

# The Square Rigger

WINTER 2017 Edition  
Published – January 2017



**Club member Steve Woodall in his Carriage House Shop with 1949 MGTC aloft. Steve and Nancy's story is a joy to read in this TSR Edition.**

# 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**

Welcome to 2017.

The Chesapeake Chapter of the New England MGT Register will begin 2017 activities with the annual Eat Out held at the Normandie Farm Restaurant in Potomac, Md., on February 5th from 11:00 to 1:30. It has traditionally been a time after the holidays for newer members to meet other members, as well as provide an opportunity for members to reacquaint themselves. Additional details are within this edition of the TSR.



Also in February the Winter Tour 2017, which has become an annual event, takes place. This year there will be as many as 6 MGT's traveling together and enjoying the sights and sunshine starting on February 13th, 2017. (The cars are transported on the Auto train from Lorton, VA to Sanford, FL in case you were wondering.) The group also meets up with other MG enthusiasts while in Florida.

On May 5-6, 2017, the Mini-GOF takes place. This year's event will be held in Fredericksburg, Va. Dick and Debbie Shepherd are hosting the event and promise a great time for those attending. This area of Virginia is surrounded with Civil War sights as well as many back roads suitable for MGT's. More information appears in the TSR as the event approaches.

On June 4, 2017, the Chapter will celebrate the Original British Car Day 40th Anniversary. The event will benefit the Benedictine School in Ridgely, Md. as well as feature John Davis, host, executive producer and creator of MotorWeek. This year the featured marque is the Jaguar. Ralph Cattaneo has been working on this special event for over 18 months and it is expected to be a super affair.

During the last weekend of October, the Fall Ramble usually takes place. The venue has not yet been determined but will be posted in a future TSR.

The Club is pleased to announce that John Tokar has assumed the position of Vice-Chairman of the Club while Kyle Babirak and Eleanor Lindsay will co-chair the Club Historian slot. Volunteering to fill these positions is greatly appreciated and their pictures and bios are in this issue of the TSR. The position of Regalia Chairman still needs to be filled. If you would like to volunteer please let me know.

**Your Chairman, Shaun English**

***Safety Fast!***

## **CHAPTER OFFICERS**

### **Chairman**

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Lin Snider (Acting)  
**(Volunteer Needed!)**

### **Technical Advisor**

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## **FROM YOUR EDITOR**

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

Club member Steve Woodall highlights TSR Winter cover page. Inside this Edition is Steve and Nancy Woodall's incurable MG virus! ☺ A delightful and wonderful story!

On a personal note, Mark and I hosted Christmas at our home .... We had a lovely dinner and danced the night away with family and friends! 2016 was a swell year but I think 2017 is going to be even bigger and better! There are many fun events coming soon, such as the Winter Eat Out, Florida Trip, and Spring Mini-GoF. The epic upcoming 40th OBCD event will be held on June 4, 2017. Read all about it here!

Welcome and thank you John Tokar as our Vice Chairman. Also welcome Historian Co-Chairs Eleanor Lindsay and Kyle Babirak and thank you for serving.

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 in Mexico!!*

## WELCOME NEW MEMBERS & MEMBERSHIP UPDATES



Please welcome new member Mr. Brad Purvis of Toano, Va., to our Chapter. Brad owns a 1953 TD/C (Mark II), which he is restoring. He is active in the Williamsburg area T Series group and already knows a couple of our members. On his membership registration, he has indicated his interest in Tours, Tech Sessions, Car Shows and the Newsletter.

We are delighted to welcome our newest member and potential future newsletter editor. 😊

## WELCOME NEW VICE-CHAIRMAN JOHN TOKAR



John has had a passion for British cars and has been collecting and working on them since 1969. He joined the NEMGT Register (member #5491) and The Chesapeake Chapter in 1984 and has been an active member in good standing for over 32 years. During this time John served as Chapter Chairman, Vice Chairman and Technical Advisor. John has also loyally served as an Original British Car Day volunteer and served as British Car Day Chairman from 2001 to present. John has also attended a number of GOF's and served as Chairman of a Mini GOF held in Frederick, Maryland in 1998.

As Technical Advisor for our Chapter from 1995 until 2003, John has published technical articles in the "Square-Rigger" and held several Tech Sessions at Vintage Restorations Limited, a shop that John owns in Union Bridge, Maryland. These sessions are very successful and have been beneficial to Chapter members. Keep on giving us expert advice John!

As Vice Chairman of The Chesapeake Chapter John will strive to keep our club viable and healthy, focusing on the expansion and continued success of The Original British Car Day and increased member participation.

## WELCOME NEW HISTORIAN CO-CHAIRS KYLE BABIRAK & ELEANOR LINDSAY



Kyle recently graduated from Roanoke College in the spring of 2016 with a degree in environmental studies. Currently, he resides in Arlington, VA and is working for CDM Smith, an environmental design firm based in Boston. Kyle has been a fan of cars ever since his father, Milton Babirak, bought and restored a 1951 MG TD. Ever since then, Kyle has dreamed of one day restoring and modifying a Rolls Royce Silver Cloud II, a Land Rover Defender, or a Jaguar Mark 2. Kyle currently drives a 2010 Volkswagen Golf GTI and plans on buying a Volkswagen Golf R in early-2018. Kyle is also a fan of automotive racing series including Formula One, the World Endurance Championship, and the World Rally Championship. When not discussing cars, Kyle can be found writing for a blog, restoring vinyl records, or cycling one of the many bike paths in Northern Virginia.



### *Eleanor's story:*

During my husband's college days, Dale was always enamored with the T Series MG's. Years later, when it came to celebrating his 30th birthday, I decided to have a huge Surprise Party for him, and I wanted to present him with a special gift. The gift turned out to be our 1952 right-hand-drive, MGTD. I had it imported from England....and THAT in itself...is a whole other story.

From that moment on, that little car has directed and changed our lives, in the most wonderful and unexpected ways. After driving the "T" for 18 months, Dale decided to tear it down and do a bottom up restoration. Originally, she looked good....but was really a good paint job over a deteriorating body.

