as well pay the bills first.

I take my check book off the table, and see that there is only one check left. My extra checks are in my desk in the study, so I go inside the house to my desk where I find the can of Pepsi I'd been drinking.

I'm going to look for my checks, but first I need to push the Pepsi aside so that I don't accidentally knock it over.

The Pepsi is getting warm, and I decide to put it in the refrigerator to keep it cold.

As I head toward the kitchen with the Pepsi, a vase of flowers on the counter catches my eye--they need water.

I put the Pepsi on the counter and discover my reading glasses that I've been searching for all morning.

I decide I better put them back on my desk, but first I'm going to water the flowers.

I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote. Someone left it on the kitchen table.

I realize that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the kitchen table, so I decide to put it back in the den where it belongs,

But first I'll water the flowers. I pour some water in the flowers, but quite a bit of it spills on the floor.

So, I set the remote back on the table, get some towels and wipe up the spill.

Then, I head down the hall trying to remember what I was planning to do.

At the end of the day: the car isn't washed; the bills aren't paid; there is a warm can of Pepsi sitting on the counter; the flowers don't have enough water; there is still only 1 check in my check book; I can't find the remote; I can't find my glasses; and, I don't remember what I did with the car keys.

Then, when I try to figure out why nothing got done today, I'm really baffled because I know I was busy all day, and I'm really tired.

I realize this is a serious problem, and I'll try to get some help for it, but first I'll check my e-mail

Do me a favor. Share this story with everyone you know, because I don't remember who I've sent it to.

Don't laugh -- if this isn't you yet, your day is coming! ☺

Old Woman versus a State Trooper

Story from a Minnesota State Trooper:



I made a traffic stop on an elderly lady the other day for speeding on MN State Highway 210 at Mile Marker 197 just East of McGregor, MN. I asked for her driver's license, registration, and proof of insurance. The lady took out the required information and handed it to me. In with the cards I was somewhat surprised (due to her advanced age) to see she had a Conceal Carry Permit. I looked at her and ask if she had a weapon in her possession at this time. She responded that she indeed had a .45 automatic in her glove box. Something---body language, or the way she said it---made me want to ask if she had any other firearms. She did admit to also having a 9mm Glock in her center console. Now I had to ask one more time if that was all. She responded once again that she did have just one more, a .38 special in her purse. I then asked her what was she so afraid of.

She looked me right in the eye and said, "Not a f---ing thing!"

Here is a Definite Need



Spring in Washington, DC --- It Won't Be Long Now!



**Following Article – Thanks go to the June 2014 Version of Hemmings!
Celebrating the Octagon**

Profile in Excellence

Celebrating the Octagon

This co-founder of the New England MG 'T' Register is a preeminent MG historian and lifelong car enthusiast

WORDS AND PHOTOGRAPHY BY MARK J. MCCOURT
ADDITIONAL IMAGES COURTESY RICHARD KNUDSON



Shared enthusiasm, shared knowledge, and the camaraderie that develops among like-minded individuals: These are the cornerstones of every car club. And the most successful and enduring of these organizations derive their strength from leaders who devote their energy and talents to improving the experience of others. It may have been his inborn tendency to immerse himself in his interests—in this case, the rich heritage of the MG Car Company—but the results of New England MG 'T' Register co-founder Richard "Dick" Knudson's passion have benefited MG enthusiasts around the world for 50 years.

It was obvious to his family that, even as a lad of three, Dick had a fascination with automobiles. "My mother told a story about me, playing outside with another kid. I picked up two rocks, and said, 'Now this is the distributor, and this is the generator,'" he recalls with a smile. "My brother was 14

years older than I was, and I had a soapbox car that he'd built. In the mid-1930s, he bought a former sprint car that had a second seat for a riding mechanic. All he did to make it roadworthy was to fit a couple of headlights. He used to take me to watch races in the late 1930s...it's little wonder I developed that way."

