

The Square Rigger

FALL 2017 Edition
Published – October 2017



Theodore Purvis

**With his latest acquisition, 1946 TC0777, Warwickshire, UK
This TC still sports its original registration number EWD 36**

The Square Rigger



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

WORDS FROM OUR CHAIRMAN

Although summer ended September 22nd, we have entered a warm fall season. This gives us an opportunity to have more topless driving before our MGTs are put up for winter storage. When you do be sure and take the necessary steps to prepare for their hibernation. Our website has tech tips for doing so.

In the past couple of weeks I have gone to the swap meet and auction in Carlisle, PA as well as the AACA Eastern Division Fall Meet, with the latter going from October 4th - 7th. The meet has over 1,000 cars for sale and 9,000 flea market vendors. There were a few MGs for sale in the Car Corral as well as numerous examples of other cars from the 40s and 50s. By seeing the asking price of a particular car you also get a realistic market value for yours. Also, for these events it is best to go to with a list of what you already have lest you buy things that you didn't know you needed....if you know what I mean.

A few months ago I had Vintage Restorations restore my 1952 MGTD fuel tank. The procedure used did not require the tank to be cut open as done in prior fuel tank repairs. This eliminates the chance of the wrong side being cut open, which does happen. Ask John Tokar at jtokar51@verizon.net about the details.

I read a sample of *MGB Electrical Systems* by Rick Astley a few days ago. Although it is written for the MGB owner several remarks he makes also apply to electrical problems in an MGT.



The plans for the Fall Ramble 2017 set for Friday, October 27 through Sunday, October 29 is just about wrapped up. Please contact Milt Babirak at mbabirak@babirakcarr.com if you have any last minute thoughts on attending.

The Club is still looking for a Regalia Chair volunteer as well as someone that will act as the Secretary/Treasurer. Let me know if you want more details.

Safety Fast!

Your Chairman, Shaun English

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FROM YOUR EDITOR

I hope you enjoy this FALL 2017 issue of **THE SQUARE RIGGER (TSR)**, our club's quarterly newsletter.

With all of the sad events that have been happening in our Country, I feel compelled to say how thankful I am to have such good and caring friends, especially our car club friends.

Enough sad stuff, we are gearing up for a great fall ramble and the Holidays will be here in no time.

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.

ATTENTION: Please start using my new and updated email address:

maxieb987@gmail.com.

Kindly yours, Maxie Brown



Love Little Miss Molly

IN MEMORIAM AND PERSONAL NEWS

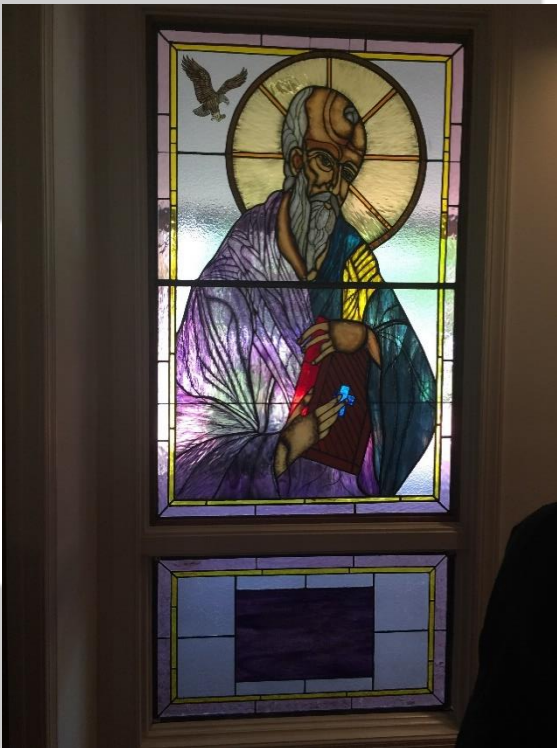
Memorial Service for Departed Friend John Van Over

Written by Club Member Steve Woodall

Nancy and I attended a moving memorial service in honor of our departed friend and long-time Chesapeake Chapter MG-T club member, John Van Over, at 11:00 am on Friday, the 7th of July at the Francis DeSales Catholic Church, in Mathews, VA. Once the Van Overs moved to the Mathews area from Northern VA, this was John's church, which we remembered from John's funeral service held at 11:00 am on Friday, the 30th of March 2012. Central to this memorial service was the formal dedication of a beautiful new, full sized, handmade stained-glass window, depicting Saint John the Theologian --- created by several friends who knew and loved John in life. Present at the service were many members of the church community, who were close to John and his wife, Barbara. MG Club friends at the service included Nancy and me from Northern VA, Rosemary Eaton, who lives in Mathews, locals Mike and Jane Reed, Judy & Butch Smith, who live nearby in Gloucester, VA, and local friend Karen Williams.

Note the eagle in the upper left hand of the window --- John was very fond of eagles. When Barb sees an eagle in flight, she feels John's presence.

At the service, Barb was blessed by the presence of her daughter, Ginger Kitchens, Ginger's husband, Freddie, and their two daughters, Bennett and Camden --- see the pictures below of the window and the Van Over family! Following the service, we all were invited to join Barb and family at her lovely home "on the rivah" on Holland Point Road in Dutton, VA--- just a few minutes up the Piankatank River from Mathews --- for a delicious lunch of barbeque, brisket, and all the fixins'!