As we all know, restoring a "T" can be a bit of a challenge....especially to one who has never been involved in such an undertaking before. Dale tried to find other MG enthusiasts, hoping to find some help with the project. It was this need that brought us to the "NEMGTR" Car Club as well as the newly formed Chesapeake Chapter.

Next, our "T", and the car collecting enthusiasm of the club members led us to collecting other classics, including two 1960 vintage Bentleys. One of them was used to bring our new born daughter, Michelle, home from the hospital, in 1979. It was around this time, that we visited car club members, John and Barb Van Over, at Barb's parent's beach house at Broadkill Beach, near Rehoboth, in Delaware. We fell in love with the private beach area, and decided to trade in the Bentleys for a piece of waterfront property at Broadkill. We transferred our energies from restoring and showing cars, to building a beach house, for our family. 32 years later, we are still enjoying the beach that our "T" led us to.

In looking back, I must state that among all the adventures and blessings that our "T" has brought to us, the VERY BEST of all is the camaraderie and friendships that we have enjoyed since 1976. There are no finer folks on earth.

As Club members, Dale and I shared various involvements, including Regalia Chairmen, Mini-Gof's, car rallies and many other fun outings. In 1979, we became Co-Chairmen of THE ORIGINAL BRITISH CAR DAY. We were lucky to find the beautiful venue of Allen Pond Park, in Bowie, Md., for the site for the show. Over the years, this is where the show grew from a field of 20 some cars, to hundreds.

I am looking forward to continuing the job that others have started, by keeping all of the Club pictures and newsletters...in the Club's archival albums ....while Kyle uploads pics for us to see on our website and takes on the job of events photographer.

## **IN MEMORIAM AND PERSONAL NEWS**



William "Bill" Grovermann passed away on November 9th, 2016. He was being treated for sarcoma cancer and died at Hospice of Chesapeake from an infection due to the radiation treatment. He celebrated his 84th birthday on October 18th. Bill owned a 1955 MG which he used to tour Europe when not on duty in the Army serving as a generator mechanic for a MASH unit in Germany.

Bill was a past President of our club and was very active in club activities, participating in various rallies both as a driver and designer of these events. Our sincere condolences go out to Bill's family.



## William F. Grovermann

William Grovermann passed away on Wednesday, November 9th, 2016. He was being treated for sarcoma cancer and died at Hospice of Chesapeake from an infection due to radiation treatment. He celebrated his 84th birthday on October 18th.

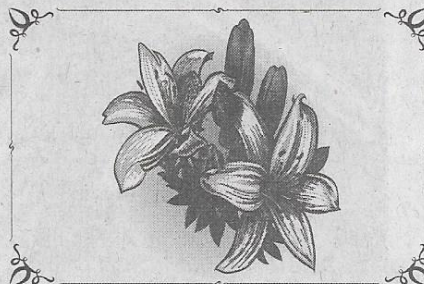
Bill was born in Washington DC at the family home on Klingle Road in 1932. He grew up with his grandparents in Benedict, Md until he graduated from La Plata High School in 1951. During the summer he hired out to local businesses and construction crews and helped build the Route 231 bridge over the Patuxent River. He spent 18 months in the Coast Guard Academy and then was drafted in the Army serving as a generator mechanic for a MASH unit in Germany. During his time in service he bought a 1955 MG which he used to tour Europe when not on duty.

Upon his return to the states with his beloved car, he enrolled in the University of Maryland to pursue a degree in mechanical engineering and graduated in 1959. He was a member of the local MG club and participated in various rallies both as a driver and designer of these events. He married his first wife, Frances Osborne and lived in Washington DC. They had one daughter, Kimberly in 1961. Soon after they divorced, Bill moved to Annapolis and became involved with Historic Annapolis and the restoration of historic properties in the downtown area. He oversaw several projects including the Shiplap House, Paca Gardens, 77-79 Main Street and the Market House as well as many others around Annapolis. He met Norma M. Dale in 1972 and they wed two years later on Sept 5, 1974. Together they opened the first B & B in Annapolis on Prince George Street. Their last project together was Howard's Inheritance which was completed in 1999 and their residence until their recent passing.

Bill also worked for the Maryland Historical Trust on various projects including inspection of properties being considered to receive state grants. He also enjoyed sailing on the Chesapeake and any opportunity to be on the water.

He is survived by his daughter, Kimberly Hunt and step children Jeffrey Dale, Robert Dale and Marina Dale-Passano and numerous grandchildren, step grandchildren and step great grandchildren. His ashes will be interred in Maine with Norma.

An informal gathering is planned at Howard's Inheritance on Saturday, December 3rd from 10am - 1pm to remember his life and contributions in Annapolis. Light refreshments will be served. 721 Howard's Loop, Annapolis, Md. 21401. In lieu of flowers, gifts may be given to Hospice of Chesapeake, 90 Richie Highway, Pasadena, MD. 21122.







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

	<h2 style="text-align: center;">CALENDAR OF EVENTS</h2>
January 14, 2017	MG Car Club Washington D.C. Annual Club Awards Banquet @ PJ Skidoo's (Ted Whitehouse 301-229-3203)
January 21, 2107	OBCD Appreciation Luncheon Union Bridge, Maryland
February 5, 2017	Winter Eat Out Normandie Farm Restaurant, 10710 Falls Road, Potomac, Maryland
February 11-27, 2017	3rd Annual Florida Winter Tour
May 5-6, 2017	MINI-GOF Fredericksburg, Virginia
June 4, 2017	40th Official British Car Day (OBCD)
October 27-29, 2017	Fall Ramble Destination to be determined

## Recent Chapter & Other Events

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

Antrim 1844 Inn, Taneytown, MD

The Fall Ramble was held on October 28-30, 2016 at the Antrim 1844 Inn in Taneytown, MD. The event started with the Friday drive followed by a complimentary full English afternoon tea in the Hotel garden. Saturday was a fun filled day and a great lunch at Shamrock's Restaurant in Thurmont, MD.

