

The Square Rigger

FALL 2016 Edition
Published - October 2016



Club members John & Donna Debelius and "the pooch" with their finished '52 MG TD and the "in progress" '53 MG TD.

The Square Rigger



**Quarterly Newsletter of the
Chesapeake Chapter of the
New England MG-T Register
[HTTP://WWW.CHESAPEAKECHAPTERMGTCCLUB.COM](http://www.chesapeakechaptermgclub.com)**

WORDS FROM OUR CHAIRMAN

We are wrapping up another year as we go through the last quarter of 2016.

At the end of October many of us will be going to the Fall Ramble 2016 which will utilize the Antrium 1844 Country House Hotel in Taneytown, Maryland as the focal point. I'm sure a good time will be had and Milt Babirak has guaranteed good weather as the Rambles have had in previous years.

On September 17th, John Tokar had an Open House at his shop Vintage Restorations. Although I was not able to attend, several people have remarked that the event was truly enjoyable. Hope he has it again next year.

Next year will be here before we know it. The Club will have many events that occurred in previous years and additional ones, too. In 2017 the Original British Car Day (OBCD) will be held for the 40th consecutive year. Ralph Cattaneo has been planning a special OBCD which he highlights in this issue and will also provide updates to the membership as the event date gets closer.

The next issue of TSR will not be published again until the beginning of next year so let me be the first to wish you a safe and happy 2016 Holiday Season.



Safety Fast!

Your Chairman, Shaun English

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FROM YOUR EDITOR

I hope you enjoy this FALL 2016 issue of **THE SQUARE RIGGER (TSR)**, our club's quarterly newsletter.

Club members John & Donna Debelius highlight TSR Fall cover page. Their '52 MG TD has been restored beautifully and stands out in the crowd of antique cars. Get crackin' on the '53 ☺

I love the fall season! So many things to do and fun filled weekend trips! Mark & I have had a busy summer and are ready to ramble, stay in beautiful inns, enjoy wine tastings and take in beautiful scenery – all coming up at the Fall Ramble. Also, TSR has added a new section entitled "In Memoriam or Personal" for our members.

As always, please send me photos of your cars, articles, up-coming events, pictures, recipes, stories, funny quotes, etc. to include in the next newsletter.

Kindly yours, Maxie Brown



Me and Mark at Niagara Falls

WELCOME NEW MEMBERS & MEMBERSHIP UPDATES



Please welcome new member Mr. Kyle Babirak of Arlington, Va., to our Chapter. While he does not own a T Series car, he has helped restore one and he would like to participate in some of the Chapter events.

We are delighted to welcome our youngest and newest member!!

IN MEMORIAM AND PERSONAL NEWS

Bill Gloverman of Annapolis lost his wife in March. He is receiving radiation treatments and has lost his sight. He still enjoys talking about MG's and would appreciate any phone calls – 410-266-7123.



Our Club Symbol --- A Real Chesapeake Bay Skipjack

	<h1 style="text-align: center;">CALENDAR OF EVENTS</h1>
<p>October 28-30, 2016</p>	<p>Fall Ramble, 2016 Frederick, Maryland</p>
<p>November 19, 2016</p>	<p>Mid-November Classic Car Parade St. Michaels, Maryland</p>
<p>December 03, 2016</p>	<p>Middleburg Christmas Parade Middleburg, Virginia</p>
<p>February 11-27, 2017</p>	<p>3rd Annual Florida Winter Tour</p>
<p>May 5-6, 2017</p>	<p>Mini-Gof Fredericksburg, Virginia</p>
<p>June 4, 2017</p>	<p>40th Official British Car Day (OBDC)</p>

Recent Chapter & Other Events

Vintage Restoration Open House

September 17, 2016

By Ralph Cattaneo

It was a beautiful day for a car show in Union Bridge, Maryland. The field was full of interesting cars – imports, domestics, restorations, drivers, customs, hot rods, and oh yes, rat rods. For me, the show stopper was the 1927 Bentley 3.0L. The current owner’s grandfather purchased the car in 1941, and started the restoration after the War in 1946. He finally finished the frame off in the mid 50’s, and his grandfather had many years of enjoyment before leaving it to his son in the 80’s. Earlier this year his Dad passed, and the car was relocated from Michigan to Maryland in August. This was his first time driving the Bentley, but you wouldn’t have known it.

I toured the shop and had a chance to stop and admire the craftsmanship work being done on Dale Flowers’ red MG TF. All I could think about was how great it would be if it were ready for the 40th OBDC in June 2017. As always, the shop was immaculate. I work all day in a wood shop making an expansive amount of sawdust, and can’t keep up with housekeeping ... I need to take a page out of Tokar’s notebook!

Did I mention trains? Wow, and I thought I had an expensive hobby! The photos on the following page provides a glimpse of this beautiful event.



UPCOMING CHAPTER & CHAPTER RELATED EVENTS

Fall Ramble 2016 – Friday, October 28, 2016 – Sunday, October 30, 2016

Frederick, Maryland



2016 Fall Ramble - Antrim 1844 Inn, Taneytown, Md.

The Fall Ramble will be held on October 28-30, 2016 at the Antrim 1844 Inn in Taneytown, MD. The Official Route Books have been mailed to the participants. If you did not get yours, please contact Mr. John Williams at jwilliams@ndia.org. There will be a few new features to this Ramble, including after dinner speeches by Mr. Linwood Snider on Civil War Medicine and *Strategy with Passion*, Steve Woodall's new book. We will give away a small gift certificate for auto parts and perhaps sell a few MG books.

Questions - please email Milton Babirak at mbabirak@babirakcarr.com.

MID-NOVEMBER CLASSIC CAR PARADE

November 19, 2016

St. Michaels Thanksgiving Day Parade

For the past two years, a few Chesapeake Chapter members have participated in the St. Michaels Thanksgiving Parade. It's a small town parade with lots of local charm and community spirit. Fire trucks, family pets and children abound. 30-40 classic cars participated last year. The Parade terminates at the Classic Motor Museum where the Museum offers refreshments and an impromptu car show.

This year, the parade is being held on Saturday morning, November 19, 2016. Please join us! We have reserved a small inn, the Two Swans Inn, in St. Michaels. The Inn is right on the water. We have the Inn for Friday, Saturday and Sunday night. The Inn has offered a reduced rate. We plan on arriving on Friday afternoon and enjoying dinner at a local restaurant. Perhaps we will plan a short excursion in our cars to nearby Oxford, Taylor Island or Blackwater State Park on that Sunday. We will return home on Monday morning to avoid the weekend traffic. For more information, please contact Milton Babirak at mbabirak@babirakcarr.com or 703-501-7924.

MIDDLEBURG CHRISTMAS PARADE

December 3, 2016

Middleburg, Virginia

This is a very fun event that you do not want to miss! If you are interested in participating in this event, please contact Milton Babirak at mbabirak@babirakcarr.com or 703-501-7924.



