

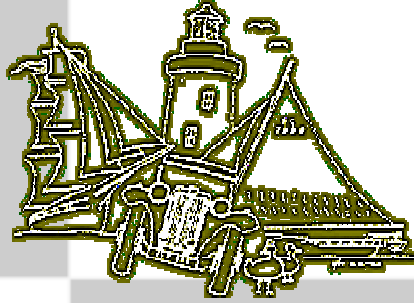
# The Square Rigger

SPRING 2017 Edition  
Published – APRIL 2017



**Southernmost Point, Key West, Florida.**  
**February 2017 Winter Tour**

# 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**

Fortunately, we have experienced a relatively mild winter. The lack of snow not only meant that the weather was warmer than usual but there was less salt used on the roads. Hopefully some of those nicer days were used to drive our MGs.

During the next couple of months we are having two of the Club's main events. The Mini-GOF to be held on May 5, 6 and 7 in Fredericksburg, Virginia is the first event. This three day affair gives us an opportunity to enjoy some good meals as well as socialize with other members of the Club.

The second event, Original British Car Day (OBCD), will be held from 8:00 to 4:00 on June 4 and is the 40th year this event has been held. There will be a guest appearance by John Davis. A special grill badge as well as a dash plaque has been designed for the 40th OBCD which can be seen on our website. They can be bought through the site or at the event.

The Club is looking for a Regalia Chairman. As you can imagine this position is important to the well-being of the Club and provides members and non-members a way to further identify with the MG Marque. If you are interested you can either email me [spenglish@aol.com](mailto:spenglish@aol.com) or call 703-229-3317 to discuss.



A long time member, Louise Tucker, had a spate of surgeries and rehabs resulting from a fall she had in October. Thankfully she is on the mend. Hope to see her at a future event.

One last comment - TSR Editor Maxie Brown will bring the CCNEMGTR to the 21st Century by linking the Club to Facebook. Thank you Maxie.

**Your Chairman, Shaun English**

***Safety Fast!***

## **CHAPTER OFFICERS**

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## **FROM YOUR EDITOR**

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

WOW! Sounds like Club members Milton Babirak, Jim Bradley, John Debelius, Shaun English and Barbara VanOver had a smashing good time in Florida. All the details in this issue of TSR.

Upcoming events include Mini GOF, May 5-7, 2017 in Fredericksburg, Va. and the 40th OBCD event June 4, 2017. Read all about it here! Please feel free to send me photos of these events for the next newsletter.

I have created a new Facebook page for our chapter! Please visit at Chesapeake Chapter of the New England MG-T Register. Post your comments and photos so that we can make our Facebook page more active and interesting.

As always, please send me photos of your cars, articles, stories and other stuff!

*Kindly yours, Maxie Brown*



*Me and Mark livin' it up in the city!*



**Our Club Symbol --- A Real Chesapeake Bay Skipjack**



## CALENDAR OF EVENTS

April 22, 2017	Delaware Valley Classic MG Club Tech Session, Schwab's Garage, Pottstown, PA. For more information, visit <a href="http://www.dvcmg.com">www.dvcmg.com</a>
April 29, 2017 1 p.m.	Fall Ramble planning committee – home of Bryan Sieling & Nanci Edwards, Arlington, Va.
April 30, 2017	Britain on the Green Gunston Hall, Lorton, VA – 9 a.m.-3 p.m.
May 5-6, 2017	MINI-GOF Fredericksburg, Virginia
June 4, 2017	<b><i>The Original British Car Day (OBCD)</i></b>  Lilypons Water Garden, Adamstown, MD – 8 a.m.-4 p.m.
June 12, 2017	TSR Summer Edition - deadline for articles
July 10-14, 2017	GoF West, Santa Maria, California For more information, contact David & Joyce Edgar – <a href="mailto:gofwest2017@gmail.com">gofwest2017@gmail.com</a>
October 27-29, 2017	Fall Ramble Destination to be determined



## **Recent Chapter & Other Events**

### **ANNUAL EAT OUT 2017 - FEBRUARY 5, 2017**

**The Eat Out 2017 at Normandie Farm Restaurant was held on Sunday, February 5, 2017  
The buffet was awesome and the quality of the food was impressive! The annual event was well attended.**



### **CHESAPEAKE CHAPTER WINTER TOUR OF FLORIDA, FEBRUARY, 2017**

**By John Debelius, member #12874**

When I saw the solicitation in the journal for the Chesapeake Chapter's Florida Winter Tour, the crazy idea struck me that I should try it. Escaping winter in Maryland, taking the Auto Train overnight from Lorton, Virginia to Sanford, Florida, and spending 12 days driving around southern Florida; driving scenic back roads through Lake Wales, Sebring, Naples, Marco Island, the Tamiami Trail through the Everglades, and incredible Route 1 down to Key West... it all sounded pretty good to me. The devil on my shoulder said, "Do it." But then the voice of reason offered some very compelling arguments against the idea: It would be decadent to spend 2 weeks doing this; I haven't put much mileage on my '52 TD since I restored it. Could it make a 1,300 mile drive? These are 60 year old cars with Lucas electrical systems -- are we nuts? Besides, I don't know these guys very well -- what if we don't get along? And, was it really a good idea to use up two weeks of leave for this trip?