We were treated to after dinner speakers on both Friday and Saturday nights. Lin Snider talked about Civil War medicine after dinner on Friday. Steve Woodall talked about the recent publication of his new book, *Strategy with Passion*, after dinner on Saturday. Both presentations were fabulous and Steve's book is highly recommended. You can buy the book online at Amazon. However, Steve tells me if you find the book on Amazon and click "Look Inside," you can read the book for free! A great weekend was had by all!



2016 Car line-up



Milton & Louise Babirak looking classy



John Debelius & Donna McBride are ready to ramble



Jim Bradley is ready for the day's adventure

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## MID-NOVEMBER CLASSIC CAR PARADE

November 19, 2016

### St. Michaels Thanksgiving Day Parade

On November 19, 2016, the Saturday prior to Thanksgiving, the St Michaels' Classic Motor Museum held their annual parade. This year there was one high school band, no horses (nor their "emissions") and over fifty classic cars in the parade...my kind of parade! Three Chesapeake Chapter members are long-time devotees of this parade: Shaun English, Milton Babirak and Jim Bradley. Shaun could not make it this year, so Jim and Milton represented the Chesapeake Chapter. The Chapter and the Museum have a special relationship. The Chapter was the first car club to financially support the Museum and the Museum will be the only classic car museum in the immediate area served by the Chapter.

On that Friday morning, November 18, we met at the entrance to Route 50 from the Beltway and trailered from there to St Michaels on Friday morning. Milton had arranged for us to leave our trailers outside of town with Bill Moyers, one of the board members of the Classic Motor Museum. Bill has a very nice purpose-built garage with a MG YT, MGTD, MGA and a prewar Plymouth as well as lots of automobile memorabilia. Steve Woodall would have enjoyed seeing it. With our trailers safely set aside, we proceeded into St Michaels and checked into Cathy Stinchcomb's and Tad DuPont's Two Swans Inn, where as part of the accommodations this year, as with last year as well, we were able to store our MGs overnight inside one of the work sheds on their boat yard property.

Saturday was a beautiful Fall day, clear and cool but sunny. The sidewalks were full with an appreciative crowd and the parade ended in the parking area at the Classic Motor Museum. The Museum had just completed construction of its main building to house classic cars for display. The building was open for inspection by the parade participants and the local community. At the Museum, the good times continued with another impromptu car show and buffet style lunch for all. Great hosts, great food and drink and great fun!!

Later that Saturday afternoon, we drove to Oxford and relaxed with a drink on the porch of the Robert Morris Inn, checked out a local marina, returned to St Michaels for dinner at a terrific Italian restaurant and ended the day with more tuba practice (Jim, not Milton). Our return over the Chesapeake Bay Bridge found winds at the Bridge were a steady 30-39 knots, gusting higher and blowing out of the northwest directly against the broadsides of our trailers. The posted speed limit on the Bridge is 50 mph but we could only do about 40 mph. It was a white-knuckle crossing but we made it.

It was a very nice weekend. With the relationship firmly established between the Chapter and the Classic Motor Museum, we expect to repeat our participation in the years to come. Please join us for the 2017 Thanksgiving parade.



*Milton Babirak is ready for parade fun!*

# SCOTTISH CHRISTMAS WALK PARADE

December 3, 2016

Alexandria, Virginia

Several of our club members participated in this year's parade in Alexandria, Virginia. It was a great day for a parade, clear and cool. What a large and enthusiastic crowd along the full length of the parade route.



**Frosty the Snowman loved riding in Jim Bradley's TF.**



**John Hambleton and his black TD gave Santa and reindeer a much needed lift!**



# **UPCOMING CHAPTER & CHAPTER RELATED EVENTS**

## **OBCD Appreciation Meeting & Luncheon**

Greetings to all! To say thank you to those who helped put on OBCD 2016, there will be a luncheon in January. This year's luncheon will be held in a private room at about noon on **Saturday, January 21, 2016** at the Buttersburg Inn in Union Bridge, Maryland 2179. You can visit [www.thebuttersburginn.net](http://www.thebuttersburginn.net) for directions.

Following the luncheon we will hold a short meeting to discuss progress and plans for the 40<sup>th</sup> Annual OBCD 2017. We appreciate your support and welcome your ideas and comments on how we can make our 40<sup>th</sup> annual OBCD the best event ever! If you plan to attend, please contact John Tokar by e-mail or by telephone at 410-775-0500 to RSVP before January 14<sup>th</sup>. If you believe that someone may have omitted from the invite list, please forward this email to them.

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

**Eat Out 2017 at Normandie Farm Restaurant**

**Sunday, February 5, 2017**

**11:00 - 1:30**

**Buffet**

**Cost: \$40.00 per person (including tax and gratuity)**

**Web site [www.popovers.com](http://www.popovers.com). Please RSVP by January 31 and remit checks payable to: Shaun English, 9813 Brambly Lane, Alexandria, VA 22309. Questions: 703-229-3317 or [spenglish@aol.com](mailto:spenglish@aol.com)**

**Direction: From I 495, DC Beltway, exit #39 MD Route 190, River Road, Three miles west to 2nd Potomac Village signal, right onto Falls Road, MD 189, approximately one mile on your left is Normandie Farm Restaurant, 10710 Falls Road, Potomac, MD 20854. Tel # 301-983-8838.**

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

### **DEDICATION OF WINTER TOUR 2017 TO BILL GROVERMANN**

As noted in this issue of *The Square Rigger*, Bill Grovermann and his wife, Norma, have recently passed. Until recently, Bill was a member of the Chesapeake Chapter, and at one time, Bill was President of the Chapter. To remember Bill, Norma and their families, the participants of the Winter Tour have dedicated this Winter Tour to their memory. At the request of the Chapter, Bill's daughter, Ms. Kim Hunt, has lent the Chapter a brass plaque that Bill kept in his car. The participants of this year's Winter Tour will carry that brass plaque with them as they drive throughout Florida in memory of Bill and Norma. It will be returned to Ms. Hunt immediately after the Tour.