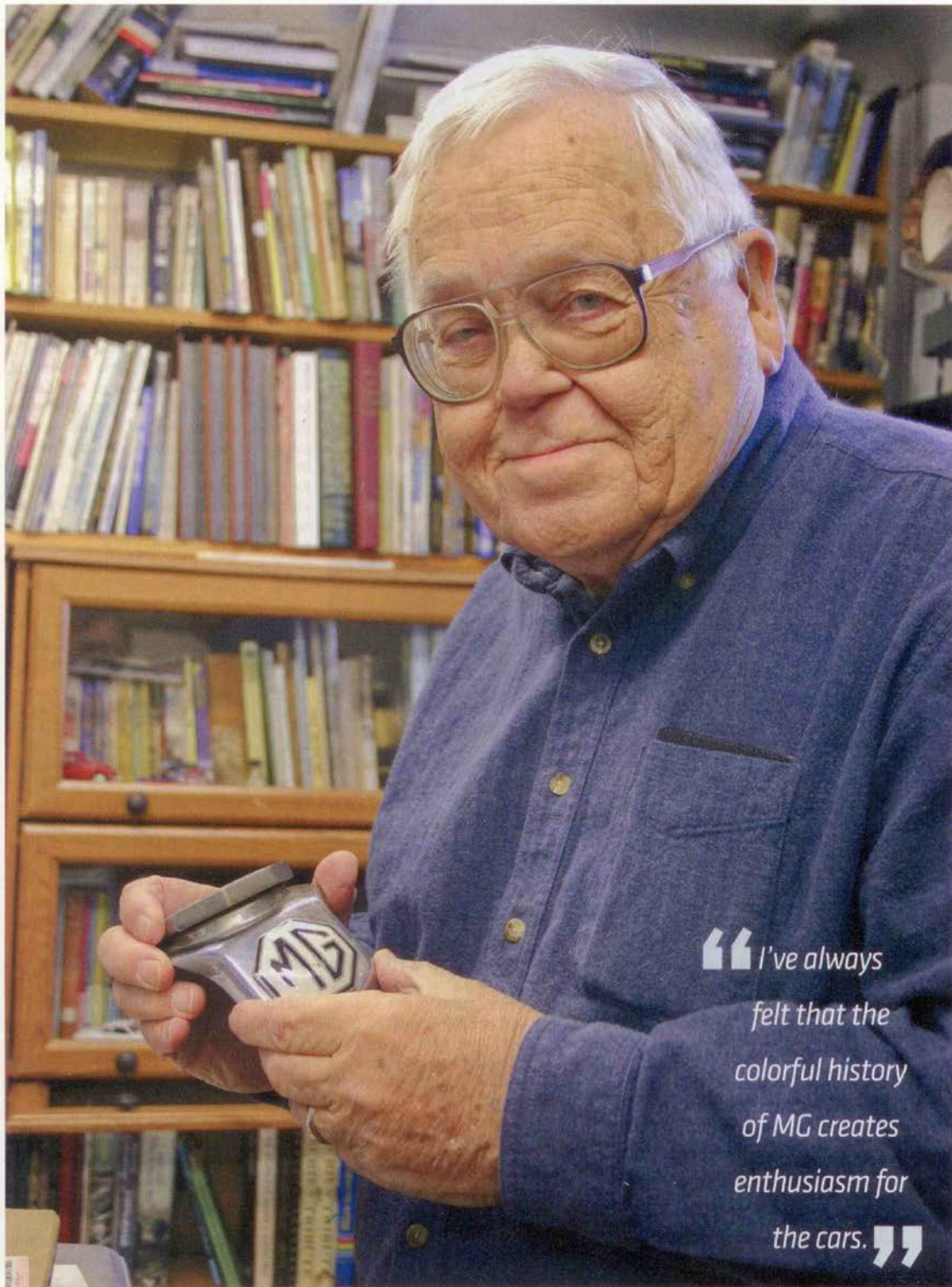
An interest in hot rods was supplanted by the MG bug in the early 1950s. "I got a chance for a ride in an MG TD that changed everything. I liked the sound of it, the feeling in the cockpit with those instruments lighted with that pale green glow, the way it stuck to the road and made me feel I was part of the car. I really got interested in their history; I liked the 1930s era, and MG's racing stories from that time—there were great personalities involved. I knew I had to have one," Dick says.

It would be some time before this happened. He was a Fulbright Scholar study-

Dick and Ann have driven their 1948 MG TC in every U.S. state, as well as Canada and the U.K. This retired English professor has written many books on his interests, automotive and otherwise.

ing in the Netherlands in 1962 when he encountered what would be his first MG, a 1948 TC. "Back in those days, it was just an old car. I paid \$150 for it, plus another \$175 to ship it to Boston." Dick's natural curiosity—"My nature is to go overboard, I guess, learning about things"—led him to discover the U.K.-based MG Car Club Ltd., which he joined as an unattached overseas member. At that time, there were few equivalent MG clubs in the U.S.