The stained-glass Window of St John



One of the Artists with Barb Van Over



Barb and the Kitchens Family --- Camden, Ginger, Bennett, & Freddie



Our Club Symbol --- A Real Chesapeake Bay Skipjack



CALENDAR OF EVENTS

October 13-15, 2017	America's British Reliability Run https://www.dcbritishreliability.org/
October 27-29, 2017	Fall Ramble, 2017 Frederick County, Virginia
December 03, 2017	Middleburg Christmas Parade Middleburg, Virginia
February, 2018	4th Annual Florida Winter Tour – date TBA
March 22-25, 2018	52nd Annual Southern Gathering of the Faithful celebrating "MGs and friends forever." https://www.youtube.com/watch?v=vTHxyFV5zxg
April 21 & 22, 2018	2 Day Tech Seminar featuring John Twist. Hosted by John Debelius.

UPCOMING CHAPTER & CHAPTER RELATED EVENTS

Fall Ramble 2017 – Friday, October 27, 2017 – Sunday, October 29, 2017

Historic Belle Grove Plantation in Frederick County, Virginia



2017 FALL RAMBLE **OCTOBER 27-29, 2017**

I am pleased to inform you that the Fall Ramble planning committee has been hard at work this Summer to plan the Fall Ramble for October 27-29, 2017. We are going to have a great event in and around Winchester Virginia this year.

On Friday night, October 27, we are planning to have dinner at our hotel, the Holiday Inn Hotel & Suites Front Royal Blue Ridge Shades, 111 Hospitality Drive, Front Royal, Virginia. I assume you have already made your hotel reservations. The hotel will block off parking for us in front of the hotel and there will be trailer parking available, too. Friday dinner will be from 7:00 to 10:00 pm at Houlihan's Restaurant on the first floor of our hotel. Casual dress. You will order off the menu and pay at the restaurant. Cash bar. There is a \$20 per person minimum exclusive of taxes and tip (assuming 25 persons).

On Saturday, October 28, there is no complimentary breakfast at our hotel. I am told that breakfast at the hotel may cost between \$7.00-\$10.00. For Saturday lunch, we will have a BBQ lunch at Belle Grove Plantation catered by nearby Shaffer Barbeque (www.ShafferBBQ.com). The lunch will cost \$ 16.00 per person. Please send your check payable to the "Chesapeake Chapter, NEMGTER" in the amount of \$16.00 per person to Shaun English at 9318 Brambly Lane, Alexandria, VA 22309. In the memo section of your check, please write "Fall Ramble; Saturday BBQ."

We will be touring the Belle Grove Plantation (www.bellegrove.org) at midday on Saturday. They will charge a reduced admission fee of \$10 per person. This fee can be paid at the entrance to the Plantation. We are planning a group photo in front of the Plantation.

On Saturday afternoon, we will receive a guided tour of White Post Restorations in White Post, VA (<http://www.whitepost.com>).

Saturday dinner will be in the Skyline Room (a private dining room) at Region 117 Restaurant (<http://www.shenandoahclubva.com>). Dinner will be from 7:00 to 10:30 pm and will cost \$35 or \$45 per person plus taxes and tip. Copies of the two menus are attached below. The two menus are identical except the more expensive includes dessert. Guests will order from the waiter. No pre-ordering is required. Cash bar. Each couple may pay at the restaurant by separate check. A coat and tie is appropriate dress for men but please do not hesitate to wear what you like.

Saturday dinner is approximately 5.3 miles from the hotel. We are planning to rent a fifteen person van and drive everyone to the restaurant in two trips and everyone back in two trips. **WE ARE SEEKING A VOLUNTEER TO BE THE DESIGNATED VAN DRIVER FOR THIS EVENING. NO SPECIAL DRIVER'S LICENSE IS REQUIRED. PLEASE CONTACT ME TO VOLUNTEER TO BE THE VAN DRIVER FOR THIS EVENING.**

On Sunday, October 29, there is no complimentary breakfast at the hotel. I am told that breakfast at the hotel may cost between \$7.00-\$10.00.

We are planning a caravan from Gilbert's Corner to get to the hotel on Friday afternoon and depart from the hotel on Sunday midday to go to Gilbert's Corner. I will send a separate email about this when these plans are ready.

PLEASE REMEMBER TO BRING AND WEAR YOUR NAME TAGS. If you do not have a nametag, please contact me. It's going to be a great event. I am looking forward to seeing you there.

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

FOURTH ANNUAL WINTER TOUR TO FLORIDA

FEBRUARY 13-28, 2018

Mark Your Calendars! Our club will transport ourselves and our MGs to and from Florida on the Amtrak Auto train. We enjoy the warm weather, scenic drives, good food and great camaraderie.

We are using the "hub" concept again this year. This means we will stay at a location for a couple of days to use it as a hub to explore nearby places. So far, we have identified three hubs: (1) Mt. Dora for a music and antique festival; (2) Naples and nearby Marcos Island and the Everglades; and (3) Marathon Key, midway

on the Florida Keys. Marathon is close to many marinas, deep-sea fishing and all the beaches and historic and dining attractions of Key West.

The following Chapter members have already registered for the Winter Tour:

1. Shaun English
2. Jim Bradley
3. John Debelius
4. Barbara VanOver
5. Cliff Essman
6. Rich Ottenstein
7. Milton Babirak

Registration is still open for the Winter Tour. If you would like to get more information about this exciting trip, please contact Milton Babirak at mbabirak@babirakcarr.com or 703-501-7924. Please watch for our advertisement in the next issue of *The Sacred Octagon*.



Last year's tour group

INTERESTING ARTICLES, TIDBITS & TRIVIA

From our cover page

By Brad Purvis

I came to the MG T-Series a bit late in life, amassing three score years before acquiring my first. It's not that I wasn't aware of the T-Type, it's just that other cars I "needed" managed to show up in my driveway.