Milt & Louise Babirak enjoying Middleburg's beautiful parade

3rd ANNUAL FLORIDA WINTER TOUR - FEBRUARY 11-27, 2017

DRAFT SCHEDULE

- MONDAY, FEBRUARY 13, 2017
 - Depart on Amtrak Autotrain from Lorton, VA to Sanford, FL
 - Dinner on board train
- TUESDAY, FEBRUARY 14, 2017 (100 miles)
 - Arrive Sanford
 - Priority access to MGs
 - Inspect MGs at train station but move to other location to get organized
 - Bathroom break at Lakeside Inn
 - Lunch; J B Boondocks
 - Drive the Green Mt Scenic Byway – Shaun will investigate points of interest
 - Arrive Lake Wales
 - Dinner near hotel
 - Hotel
- WEDNESDAY, FEBRUARY 15, 2017 (100 miles)
 - Visit Bok Carillons and Gardens

- Lunch;
- The Ridge
- Drive to Sebring Int'l Raceway
- Visit Sebring Int'l Raceway (Jim to research)
- Dinner;
- Hotel; in Clewiston
- THURSDAY, FEBRUARY 16, 2017 (97 miles)
 - Drive from Sebring
 - Lunch;
 - Arrive at a hotel east of Naples
 - REVS Museum- change reservations from 10:30 am to 1:30pm. Confirmation number 10131309.
 - Dinner;
 - Hotel;
- FRIDAY, FEBRUARY 17, 2017 (35 miles)
 - Tour Naples
 - Delnor-Wiggins Pass State Park
 - Visit Naples beach and pier
 - Visit Marco Island
 - Lunch on Marco Island
 - Drive from Marco Island to Everglades City via scenic Tamiami Trail, State Route 41
 - Air Boat Tour at Speedy's next to Ivey B&B in Everglades City
 - Dinner;
 - Hotel; Ivey B&B, Everglades City. Confirmation No. 66232.
- SATURDAY, FEBRUARY 18, 2017 (100 miles)
 - Drive Tamiami Trail to Key Largo
 - Lunch; north of Homestead
 - Dinner; in Key Largo
 - Hotel; (Check out Key Largo Bay Marriott Beach Resort at 305.453.0000)
- SUNDAY, FEBRUARY 19, 2017 (52 miles)
 - Drive from Key Largo to Marathon Key
 - Lunch at Marathon;
 - Activities; outdoor bar, beach, etc.
 - Dinner; Franks Grill, 11400 Oversea Highway, Suite 116, Marathon, Florida. (305) 289-7772
 - Hotel; Black Fin
- MONDAY, FEBRUARY 20, 2017 (100 miles)
 - Drive to Key West
 - Visit Key West: Hemingway House, Southern Most Point, etc.
 - Lunch in Key West;
 - Visit marina and beach
 - Return drive to Marathon Key
 - Dinner; Franks Grill, 11400 Oversea Highway, Suite 116, Marathon, Florida. (305) 289-7772
 - Hotel; same
- TUESDAY, FEBRUARY 21, 2017 (115 miles)
 - Drive from Marathon to Homestead
 - Lunch in Homestead
 - Dinner;
 - Hotel; (probably someplace north of Homestead on State Route 997)

- WEDNESDAY, FEBRUARY 22, 2017 (132 miles)
 - Drive from north of Homestead to Lake Placid
 - There are lots of cattle ranches along this route
 - Lunch; Probably South Bay?
 - Dinner in Lake Placid
 - Hotel in Lake Placid
- THURSDAY, FEBRUARY 23, 2017 (117 miles)
 - Drive from Lake Placid to Leesburg, FL
 - Lunch; Winter Haven or Haines City
 - Dinner;
 - Hotel;
- FRIDAY, FEBRUARY 24, 2017 (32 miles)
 - Drive from Leesburg to Ocala for AACA car show
 - Lunch at AACA
 - Attend and participate in the AACA event; Jim to research this.
 - Dinner at AACA event
 - Hilton Hotel, 3600 SW 36th Ave., Ocala
- SATURDAY, FEBRUARY 25, 2017 (50 miles)
 - Drive to Mt. Dora
 - Boat or train ride at Lakeside Inn
 - John Spadaro to plan lunch and car show for afternoon.
 - Dinner;
 - Hotel; Alternatives to Lakeside Inn?
- SUNDAY, FEBRUARY 26, 2017 (24 miles)
 - Drive to Sanford Amtrak train station
 - Lunch in Sanford
 - Dinner on board Amtrak train
 - Debriefing
- MONDAY, FEBRUARY 27, 2017
 - Arrive Lorton
 - Return home

If you are just considering this or have an interest in participating in this exciting trip for this Winter, please contact Milton Babirak at mbabirak@babirakcarr.com or 703-501-7924.



MINI-GOF SAVE THE DATE MAY 5 AND 6, 2017

PLEASE MARK YOU CALENDARS TO SAVE THE DATES OF MAY 5 thru 7, 2017.
THE CHESAPEAKE CHAPTER OF THE NEW ENGLAND MG "T" REGISTER

MINI-GOF IS BEING HELD IN FREDERICKSBURG, VA.

- A block of rooms have been reserved at the Hilton Garden Inn Fredericksburg and you are now able to book.
- Please call the hotel at 540-548-8822
- Please use the **group code NEMGTR** in order to get the group rate.
- All reservations must be booked by 11:59pm on Saturday April 8, 2017.
- ***Any reservations booked after this time, will only be given the best available rate. There is no way to guarantee that the group rate will be available after the cut-off time.
- When calling, you will need to provide a credit card to hold the room. This card is not going to be charged unless the reservation is cancelled after the cutoff time or is the guest is a no-show. They will need to provide a credit card to pay for the room at check-in.

NOTE: Cancellations is allowed up until 11:59pm the day before arrival. If anyone needs to cancel a room, it must be done the day before or the guest will still be charged for the first night of the stay.

Of course more information will follow after the first of the year and another Save the Date will be sent.

For additional information, please contact Dick and Deb Shepherd – dps6060@aol.com. Hope to see you all in Fredericksburg!

40th OBCD - SAVE THE DATE June 4, 2017

by Ralph Cattaneo, 40th Co-Chairman

On August 9, 2016, the 4th meeting was held to review progress made in the planning of the upcoming 40th OBCD. As most of you know, the committee has be working on the plans since February 2014. John Tokar, Lin Snider, Laurel Tokar and myself have made progress in the designing of and production of the grille badge, drafting the press release, inviting VIP guests, designing Tee shirts, and selecting the featured marquee. Much work still needs to done, and volunteers are needed to pull off this historical event to be held on June 4, 2017. If you're interested in joining in on the fun, drop Tokar an email (jtokar51@verizon.net), and he will be glad to review the areas where help is needed.

So mark your calendar, dust off your British pride and joy, and join us for the 40th OBCD Anniversary - it's only 8 months away!

LET'S GET COOKING



This beef stew is filled with delicious beef and vegetables, and best of all it doesn't take much work to make. Just add the ingredients to a slow cooker before leaving for work, and by the time you get back the stew should be ready to serve the family.