#### **Daily Planner (Summary)**

- MONDAY, FEBRUARY 13, 2017
  - Auto train from Lorton, VA to Sanford, FL
  - 811 miles; 6 people
- TUESDAY, FEBRUARY 14, 2017
  - Sanford to Lake Wales
  - 109 miles; 6 people
- WEDNESDAY, FEBRUARY 15, 2017
  - Lake Wales to Clewiston
  - 127 miles; 6 people
- THURSDAY, FEBRUARY 16, 2017
  - Clewiston to Bonita Springs
  - 128 miles; 6 people
- FRIDAY, FEBRUARY 17, 2017
  - Bonita Springs to Everglade City
  - 74 miles 6 people increasing to 8 at lunch with Shepherds
- SATURDAY, FEBRUARY 18, 2017
  - Everglade City to Florida City
  - 86 miles; 8 people increasing to 9 at dinner with Phil)
- SUNDAY, FEBRUARY 19, 2017
  - Florida City to Marathon Key
  - 82 miles; 9 people
- MONDAY, FEBRUARY 20, 2017
  - Marathon Key, Key West and Marathon Key
  - 111 miles; 8 people (Shaun leaves on this day)
- TUESDAY, FEBRUARY 21, 2017
  - Marathon Key to Homestead
  - 93 miles; 7 people (after Phil leaves)
- WEDNESDAY, FEBRUARY 22, 2017
  - Homestead to Lake Placid
  - 165 miles; 7 people

- THURSDAY, FEBRUARY 23, 2017
  - Lake Placid to Leesburg
  - 137 miles; 7 people
- FRIDAY, FEBRUARY 24, 2017
  - Leesburg to Ocala
  - 44 miles; 5 people
- SATURDAY, FEBRUARY 25, 2017
  - Ocala to Mt. Dora
  - 60 miles; 5 people
- SUNDAY, FEBRUARY 26, 2017
  - Mt. Dora to Sanford
  - 24 miles; 5 people
- MONDAY, FEBRUARY 27, 2017
  - Sanford to 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](mailto:mbabirak@babirakcarr.com) or 703-501-7924.



**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 – dps6060@aol.com. Hope to see you all in Fredericksburg!

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## **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**

## **LET'S GET COOKING**



### **Ingredients:**

- 12 whole fresh mushrooms
- 1 Tbsp vegetable oil
- 1 Tbsp minced garlic
- 1 (8 ounce) package cream cheese, softened
- 1/4 c. grated Parmesan cheese
- 1/4 tsp ground black pepper
- 1/4 tsp onion powder
- 1/4 tsp ground cayenne pepper

### **Directions:**

1. Preheat oven to 350F. Spray baking sheet with cooking spray. Clean mushrooms with a damp paper towel and carefully break off stems. Chop stems finely and discard tough ends of stems.
2. Heat oil in large skillet over medium heat. Add garlic and chopped mushroom stems to the skillet. Fry until any moisture has disappeared, not burning the garlic. Set aside to cool.
3. Once mixture is cooled, stir in cream cheese, Parmesan cheese, pepper, onion powder, and cayenne pepper. Mixture should be thick. Fill each mushroom cap with a generous amount of stuffing and place on baking sheet.
4. Bake for 20 minutes, or until the mushrooms are piping hot and liquid starts to form under caps.

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

### **Steve and Nancy Woodall --- Their MG Story**

**29 December 2016**

Nancy and I have had the MG virus, a known incurable disease, since our first MG, which we purchased in 1972 while living in Charleston, SC. It was a white 1966 MGB, with both a removable black convertible top and a red fiberglass hard top. We had it painted shiny black in 1973, and renewed the interior. It was a great car for roaring to the beach, with son, John, and beagle, Cupa (pronounced with three syllables, in the ‘southern’ manner --- *coo-uu-pa*), tucked snugly in the pocket behind the seats. Sadly, we had to sell it when we moved to Newport, RI for a year at the Naval War College in 1975. The move, of course, a Navy “suggestion.”

Our next MGs we found after we had moved to Monterey, CA in 1976. That summer, we bought a black & silver 1951 MGTD Mk II for me to drive to classes at the Naval Postgraduate School each day. It was a really great car --- especially good for top-down road trips along the California coast, to visit favorite places like Point Lobos State Preserve near Carmel, and Jade Cove, near Big Sur. Later, in the fall of 1977, we bought our 1934 MGPA --- running, but in rough condition.



**Nancy & John by their 1951 MGTD MK II by Monterey Bay, CA**



### **Our 1934 MGPA as purchased in Monterey, CA in October 1997**

Leaving Monterey in 1978, we had to sell one of our MGs. We sold the MGTD, but kept the MGPA --- since we could only trailer one of them (in a 6' by 12' U-Haul!) to the east coast, where I was sent after PG School for six months on a major study group assignment in the Pentagon. Since we had no other place to put it, the MGPA was stored sideways, in the very back of the garage of my parent's home in Annapolis, MD.

Heading back to sea duty in Charleston, SC in 1979, to become the Executive Officer and Navigator in USS AYLWIN (FF 1081), we retrieved the MGPA from my parents (who were quite glad to see it go --- it took up garage space reserved for firewood). Soon after we arrived in Charleston, MG friends popped out of the local woodwork! One friend, another naval officer, Mike West, who was a true 'old MG guy,' came around to see the car. In his wake came a mutual friend, (the now world famous) Mike Ash, in the Charleston area on business, to assess the car. At the urging and encouragement of Mike West, we began the "restoration" of the MGPA, by totally disassembling it in my garage! Working together, taking the MGPA completely apart took only one day. Little then did I know that it was not to become a driveable car again until the fall of 1995!