I must admit, I've been an LBC fan from the very beginning. Growing up Navy in the late Fifties and Sixties there were all sorts of sports cars about on-base, mostly British. That said, my father was a VW man and my exposure to the likes of MG, Triumph and Jaguar was from a distance or via the numerous Matchbox cars my father brought back for me when he returned from various cruises.

My first real experience with an LBC was when we moved to Arlington when I was 8-years old. A retired Army Colonel and his wife lived next door and they owned a real live BRG Triumph TR-4 and some other obscure T-Series like machine stashed in the back of their garage, which I was never allowed near. The Triumph, on the other hand, became a regular mode of conveyance. During the summer while I was out of school the Colonel would take me for rides into Washington D.C. to see the museums, memorials and to occasionally go fishing. It was like I was his Dennis the Menace and he was my Mr. Wilson. I knew from that point on I would one day own one of these English beauties.

The ensuing years were spent building models, running slot cars and racing go-carts while we were stationed in Spain. Upon our return to "The States" at the age of 12 I spent a lot of my time with my face buried in the latest issue of Road & Track, Car & Driver or Sports Car Graphic. I also wore out the dogeared pages of the latest Hahn auto accessories catalog dreaming of which rally timer, fog light or luggage rack I would add to my future MGB-GT or TR-4. I was not unlike Ralphie and his Red Ryder BB gun, except with LBCs.

But life has a way of diverging from dreams and my first car while in high school was a hand-me-down 1964 VW Beetle. At least it had a 4-speed and a clutch and it was British Racing Green! When that died I moved onto a Chevy Impala (don't ask) until I graduated from school and enlisted in the Air Force. New life, new wife and soon a family and I found myself living in the great white north of Aroostook County, Maine and driving a brand new Plymouth Gold Duster. BTW, if you are wondering where in the heck Aroostook County is, drive to Tom Lange's place and then another 4-hours north.

Being a poor airman with a wife and child did not lend itself to LBC ownership. In any case, life in the wilds of Northern Maine with a sports car would be far from sporting, especially in the winter months, which usually ran from August 15th until June 15th in that part of the country. During my "tour" I was able to finish college via the Bootstrap program and was accepted into Officer Training School. A brand new "Butter Bar" deserved a sports car, right? Not so fast Kemosabe. Navigator Training, B-52 school and another northern tier assignment thanks to having the continued honor to serve in the Strategic Air Command put things on hold for a bit.

Certainly now that I was settled into a new assignment I could get that long coveted Triumph or MG. Having spent months reading about the The Wedge (TR-7) and visiting the local BL dealer in Oscoda, Michigan I was destined to have this car. Unfortunately, like Hillary, destiny was denied. The demise of British Leland in the USA just happened to coincide with the time I was ready to take the plunge. I suppose I could have bought a used sports car, but by then my life and career direction was about to change once again.

A coveted assignment to USAF pilot training was on offer and all else took a back seat as we packed up yet again and headed for Texas. Now, a STUD (acronym for student pilot) needs the appropriate carriage when arriving at the squadron to prepare to slip the surly bonds and a Red 1971 MGB seemed to fit the bill. My first LBC. I drove that car everyday, regardless of weather and with the top down when it wasn't actually raining, regardless of temperature. Although Texas does not come to mind as the home of terrific sports car roads I managed to enjoy the little red devil nonetheless.

About a year and a half later I found myself with a shiny new set of pilot wings, an assignment to Sacramento, California, less one wife and driving a Subaru, the red MG being bartered off to pay divorce attorney's fees. In the midst of this confusion and chaos I decide to make the only rational decision possible at the time and that was to buy a 1979 MGB. British Racing Green with the full complement of rubber baby buggy bumpers, of course. Hey, it could have been worse. I initially had my sights set on a Stag.

I could not think of a finer place on the face of this earth to have and enjoy a sports car than Sierra foothills, Northern California wine country and the PCH. It is almost more than a newly single MG driver could hope for. The trouble is there is always another twist that causes a disturbance in The Force and this disturbance was wife #2. The MG was promptly sold to pay for the new rock on her finger and then there was the house to buy, so it was back to the Subaru, which I most wisely kept as a backup.

Bachelor party, wedding, honeymoon and my first ever mortgage closing behind me it was time for something else. Something more exciting. Something foreign. Something sexy. That is exactly what I found when I took the Subaru into the dealer for service. Sitting in the middle of the showroom floor was a brand new Alfa Romeo Spider Veloce. It had a wood steering wheel... and five speeds... and leather seats... and an overhead cam engine... electric windows... air conditioning!!! and that body... that sleek Italian body... styled by the Gods at Pininfarina. That day I forsook LBCs for Alfas for the next 25 years.

In the meantime the USAF transferred me hither and yon until I finally ended up behind a desk here in Virginia instead of flying jets with my hair on fire. I probably should mention at this stage that as hard as I fought leaving California for the third time, if not for this transfer and ensuing divorce I would have not met the love of my life and third and final wife, Avril. After two Spiders, a Milano and one GTV restoration and retirement from government servitude as well as a new career slipping the surly in a more mundane way, I gave up on Alfas and jumped on the Bimmer wagon with the purchase of a gently used Z4. The Bimmer served me well up until about a year ago when I sold it to devote my full attention (and money) to “Cissy.” Did I mention “Cissy?” There were other mundane daily drivers and airport cars in between, including a couple of rather disappointing Jaguars, but there was always a thought nestled deep within the recesses of my rather thick grey matter that would portend one day another LBC would come.