Slow Cooker Beef Stew Recipe **30min to prepare (makes 6-8 servings)**

Ingredients

- 1 large onion
- 2 medium carrots, peeled and thinly sliced
- 2 large potatoes, cut into 1/2" chunks
- 1 cup fresh green beans cut into bite-sized pieces
- 1lb stew-meat beef chunks
- 1 bay leaf
- 1 teaspoon fresh thyme
- 1 clove garlic, crushed
- 3 cups beef stock
- 2 tablespoons light brown sugar
- 3/4 teaspoon salt
- 2 teaspoons Worcestershire sauce
- pepper to taste
- 3 tablespoons flour
- 2 teaspoons tomato paste

Preparation

1. Put the ingredients except for the flour and tomato paste into the slow cooker and stir to combine.
2. Cover and cook on low for 8 to 9 hours or high for 4 to 5 until the beef is tender and potatoes are fork-tender.
3. Stir the stew once or twice as it cooks if possible.
4. 30 minutes before serving, transfer a ladle-ful of broth to a small mixing bowl.
5. Add the flour and tomato paste. Whisk until smooth, then stir the mixture back into the stew and cook for the remaining half hour.
6. Serve hot.

INTERESTING ARTICLES, TIDBITS & TRIVIA

Our New Car Badge for the Upcoming 40th Anniversary of OBCD --- Next Year!



Jumping In With Both Feet – Restoration of My 1949 MGTC – Installment Nr 10

Reporting Progress on Steve Woodall's 1949 MGTC

Since the SUMMER 2016 edition of The Square Rigger, with the continued help and technical advice of Charlie Adams, some good progress has been made --- especially on collecting together all the materials we'll need to put the car back together, and complete the restoration!

As noted last edition, in April of 2016 we completed the reassembly of the MGTC to the point where we had a "running car." The neighbors cannot figure out what it is, as I drive around the neighborhood roads. "Old time" Go-Cart?? As you can see from the bottom picture below, the running MGTC has returned to the display area. We have collected together all new door and bonnet chrome handles, two new "D" taillights, many new rubber bits, and many other new parts. We have in hand, at last, the new black "split window" hood, new black leather interior kit, new black carpets, the new black side curtain recovering kits, and two brand new Brooklands screens.

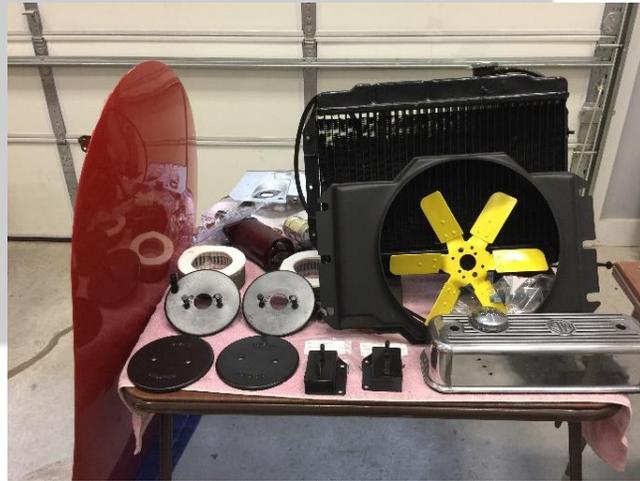
Further progress on the MGTC has been delayed while Charlie and I replace the worn clutch in my 1962 MGA 1600 Mk II. Perhaps unsurprisingly to most of you, this “small” job of clutch replacement has turned into a complete refurbishment of the engine compartment, including cleaning and repainting everything. Much more ambitious than originally planned --- but the removed and refinished engine looked so good, that we HAD to work on the various engine components, which led to ... well, you know!

Bottomless pit!

Once the MGA is completed, reassembled and running (by the end of October, *fer sure*), we will get back to reassembly of the MGTC. One “big” action item remains to be completed before we can do the final assembly of the body --- getting the windshield frame and the grille shell re-chromed! Look for more visible progress in the Winter Issue of The Square Rigger!



MGA Engine Compartment --- Soon to be Primed



MGA Parts --- Refinished and Lovely



Another View of the Refinished MGA Parts



Beautiful MGA Engine, with New Clutch



Here's the MGTC, a fully Running Chassis, ready for the final Assembly!

What is Celibacy?

Celibacy can be a choice in life, or a condition imposed by circumstances.

While attending a Marriage Weekend, Mike and his wife listened to the instructor declare, "It is essential that husbands and wives know the things that are important to each other."

He then addressed the men.

"Can you name and describe your wife's favorite flower?"

Frank leaned over, touched his wife's arm gently, and whispered,

"Gold Medal -All-Purpose, isn't it?"

And thus began Mike's life of celibacy.

**FOLKS – PLEASE SEE THE YOUTUBE PAGE BELOW – IMPORTANT NEWS!
THIS NEW GAS IS GHASTLY STUFF!**

New Gas (E-15) Coming To Stations... be careful what you pump.

Pumps have to be clearly marked . Do watch the short video.

Be careful before you use E-15 gas.

[HTTP://www.youtube.com/embed/ceW9Nc1hVHU?feature=player_detailpage](http://www.youtube.com/embed/ceW9Nc1hVHU?feature=player_detailpage)

Enjoying the Journey By Club Member John Debelius

My '53 was a basket case that I found on eBay in northern Jersey. A guy bought it back in 1968 and took it apart to restore it. Typical story...he just never got around to it and the parts rusted away in his garage. He grew old and died and his widow sold it out of the estate. I brought a trailer and a lot of boxes to pick up the chassis and most of the parts. After I did my '52 TD a couple of years ago, I had some left over pieces and all the manuals, so I figured, why not?

Donna says it is a mid-life crisis, which flatters me because I haven't seen mid-life for a while. The engine was already bored to 80 thousandths over, so I sleeved it and went back to original sized pistons with a new cam, lifters, chain, hardened valves, etc. I did the chassis, the miserable paint stripping, panel beat the fenders, welded in a few patches and patiently waited for seasonal sales at Moss Motors. This one will be Woodland Green with biscuit leather upholstery. I'm hoping to finish it by next year, but it depends on how ambitious I feel. For now, I offer a few photos showing the work done so far.



Restoration project underway.



From the frame up!!!

Classic Motor Museum New Building

By: Club Member Milton Bibarik

The Classic Motor Museum in St. Michaels has just put up its new museum building. It is not quite done. The lighting and windows have to be installed but the building is up. It is at 102 East Marengo in St. Michaels. This is the same location we visited as a Club a couple of years ago. Back then it was just an empty lot. The Chesapeake Chapter was the first car club to make a donation to the Museum. The new building is very spacious and is on a concrete pad. It is immediately adjacent to the Pinkett House which was recently installed as the administration building for the Museum.

This years' St. Michaels Concours d'Elegance was held in late September at the St. Michaels Maritime Museum and the proceeds were used for the benefit on the Museum.

As you might imagine they are incurring expenses at this stage of construction and welcome any donations. If you wish to donate, please send your check to Classic Motor Museum, PO Box 214, St. Michaels, MD 21663.



Penetrating Oils

By Charlie Adams

We are often removing nuts and bolts which have not been turned in many years, and some which are rusted together. I've used many penetrating oils over the years and certainly some are better than others. In 2007, the Machinist Workshop Magazine published the following article on the testing of a few popular penetrating oils. Kroil was found to be a superior

commercial product, and that a home brew mix of ATF and acetone was even better. I've found Kroil to be excellent and will be testing the ATF acetone mix next month.