As part of this Charleston tour of duty, we had a brief half-year detour to New York --- the AYLWIN moved north to be overhauled in a huge dry-dock in the old Brooklyn Navy Yard, while we lived in old brick quarters located at Mitchell Field in Garden City, Long Island. We returned to Washington in early 1981 for Pentagon duty. As before, we brought the MGPA bits with us in another U-Haul Trailer. While the MGPA briefly languished, we found another MG --- a maroon 1975 MGB --- which became my drive-to-work car for the Pentagon. Soon after returning to Washington, we trailered the MGPA in all its various pieces to a noted restorer, Chris Leydon, who worked out of a barn and a large shop in La Haska, PA. Over several years, Chris totally restored our MGPA chassis, running gear, and engine.

After the Washington tour, we moved to Norfolk, VA, in 1985, where I commanded a guided missile destroyer, USS KING (DDG 41). The 1975 MGB went south with us, but we transferred the MGPA to Ron Naida, then an active Chesapeake Chapter MG-T Club member, for additional work --- to be accomplished in small, incremental steps over many years --- on the body frame, sheet metal, paint, and interior. Think '*lacka nuff moola*' as a military guy.

Following Norfolk, we headed back north in 1987, this time to duty at the US Naval Academy in Annapolis, MD, as the Director of Profession Development. We retrieved the MGPA from Ron Naida, along with a beautiful new wood body tub, to stow in the small garage in our Navy quarters there. Sadly, during this tour,

we had an accident while driving in our 1975 MGB --- hit by a drunk driver on a dark, rainy fall evening --- and the car was totaled. I did save the wooden steering wheel! We were shaken and banged up, but lived to tell the tale!

Following our time in Annapolis, we had a brief “bonus” Pentagon tour, after which I headed back to sea for command of Aegis Cruiser USS MOBILE BAY (CG 53), which I was to take in June 1990 from her current home port in Mayport, FL, through the Panama Canal and across the Pacific, to our new home port in Yokosuka, Japan. And very soon thereafter, in the early fall of 1990, we were off with the USS MIDWAY (CV 41) Battle Group to join DESERT SHIELD and then the 1991 Gulf War, DESERT STORM. Before we left Washington, I returned the MGPA chassis, body tub and bits back to Ron Naida, who was so kind as to store it for us in the loft of his Clifton, MD shop while we were in Japan.

Returning back to the Pentagon in the summer of 1992 (I never did get it right!) after our adventures in Japan, we told Ron Naida to continue on with the rest of the restoration of the MGPA, which was beautifully completed --- at last --- in 1995.



#### **How the 1934 MGPA looked upon restoration in 1995**

Upon ‘coming home’ from Japan in 1992, we initially moved back into our previous Springfield, VA home. After a final Pentagon tour in the Joint Staff working under General Colin Powell, I retired from the Navy in February of 1994, and began a second career, mostly in defense consulting, but also in the vision-based strategic planning business. With our home’s small, 2-car garage, we became increasingly cramped with cars --- since we had added a zippy red 1949 MGTC we had bought from club member “General’ Bill Porter in the summer of 1995, a very “needed,” brand new 1996 BMW Z3, and a 1962 MGA 1600 Mk II and trailer we had bought from club member Jeff Surdyk at the OBCD “for sale” lot in 2000 --- and other, ‘daily driver’ cars. After searching widely around northern VA for several years, we found just what we were looking for --- a nice piece of land in a new development in nearby Fairfax Station, where we planned and built our current home, moving in in the summer of 1999. Over time, we added a deck, a gazebo, and swimming pool --- and finally --- in early 2008, the Carriage House was completed enough to move in the cars. A very happy day, finally to have them warm and dry, all in one place!



### **Moving-In Day in the new Carriage House in January 2008**

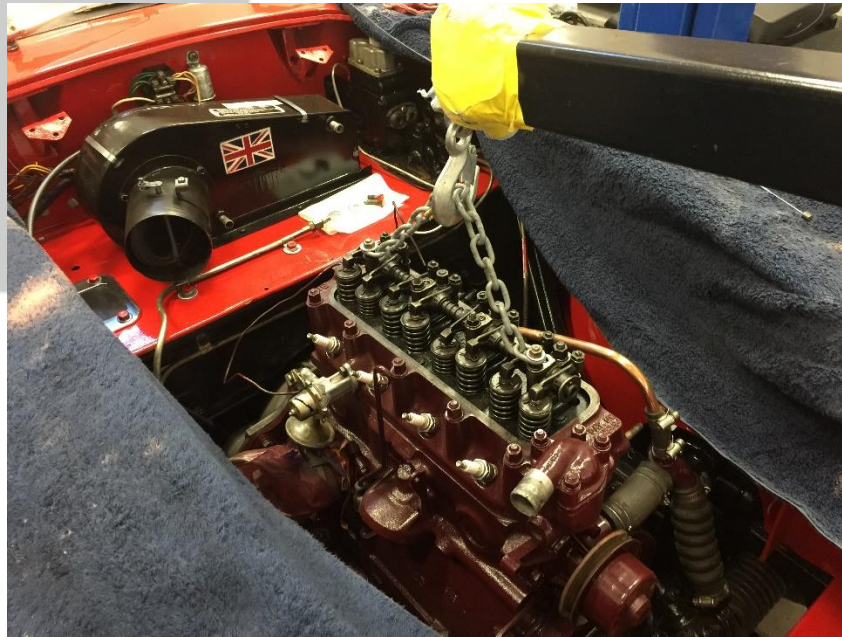
Having the Carriage House completed permitted lots of additional growth in the car department, and facilitated activities such as several John Twist MG Seminars, other club tech sessions, car club dinners, MGA club chili parties, and restoration work. We added to our inventory a green 1949 Triumph 2000, and a (traditionally) black 1924 Model T Ford Tudor. The first big restoration taken on was with our 1949 MGTC. Disassembly for restoration began in November 2013, and by April 2016, the car was a running chassis! All materials required to complete the car are now in hand --- including the black leather interior renewal kit. We now expect to have the reassembly completed early in 2017. Perhaps by March! Look for details and pictures of the final steps of the MGTC restoration in the Spring Edition of The Square Rigger!