Against all my better judgment, the devil prevailed, and we set off on February 13<sup>th</sup>, 4 MG TD's (a '51, and three '52's) and a '55 TF. While we each took responsibility for some part of the advance planning (train tickets, routes, maps, hotels, meals, activities, tools and spares), every trip needs an obsessive planner and organizer, and thankfully we had Milt Babirak. Milt thinks about the little things, like how the car jockeys who load and unload cars onto the trains at both ends will figure out how to drive these annoying little beasts with chokes, starter cables, and wooden dowels for accelerator pedals. Remember how stupid you felt the first time you tried to take one for a drive? Milt emailed us printed starting instructions and number tabs to tape onto the dash!



The only mishap on the train was a hub cap knocked off, crunched in and bent out of round by an errant car jockey unloading my car from the train in Sanford. No problem -- they produced an insurance claim form to take care of it, and Shaun English lent me his rubber hammer to beat it back into presentable driving condition. The meals on the Auto Train weren't bad and the rumbling sleeping berth was pleasantly reminiscent of bunks in my sailing days.

Could a lawyer, a stock broker, a high school teacher, a CFO and a judge, of different ages and political stripes, find happiness and common ground on an MG tour? Absolutely. We bonded right away. At dinners we enjoyed the company of our friends, Jim Beam and Captain Morgan; told jokes, learned about each other's lives and laughed about the mechanical or geographical issues of the day.

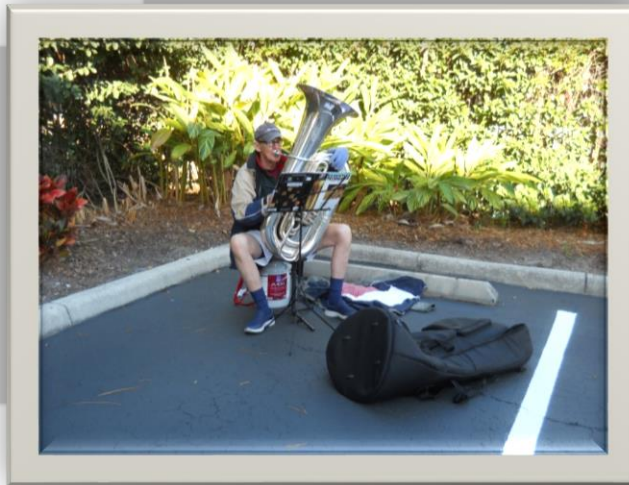


Barbara VanOver was the only woman in our itinerant band. She and her husband John enjoyed their TD and our club for many years before he passed. She had a few Virginia MG friends help prepare her car for the trip and she drove it all over South Florida with us. Barbara kept us civilized and we helped look after her car.



Southern Florida offered many attractions. Coming out of Lake Wales, we stopped to tour Bok Tower Gardens. I had never heard of it, but it was fascinating, with beautifully manicured gardens and a large carillon bell tower built in the late 1920's. We stayed for lunch and a bell concert by the resident carillon player.





We are all individuals with quirks. Jim Bradley removed the passenger seat from his TF to make room for his tuba, which he would play at sunrise in remote corners of the hotel parking lots. The concerts were usually ending when I got back from my morning runs. There is nothing like a morning run to get you in touch with the character of a town, running alongside the railroad sidings, concrete plants and high schools proudly displaying the names of their teams, and seeing local folks riding their bicycles to work, with headlights shining. When I returned from such a run in Clewiston, I found Jim putting his tuba away and Shaun English searching hallway floors and mumbling something about losing his car keys. I thought it best not to dwell on where he learned to hotwire a car, but his delinquent youth paid dividends as I next saw him in the parking lot connecting two alligator clips attached to wires dangling from behind his dash, and starting his car.