My decision to pick a T-Series had been percolating in the back of my mind for some time. During visits to our local Cars & Coffee I mysteriously found British sports cars had more of an allure than the BMW I was currently driving as my “fun”car. Our own Mark Strang is particularly culpable of wooing me back from the dark side with his spectacular TD and his amazing tales of restoration wonder. So I began visiting sites like eBay and Craigslist, just looking naturally, when I discovered BAT. BAT, or Bring-A-Trailer is like crack for a car enthusiast. My intent at the time was to just look and get a feel for what was out there, eventually pick up something cheap that I could drive for now and restore once I retired in a few years.

And then it happened. Quite by accident you understand. There was a 1953 TD/C for sale in South Carolina. Not too far away. It sounded nice, so I thought what the heck? I’ll lay down a low-ball bid and see what happens. I’ve done that before and never advanced past the first day or so, much less the last 15 minutes of fury that usually engulfs BAT auctions. So I placed a bid on the first day or second day of the auction and promptly forgot about it. Imagine my surprise when I got an text message on day six from BAT telling me of my good fortune followed almost immediately by a phone call from the seller asking how soon I can send him the money and close the deal. That was the easy part. Breaking the news to my long suffering and very, very understanding wife Avril, was the hard part.

You know the advice they give you to never buy a car over the Internet sight unseen or without a pre-purchase inspection? By all appearances I must not have heard that advice, or more likely chose to ignore it. The seller claimed the car was originally white, but I was skeptical. Bright white was never an MG color (colour) and could see red under some portions of the white flaking paint. What was reported to be of sound mechanical condition was fair at best. A new brake master cylinder was supposedly installed claiming an overhauled brake system, but the corroded and frozen wheel cylinders rendered the brakes all but useless.

No problem. “Cissy” arrived in one piece and I started my education about all things T-Type. “Cissy” is a 1953 (4 October 1952 build) TD/C or “competition” (a.k.a. Mark II) version. Originally red on red, she now sports a deteriorating white respray, probably done sometime in the swinging sixties, along with the period replacement AMCO vinyl seat covers, top and side curtains. She still boasts her original XPAG TD3 engine and the chassis number on the ID plate, TD/C 21325, matches the number stamped on the left front frame rail. The PO only drove the car about 3,000 miles in his 35+ years of ownership. With over 104,000 miles on her she is well worn, but solid with no rust. Remarkable considering she was originally delivered somewhere in the CT, NY or NJ area. I have a copy of the bill of sale when “Cissy’s” last owner purchased the car in March of 1980 in New Jersey. Sadly, I can’t make out the signature of that seller, so if there is a

signature deciphering expert out there I could use your help because I've reached a dead end tracing "Cissy's" history. Oh, by the way, "Cissy" is the name Avril christened her with in remembrance of Avril's dear departed mother.

Coincidentally, Abingdon Spares sold "Cissy's" immediate sister, TD/C 21326, in October of 2015. Still sporting its original MG Red paint and red interior, just like Cissy's was originally, they had a complete history going back to when the car was first sold by a dealer in Connecticut. I sent them an email once trying get some more information, but they never responded. It wasn't unusual for cars to be sold and shipped in batches to dealerships, so maybe there is a clue here somewhere that I have yet to uncover. Another twist came when I joined the NEMGTR. I provided the chassis number and they came back with the name of a woman who owned the car when she was going to college in Connecticut in the 60's. After some Internet sleuthing I was able to find where she was today and ended up talking to her brother. Come to find out they still have that car! It turns out the number given to the NEMGTR back in the day was the engine number, not the chassis number, so she never owned our TD/C after all! Not at all unusual, especially in "Cissy's" case as she has been registered under her engine number instead of chassis number for as far back as I can trace. Having corrected the long-standing error in the NEMGTR I still find myself back at square one tracing her history.

I drove "Cissy" quite regularly for the first year, but around about early summer she developed a carburetor leak and I had precious little time to do anything about it, so recently I hauled her up to Sports car Workshops in Richmond to have the job done and while there have their paint and body guy take a look. I've seen his work and it is excellent. That is one area I have no desire to tackle. I'll do maintenance, service and repair, but I don't want to get involved in spraying paint.

I had no intention of commissioning a full-blown restoration at this point as I keep telling myself I purchased this as a retirement project, but my lack of patience keeps me wanting to move forward, even if I have to outsource some of the jobs due to my current work commitments I kept. In either case should we return "Cissy" to her original MG Red or something more interesting, should we say? I'm thinking a bright white or Ivory/Cream color. I'm always open to discussion, suggestions, tips, techniques and ridicule, so feel free to drop me a line anytime at bradpurvis@mac.com {substitute @ for (at)}.

In the meantime I missed a lot of good driving weather over the past few months with "Cissy" in a state of disrepair, so I did the only rational thing a person can do under such circumstances and bought another T-Type. Again, I found this one on BAT, but this time I waited until the bitter end jumping in with a bid with less than an hour to go. I bid once and got trumped (and no, I don't mean being trashed in a Tweet by the current CinC). I bid again with an absolute maximum bid I was willing to submit with about 15 minutes to go and wanted... and waited... BINGO! TC 0777 is a 1946 (14 May 1946 built date) with its original engine in full running condition. Reportedly, the car underwent a frame-up restoration in the UK sometime in the '80s; however, I have no record of that or when it was brought to the USA. I talked to the two previous owners, the later being from Pennsylvania and the former from South Carolina. The chap from SC purchased the car from a shop in the Greenville/Spartanburg area that specialized in LBC repairs, but subsequently went out of business some years ago. That said, the restoration has held up quite well over the thirty-something years, including the Ivory/Cream paint job, which is not the car's original color. Other than the TC 0777 being initially registered in Warwickshire, UK in June of 1946 and the original color being black, that is about all I know about the history of this TC thus far. It's been an absolute blast to drive and I am amazed how different it is from the TD/C. Hopefully, Avril and I will be catch up with many of you at an event in the near future. Until then remember if you don't know where you are going any road will take you there. Cheers!