### **The MGTC Returns to Life on 15 April 2016**

The culprit for the delay in reassembly of the MGTC was the timing of the decision to replace the failed clutch on our 1962 MGA 1600 Mk II. This effort was begun in September of 2016 --- with the welcome technical support and experience of Charlie Adams. Once the engine was removed for the clutch replacement, the urge to “square away” our (truly) ugly, scruffy, embarrassing MGA engine compartment became overwhelming. The next thing we knew, we were disassembling all the interior bits of the engine compartment. With more special

help from Charlie Adams, we prepared the interior surfaces, masked, and then painted the engine compartment -- it looks lovely. All the 'bit's removed from the engine compartment were cleaned and refinished, and all old, worn cables replaced. The aluminum valve cover buffed up like a mirror! The engine reinstallation is well along, and should be fully completed in January 2017.



**Restored and repainted MGA engine compartment**

What's next? We don't know for sure, but Steve is still on the lookout for a 'bullet nosed' 1950 Studebaker to restore and drive --- it was his first car as a high school teenager. More, anon.

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**All --- This will interest you if you haven't seen it before:**

<https://www.dropbox.com/s/fhmir6vnglvp1kq/Car%20Barn%20in%20France%20-%2060%20vintage%20cars.pdf?dl=0>





## Picnics, Pit Stops and Potty Breaks

Source: <https://futuretravel.today/picnics-pit-stops-and-potty-breaks-93a54625fcf2#.yr0vu0nye>

### A brief history of America's Rest Areas

Sometime in the late 1920s, Allan Williams was driving along a rural county highway when he came upon an amusing scene. A traveling family had parked its car in a shady spot near a small pond and was attempting to enjoy a peaceful picnic lunch. Only no one appeared remotely relaxed.



The harried mother hovered over a tree stump she was using as a makeshift table, trying to fit one more serving dish on top without knocking several others off. With no place to sit and eat, a child sat cross-legged on the grass, eating her sandwich while keeping a watchful eye on an approaching squirrel. A few yards away, another child was awkwardly perched on a large rock, his plate sliding off his lap. Meanwhile, the father stood nearby and danced a kind of jig, balancing several plates and glasses in his arms while attempting to shovel a forkful of food into his mouth.

Williams simply smiled and drove on. But the scene stayed with him. After all, he wondered, shouldn't travelers have convenient places to pull off the road and take a break? Somewhere to get out, stretch the legs and grab a bite to eat after driving long miles of bumpy roads?



For motorists of the 1920s, grabbing a bite by the side of the road was no picnic. While the notion may have occurred to others, Williams held a position in which he could do something about it. As a young engineer and manager for the road commission in Ionia County, Michigan, it was Williams' job to make the roads in his jurisdiction safe and pleasant for motorists.

Months later, opportunity presented itself. Williams found himself holed up in a county garage with an idle snow plowing crew, awaiting the arrival of an expected snowstorm. Rather than fritter away the time playing gin rummy, Williams set his men to work on a project. Using odd lengths of two-by-four scrap lumber piled in a corner, Williams directed his crew to knock together a few simple picnic tables. Finding some leftover paint, the men brushed a thick coat of pine green on each.

When spring came, Williams had his crew load the tables on a truck and drive them out to a scenic spot he picked out along Route 16, three miles south of the village of Saranac.

The tables were neatly arranged on a patch of grass in the shade of some sturdy oaks, within clear sight of passing motorists.

Not long afterward, a trickle of letters began to arrive on the desk of B.C. Tiney, Chief Maintenance Engineer of the Michigan State Highway Department. Each had been sent by a delighted traveler, lauding the department for its thoughtfulness in providing such a welcoming picnic spot. Confused, Tiney looked into the matter. Learning what Allan Williams had done, Tiney decided he liked the idea—not to mention the attention it brought his department. He authorized the establishment of more roadside picnic sites along Michigan highways.



Inspired by Allan Williams' thoughtful picnic spot created for motorists in Michigan, similar "roadside parks" popped up around America.

Word traveled fast, as you might expect of an idea spread mainly by tourists, and soon states across the nation got to work creating their own roadside stops for weary travelers. In the blink of an eye, "rest areas" became as common along America's highways as patrol cars and road kill.

### **Highway to Help**

Technically, the first rest areas weren't known as such at all. They were called "roadside parks" or "waysides". The transition to a new term didn't occur until planning began for

construction of America's interstate highway system in the late 1950's. Even then, such off-road refuges were officially designated *Safety Rest Areas*.

As the term implies, Safety Rest Areas (SRAs) were included along the interstates as much to offer motorists a safe place to pull off the road in the event of emergencies or mechanical issues as they were to offer road-weary travelers a place to enjoy picnic lunches and use the toilet.

In outlying areas, the interstates would offer few exits. It would also be years before businesses such as restaurants and service stations would spring up in significant numbers along their sides. In some regions, motorists might travel hundreds of miles without encountering any visible sign of civilization or assistance. SRAs were intended to help fill that void.

In 1958, the planners of the interstate highway system issued a policy document spelling out a standardized basic layout for Safety Rest Areas. In general, each SRA was to consist of a main building providing toilet facilities and a drinking fountain, a separate picnic shelter, a kiosk to provide basic travel information and a large parking lot. Freeway-type entrance and exit ramps were to be built to provide safe and easy access, without requiring motorists to actually leave the restricted space of the interstate. Finally, the SRA's were to be staffed or visited regularly by state employees to ensure proper maintenance of the facilities and to render any necessary assistance to motorists.



As federal authorities slashed funding for rest areas, state authorities took pride in building centers that showcased state attractions and culture.

But while federal policy dictated how SRAs should be constructed and function, it offered no guidelines on how the buildings should *look*. This meant the aesthetic design of the facilities was left largely up to state officials and the architects they hired. As federal funding for SRA's was continually slashed, and the burden of paying for their construction shifted to the states, local decision makers gained even more creative latitude. The results were often charming, sometimes quirky, and, in some instances, nothing less than dazzling.

