

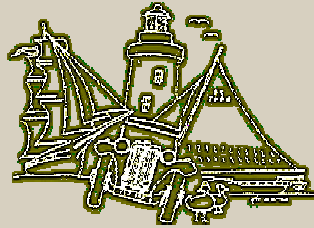
The Square Rigger

FALL 2019 Edition
Published – October 2019



Summer Sojourn
August 10-24, 2019
Connecticut, Rhode Island and mid-coast Maine

The Square Rigger



Quarterly Newsletter of the
Chesapeake Chapter of the
New England MG-T Register

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

WORDS FROM OUR CHAIRMAN

The weather forecast for the Washington D.C. area is for more great weather. We can enjoy it even more by driving our T-Series cars during the next couple of months.

As 2019 winds down through the 4th quarter, there were several activities I'm sure you enjoyed if you were able take advantage of them. September 14th **Vintage Restorations Ltd** hosted their 26th Anniversary Celebration. This open house and car show not only featured a tour of the shop and cars in the show but also had a live demonstration of the train John Tokar has fabricated. On July 20th John also hosted a tech session covered in this TSR issue. Well worth the time.

Also, a couple of non-CCNEMGTR events occurred - In Virginia - the 24th annual **Hunt Country Classic** sponsored by **MG Car Club Washington D.C. Centre** was held on October 13th. This event had not only MGs in the show but an array of other British marques, 221 in all. 15 MG-Ts came out for the event. In Maryland - although I was not able to attend this year, I was told the **MGs of Baltimore** had a successful **MG on the Rocks** again.

On October 25, 26 and 27 the **2019 Fall Ramble** is taking place in Cambridge, MD. For several years this event has taken place the last weekend in October to appreciate the fall scenery and weather. Members who attend can take advantage of special rates being offered by the **Hyatt Regency Chesapeake Bay Golf Resort, Spa and Marina**. Please contact John Williams jwilliams@india.org if you have an interest in attending or, you can refer to this TSR issue for sign-up instructions.

The Mini-GOF next year is going to be in Virginia Beach. Currently, Hank Giffin who is heading it up is counting the participants that will be attending so the Chapter can get preferred room rates. If you did not



receive his email outlining the planned activities please contact Hank at hankgiffin@cox.net and he can forward the information to you.

In that the next **TSR** issue will not appear until 2020 I want to take this time and wish everyone a Happy Thanksgiving and a Merry Christmas!

Safety Fast!

Your Chairman, Shaun English

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WELCOME NEW MEMBERS

Please welcome the following new members:

- **Welcome Bill & Karen Marshall of Manassas, Virginia!** Bill recently purchased a black 1949 MG TC (New England MG T register number 9597). Many of us already know Bill & Karen as they have been active in the MGCC. Bill & Karen are planning on attending the Fall Ramble.



-
- **Welcome Toby & Helen Fitzkee of Bristow, Virginia!** Toby & Helen own two MGs -- a 1956 1500 MGA roadster and a 1953 MG TD. Bill actually owned the A in high school, sold it and bought it back years later and had it restored. The TD was recently purchased from an old high school friend who owns a Vintage Car shop in Lyons, Co. Now retired, Bill & Helen are enjoying life “smelling the roses” by traveling and spending time with their children, grandchildren, family and friends.



- [Welcome Duane Schmidt & Christine Daily of Dickerson, Maryland!](#) Duane has a green 1947 MG TC. Duane recently retired from teaching and is now restoring his car. His New England MG T Register number is: 2118.
- [Welcome Christopher Bartlett](#) of Hunt Valley, Maryland. Christopher is a Professor Emeritus of Towson University and is also pursuing research in the geometry of composition in art, specifically the Meta-Golden Ratio, and exhibiting his paintings.

Christopher had a red MG TD while living in Stratford-on-Avon, England. It was about 56 years ago. It had a white hood and white wall tires.