Jumping In With Both Feet --- Restoration of My 1949 MGTC --- Installment Nr 13

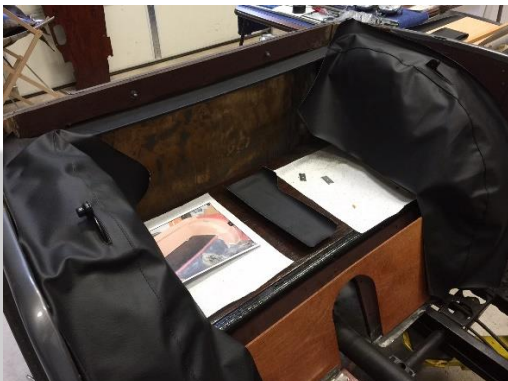
Reporting Progress on Steve Woodall's 1949 MGTC

Since the SUMMER edition of The Square Rigger, progress is essentially complete in collecting all the final components needed to complete the reassembly of the car. However, as continued “progress” is made, new “needs” always seem to arise! These recent “needs” have included a totally new wiring harness, including a separate new “behind the dash” harness, new electrical wiring “pigtailed” for the headlamps, a beautiful walnut veneer dash board with chrome trim, and a series of necessary new fasteners and chrome bits. Not to mention --- a total rehab of the gage cluster / control panel by from The Frame Up.” See the picture --- better than brand new!



New Dashboard with Chrome Trim Installed and Renewed Control Panel

With the always welcome support of my personal expert and mechanic extraordinaire, Charlie Adams, work has begun in earnest in completing the interior restoration. Of *huuge* value in this regard have been the many excellent videos available on the “From the Frame Up” web site. In particular, their videos for upholstery of the rear rail, the rear wheel well covers, and the side curtain storage compartment have been especially valuable.



New Upholstry Installation Undeway



New Wiring Harness – Now In Place!



Ready to Re-Assemble the Body Parts



Many of the Sub-Assemblies, ready to Go

My most recent assertions in the Summer TSR edition about when we'd complete reassembly have proven too optimistic --- life and other priorities do get in the way! My forecast now is for completion of reassembly by next Spring, perhaps in time for driving it to the "British on the Green" Show in April 2018, and our 41st Original British Car Day in June 2018! As I wrote this past Summer, it is hard to believe that we began this trek, initially disassembling my formerly red MGTC for restoration in the Fall of 2013! Now, it is nearly five years since I began disassembly for restoration. We are eager to get it back on the road!

2018 Chesapeake Chapter Technical Session Featuring John Twist of University Motors

By Charlie Adams

John Twist will return to lead another technical session for Chesapeake Chapter Members on April 21 and 22, 2018. John Debelius is making available his home garage in Rockville, Maryland for this Chapter event.

We are planning that this year's event will have a format similar to our 2016 tech session with John Twist. It will be a two day technical session, and John will have the opportunity to address a wide variety of MG topics, and to examine and assist in repairing up to about a dozen of our Member's cars. As those who attended in 2016 will recall, our tech session at Steve Woodall's garage was a significant success. John's recounted MG history, got several of our members MGs humming, started a couple of non-running MGs, and identified many faults and items to improve including important safety issues.

The format will again be a "rolling tech session", in which John examines each members's car and discusses his observations. John will be reporting on condition, diagnosing faults, discussing repairs or improvements, and actually making repairs and adjustments. In addition, John will start the weekend with an entertaining discussion and history lesson on some facet of MG mechanical design. We will include a dinner with John on Saturday evening, and identify a nearby hotel for those who may wish to stay in the area overnight.

Please notify me of your interest in attending this event and the cars which you wish for John to examine. In addition, if you have a topic for John to address, please let me know. You can contact me at charlieadamsmg@gmail.com or by phone at 703-582-3757.

See if any of you car buffs can answer these:

Q: What was the first official White House car?



A: A 1909 White Steamer, ordered by President Taft.

Q: Who opened the first drive-in gas station?



A: Gulf opened up the first station in Pittsburgh in 1913.

Q: What city was the first to use parking meters?



A: Oklahoma City, on July 16, 1935.

Q: Where was the first drive-in restaurant?



A: Royce Hailey's Pig Stand opened in Dallas in 1921.

Q: True or False?

The 1953 Corvette came in white, red and black.



A: False. The 1953 'Vett's were available in one color, Polo White.

Q: What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?



A: Carroll Shelby's Mustang GT350.

Q: What was the first car fitted with an alternator, rather than a direct current dynamo?



A: The 1960 Plymouth Valiant

Q: What was the first car fitted with a replaceable cartridge oil filter?



A: The 1924 Chrysler.

Q: What car was reportedly designed on the back of a Northwest Airlines airsickness bag and released on April Fool's Day, 1970?



A: 1970 Gremlin, (AMC)

Q: What was the inspiration for MG's famed octagon-shaped badge?



A: The shape of founder Cecil Kimber's dining table. MG stands for Morris Garages.