### **From Public Facilities to Public Relations**

In the days before the interstates, road travel was a much more leisurely proposition. Motorists navigated the country on two-lane highways snaking from one tiny hamlet to the next. Stops and slow-downs at crossroads and intersections were common. Upon entering a town, traffic could back up for any number of reasons, from a slow-moving wagon making deliveries to a community festival in the central square. Travelers might also make their own decision to stop and buy fresh produce at a roadside stand or to enjoy a sit down meal at a local cafe or diner.

It made for slow going. But it also offered tourists the chance to look around and absorb the local flavor, with each region and community leaving its own indelible impression.

The construction of the interstates changed all that. By their very design, the new superhighways minimized motorists' contact with the world beyond their shoulders. To keep traffic moving at top speed, intersections were eliminated, and access via exits and on-ramps limited. The faster travel speeds demanded that drivers keep their eyes on the road ahead rather than the scenery off to each side. Even when travelers could cast a glance off the interstate, they were able to see far less.

Part of the reason was that the new superhighways took road travel to a whole new level. In order to promote rainwater runoff and prevent flooding, the interstates were elevated well above the surrounding landscape. It meant motorists now traveled *over* the country rather than *through* it. In a very real sense, travelers could cross vast swaths of America without ever really seeing or experiencing a thing.

This notion wasn't lost on state officials in the early 1960s. But they realized there was one place where they could still make an important impression on the growing number of travelers passing through their borders—the rest areas they built and controlled. Once relegated to the duty of simple public facility, rest areas in many areas were promoted to the role of state ambassadors.

The elevated status of rest areas was often reflected in their aesthetic design. Rest area architects increasingly viewed the projects as important venues for showcasing a region's rich culture, history and vision for the future. The designs they created often reflected building styles common in the area, using noteworthy local building materials—signature

types of stone in the Midwest and Northeast, heavy timber in the Northwest, adobe in the Southwest and so on.



Some states used every inch available in rest areas to teach visitors something about local history and traditions. This tile mosaic in a Texas rest area helps share the history of the "Buffalo Soldiers", an all African-American regiment that fought in the Indian Wars. Inside, artistic tile mosaics on the walls became a popular way of sharing the traditions, activities and themes unique to an area. Outside, commemorative plaques and kiosks often told the stories of significant historical events that took place nearby. Planners didn't always look to the past for inspiration. Sometimes they chose to cultivate more progressive perceptions of their state by sampling from popular modern trends. In the mid-1960s, these included low horizontal structures with flat or butterfly roofs, decorative screen block entrances and open interior spaces with severe geometric lines. During the 1970s, modernist trends veered toward rectangular buildings with tall, vertically sloped, low-hanging shingled roofs. Rest areas also became important venues for large-scale pieces of public art. In some cases, the buildings themselves became works of art. Some of the most noteworthy examples are scattered America's southwest, where rest area designers transformed simple picnic shelters into giant teepees, oil derricks, stylized longhorn cattle, rockets and other symbols of local industries and heritage.



This inviting roadside picnic shelter near Flower Mound, Texas, assumes the stylized shape of the famous Texas Longhorn. (Photo credit: Ryann Ford from her photo book “The Last Stop: Vanishing Rest Stops of the American Roadside”.)

In performing their function as state ambassadors, rest areas, as the years passed, assumed another role as well—that of cultural custodians, capturing and safeguarding the past, present and even future aspirations of a region and its people at a particular moment in time. Unfortunately, it’s likely that rest areas’ own time may be coming to an end.

### **Left by the Roadside**

As our interstate highways have become more built-up and technology has advanced, the need for rest areas today just isn’t what it used to be.

With another McDonald’s or Wendy’s waiting just a few miles down the road, few travelers pack picnic lunches anymore.

Smartphones have dispensed with the need to stop and ask directions. Safer and more reliable vehicles mean breakdowns are far less common. And if anyone has to use the restroom, well, if they can hold it until the next exit, there will be a Starbucks where you can pick up coffee too.



As our highways become more built-up and technology advances, will rest areas soon be making their own exit?

Of course, rest areas will always have some place along our highways. Along remote stretches, rest areas still offer weary travelers a welcome break when needed, with the added convenience of not having to stray off the interstate. At state borders, large and modern "Welcome Centers" will likely always await visitors to dispense information on local attractions and offer helpful guidance.

But as state budgets grow ever tighter, and aging rest area facilities became more costly to maintain, it's not hard to guess what will become of the classic SRA's from America's golden years of road travel. And as we move on down the road, it's only natural to feel a little wistful for the things we leave behind.