Christopher was a car salesman at Warwickshire County Garage then (Morris, Austin, and Jaguar). He sold a supercharged Mini Traveller with wicker panels to the wife of Peter Hall, the Director of Shakespeare Theatre. His company car was an Austin Mini. They asked him to get something more appropriate for a personal car instead of a Triumph TR2, hence the MG. Christopher has had a succession of cars, including a 1937 Morgan 4/4, a 1937 Austin 7, an Austin Healey Frog-eye Sprite and a Rover 60. When the tires became worn it was cheaper to buy another used car than a set of new tires. Since coming to America (Baltimore) in 1974 Christopher has owned two MGBs, a Triumph TR6, a Mazda RX7, a Karmann Ghia, Porsche 944 and now a 08 Jaguar S-type.



Hubley die-cast collection



Our Club Symbol --- A Real Chesapeake Bay Skipjack

	<h2>CALENDAR OF EVENTS</h2>
<p>October 13, 2019</p>	<p>Hunt Country Classic Willoughby Farm, Middleburg, Va. HuntCountryClassic@mgearclubdc.com</p>
<p>October 25-27, 2019</p>	<p>Fall Ramble, 2019 Cambridge, Maryland</p>
<p>December 07, 2019</p>	<p>Middleburg Christmas Parade Middleburg, Virginia</p>
<p>January 05, 2020</p>	<p>TSR Winter Edition – deadline for articles</p>
<p>April 17-19, 2020</p>	<p>John Twist will be at John Debelius' garage to work on Chapter member's cars</p>

RECENT CHAPTER & OTHER EVENTS

Summer Sojourn - August 10-24, 2019 Northeastern United States

The Chesapeake Chapter traveled to Connecticut, Rhode Island and mid-coast Maine from August 10-24, 2019. Posted below are clips posted on Facebook for each evening of the trip. Check out Facebook for additional photos and videos.

August 10, 2019, we started the Chesapeake Chapter's Summer Sojourn. We drove from northern Virginia to Waterbury Connecticut, a distance of about 380 miles. We trailered our MGs. We started just before noon and arrived at about nine in the evening with a couple of stops for gas and rest breaks. The two photos below are of Louise Babirak driving the truck and trailer and the second photo is our impromptu lunch break en route.



August 11, 2019, was the second day of the Chesapeake Chapter's Summer Sojourn. We are in northwestern Connecticut today and drove the Litchfield Loop, a route beginning at Litchfield and circling the surrounding mountains and lakes. I had not heard of the Loop before but I read about it in a book I recently purchased on the 500 best road trips in the world. Shaun English recommended the Loop; he used to travel in the area for work. We had a fabulous lunch in Kent Connecticut at the Kingsley Tavern.

Tomorrow we travel to Newport RI for a professionally guided MG car tour of the city including a tour of the Breakers. The weather has been terrific and the forecasts are for continued good weather. Low temps and low humidity. We drove the whole island from beginning to end and took a tour of the The Breakers – photos below. We finished the day with a wonderful seafood meal at Benjamin's Restaurant in Newport. We had a wonderful evening drive at sunset over the Narragansett Bay bridge from Newport back to our hotel.



August 13, we trailered from Newport Rhode Island to Sebasco Harbor Resort near Wiscasset Maine. It was a bit rainy. We got a late start because there was a problem with one of the trailer tires and the tire had to be replaced. We arrived at Sebasco Harbor Resort in the evening. It's a quintessential Maine family resort; plenty of water activities and lots of good food. John Debelius joined us today and we had a great seafood dinner at the Resort's waterfront restaurant. Tomorrow we will enjoy the various activities offered by the Resort including a lunch cruise.

August 14, 2019, we stayed at the Sebasco Harbor Resort. The weather was perfect. We spent some of the day aboard the Resort's boat on a scenic day cruise of the nearby harbors in Casco Bay. The Resort has a large salt water swimming pool. Some others went shopping in local antique shops or just relaxed reading a good book.



August 15, 2019, we left the Sebasco Harbor Resort this morning to explore the Boothbay area including the Maine Coastal Botanical Gardens (see photos) and the town of Boothbay Harbor. The weather was spectacular with temps in the mid '70's and low humidity. Clear blue sky with a few cumulus clouds. We had lunch at the end of the peninsula at Newagen Inn overlooking the harbor. We are staying at a charming B&B called the Snow Squall in Wiscasset Maine.