We stopped in Naples and toured the REVS Institute, a fabulous race car museum, and we later enjoyed a visit with Milt's cousin Art and his wife Jane in Bonita Springs. The next day, after a wonderful lunch on Marco Island, we experienced some mechanical difficulty with one of the TD's and pulled to the side of the road. Not long after we opened the bonnet and started our diagnostics, a 1949 Wolseley Six Eighty pulled over and a friendly and distinctively Australian (Tasmanian) voice offered assistance.



Postwar Wolseley's were produced by the Nuffield Group, parent company of Morris and MG, and these cars shared many MG parts. The driver was Craig Jones, an engineer by training, a real estate agent by profession, and a lifetime British car enthusiast, who immediately began pulling Whitworth tools out of his boot. He lived a mile away and invited us back to his house to "sort it out." Shaun pattered and sputtered back to his house as I followed, and the others went on to Everglades City to make it before dark.



Craig pulled his Rolls Royce Silver Cloud out of the garage to make room for the TD. You might think that would make us feel like pikers, but Craig was much too gracious a host for that. He put on his greasy clothes and we took apart the carbs. The front carburetor bowl had more gas in it than the rear bowl did, and the brass float didn't quite float, allowing the front chamber to flood.

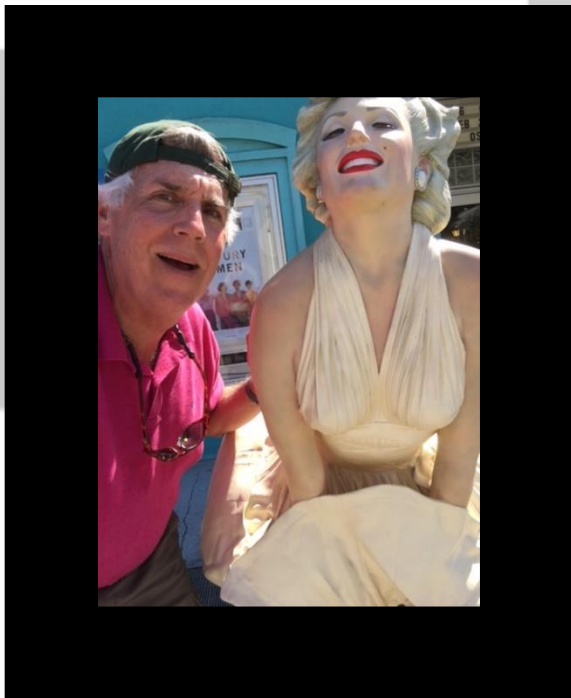


Craig took one of his wife's good china bowls and filled it with boiling water, submersing the brass float in it to identify the leak by the telltale air bubbles. He then pricked it with an ice pick, drained it, soldered it and filed it smooth, allowing us to get back on the road and make it to Everglades City that evening. This really exemplified to me the universal bond of British car enthusiasts. Craig refused payment, but he and his wife, Bronwyn, know they are welcome to dinner and our hospitality when they are in the DC area.



he next day we enjoyed the scenery of the Everglades and toured the Shark Valley Visitor's Center at the Everglades National Park, observing alligators and exotic birds and their habitat stretching as far as the eye can see.

I'll jump over some of the day by day detail to simply say that the Florida Keys were incredible. The memory of the relaxed and very drivable Route 1 through the Keys and over the long bridges between them with vistas of turquoise water and quaint marinas will stay with me a long time. We enjoyed a dinner in Marathon Key with Tom and Melinda Ristvey, snowbirds and club members from Hermitage, Pennsylvania.



We ran into Marilyn Monroe in Key West. She seemed affable, but a little stiff. Barbara couldn't resist posing with the marker for the southern-most point in the continental U.S.





In Lake Placid, Milt called ahead to the restaurant and arranged for a cake to celebrate the 66<sup>th</sup> birthday of his '51 TD.

Toward the end of our trip, we toured the show field of an AACA car show in Ocala and accepted an invitation from John Spadaro to enjoy the hospitality of three local British car clubs for their informal show and picnic in Mt. Dora.



We were warmly welcomed and fed. Our hosts humored us and posed with our banner, and Milt presented them with a grill badge from our club.





It was at that picnic in Mt. Dora that we found an interesting TC, owned by Glen and Jill Moore, and set up for racing many years ago with a Wolseley engine.



Well, in sum, my pre-trip concerns were not realized. The cars ran well, other than a few electrical poltergeists, a leaking float and a fuel pump (we bolted in a spare and kept on rolling). Our cars did develop a taste for non-

ethanol gas (REC 90), which is plentiful in Florida due to the proliferation of boats, and will now have to be weaned off of it.



We only had one full day of rain and a day of sporadic showers. Some wipers worked and some didn't, but kudos to Rain-X and the manual operation feature of the wiper motors!