British Racing Green

From Wikipedia, the free encyclopedia

British racing green



 **Colour coordinates**

Hex triplet	#014225
sRGB^B (r, g, b)	(1, 66, 37)
CMYK^H (c, m, y, k)	(98, 0, 44, 74)
HSV (h, s, v)	(153.2°, 98.5%, 25.9%)
Source	Approximations, no single hue.
	B: Normalized to [0–255] (byte)
	H: Normalized to [0–100] (hundred)

British racing green, or **BRG**, a colour similar to [Brunswick green](#), [hunter green](#), [forest green](#) or [moss green](#) ([RAL 6005](#)), takes its name from the green [international motor racing colour](#) of the [United Kingdom](#). Although there is still some debate as to an exact hue for BRG, currently the term is used to denote a spectrum of deep, rich greens. "British racing green" in motorsport terms meant only the colour green in general – its application to a specific shade has developed outside the sport.

Origins of the association

In the days of the [Gordon Bennett Cup](#), Count [Eliot Zborowski](#), father of inter-war racing legend [Louis Zborowski](#), suggested that each national entrant be allotted a different colour. Every component of a car had to be produced in the competing country, as well as the driver being of that nationality. The races were hosted in the country of the previous year's winner. When Britain first competed [in 1902](#), they had to choose a different colour from the national flag colours of red, white and blue, because those had already been taken for the [1900 race](#) by America, Germany and France respectively. (Italy did not adopt its famous ['Racing Red'](#) until a red [Itala](#) won the [Peking to Paris](#) race in 1907). When [Selwyn Edge](#) won the [1902 Gordon Bennett Cup](#) race for England in his [Napier](#) it was decided that the [1903 race](#) would be held in [Ireland](#), at that time a part of the [United Kingdom](#), as motor racing at the time was illegal in Great Britain. As a mark of respect for their Irish hosts^[u] the [English](#) Napier cars were painted shamrock green.

In keeping with these Irish/Napier roots, many of the earliest greens used on British racing cars were of a lighter [olive](#), [moss](#) or [emerald](#) green. Later, darker shades became more common, though there was a return to lighter greens by [HWM](#) and other teams in the 1950s. Initially the colour use only applied to the [grandes épreuves](#), but was later codified in the *Code Sportif International* (CSI) of the [Fédération Internationale de l'Automobile](#) (FIA) for use in all international-level motor racing events.

International rise to prominence

The foremost British participant in International Motor Racing at the highest echelons both before and after the Great War was Sunbeam (later part of the STD Combine). Green liveried [Sunbeam](#) Racing Cars won the 1912

Coupe de l'Auto as well as being the first (and last for several decades) British team to win the European Grand Epreuves Grand Prix in both 1923 and 1924. The Green Sunbeams driven by the likes of Henry Segrave and K L Guinness were during the vintage period, the prominent competitors to watch for.



A 1955 [Jaguar D-Type](#) (XKD), finished in a dark shade of British Racing Green.

In the 1920s [Bentley](#) cars were hugely successful at the [Le Mans](#) 24h races, all sporting a mid- to dark-green. The first recorded use of the darkest green shades was on the [Bugatti](#) of Briton [William Grover-Williams](#), driving in the very [first Monaco Grand Prix](#), in 1929. This colour has become known as *British Racing Green*. In the 1950s and 1960s British teams such as [Aston Martin](#), [Vanwall](#), [Cooper](#), [Lotus](#), and [BRM](#) were successful in [Formula One](#) and [Sports car racing](#), all in different shades of green. Scottish teams such as [Ecurie Ecosse](#) and [Rob Walker Racing](#) used a dark blue, which did not strictly conform to the CSI rules but was tolerated by officials. The Australian-owned but British-based [Brabham](#) team also used a shade of BRG, and this was augmented with a gold (later yellow) stripe, gold and green being the national sporting colours of Australia.

Under pressure from a number of teams, most famously the Lotus team who wished to use the [Gold Leaf](#) livery on the [Lotus 49](#), in 1968 sponsorship regulations were relaxed in [F1](#). In 1970 the FIA formally gave Formula One an exemption from the national colours ruling and the previously common green colour soon disappeared, being replaced by various sponsor liveries. This exemption has since been extended to all race series, unless specific regulations require the adoption of national colours.

Modern usage



An [Aston Martin DBR9](#), showing a modern metallic interpretation of a lighter shade of British Racing Green.

The history of the famous greens was revived in 2000 by [Jaguar Racing](#) in Formula One, but after this team was sold to [Red Bull](#) by [Ford](#) in 2004, the new [Red Bull Racing](#) team used their own colours.

Other traditionally British manufacturers have since followed suit. Bentley returned briefly to the Le Mans circuit in 2001, 2002 and 2003, winning with the [Bentley Speed 8](#), painted in a very dark shade of BRG. In recent years Aston Martin has also returned to endurance racing, with their [DBR9s](#) painted in, a typically Aston, light BRG. [Rocketsports Racing](#) also used green for its [Jaguar XK](#) in the 24 Hours of Le Mans and [American Le Mans Series](#) and other.

In 2010 the Lotus name returned to Formula One after a gap of 16 years with the [Lotus Racing](#) team's [Lotus T127](#) car liveried in dark green with yellow. Although registered in [Malaysia](#), the new team is based in Britain and chose BRG with the aim of "striking an emotional chord with young and old alike and evoking memories of some of motor racing most iconic moments".^[2]

With the many successes of British racing teams through the years, British Racing Green became a popular paint choice for British sports and luxury cars. Originally a solid colour, British Racing Green is increasingly a [metallic paint](#) due to the limited range of solids offered by today's manufacturers.