On Friday August 16, 2019; Day 7 of the Chesapeake Chapter's Summer Sojourn, we drove about 30 miles from Wiscasset Maine to the Owls Head Transportation Museum in Owls Head Maine to preview the approximately 190 cars for sale tomorrow at the New England Auto Auction. See photos below. There were several MGs for sale including two TDs. As last year, there were quite a few 1940s and 1950s American luxury cars and some Cadillacs and Packards.

After viewing the cars, we drove about 10-15 miles south to St. George Maine and had a wonderful seafood and authentic German lunch al fresco at the Happy Clam restaurant. It was fabulous. We are staying overnight at the nearby Rockland Harbor Hotel and will visit the Auction tomorrow.



Chesapeake Chapter's Summer Sojourn; Day eight, Saturday, August 17, 2019. We attended the New England Auto Auction today at the Owls Head Transportation Museum in Owls Head Maine. There are about 190 cars offered at auction including two MG TDs. We left the auction mid-day and drove about a dozen miles north up to Camden Maine wherein we had an outdoor lunch overlooking a very busy Camden Harbour. Then, we drove north to Searsport Maine and toured some of the town including a few antique shops and the country's oldest model ship building store.

We had dinner at the Angler's Restaurant in Searsport and stayed overnight at the Homeport Inn.



Chesapeake Chapter's Summer Sojourn; day nine. Today we drove from Searsport Maine to Bar Harbor Maine. We stopped for one or two hours at the Liberty Tool Company which offers used hand tools for sale. Lots of fun. We went on to have lunch and then drove the Park Loop Drive around Mount Desert Island at the Acadia National Park. We're staying at the Asticou Inn near North East Harbor Maine. The Inn has a beautiful view of the Northeast Harbor Marina. Great lobster dinner. The weather is supposed to turn rainy tomorrow and we're not sure what to expect.

Chesapeake Chapter Summer Sojourn 2019; Day 10. We're exploring Bar Harbor and Mount Desert Island again today. It rained in the morning so we stayed inside for a bit but in the afternoon, we drove about 15 miles to Seal Cove Auto Museum. It has the country's largest brass car collection. It's really quite amazing and there's many beautiful cars there. After the museum, we returned back to our hotel to freshen up. West and Chris Frazier hosted us for dinner at their eighteenth-century farmhouse on Mount Desert Island. They served a wonderful lobster dinner and we had Maine blueberry pie for dessert. We had a great time.



Chesapeake Chapter Summer Sojourn 2019; Day 11. We left the Asticou Inn on Mount Desert Island this morning and drove to the next peninsula east on the Maine mid-Coast. It is the Schoodic Peninsula and it is owned and operated by the National Park Service. The peninsula has a road, the Schoodic Loop, that follows the perimeter of the peninsula. It is much less crowded than Mt. Desert Island but has lots of beautiful scenery and ocean views. We ate lobster rolls at a lobster shack for lunch and had dinner at a nearby restaurant. We are staying at the Acadia Bay Inn tonight and the view from the Inn is fabulous. See the photo below. This is the furthest east we will go on our trip and tomorrow we head west to start our return home.