Different Types of Penetrating Oils by Lloyd Bender

A question that is often raised by mechanics is the effectiveness of penetrating oils in loosening rusted fasteners. Do the commercial products really loosen bolts, and if so, which one works best? To find out, four of these (Kano Kroil, Liquid wrench, PB Blaster and WD-40) were tested for performance, along with a homebrew mix of one part automatic transmission fluid with one part acetone.

Natural exposure would be representative of real world applications, but requires a long time and a number of replicate samples to handle the wide sample to sample scatter encountered in natural exposure conditions. Using artificially accelerated corrosion reduces the time and provides nearly identical test samples. I don't have access to equipment for measuring the torque on fasteners, but can measure the load on a sliding fit.

So you can decide if this was a fair test or not, this is what I did. A 5/8 inch rod of cold finished low-carbon steel was lathe drilled, parted in 0.50 inch lengths and numbered. Each length was individually reamed to .25 inch. All pieces along with commercially ground 1/4 by 1 inch dowel pins were ultrasonically cleaned together for 20 minutes in methanol to remove all traces of machining oil and fluid. The dowels were inserted into each rod length with finger pressure leaving 1/4 inch extending out each end. Years of exposure was simulated by twelve hours of alternate immersion for ten minutes in 3% solution of NaCl (table salt) followed by 50 minutes in 105 F air.

The corroded samples were randomly divided into six groups, one serving as a control group. A once of each penetrating oil was used to immerse each group for a period of 12 hours. Samples were then drained on paper towels. A Baldwin compressometer on 1200 pound scale was used to determine the load required to push the dowel out. This was done in a sequence where only the samples were ID by number and not by the penetrating oil.

<u>Penetrating Oil</u>	<u>Average Load</u>	<u>Price per fluid Ounce</u>
Mix of ATF / Acetone	53 lbs	\$0.10
Kano Kroil	106 lbs	\$0.75
Liquid Wrench	127 lbs	\$0.21
WD-40	238 lbs	0.25
None	516 lbs	
Mix		

The first and foremost conclusion I reached: Any oil is better than trying to strong arm things apart. All the products produced an easier method to freeing rusted components. The home brew appears to work best, but the cost comparison is skewed by the easy applicator cans the commercial products supply.

Interesting Claims Made by Penetrating Oil Suppliers

Over the years I've enjoyed reading the claims made by penetrating oil suppliers. Here are a few for you amusement.

WD-40 "An answer for every challenge. Thousands of uses in every can..."

PB Blaster (since 1957) "The original nut & bolt buster." "Work it like a pro."

Liquid Wrench (since 1941) "There's a wrench for every job. A Liquid Wrench, that is."

Kroil by KANO Laboratories "Creeping Oil...Kano created a molecule which had an inherent means of expedient self propulsion which would penetrate into spaces which are incredibly small."

Penetro 90

Penetro 90®, with its exclusive chemical friction modifier, penetrates into threads and rust and acts like tiny ball bearings. Within seconds, the bolt releases.

Loctite Freeze and Release "The exceptional shock-freeze effect of this penetrating oil causes microscopic cracks in the layer of rust, allowing the lubricating ingredient to wick directly into the rust by capillary action."

S-OK PENETRATING OIL by Shamrock. "Cuts rust and carbon on nuts, bolts...and other car parts. Leaves a protective film with significant thickness."

Liquid Wrench "A powerful blend of quick-acting, fast-penetrating solvents... that loosens rusted nuts, bolts, and parts in seconds."

FREE ALL Deep Penetrating Oil "INSTANTLY...Loosens red and white lead, tar, grease, carbon and graphite deposits."

Royal Purple 05000 Maxfilm Synthetic Penetrating Lube "Once applied, its solvent carrier evaporates, leaving a tough lubricating film..."

Mouse Milk Oil "Muscle in a hustle...Mouse Milk penetrating oil is a Geek favorite for any lubrication or penetration projects."

DEEP CREEP by Sea Foam "Soak rusty parts with Deep Creep and watch as it restores them to excellent working condition...can allow you to hold it upside down in order to use it in difficult to reach areas."

Brr Eaker by Drummond "BRR-Eaker is unlike any penetrating oil on the market today...features ...thermal action, special lubricants and rust-eating agents."

HB-40 Mechanic's Friend "T0 start wet engines—remove distributor cap—spray entire electrical system lightly."

In-Force Penetrating Oil #438 by BG "Tapping the bolt head while it penetrates helps the process."

MAG1 Super Penetrating Oil with Teflon by Warren Distribution
This oilbased product penetrates micro-voids to displace moisture & lubricate.

FREE ALL Deep Penetrating Oil by Gasoila "Eats Rust, Spits Bolts"

Thrust Penetrating Oil by Castle "This ion-activated Castle Thrust has a affinity for metal..."

OG50 by TTP "Oil to grease in 50 seconds...contains an anti-foaming formula."

Bust-A-Nut Foaming Penetrating & Cutting Oil "No obnoxious fumes."

Fitting a TA Hood

Source: http://www.mg-tabc.org/library/ta_hood.htm

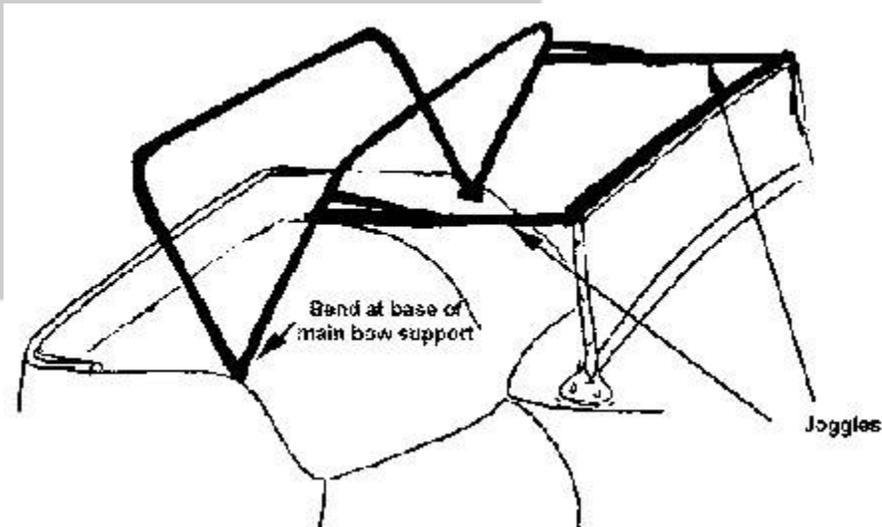
Found @ 30 September 2016

There seems to be very little information published about fitting hoods on our cars. Even the hood makers seem reluctant to supply written instructions. Having struggled, cursed, trawled the internet for help, and eventually just about succeeded in making a passable job of fitting my hood, I have prepared the following guidelines to help others avoid some of the mistakes that I made. The instructions and dimensions are specifically for the fitting of a replacement hood and sidescreen covers to a TA. General pointers may be useful for TCs but dimensions and details may differ.