"During that year abroad, I would get their magazine, *Safety Fast!*, and I started making notes about organizing an MG T register when I got home. I was going to have to find other people who had them and knew more than I did," he remembers.



“I've always
felt that the
colorful history
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enthusiasm for
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NEMGTR co-founders Frank Churchill and Dick Knudson met at the first GoF, in 1965. Dick introduced the MG world to Jean Kimber Cook, daughter of Cecil Kimber.

"I got home in the summer of 1963, and went back to teaching. In December, I opened the copy of *Safety Fast!*, and in it, a guy from Vermont had submitted a picture of his TD; his name was Frank Churchill. I thought, 'This guy who thinks enough of his car to send it into a magazine overseas might be interested in starting a register!' In early 1964, I wrote to him and asked if he would be interested. He wrote back to say yes."

Frank was a Middlebury native who worked in his family's Texaco oil distribution business. He'd purchased his 1953 MG TD in November of 1955, when it had 5,400 miles on the odometer. Just six months older than Dick, he was a kind and civic-minded individual who would give much time and talent to this organization and others, up to his untimely passing in 1999.

This brand-new club, the collective effort of these two dedicated MG enthusiasts, would specialize in Abingdon's T Series Midgits, built from 1936 through 1955—the last of the traditionally styled MGs—although it was open to all prewar MGs. Dick's suggestion for a name was the Tri-State MG 'T' Register, signifying Vermont, New Hampshire and his home state of Maine, but Frank recommended expanding the scope a bit further: New England MG 'T' Register.

"Frank came up with the titles: He called me the chairman, and himself



vice chairman. He also came up with the idea of membership numbers, making me number one, and he was number two. He said he would edit a newsletter [which he named *The Sacred Octagon*] for a while, if I would handle collecting dues and sending out cards," Dick recalls. "In early spring, we sent letters to a variety of media sources—*The Boston Globe*, *The New York Times*, the SCCA magazine *Pit Talk*, *Road & Track*—and they printed notices about the Register. Inquiries started coming in from all over. Among our first 10 members, we had people from Ohio and Oregon! At that time, MGs were just starting to gain status as collector cars. Frank and I were not MG experts or keen mechanics, but we had the enthusiasm. We were in the right place at the right time, and the membership grew quickly."

While the New England MG 'T' Register got its start in 1964, it wasn't until August of 1965 that its two founders would actually meet, face to face. The occasion for this meeting was the now 150 member-strong Register's first "Gathering of the Faithful"—a NEMGTR term since adopted

by many other enthusiast groups—held in Meredith, New Hampshire. The first GOF, which attracted 40 members and 21 cars, set the template all others would follow: car judging was by popular vote, with winners receiving engraved pewter trophies. "We've had cars shown that would stand up anywhere in the world. And we do without judges and the hard feelings that come with that," Dick muses. "At our events, we tell people, there's no guarantee of a good time—you have to bring your good time with you. You have to participate!"

It was a combination of his NEMGTR contacts and his career as an English professor at the State University of New York Oneonta that allowed Dick to spend a considerable amount of time in England, where he met MG luminaries and deeply broadened his historical knowledge of the marque. He met MG works director John Thornley during a visit to Beaulieu in 1970, and on a subsequent visit with Register members in 1974, he was able to visit the Abingdon factory and meet prominent MG employees like chief engineer Syd Enever, designer Reg Jackson, development department head Alec Hounslow and works manager (and MG's first employee) Cecil Cousins. "Cec and Alec really took to us," he recalls, "And the next day they took us around Oxford and showed us all the places where MGs had been built through the years."

Dick returned to England, accompanied by his wife, Ann, and children, Leesa and Erik, for a sabbatical year in 1976-1977. They chose to live in Abingdon, in a house near John Thornley's, and this enthusiast threw himself head-first into the vibrant world of MG. "Early that year, John took me over to the photographic division in Cowley and introduced me to those guys. They showed me their storage rooms for photos and negatives. There was stuff strewn all over the floor, boxes of it! They said they didn't have time to deal with the old stuff," he says, incredulously. "I would go over at least one day a week and organize materials for them. I didn't get it all done while I was there...there was yet another room filled with stacks of movie films. I hope that it didn't all get tossed, but I don't know what was or wasn't saved. Because I'd volunteered my time, when it was getting toward the end of the year and they knew I was going home, they offered to print any negatives I wanted." This is how Dick came to have the irreplaceable stock photo collection that has appeared in many of his MG history books.