Paying tribute to the small British roadsters of the 1960s that inspired the [Mazda MX-5](#) (such as the [Triumph Spitfire](#), [Austin-Healey Sprite](#), [MG MGB](#) and the [Lotus Elan](#)), Mazda produced a limited edition version of the model in 1991 and 2001 called the "British Racing Edition", which included green paint.^[3] Similarly, the modern [BMW](#)-owned [Mini Hatchback](#) marque, which is assembled at their [Oxford](#), [Birmingham](#) and [Swindon](#) factories,^[4] includes a BRG colour option. Originally a somewhat murky dark olive, this was updated to a fresher shade of metallic green in the 2011 version.

See also



- [Book: Motorsport in the United Kingdom](#)

- [List of international auto racing colours](#)
- [National colours of the United Kingdom](#)

References





































1. [Jump up](#) ^ "[Leinster Leader, Saturday 11 April 1903](#)".
2. [Jump up](#) ^ "[Lotus Racing unveils Lotus Cosworth T127](#)". Lotus Racing press release. 13 February 2010. Retrieved 2010-03-08.
3. [Jump up](#) ^ <http://www.edmunds.com/mazda/mx-5-miata/history.html>
4. [Jump up](#) ^ <http://www.mini-production-triangle.com>

External links

[1960 Road & Track article](#)

- [1903 Leinster Leader article](#)

Shades of green									
Apple green	Artichoke	Asparagus	Avocado	Bright green	Brunswick green	Cal Poly green	Castleton green	Chartreuse	Cyan
Dark green	Dark olive green	Dark spring green	Dartmouth green	Emerald	Fern green	Forest green	Green	Green-yellow	Harlequin

Hooker's green	Honeydew	Hunter green	India green	Islamic green	Jungle green	Kelly green	Laurel green	Lawn green	Light green
									
Lime	Lime green	Mantis	Malachite	Mint	Mint cream	Moss green	Myrtle green	Office green	Olive
									
Olive drab	Pakistan green	Paris green	Persian green	Phthalo green	Pigment green	Pine green	Pistachio	Reseda green	Sea green
									
Shamrock green	Spring bud green	Spring green	Teal	Viridian	Yellow-green				
									

A typical sample is shown for each name; a range of color-variations is commonly associated with each color-name.

Skills 101 – How to Tow a Car Trailer

Source: <https://www.hemmings.com/blog/?p=97595> By: [Kurt Ernst](#)



Hemmings's own tow rig, used to transport cars to events. Photos by the author.

According to statistics compiled by the [DangerousTrailers.org website](http://DangerousTrailers.org), an average of 68,358 American motorists are involved in towing-related accidents each year, each resulting in average damages exceeding \$43,000. While towing a trailer seems simple enough, proper equipment, safety practices and loading techniques are all essential components in ensuring that trailering drivers get from point A to point B with vehicles, passengers and equipment intact.

The first step to towing any kind of trailer is ensuring that both trailer and tow vehicle are properly rated for the load to be carried. Should the proposed tow vehicle be rated by the manufacturer to safely tow up to 5,000 pounds, pulling a double-axle car trailer, loaded with a 1961 Chevrolet Impala, across Colorado's Independence Pass certainly isn't recommended. The best advice here is "buy enough truck," understanding that new towing requirements may require the purchase of a different tow vehicle with a higher weight rating.

A proper hitch and receiver are the next essential components, and for towing a vehicle the absolute minimum recommended would be a Class III hitch and receiver, rated at a maximum trailer weight of 6,000 pounds (when used with a weight carrying hitch) or 10,000 pounds (when used with a weight distributing hitch). A Class IV hitch and receiver gets a higher rating (up to 14,000 pounds, when used with a weight distributing hitch setup), but may not be applicable for tow vehicles aside from full-size pickups and SUVs. Beyond this lies Class V hitches (rated up to 17,000 pounds with weight-distributing hitches) and fifth-wheel hitches, which are primarily the domain of heavy-duty pickups.

Once satisfied with tow vehicle and hitch setup, the next challenge becomes finding a suitable trailer to handle your perceived vehicle hauling needs. If your towing is limited to hauling a Formula Vee racer to regional vintage events, a double-axle enclosed trailer will likely be overkill in terms of both size and weight. On the other hand, when towing a Mercedes-Benz Unimog cross-country, a two-wheel car dolly may be suboptimal for your needs. When purchasing a trailer, try to consider both current and future needs; if your passion is for restoring Corvairs, then sizing a trailer may be fairly simple. Should your passion extend to all GM products, including pickups, sizing a trailer may be more of a challenge.



An adjustable height Class V receiver.

For hauling vehicles, trailers should be equipped with a weight distributing hitch and trailer brakes (which may or may not be required by the state in which you reside). An anti-sway system may be a wise investment as well, particularly for those new to towing. Sway likely represents the biggest danger to towing trailers, and it can be caused by factors as diverse as excessive speed, strong crosswinds, passing trucks or improper trailer loading.

To minimize the risk of sway, loads should ideally be centered over the trailer's axles, evenly balanced from side to side. This isn't always possible, so most recommend carrying slightly more weight to the front of trailer (assuming that the rig's tongue weight isn't exceeded in doing so). Under all circumstances, avoid placing the heaviest part of the load to the rear of the trailer's axle, as doing so will increase the likelihood of trailer sway.