All the original TA hoods were black single duck with matching "leatherette" piping. They were reputed to last a couple of seasons at best so all TAs will have had many hoods fitted from many differing sources. The best we can hope for by way of accurate patterns now are period works photographs. Also hood fabrics shrink and some past owners will have tried to accommodate tight hoods by tweaking the frames and moving mounting holes. If you are attempting to fit a replacement hood on your TA, start from scratch and check everything step by step. Be warned, the job is not an easy one and a "concours" fit will require a lot of time and patience.

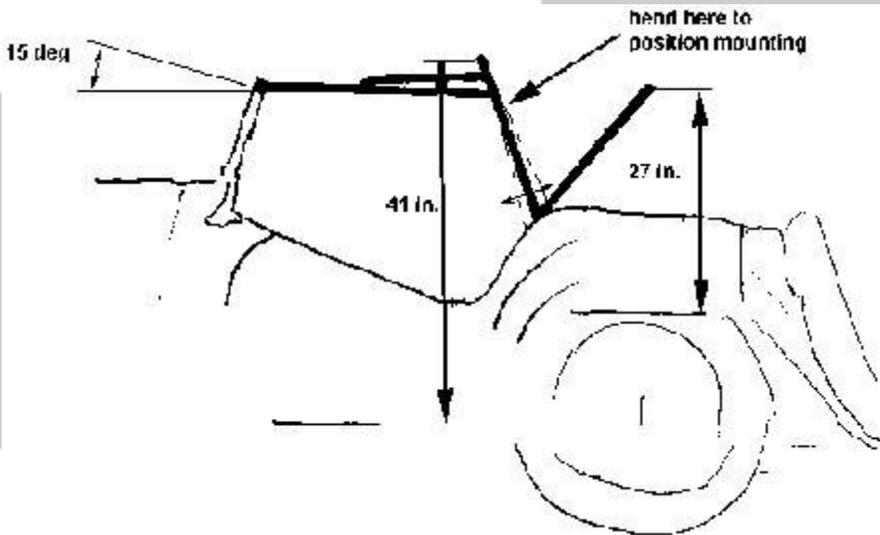
Step 1 Fitting the Hood Frame

Straighten any obviously incorrect bends in side arms. The only bends should be the ones shown in figure 1.



Check that the section that sits on top of the windscreen is welded to the horizontal side arms at the same angle as the windscreen. The correct angle is shown in figure 2 but some variation seems to exist from car to car. If your screen mounting is a bit sloppy ensure that it forms a good line with the screen brackets when you check this angle. Next check that the bows are not distorted. They should form a uniform curve with the centre about 1 in. higher than the ends. Again some variation seems to exist so don't worry about the exact curve unless it is obvious that the hoops have been bent.

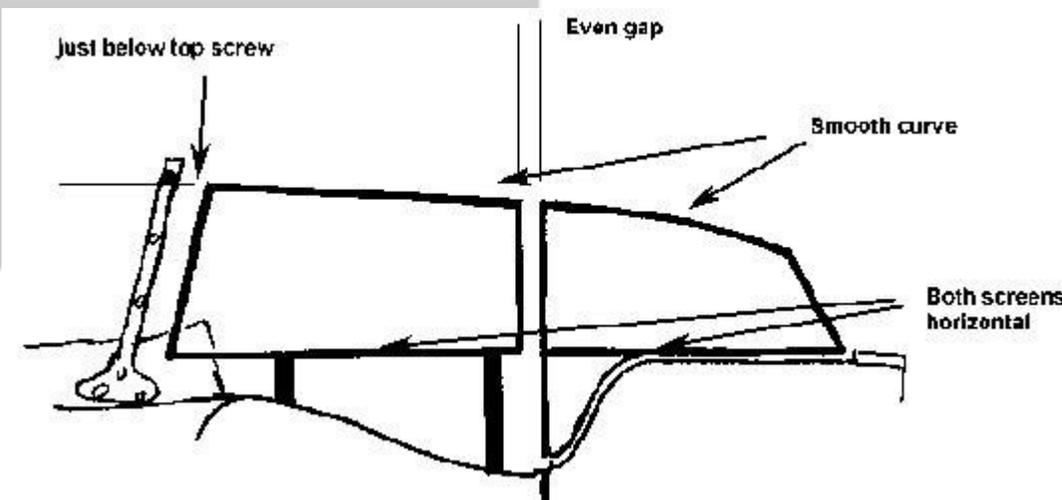
With the frame folded, position it horizontally in the tonneau with the bows touching the back wall and chalk a vertical line on the trim where the frame mounting bracket comes. Open the hood frame and secure the horizontal section in the locked position. Fit a 41 in. wooden batten vertically under the central hoop and with a friend on the other side, set the frame to 41 in above the floor boards as shown in figure 2. If you are lucky you will be able to clamp the frame to the screen and the mounting bracket will be in line with your chalked line. If your frame was acquired from another car or you have fitted a new body tub it will likely that the bracket will be in front or behind the line, in which case you will need to bend the side arms at the point shown in figure 2. You should finish up with the mounting brackets positioned right on the centre of the body curve with the fixing screws passing through the centre of the hidem binding on the trim. Clamp the fixing brackets to the car using suitable clamps and thick rubber pads to protect paintwork. The body skin is well supported on solid timber at this point so there is no risk of distorting the metal by clamping. Recheck that the frame still folds into the tonneau. When you are satisfied screw the frame in position with no. 8 bright plated steel woodscrews with countersunk slotted heads. Do not use plated brass screws as they are not strong enough, or Pozidrive screws which were not introduced until after the war.



Step 2 Fitting Side Screen Frames and Trim

The rear frames should now be fitted to the car, located by the tangs that slot into the body. Set the lower rails horizontal and the rail above the door hinge vertical.

The front frames are then fitted to the doors and adjusted so that their lower rails are horizontal and in line with the rear frames. Again the rails above the door hinge should be vertical and the gaps even. The top arms should line up just below the top screw of the windscreen frame. See figure 3. Frames should be painted black.



The clamp plates can be screwed to the door trim and the rear body trim when you are satisfied with the alignment of the frames. The correct clamp plates should be circular with 3 mounting holes and a 3/8 Whit stud. TCs had rectangular plates. The now rare original domed clamp nut had a very slender single lever of most elegant proportions. Most reproduction ones are instantly recognisable by their clumpy leavers. The plates should span the hidem banding. The holes on my original doors would indicate that 2 screws should be above the banding and one below. No 8 steel woodscrews should again be used.