It wasn't just images he was collecting during his sabbatical; he was seeking out and interviewing many of the person-

alities that made MG history so exciting. Dick met and befriended MG racer and land speed record holder Captain George Eyston, 1930s-era MG racers Kay Don and Whitney Straight, and MG racing works mechanic Henry Stone, with whom he created the book *MG Mania: The Insomnia Crew*.

Dick was most proud of having “discovered” a key link to MG founder Cecil Kimber: his daughter, Jean Kimber Cook. “I asked around Abingdon, and people said, ‘I think his daughter is still alive,’ but nobody at the MG Car Club or the factory really knew anything about her. I finally tracked her down through directory assistance. She didn’t live too far away, so I drove down one day and knocked on her door. I had an American accent, and all I had to say was ‘MG,’ and she just welcomed me in!”

“We got to be friendly, and she shared photographs and memories of her father and those early times with me that year. We stayed in touch after I returned home,” he continues. “I invited her to come to one of our Gatherings; she came, and had a wonderful time. She was a great guest.” As a result of Jean’s newfound celebrity in the

MG world, she was contacted by numerous other clubs, and enjoyed traveling all over the world to attend MG meets as a guest of honor. And Dick worked closely with her in 1986 to create the sublime tribute, *Cecil Kimber: The Kimber Centenary Book*, and remained friendly with her until her 2013 passing.

Research and writing have been some of Dick’s favorite contributions to the world’s MG historians and to the NEMGTR for decades. Some of his other titles familiar to marque aficionados include *The ‘T’ Series MG*, *MG Competition Cars and Drivers*, *Illustrated M.G. Buyer’s Guide* and his Photo Archive titles, *MG Record Breakers from Abingdon and MG Saloons and*

Coupes. He edited *The Sacred Octagon* for roughly 25 years, regularly including historical content.

“I’ve always felt that the colorful history of MG creates enthusiasm for the cars. We started the Kimber Festival in the late 1980s, and through this, we get people truly interested in the history of the cars.” A rarity in the automotive world—but second nature to this professor—the innovative Kimber Festival is a popular, annual academic-style conference where participants present research papers on MG-focused topics.

As much as he enjoys the written word, this adventure seeker has also enjoyed participating in many of the Register’s activities. “In 1986, we celebrated the 50th anniversary of the TA with our ‘Ocean to Ocean T Tourist Trophy’. About 50 cars drove from the Atlantic to the Pacific, and back again, in 18 days! I participated in the Kimber Alaska Challenge in 1988, when around 25 cars drove from Syracuse, New York, to Alaska and across the Arctic Circle, and in 1999, the club took almost 100 cars over to do a three-week circuit of England, from Land’s End to John O’Groats; Ann and I drove the TC.”

While Dick no longer has an official capacity with this organization he helped found half a century ago, the 84-year-old is as enthusiastic about it as he’s ever been, and he sees the impact it has had on his family. “Leesa and her husband, Don, now keep our TC, while Erik has a VSCCA TD race car; he and I are currently building a 1938 TA with an aluminum boat-tail body. I think that growing up with the Register helped their social development, and Ann has always enjoyed the people. Our best friends are either MG friends or church friends... academics are pretty boring people,” he laughs.

“I’m very pleased with the direction the New England MG ‘T’ Register is taking. I still attend the meetings, and I try to contribute to TSO on a regular basis with book reviews and other articles. There will be two anniversary gatherings this year, one in Middlebury, Vermont, the other in Auburn, Maine, and plans are coming along nicely. They will be well attended, a good celebration. Fifty years is a big deal,” Dick asserts.

“When we founded the Register, I didn’t think it would become what it is today. I was surprised at how fast it grew and how we kept getting members from all across the country—there are almost 13,000 registered cars now. I did it out of enthusiasm for the cars and the people involved. It was fun, we had a good time, and it opened many doors for me. For that, I’m grateful.”

Dick got to drive Cecil Kimber’s Old Number One, and display it at GOFs. He treasures his friendship with the land speed record holder and MG racer, Captain George Eyston.



Twelve-Step Program --- Thanks Again to Hemmings!

AUTOMANIA

Twelve-Step Program

Before you hit the road in that old car or truck of yours, especially before you take a long trip to attend your club's national convention, there are several things that you really must do to safeguard yourself and your car against breakdowns and crashes. Parts deteriorate due to age, use and weather conditions. Some of those parts will only require a quick cleaning, some just a minor adjustment, yet others must be replaced.