Bottom line, would I do this trip again? In a heartbeat. This was the third year for the trip, but it was my first. The geography, routes and activities are changed up each year to keep it interesting. I'm already looking forward to the next one. If you thought about going on this year's tour and didn't, don't make that big mistake again.



Come with us next year.

John Debelius, member #12874

## **IN APPRECIATION; JOHN & SHARON SPADARO**

By: Milton Babirak

John Spadaro and his lovely wife, Sharon, are MG owners and enthusiasts. They live in Eustis, Florida, in the central part of the state, west of Orlando. Some of you may know the area because you've heard of the nearby retirement town called "The Villages." Others may have visited there on a winter vacation. John is a native of central Florida and loves it.

Back in 2015, when the Planning Committee for the Winter Tour 2016 began to plan the Tour to central and south Florida, I was referred to John because he was a local MG guy. He was very helpful and had many ideas that we incorporated into that Tour in January 2016. Later that year, when the Planning Committee began planning the Winter Tour 2017, John stepped up again with more great ideas. One of those ideas was to hold a joint picnic and car show with the five members of the Chesapeake Chapter on the Tour and about three other British car clubs from central Florida. He planned the event for nearby Mt. Dora, Florida at Griffin Park for Saturday, February 26, 2017. The picnic and car show were a great success with perhaps 50 local people attending from the three car clubs and quite a few cars. John and Sharon had a couple of charcoal grills blazing for hot dogs and hamburgers and several coolers filled with refreshing beverages. The event lasted for hours. We shared good food, good company and many wonderful stories of cars, driving and life.

For all that, I want to thank John and Sharon. As an expression of appreciation and on behalf of the Chesapeake Chapter.

## **UPCOMING CHAPTER & CHAPTER RELATED EVENTS**



**20th Annual Britain on the Green**  
**April 30, 2017**



The Capital Triumph Register is proud to announce that the 20th Annual Britain on the Green (BOG) will be held at historic Gunston Hall, the colonial home of patriot George Mason, on April 30, 2017. BOG, which welcomes all British cars and motorcycles is now well-established as one of the premier all-British shows in the metropolitan DC area.

Mark your calendars now and plan to attend as we expect this year to be the best ever! In addition to hundreds of beautiful British vehicles on display, we'll have live music, a Food Truck Alley, a sponsor/vendor Midway for your automotive needs, activities for children, and tours of the Gunston Hall mansion and gardens for participants and spectators.

Participant's Choice honors will be awarded in 25 or more classes of British cars and motorcycles. There will also be a number of special awards including Best Resto-Mod, Best Survivor, Best Display, and of course, Best of Show. Finally, we will have a special 20th Anniversary Award and Hagerty Youth Judging.

So please plan on joining us on April 30th for the 20th Annual Britain on the Green. It is a great day to bring out your car, celebrate the arrival of spring, and kick off the British car show and driving season with friends, family, and fellow enthusiasts.

Online pre-registration is scheduled to open on February 15th. Remember, pre-registration speeds your entry, ensures your place on the show field, and determines classes and awards. In addition, pre-registrants receive the collectable 20th Anniversary show poster by famed artist Joseph Craig English. All for \$25, a savings of \$10 from Day-of registration.

Further information on Britain on the Green can be found at:

<http://www.capitaltriumphregister.com/bog/>

**Location:** Gunston Hall, 10709 Gunston Road, Lorton, Va. 22079 - <http://www.gunstonhall.org/>

**Date/Time:** April 30, 2017 – 9:30 a.m. – 3:00 p.m.

**Sponsored by:** Capital Triumph Register

**MINI-GOF**  
**MAY 5 AND 6, 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 – [dlsres@yahoo.com](mailto:dlsres@yahoo.com). Hope to see you all in Fredericksburg!

## **The Original British Car Day (OBCD)**

**40<sup>th</sup> Annual Meet**

**Sunday, June 4, 2017**

**Lilypons Water Gardens - Adamstown, Maryland**



**[Our New Car Badge for the Upcoming 40<sup>th</sup> Anniversary of OBCD!!](#)**

A limited number are available for sale at \$50 each, including first class postage in USA. Make check payable to CCMGTR c/o Michelle Cattaneo, 772 Oak Grove Circle, Severna Park, MD 21146

The Chesapeake Chapter of the New England MG "T" Register is proud to invite you to the 40<sup>th</sup> meet of **The Original British Car Day**. This very special annual event is held for the enjoyment of all British car and motorcycle enthusiasts. A portion of the proceeds will be donated to the Benedictine School which provides educational, residential and vocational services for children and adults with disabilities.