Next it is necessary to mitre the trims. The original pre-war trims were chromium plated and if the Service Parts List is to be believed, supplied as a single assembled outer frame. Fortunately, a suitable section trim in

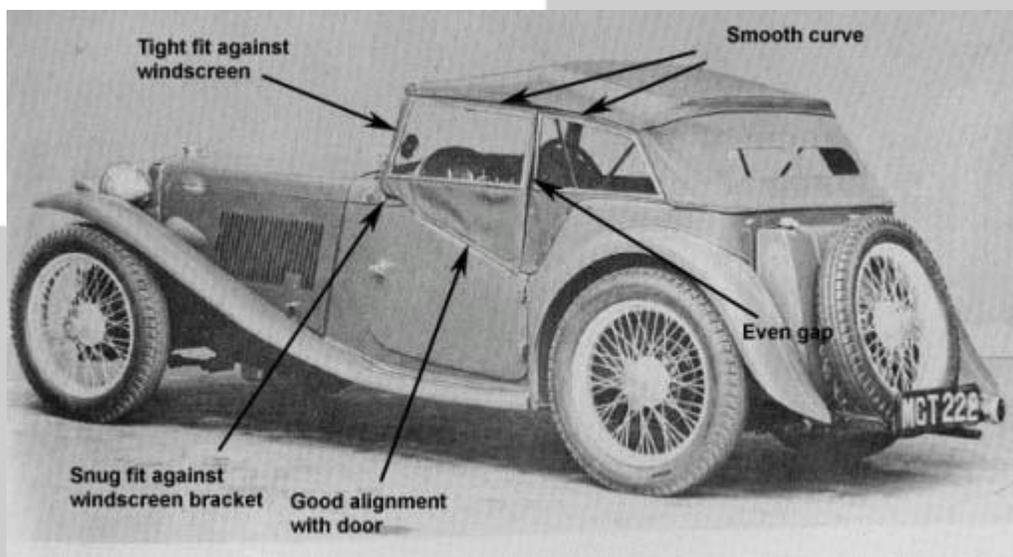
stainless steel was used on the sides of some 70s Triumph cars and Morgan sidescreens. That section is still available, together with special captive fixing screws.

Measure each corner angle with a protractor. It goes without saying that the angle of the mitre must be exactly half the corner angle. I used a woodworking JointMaster adjustable mitre cutting gauge and a fine tooth hacksaw to cut the mitres. If you need to make small adjustments with a grinder be very careful as stainless steel will overheat and colour very easily.

The complete sidescreen trim set can be made from 4 x 72 in. lengths. You will also need 62 Tee bolts and nuts.

My experience was that the back covers were a good fit but front covers needed modification. It is probably best to make paper templates and arrange for covers to be made up to suit your car if the best fit is required. I found paper carpet underlay ideal for making the templates.

Figure 4 shows the detail points you should be aiming for.



Once you have acquired suitable covers they should be aligned with the frames and trims and the holes punched for the fixing screws. They should align with the stitching but rarely do. Take your time and check against the car before you start cutting or drilling - mistakes cannot be corrected easily! Chalk the covers to show where to cut the canvas for the window aperture. You will need a strong pair of scissors (NOT your wife's or partner's dressmaking scissors as you will need her co-operation later when you fit the hood), and a "Stanley" knife for the corners. To avoid scratching the celluloid when you cut the windows (as I did) protect the inside blade of your scissors with plastic tape and also slide a piece of stout card between the canvas and the celluloid. Once the windows have been cut, fix the covers to the frames with the trims and special tee bolts. I found the bolts a little on the short side and the nuts supplied were slightly countersunk. I overcame the problem by tapping a 2 BA sharp edged thread in a piece of 1/4 bar which I used to pull the screws through the covers and frames before fitting the nuts.

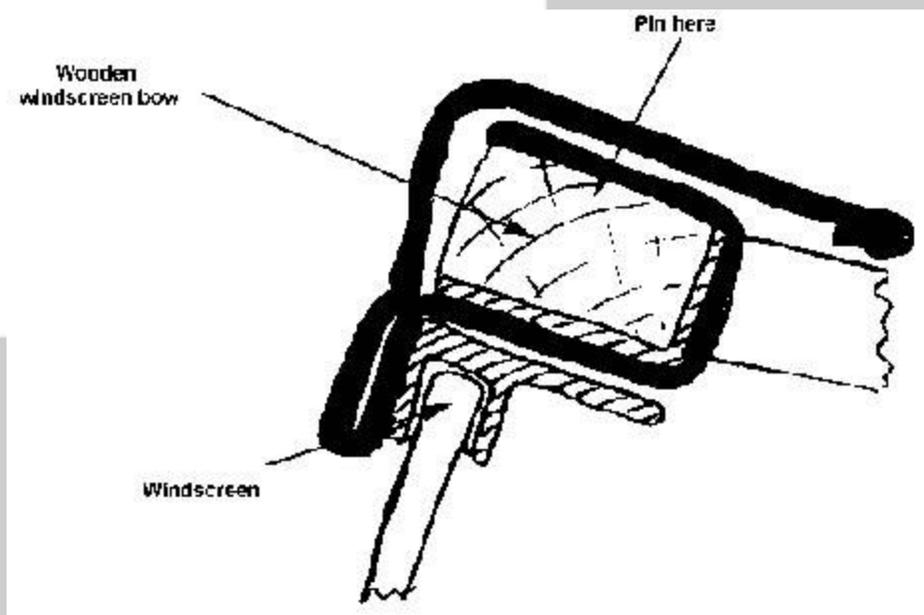
The lower part of the rear screens should be riveted to the frames with 5 visible rivets. The originals were probably upholsterer's bifurcated copper rivets but I used brake lining rivets.

On a TA and TB the straps that keep the signalling flaps shut should be secured with a "lift-a-dot" fastener with the stud through the centre of the hidem banding of the door trim. TCs used a "Durable Dot" press stud.

Do not worry about the frayed edges at the window aperture as this will give your car the authentic "MG look". You will probably be less tolerant of the scratches that the metal frames will make to the paintwork on the sides of the scuttle. The TA parts book lists a rubber buffer, B269/184, which I assume was to protect the bodywork from the offending section of frame.

Step 3 Fitting the Weather Strip and Frame Straps

The windscreen weather strip (a somewhat euphemistic term in this context) should be fitted as shown in figure 5. Firstly check that the wooden windscreen bow is in serviceable condition and replace if required. The weather strip should have a "vee" cut out to clear the drivers side wiper bearing and a rectangular cut-out to clear the passenger side wiper and wiper motor mounting. You will need to cut holes in the canvas for the windscreen pegs and the hood fixing screws.



The lower section of the weather strip should pass under the frame and over both the steel framework and the wooden bow. It should be pulled tight to force a good seal against the windscreen. I found it assisted fitting to use a contact adhesive to initially secure the canvas to the top of the rail, followed by upholstery tacks (tin tacks). Trim the flap flush with the front face of the windscreen bow.

The webbing frame straps goes on next, tacked to the top of the rail.