AUTOMANIA

Richard Lentiniello

Write to our editor-in-chief at rlentiniello@hemmings.com

Preventive maintenance may cost a few dollars, but in the long run it'll be a lot cheaper than having your car transported back home on a flatbed should it break down 300 miles away, thus ruining your vacation in the process. So here are a few things that you need to check and change before the season begins.

TIRES

Only a few square inches separate you from the road, so why take chances with cheap tires? Always buy the best quality tires possible. Check the build date on your tires' sidewall; if they are more than five years old, or worn, replace them.

BATTERY

A weak battery affects your car's ignition and entire electrical system. If more than five years old, replace it before it dies when you're out in the middle of nowhere. Buy a name-brand battery, one with the most cold-cranking amps possible. Replace the terminals and cables, too, if they are cracked.

ALTERNATOR

Old alternators will soon expire. If your car's alternator is the original unit and you want to keep it so its build-date numbers match, take it to a motor rebuilding shop and have them clean the armature and put in new brushes. If you need a new alternator, upgrade to one that puts out higher amps than your existing alternator.

If your car has a generator, have it cleaned, and brushes replaced, too.

VOLTAGE REGULATOR

Any car that has sat for a long period should have its voltage regulator replaced with a new unit. Lack of use causes corrosion to develop on the contact points. If the regulator's cover is removable, clean the points with a crocus cloth and remove all dirt and corrosion.

BRAKE HOSES

Bend the hoses to check for small cracks; if they look suspect, replace them. But replace both sides to ensure equal fluid pressure to both wheels. If the hoses are more than 10 years old, chances are the interior lining has deteriorated, reducing braking performance. Also check the wheel cylinders and calipers for leaks, and replace as needed.

LIGHTS

Old bulbs can be dimmer than new bulbs, causing brake lamps to be not so bright. Use the correct rated bulb and coat the contacts with dielectric grease to ward off corrosion and promote conductivity.

FUEL HOSES

Modern fuels have chemicals that will deteriorate old rubber fuel lines from the inside out, so replace them all.

FUEL FILTER

Change the fuel filter every spring. A buildup of sediment will diminish fuel flow, causing power loss. Also clean the fuel bowl attached to the fuel pump.

FAN BELTS

Twist the belt, and if small cracks are present, replace with a new one. Adjust to make sure the belt is snug, but not too tight, and that all the ancillary components it runs are in perfect alignment to one another.

RADIATOR

Drain the radiator and run water through it via a garden hose until the water comes out clear. Then refill with fresh distilled water and anti-freeze.