This year's Featured Marque will be the Jaguar. In honor of this marque we will be featuring a very rare 1936 Jaguar SS 100 model which will be on display for all to enjoy.

Our honored guest this year will be John Davis. John is an Emmy® Award-winning host, executive producer, and creator of MotorWeek, television's longest running automotive series. He is one of the most trusted and recognized automotive journalists in the nation and will be available to talk with participants and car enthusiasts throughout the day. John will also be posing for photographs with participants' vehicles and signing autographs, and will present the Best in Show Award.

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

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

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



[1936 Jaguar SS 100 model](#)

# Fall Ramble 2017 Planning is Underway!

## October, 2017

Planning for an exciting and enjoyable 2017 Fall Ramble will launch with a meeting scheduled for Saturday, April 29 starting at 1:00PM at the home of Bryan Sieling and Nanci Edwards, 632 S. Highland St., Arlington. The Fall Ramble planning team at this point consists of Barbara VanOver, Shaun English, Milton Babirak, Bryan and Nanci, and John Williams.

We welcome more participants from the membership this year. Planning for the Ramble is fun and exciting. The planning group comes away from each year's preparations with a strong feeling of accomplishment in having provided the Chapter membership with a great experience for both humans and their mechanical companions. If you would like to help with route planning, accommodations, menu planning or any of the other numerous details, please contact Milton Babirak (703) 501-7924 or John Williams (703) 362 7005. In particular, the Planning Committee would welcome fresh ideas or approaches that would add to the overall experience. Anyone wishing to volunteer can spend as much or as little of his or her time as they wish. As payback, we promise a fun and satisfying experience.

### **LET's GET DRINKING (I'm tired of cooking)**



### **Grapefruit Mimosas for a Crowd**

*Serves 6 to 10*

3 cups unsweetened grapefruit juice, chilled  
One (750-milliliter) bottle dry sparkling wine, chilled  
8 to 10 kumquats

Fill a champagne coupe or flute about 1/2 full with grapefruit juice, then top off with dry sparkling wine and stir lightly.

Make a slit lengthwise in a kumquat and slide it on the edge of the glass. Serve (and sip) immediately.

*Non-alcoholic note:* For a non-alcoholic sparkler, replace the sparkling wine with chilled tonic water.

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## **INTERESTING ARTICLES, TIDBITS & TRIVIA**

### **Jumping In With Both Feet – Restoration of My 1949 MGTC – Installment Nr 11**

#### **Reporting Progress on Steve Woodall's 1949 MGTC**

Since the FALL and WINTER editions of The Square Rigger --- with the always important help and advice of Charlie Adams --- good progress has been made on completing the restoration of the engine compartment of my 1962 MGA 1600 Mk II --- in fact, engine light day (success!) was on the 15<sup>th</sup> of March, and as of this writing (typing!), all that remains before taking it out on the road is adjusting the bonnet latch --- so we can close the bonnet with confidence that we can actually reopen it when needed --- and then replacing the grille!

Work on completing the MGA this winter stretched out much farther than we had planned in December, due to more work and travel (not all bad) than expected, and other exigencies of the moment which have arisen. Life intervenes, as they say!



**MGA's Restored Engine Compartment**



**Running 1949 MGTC Chassis, Ready to Complete**

However, the moment that the MGA escapes from the shop, the MGTC will return to the shop and the lift, to be reassembled and completed at last! The grill frame and windshield frame, the remaining "longest poles in the tent," are now off in Pennsylvania to be re-chromed, and should be completed in May (long queue therein PA). All other parts needed, including the new interior components, are in hand. The seats are in decent condition, but I plan to get them professionally recovered with a dark grey leather, to contrast with the dark silver body, black fenders, and the new black interior and three-window top.





**Bonnet Segments all Ready to Go**



**Fenders, Doors, and Running Boards all Ready**

I will do my best to have a completed MGTC to share with you in the SUMMER edition of The Square Rigger in June 2017!




# MG T Tech

By: Charlie Adams

## MG TD Engine Modification

I'm using a plan devised by MG in the 1950s for raising a little more power from the engine I'm building for my TD. The following is an excerpt from the MG tuning manual which I've adapted for my rebuild. In addition, I've also relied on the excellent 1968 booklet by WFK Wood entitled "The XPAG Engine, Data, Service, Super-tuning." I've also received advice from members of the MG Enthusiasts web-site.



### Stage 1.

#### Higher Compression Ratio Tuning (8.6 to 1)

The engine is raised to 8.6 to 1 compression ratio by removing  $\frac{3}{32}$ " from the cylinder head face.