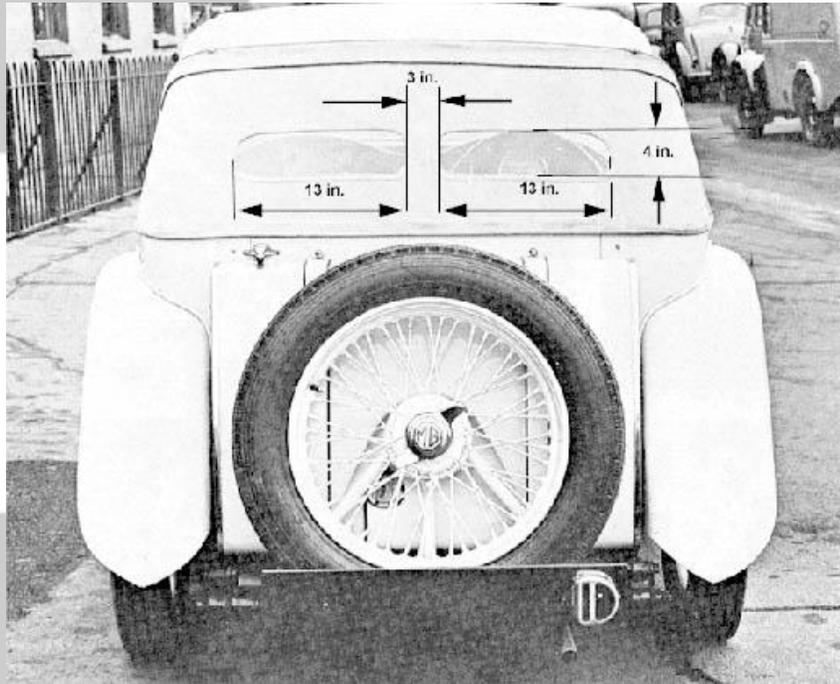
The remaining top flap of the weather strip covers the tacks and passes over the windscreen bow. Opinions differ as to how much overlap should be left and whether the flap, which will be visible inside the car, should be left as a cut edge or seamed. Since no other internal edges on the hood are seamed, I doubt it this one was originally. I did however seam mine and I left about 1 in. visible.

Attach the webbing to the central frame bow. I used a "pop" rivet and washer passing through the hole in the bow - I've no idea what was used originally but it doesn't show anyway.

Set the rear bow 27 in. above the tonneau floor, as shown in figure 2, and temporarily attach it to the webbing. Secure the webbing to the 3 piece tacking strip at the back of the tonneau with upholstery pins. I positioned the webbing centrally over the joints in the tacking strip, having been unable to establish the original location.

Step 4 Fitting the Hood

TA, TB, and early TC hoods had 2 small back windows as shown in figure 6. If you drive around with the hood up, you might consider having a larger single rear window made up to the TC dimensions so you can see the Renault HiAce van that always seems to be driving 2 feet from your petrol tank. I mainly use the hood to keep the seats dry when parked so I went for the split windows which have the delightful charm of an era before Renault HiAce vans.



The hood is held at the rear by tacking the inner flap to the wooden tacking strip. The outer flap covers the tacks. Position the hood central to the bodywork with the sown seam flush with the top of the tack rail. Work outwards from the centre but do not tack beyond the curve each side. Do not hammer the tacks home tightly in case you need to make adjustments.

Secure the corners with Durable Dot snap fasteners. The static part should be screwed into the wooden tacking strip. (I found that screwing into the bodywork gave a better alignment)

Now with your assistant, pull the hood tightly over the windscreen. Check that it is central by measuring the positions of the 2 seams from the windscreen edges. Check that the fit over the sidescreens is reasonable. If the fit is poor some adjustment can be made by raising or lowering the rear hoop, or by adjusting the height of the tacked seam up or down a little. It is really a matter of trial and error until you are satisfied.

When the back and sides are correct, tack the front of the hood to the front of the wooden windscreen bow with upholstery tacks.

Trim the hood flush with the bottom of the front wooden rail, leaving enough at the sides to fold around as shown in figure 7.

The front of TA and TB hoods was finished with an aluminium moulding (Service part no. B269/148). It is more common nowadays to see the tacks concealed with hidem banding. The moulding or banding should run

around the ends of the bow and be secured to the sides of the frame. 2 small holes are provided in the side frames. The standard banding finisher plates can be used if secured with a domed head machine screw. Many trimmers fit the finishers by pinning them to the end of the wooden bow. Period MG photographs are inconclusive as to which method is correct.

The final consideration is whether the hood should be permanently attached to the frame bows. The available data is confusing. The TA Instruction Manual states that the centre section should be pulled away from the hood sticks when stowing the hood and no section should be trapped between the sticks. The illustration that accompanies that text shows the hood clearly trapped between the sticks, presumably because it was riveted to the rear stick! The post war TC instruction book of 1954 shows the hood detached from the bows. I can only conclude that TA hoods were permanently attached, but MG were aware that it would damage the windows and the fabric of the hood and had written the Instruction Book text assuming a modification which didn't occur until the TC was produced.

I attached the hood to the rear bows with Durable Dot snap fasteners. At least it then looks like the pictures, but can be unbuttoned to avoid creasing the back windows when it is stowed. I had some difficulty modifying the button to go through the multiple thickness of hooding at that point. I couldn't find any Durable Dot fasteners with long rivets so I tapped a 4 BA thread in the button and used a screw to attach it to the snap fastener. The static part was secured to the hood bow with another BA screw and nut using the hole provided.

All that remains is to check that the hood is correctly tensioned, the frame straps are correctly located, the rear bow lines up with the Durable Dot snap fasteners, and it all still folds away neatly. Once you are satisfied tap all the pins home fully.

A Note about Storage

To store the hood, use the method in the TC manual.



Do not stow the hood when wet. Leave it up until completely dry. This will help to prevent shrinking.

The sidescreens will only fit in the stowage box one way. Place a front screen in upside-down with the frame outermost. Follow this with a rear screen upside-down, tilted, also with the frame outermost. Repeat for remaining sidescreens.

To stop the folded hood blowing up, MG originally supplied a tonneau cover that did just that. It was attached to the back of the seat by 3 elasticated straps, passed over the rail at the top of the seat, and was held to the body by 2 lift-a-dot fasteners at the rear and 2 at the side. The full length covers with a zip at the front were never supplied by MG. If you order a tonneau cover then it should not be manufactured in Duckcloth to match your hood. TAs and early TCs had Rexine tonneau covers. The nearest material available these days is leathercloth.

You should now have a decent looking hood that is draughty and lets in rain just like an original. It will probably last a little longer than the original due to the very slight improvement in materials that has occurred in the intervening 60 years. You will also now know why there are a hearty handful of T type drivers who never put their hoods up in the rain. They are the ones, like me and you, who fitted their hoods themselves and don't want to ever have to do the job again.

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What Cars Ruled Pebble Beach Auctions? The Ones You Can't Afford



MONTEREY, Calif. — Even in the collectible car market, there are the 1 percenters and everyone else.

In the rarefied reaches, global collectors here recently spent an intense quarter-hour in an auction tent on Fisherman's Wharf, bidding by phone or in person on a rare Jaguar D-type racecar, the 1956 winner of the 24 Hours of Le Mans.

Starting at \$10 million and eventually rising in \$100,000 increments, the car was sold for \$21.8 million to an anonymous bidder. The applause lasted nearly half a minute as the audience, containing more than a few Britons, realized it was a record price for a British-made car sold at auction.

“The car gave an Oscar-worthy performance on the block,” said Ian Kelleher, the West Coast managing director of the auction house, RM Sotheby's, that sold the car at one of the five auctions here that ran over four days, Aug. 18 to 21, at the collector-car world's biggest annual event, the Pebble Beach car week.