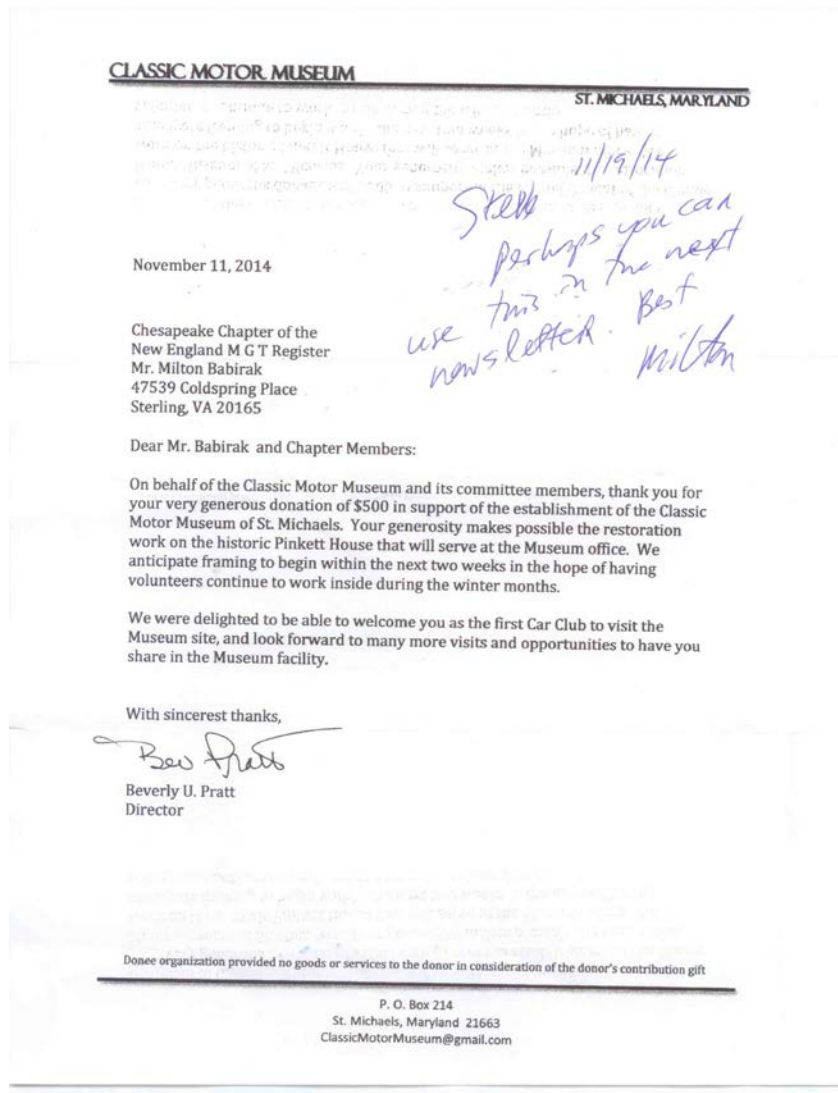
RADIATOR HOSES

If they show signs of small cracks or are very soft when squeezed, replace.

EXHAUST

Any and all leaks must be fixed because your life depends on it. Even the smallest trace of carbon monoxide gas in the cabin will make you drowsy while driving, and may cause you to crash. ☹

Thank You Letter from Classic Motor Museum of St. Michaels, MD
--- Gratitude for our \$500.00 Donation ☺



Presenting our Check – Shaun English



MGs Lined Up at the Presentation

MG-T Tips --- From an August 1965 Washington, DC MG Club Newsletter
--- Many Thanks to Mike Lutz for Sharing!

"T"-TYPE TIPS

Seats: For a more comfortable ride, recess two 75-lb valve springs in steel cups set into the floor in back of seat.

Floors: When replacing floors, use marine plywood, coat the bottom with sealer.

Wire wheels: Balance with thick solder wire wrapped around the outer ends of the spokes, as rolled rims preclude clamp-type weights. A rag stuffed inside the hub under the lock nuts will soak up surplus oil; a generous smear of Permatex (not the fluid type) on clean spoke mushroom tips inside the hub will prevent oil leaking at spokes. Use a lead or leather knockoff hammer; copper is not good, as it hardens as it is worked.

Cables: All your cable controls (starter, choke, slow running) can be repaired in this manner: the outer cable is a crimp fit and the inner cable is merely a sweat (solder) fitting. By heating up the knob's metal extension you'll find that the cable will slip right out. Both cable and outer covering can be had at reasonable cost from a motorcycle shop (it's used on the brake and throttle hand controls) and reassembly is a snap.

The Original British Car Day (OBCD)

38th Annual Meet / Sunday, June 7, 2015 / Lilypons Water Gardens - Adamstown, Maryland

The Chesapeake Chapter of the New England MG "T" Register is proud to invite you to the 38th meet of **The Original British Car Day**. This event is held for the enjoyment of all British car and motorcycle enthusiasts. This year's Featured Marque will be the MGA, in honor of its 60th Anniversary!

The event is held annually from 8:00 AM until 4:00 PM at the beautiful grounds of Lilypons Water Gardens. Come and enjoy this gathering of all British marques in one setting and the beauty of the water gardens. Bring your leashed pet and picnic lunch or partake of the food and drink offered by various food vendors.

Whether you are displaying your car, or just coming to enjoy the event, the drive is beautiful no matter which direction you come from. Lilypons Water Gardens is located in Adamstown, Maryland on Lilypons Road. It can be accessed easily from the North I-70 or I-270 via Route 85, or from the South via Route 28. Please visit their web site at www.lilypons.com for directions and more information about their establishment.

The contact person for OBCD is John M. Tokar, Chairman, who can be reached at 410-775-0500, or by email at jtokar51@verizon.net. For more information please visit our website at: www.chesapeakechaptermgclub.com

We look forward to seeing you there on Sunday, June 7, 2015!

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  'T' REGISTER, LTD.



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MEMBERSHIP REGISTRATION FORM

Renewal

New Member

PERSONAL INFORMATION

Date: _____

Full Name: _____ Spouse or other: _____

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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 B abirak
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.



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