The standard head is 76.75 mm. thick ; the finished thickness after machining should be 74.37 mm.

Remove any frazes left, and polish, but do not grind out the combustion chambers as these are already quite clean and are machined nearly all over.

Make sure the gasket edges do not overlap the combustion spaces.

The ports may be ground and polished, but should not be ground out so heavily that the shape or valve choke diameter is impaired.


The inlet port outer separating stud boss may be ground away slightly—about  $\frac{1}{16}$ " off each side (still maintaining its streamline shape)—so that oblong ports are obtained,  $1\frac{3}{16}$ " high,  $\frac{31}{32}$ " wide (minimum).

Do not remove this boss completely or it will affect mixture distribution.

Match up, by grinding, all the exhaust and inlet manifold ports with the cylinder head ports.

Grind out and polish the inlet manifold, also matching the carburetter bore.

- Use standard cylinder head gasket.
- Use  $\frac{3}{32}$ " thick  $\times \frac{3}{4}$ " O.D. washers under cylinder head nuts (to correct for reduced head thickness).
- Use 4 rocker-shaft bracket packing pieces. (Fitted under base of bracket to correct the rocker adjustment.) M.G. Part No. M.G. 862/459— $\frac{1}{16}$ " thick mild steel with 3 holes to match base of bracket.
- Use fuel 50% petrol, 70 or 80 octane, and 50% benzol, or for sustained power use 25% petrol and 75% benzol.
- Plugs : Use Champion L.A.11 or Lodge R.49.



- Use carburetter needles E.S.—Jet .090".
- Tappet setting : .022".
- Ignition setting : T.D.C.
- Use standard  $1\frac{1}{4}$ " carburetters.

The engine should then give the following brake horse-power :—

B.H.P. :	R.P.M. :
11.3	1,000
23.5	2,000
38.0	3,000
49.0	4,000
58.0	5,000
60.0	5,500
60.0	6,000

# Eagle adds Spyder GT to its list of beautiful bespoke machines

Viknesh Vijayenthiran

[MotorAuthority](#) January 30, 2017

Eagle is a company that should be on your radar. The reason? Eagle is responsible for turning out truly lovely machines, and it's all based around the forever iconic Jaguar E-Type.

The British firm takes existing E-Types and either [refurbishes them or upgrades them](#) into even more intriguing machines. The aim is to maintain the character of the original E-Type while adding reliability, safety, and performance.

Eagle's latest upgrade is called the Spyder GT. It joins the company's lineup alongside the Eagle E-Type, Eagle Speedster and truly stunning Eagle Low Drag GT. Compared to those other cars, it has a folding roof so you can choose top-down motoring or seal it up if the weather isn't playing as nicely as the car does.

**ALSO SEE:** [Unseen footage reveals what it took for the McLaren F1 to hit 240.1 mph](#)



Eagle Spyder GT build

Under the long hood is a heavily breathed upon version of the E-type's original inline-6. Displacement is up from 4.2 liters to 4.7 courtesy of a bored-out block. This helps boost output to 330 horsepower and 340 pound-feet of torque—enough to dish off 0-60 mph times in under 5.0 seconds.