But as an indicator of an overall softening in demand for less prestigious collectible vehicles — those in the comparatively modest \$100,000 to \$1 million range — consider the fate of a 1968 Maserati Ghibli coupe.

Its white leather was dirty and creased, and the paint was far from perfect. In need of a thorough refreshing, the car sold for \$132,000, well below its presale estimate of \$160,000 to \$200,000.

“In today's market, cars that are ready to enjoy still inspire spirited bidding,” said Tony Rackley a Los Angeles-based collector-dealer and a 16-year veteran of the Monterey auctions. “Cars with needs don't.”



A 1958 Ferrari 250 GT LWB California Spider. The total dollar volume of sales of the five auction companies at the event was around \$340 million. Credit Jason Henry for The New York Times

The shrug-worthy Maserati was but one of many signs at this year's auctions that passions are cooling in the lower tiers of the collectible-car world.

While people with that sort of money to spend may not be emblematic of the larger economy, a softening of the collector-car market could reflect broader uncertainties around the world. Concerns about the United States election, Britain's "Brexit," an assertive Russia and slack demand in the global economy have made some people think twice about sacrificing liquidity on a discretionary purchase like a classic car, Mr. Kelleher said.

There is simply less exuberance in the car marketplace than three or four years ago, when the moneyed classes were bouncing back from the world financial crisis.

As David Gooding, founder of the auction house Gooding & Company, put it, "Buyers are both discriminating and rational at the moment."

At this year's Monterey auctions, according to preliminary data provided by Hagerty, a classic-car insurer, the so-called sell-through rate for cars initially priced above \$100,000 was the lowest in Monterey since 2000, dropping to 57 percent this year from 72 percent in 2015.

That means only slightly more than half the 1,273 cars up for auction here found buyers.

The total dollar volume of sales of the five auction companies at the event — Bonhams, Gooding, Mecum Auctions, RM Sotheby's and Russo and Steele — were down, too, to around \$340 million this year, from about \$395 million in 2015. And last year's total was down from \$403 million in 2014.

The annual Monterey auctions are timed to coincide with the nearby Pebble Beach Concours d' Elégance, a car show that has been held on the 18th fairway of the golf course since 1950. It attracts some of the most beautiful, elegant and expensive automobiles on the planet, all vying for best of show. This year's honor went to a 1936 Lancia Astura Pinin Farina Cabriolet, the first best of show Pebble Beach win for Lancia and for the car's owner, Richard Mattei.

Other related auto-ophile events that have sprung up during Pebble Beach week include the ultraupscale Quail motor sports gathering. The Quail organizers held what was meant to be an annual Peninsula Classics Best of the Best Award, bringing together last year's winner of the Concours d'Elégance and the winners of five other prestigious international concours. The jury, which included Jay Leno, Ralph Lauren and Henry Ford III, selected a 1937 Talbo-Lago T-150-C SS as the inaugural winner.



This 1955 Jaguar D-type sold for \$21.8 million at this year's Monterey, Calif., auctions. Credit RM Sotheby's

But with the auction houses anticipating slightly less exuberant spending this year, both Gooding and RM/Sotheby's — whose average sales prices exceed \$1 million — came to Monterey with as much fresh-to-market, unimpeachable inventory as they could muster.

Led by the sale of a 1959 Ferrari 250 GT California Spider for \$18.15 million, Gooding had its highest overall two-day result — about \$130 million — since the company's Pebble Beach debut in 2004.

RM had huge individual successes, too, not only with the Jaguar D-type but with the first Shelby Cobra, for \$13.75 million, and a magnificent 1939 Alfa Romeo 8C 2900B Lungo Spider that went for \$19.8 million.

But those were exceptions.

One car that was emblematic of a cooling market was the 1965 Porsche 911 coupe offered by Bonhams.

Before 2013, in the run-up to the 50th anniversary of the 911, prices rose steadily for early models of the car. But more recently they have been falling. The one up for auction here was bid up to \$175,000, which was arguably a fair price in the current market. But because that did not meet the reserve price set by the owner, the car went unsold.

So did a 1971 Ferrari 365 GTB/4 Daytona, in an odd shade of light yellow. A bid of just \$520,000 against a presale estimate of \$600,000 to \$750,000 was not enough to pry the car loose. Maybe the market was unwilling to accept this most macho of Ferraris in a pastel shade. As with the wallflower 911, the car was loaded on a trailer and sent home.

If the collectibles market is having a soft landing, experts say that is infinitely preferable to a crash. Had things continued as they did from 2011 through 2015, with some cars increasing in value by as much as 300 percent in just one year, collectors and auctioneers would have been fearing a bubble that might burst at any time, just as it did in 1991.

As the auto writer Peter Bohr recalled that cataclysm in the February 1994 issue of Road & Track: "Alas, the frenzy reached dizzying heights and then fizzled with the dawn of the nineties. And the ending was brutal for many."

As car market corrections go, the downturn this time is more like letting a bit of air out of the tires.

A version of this article appears in print on August 26, 2016, on page B5 of the New York edition with the headline: What Cars Ruled Pebble Beach Auctions? The Ones You Can't Afford.

QUOTABLE QUOTES

"If you're going through hell, keep going."
- Sir Winston Churchill

"I don't know whether it's the finest public housing in America or the crown jewel of the federal prison system."
- Bill Clinton, on life in the White House

"The most effective way to do it, is to do it."
- Amelia Earhart

"Politics is supposed to be the second oldest profession. I have come to realize that it bears a very close resemblance to the first."
- Ronald Reagan

Chesapeake Chapter Membership Registration Form

1. The form on the following page can be used to send your information to the Chesapeake Chapter of the New England MG-T Register for Membership Registration or other information requests.
2. Please note that we will never supply your information to a third party, will never use your information for telemarketing, and will use your information solely for membership application/registration purposes.
3. You must print, fill-out and mail the form to the address specified below. You may do this by clicking [here](#) or by clicking on the form below (*this requires the free [Acrobat Reader](#)*).
4. Our organization is a local chapter of the New England MG 'T' Register, so we must require that all Chapter Members also be members in the "Register." If you do not belong to the "Register," please request information and application forms by contacting the "Register's" specific website: <http://www.nemgr.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!
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3. Please include all letters and numbers shown in the car and engine number boxed on the "maker's" plate.
4. TD owners please note that there are three boxes on your "maker's" plate; include the information from all three.
5. If the engine is a replacement, list the number of the engine actually in the car.

- 6. This information is needed for the chapter's records and to correct and update the Register's files.
- 7. Incomplete forms will be returned to you via your provided address, for needed corrections.
- 8. If you have additional MGs, please attach additional forms as required.

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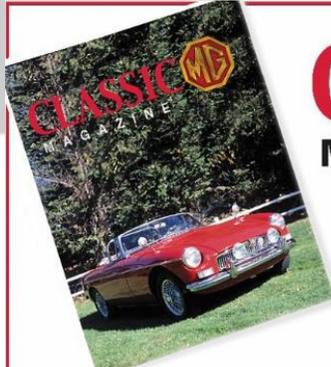
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Revised: April 25, 2013

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