## **On African Potholes**

**British guy, driving for the first time in Africa hires a car.**

**Rental guy says to watch out for those really deep potholes.**

**Brit asks how he will know they are deep before he gets to them.**

**Guy says "Look out for the rabbit ears sticking out of the top."**

**Brit thinks and says, "There are no rabbits in that part of Africa,"**

**Guy says, "No, but the tops of the giraffes look much the same."**

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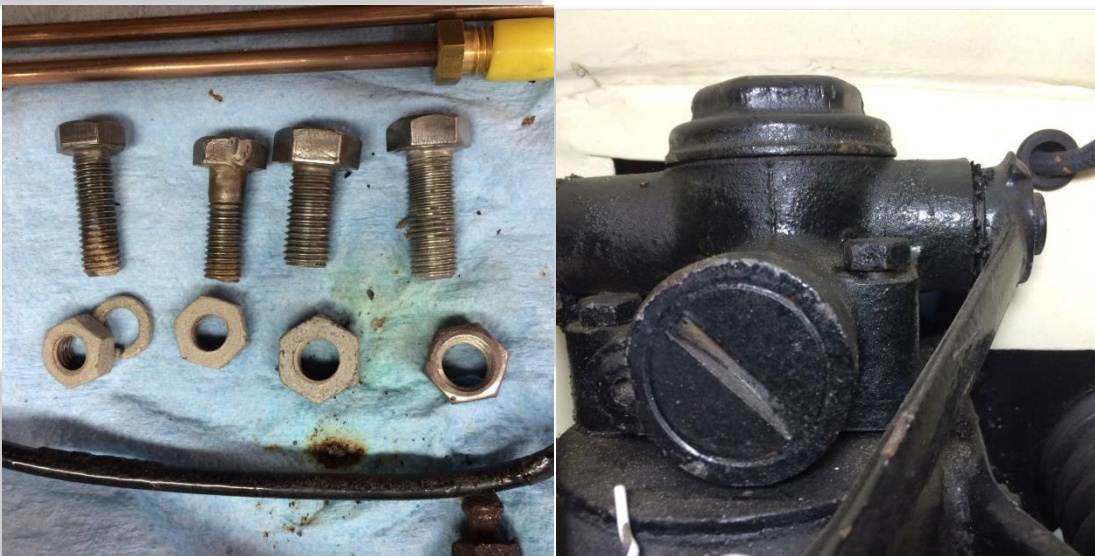
## MG TD Restoration Progress -- December 2016

By Charlie Adams

I've been putting some time in on my MG TD restoration this fall. The front suspension is mostly dismantled as well as the brake system as of late December 2016.

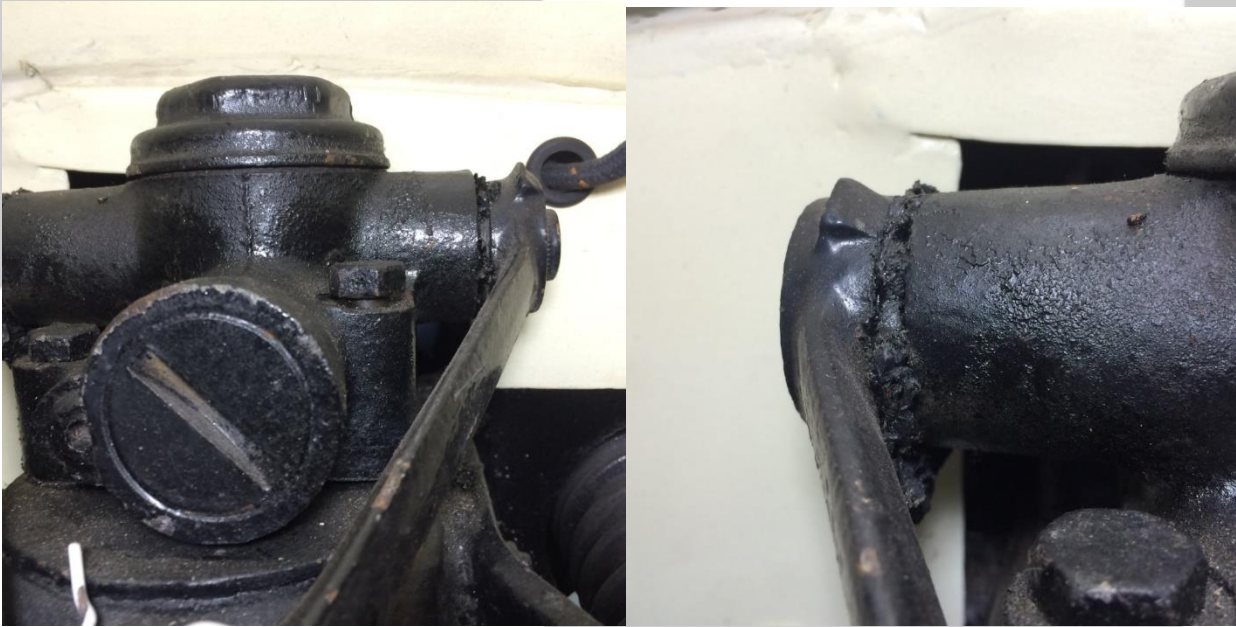
My most recent efforts involve the front end where I've found a number of additional shortcomings. Earlier I reported that the right front king pin was bent and the brake system required a complete rebuild. As I dismantled the steering and brake system, I found that additional restoration work is needed. For example:

- Each of the 4 screws and bolts that held the right front brake backing plate on the suspension were different. Only one of the four had a lock washer.





- Several of the front shock absorber bolts were not fully turned in. Also, the seals of the shock absorbers were deteriorated and starting to be expelled from their seats. I sent these to Peter Caldwell of World Wide Auto Parts for rebuilding.



- The bodies of the front Andrex shock absorbers were installed upside down. I've found wooden discs for these shock absorbers on EBay and will attempt to rebuild them myself.



- The seals of the tie rod ends were missing as well as the steering rack boots. I decided to replace the tie rod ends since I'll be removing them as I replace the steering rack boots.
- The splines of the right rear brake hub were heavily worn as well as the axle splines. A friend in Minnesota has sent me nice replacements.



As for the brakes, I made up a tube straightener so I could take the curves out of the brake tube. I made it out of some piece of sheet steel and some sliding door rollers. It cost less than \$20 and did a very good job straightening the tubes. I'll lend it to any club member who wants to straighten their brake tubing.



## **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  
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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.

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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:***

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Revised: April 25, 2013

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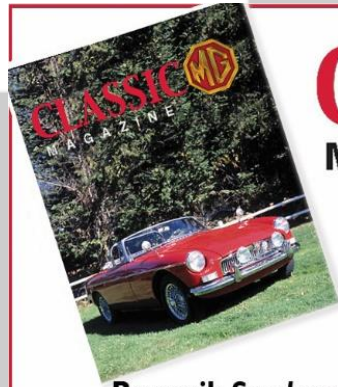
**A limited number of badges are available for sale at \$50 each, including first class postage in USA. Make check payable to CCMGTR c/o Michelle Cattaneo, 772 Oak Grove Circle, Severna Park, MD 21146**

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**ALERT! We need a new database administrator for OBCD! Please contact John Tokar for additional information - (410) 775-0500 - [jtokar51@verizon.net](mailto:jtokar51@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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