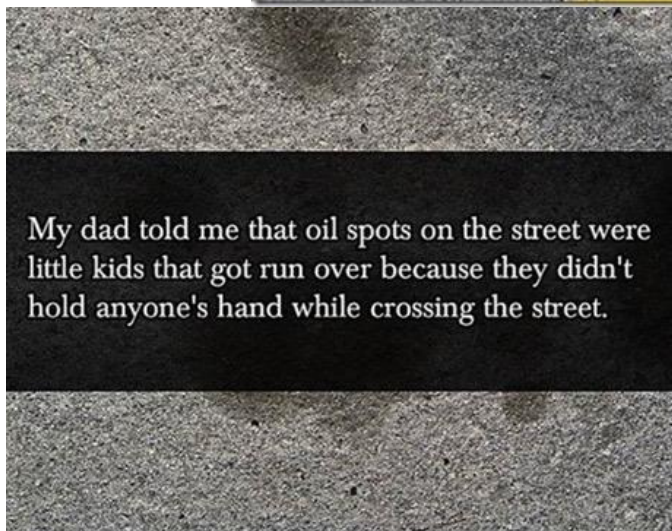
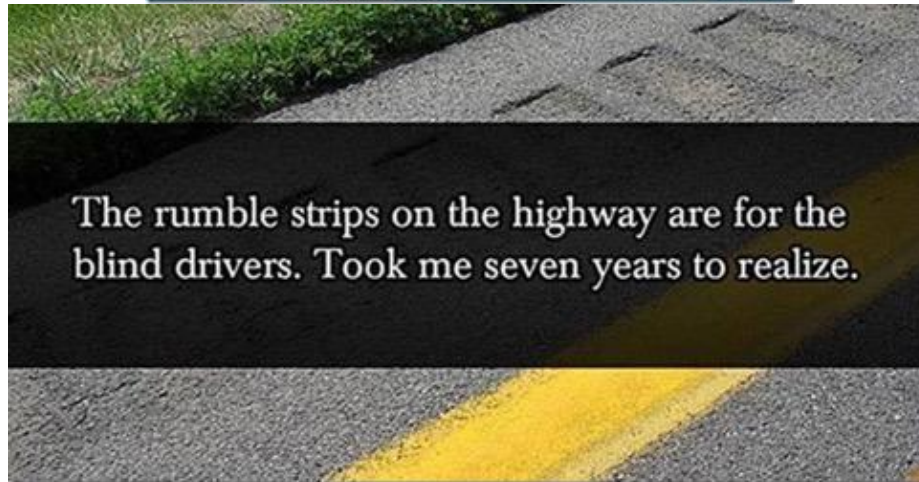
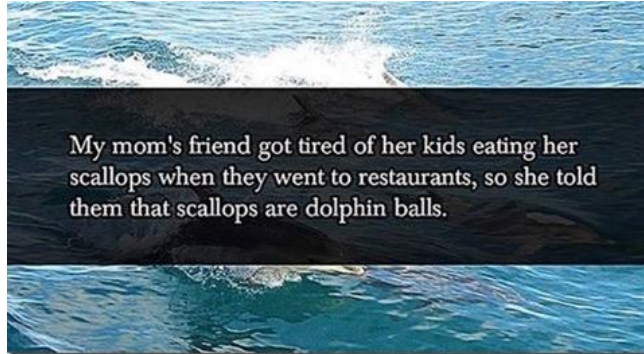
This extremely limited-production machine will incorporate the desires of its buyer. Each car will certainly become a one-off as we'd imagine that no two Spyder GT buyers will choose to outfit their cars the same. Sure, a number of folks will probably (rightly) opt for British Racing Green exterior paint. The other options though are likely to help each one stand apart just the right amount.

Regardless, the cars will cost you a small fortune, partially due to the current classic car craze. The starting price of the Spyder GT is a staggering £834,000 (approximately \$1.05 million). But what you end up with is not only a unique car but also one of the most beautiful on the road.

Start the conversation



## HUGE LIES THAT PARENTS TELL THEIR KIDS...



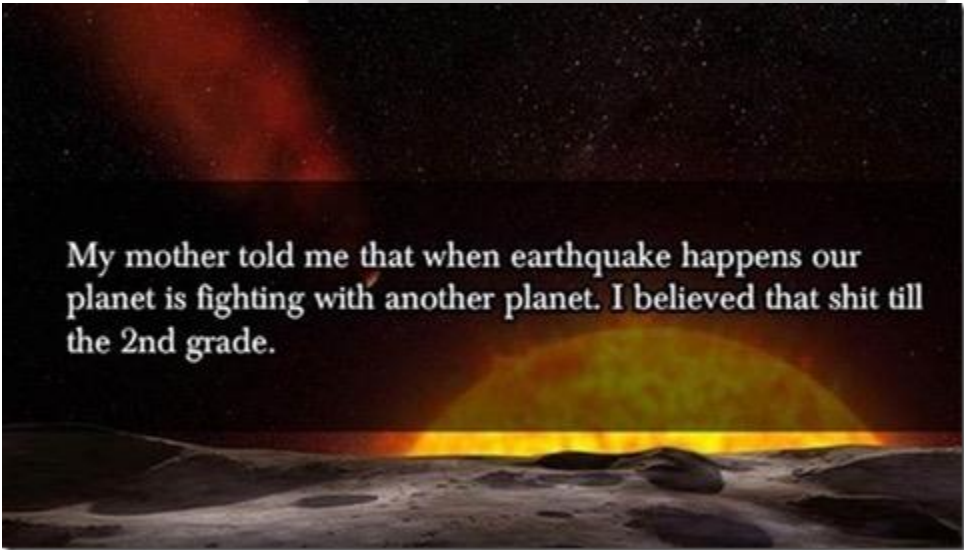





If the ice cream truck is playing music, it means they have run out of ice cream.



My dad told me that if I swallow chewing gum my poops would bounce up and down in the toilet. I cried when I swallowed some gum.




My mother told me that when earthquake happens our planet is fighting with another planet. I believed that shit till the 2nd grade.