If a trailer begins to sway, the best corrective action is to gently let off the accelerator, slowing (without applying the tow vehicle brakes) until the trailer is again under control. Should you have an electronic trailer brake controller, applying the trailer brakes manually will bring a swaying trailer under control, which is further justification for an electronic trailer brake and controller setup. Accelerating further or braking the tow vehicle heavily are likely to exacerbate the problem, so both should be avoided. Be aware that certain situations (crossing bridges or being passed by tractor-trailers, for example) are likely to create cross winds; be aware that this make increase the chances of trailer sway, and be prepared to act accordingly.



Emergency trailer brake controller; should the cable pull tight, the trailer's electric brakes activate.

Ensuring that trailer and tow vehicle are level will also help to minimize the risk of sway, and different trailers may require the use of different height receivers. If you frequently tow more than one trailer, investing in a multi-position receiver may be easier and less expensive than buying separate receivers for all trailers. Also, ensure that the receiver ball size matches the

hitch of the trailer; attempting to tow a 2-5/16-inch hitch with a two-inch receiver ball is a recipe for disaster.

Prior to loading the trailer, it's a good idea to give it a full inspection, particularly if it hasn't been used in a while. Check [tire pressure](#) as well as tire tread depth; tires may show ample tread, but those with signs of dry rot should be replaced. Attempting to wiggle the wheels and tires from side-to-side may show if wheel bearings are worn, and it's a good idea to pack (non-sealed) bearings with grease annually. Check electrical connections for corrosion, and use dielectric grease on the connector pins to minimize the chance of future corrosion. Inspect wood deck planking for any signs of rot, and replace as necessary. Finally, hitch the trailer to the tow vehicle to double check that all lights (and electric trailer brakes, if equipped) are functioning.

The specific procedure for loading and strapping down a vehicle on a trailer will vary by trailer and the type of ratcheting strap used, but some general guidelines still apply. First, be sure the vehicle's weight is centered over, or slightly forward of, the trailer's wheels. As much as you can, ensure that the side-to-side weight of the trailer is balanced by offsetting tool boxes with things like fuel jugs. When using ratcheting straps that cradle a vehicle's tires, be sure that all attachment points are secure and close enough to the tire to ensure proper operation (per the strap manufacturer's instruction). When using over-the-axle type ratcheting straps, be sure the strap is wrapped around a structural member, but not rubbing against coolant hoses, fuel lines or brake lines. When using ratcheting straps that attach to the vehicle, ensure (again) that straps are attached to strong enough part of the frame to carry the load. As a general rule of thumb, one strap in each corner should be the absolute minimum number used, and placing four wheel chocks (in front of the front wheels and behind the rear wheels) gives additional piece of mind. As a further reminder, the trailered vehicle should be in Park (or in first gear), with the handbrake set.



Properly hitched trailer, showing sway control bar.

Once the trailer is hitched to the tow vehicle, it's a good idea to go through one more safety checklist. Is the load level, or does the tongue weight of the trailer (or the drop of the receiver) need to be adjusted? Are all the electrical connections tight, and do all signals, lights and brakes work as intended? Are the safety chains crossed in an X-pattern beneath the trailer hitch, forming a cradle in the event of a hitch failure? Is the tether for the electric trailer brakes set? Is the nose wheel up and locked, and is hitch securely locked into position? Have the lug bolts on the trailer (and any other fasteners potentially prone to loosening) been tensioned to the proper torque?

As with most tasks, prior proper preparation is the key to safe and successful trailering, and the best way to avoid becoming one of the 68,000 plus motorists involved in trailering accidents each year.

A tip of the hat to Brad Babson for his help in compiling this piece.

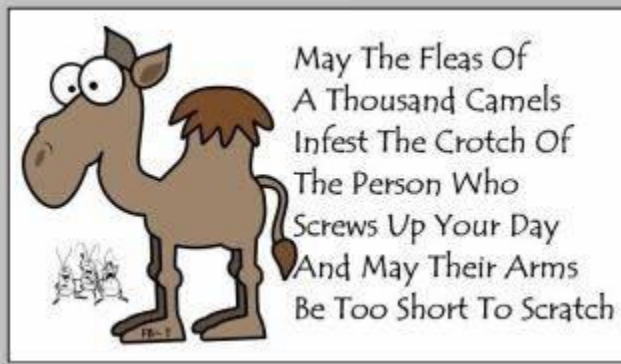
Subject: Some Senior Moments



Secrets to a long happy marriage



A old woman was sipping on a glass of wine, while sitting on the patio with her husband, and she says, "I love you so much, I don't know how I could ever live without you"... Her husband asks, "Is that you, or the wine talking?"... She replies, "It's me... talking to the wine."



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!
- 2.
3. Please include all letters and numbers shown in the car and engine number boxed on the "maker's" plate.
4. TD owners please note that there are three boxes on your "maker's" plate; include the information from all three.
5. If the engine is a replacement, list the number of the engine actually in the car.
6. This information is needed for the chapter's records and to correct and update the Register's files.
7. Incomplete forms will be returned to you via your provided address, for needed corrections.
8. If you have additional MGs, please attach additional forms as required.

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

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

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* 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

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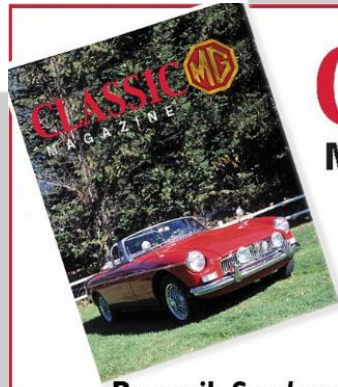
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