Oh no this isn't Cola it's black water you wouldn't like it.





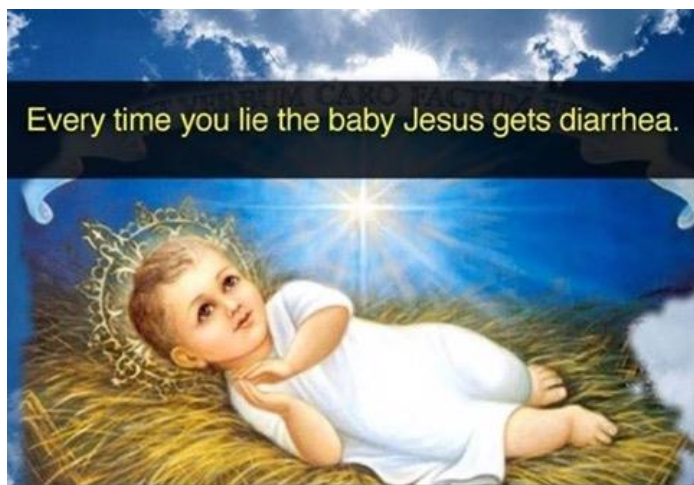
My dad told me that pushing the seat recline button on an airplane helps the plane take off, and that if not enough people push it the plane would crash.



People get 10,000 words per month. If you reach the limit, you can't physically speak until the new month begins. Anytime I was especially talkative, Dad would say, "Careful now, I have to think you are up over 9,000 by now." That would shut me right up.

When I was little, my dad told me that Pulp Fiction was a documentary on oranges because he didn't want me to watch it.





**If you lied to your children, they are going to tell you when you grow old that the nursing home is a Sandals Resort.**



## THE MIND DIET (10 best foods)

Green leafy vegetables	Nuts	Blueberries	Beans	Salmon
Poultry	Olive oil	Red wine ☺	Whole grains	Red meat

### Chesapeake Chapter Membership Registration Form

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

#### Additional Notes:

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

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

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



The NEW ENGLAND MG 'T' REGISTER, LTD.

THE CHESAPEAKE CHAPTER

MEMBERSHIP REGISTRATION FORM



☐ Renewal

☐ New Member

**PERSONAL INFORMATION**

Date: \_\_\_\_\_

Full Name: \_\_\_\_\_ Spouse or other: \_\_\_\_\_

Address: \_\_\_\_\_

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

E-mail: \_\_\_\_\_

**MG INFORMATION**

(1) MG Model/Type: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

(2) MG Model/Type: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

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

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

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

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

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

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

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

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

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

Revised: April 25, 2013

## **TSR Advertisements**



**Our new 40th Anniversary Grille Badge is available for sale now in limited quantities at \$50 each! This includes first class postage in the USA.**

**Also for sale is our full color, limited edition 40th Anniversary, 3x4" Dash Plaque, \$5 each, postage included.**

**Make check payable to CCMGTR and mail to:**

**Michelle Cattaneo, 772 Oak Grove Circle, Severna Park, MD 21146**

**Grille Badges and Dash Plaques will also be on sale at the 44th Mini - GOF, and the 40th OBCD, while supplies last.**

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**For sale:** Backyard Buddy, 4 post free standing hydraulic lift. 7000 lb capacity for the home. It is the Standard Model. Extras include drip pans and dolly. Only 3 years old and used very little. The manufacturer website is <http://www.backyardbuddy.com/> . It is disassembled and ready for pick-up. Asking \$3000 or best offer. Please contact Dave for appointment to see. Mobile (571) 235-7717.



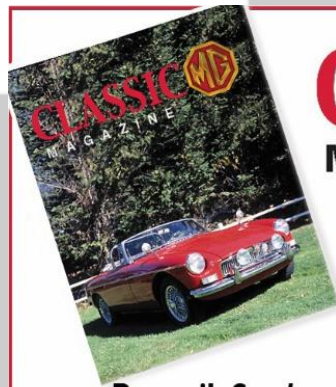
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**ALERT! We need a new database administrator for OBCD! Please contact John Tokar for additional information - (410) 775-0500 - [jtakar51@verizon.net](mailto:jtakar51@verizon.net)**

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Editor's Note: Members of the Chesapeake Chapter of the NEMGTR are encouraged to submit classified ads free of charge to the Editor via e-mail or snail mail at one of the addresses shown on page 2. Photographs are also accepted --- digital pictures are the easiest to deal with, however! Please let us know the results of your ad (did you make the sale, or find what you were looking for?). Also, let the Editor know whether you want it to appear just once, or in follow-on issues of our TSR Newsletter.





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