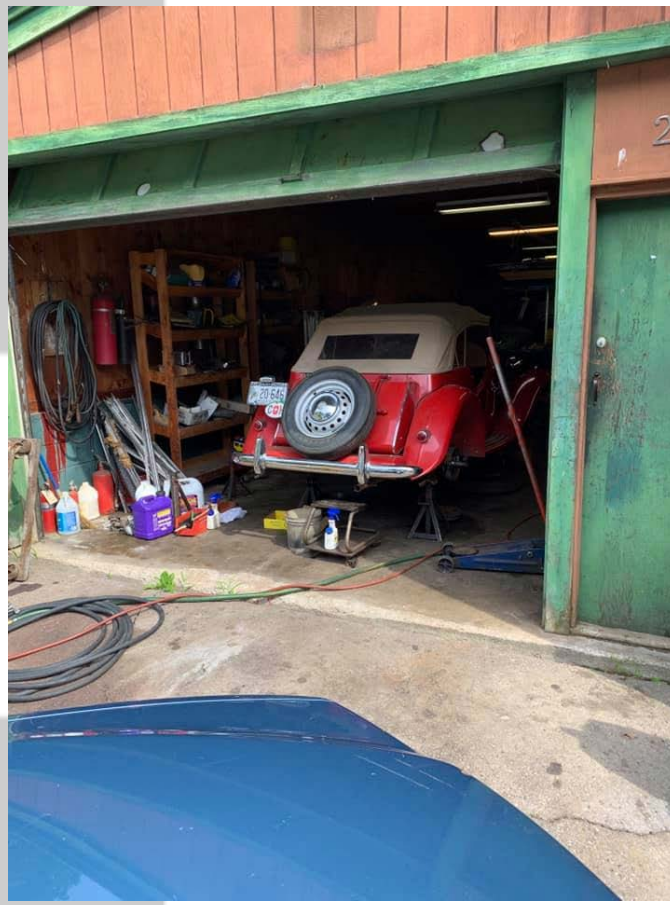
Chesapeake Chapter Summer Sojourn 2019; Day 12; August 21, 2019. We drove approximately 60 miles today on Route 1 from Sullivan Maine to Belfast Maine. On the way, we stopped at a large antique store and pottery store. We had lunch in Belfast at the Nautilus restaurant overlooking Belfast Harbor. Good food. Right after lunch, it began raining so we headed for our hotel, the Belfast Harbor Inn, where we waited out the rain. Tomorrow we'll continue to drive west on Route 1 to Wiscasset to pick up our trailers and return home over the weekend. Tom Lange from Bar Harbor will meet us in Wiscasset. I have brought Tom some engine parts from Dale Flowers in Maryland.



Chesapeake Chapter's Summer Sojourn 2019; Day 13; August 22, 2019. We drove from Belfast Maine today to Wiscasset Maine, a distance of about 60 miles. Along the way, we stopped in Liberty Maine to shop at a second shop owned by Liberty Tool Company. It had an even better selection of used tools than the previous Liberty shop we visited earlier on the trip. Afterwards, we drove to a lobster shack and had lobster rolls and other seafood for lunch. It was a beautiful day with moderate temperatures and bright sunshine. Finally, we drove to our hotel for the day, Snow Squall Inn in Wiscasset. Tom Lange, a local Bar Harbor MG enthusiast, met us there to pick up some engine parts that I had brought him from Dale Flowers. It was great meeting him and talking about cars. Tonight, we'll have our last dinner on the trip at the Little Village restaurant. We ate there last year and had a great meal.



Chesapeake Chapter Summer Sojourn 2019; Day 13; August 22, 2019; supplemental. I wanted to supplement my Facebook page post for today to add that we were surprised to find a British car repair shop in Wiscasset Maine. There was a 1952 or 1953 MGTD in the garage and a couple of Triumphs. This is also our last day we will be driving our MGs on the trip. We have placed our MGs in our trailers to tow them back home to Maryland and Virginia tomorrow. Louise and I will take two days to drive home, stopping in New York tomorrow night.



The 2019 Summer Sojourn was a great trip and enjoyed by everyone! Until next year ... Cheers!

John Twist Session By Milton Babarik

At the invitation of the Chesapeake Chapter of the New England MG T Register, John Twist came to the Washington D.C. area recently to work on Chapter member's cars. John brought his own tools and worked out of Shaun English's garage in Alexandria Virginia. John also worked on MGs at several other locations in the D.C. metro area. John will return to the Chapter in April 2020 to again work on member's T Series MG's. This April 2020 event will be hosted by John Debelius. John's D.C. trip was not all work; there were entertaining lunches and dinners and good fellowship.



The Chesapeake Chapter's July 20, 2019 Technical Session at Vintage Restorations Ltd. By Charlie Adams

The focus of our July 2019 Technical Session was the brake system of the MG TD. John Tokar arranged for a customer's brake system to be examined in some detail. Our discussion of this MG TD was led by Jim Booth of Vintage Restorations LTD., who volunteered to do this presentation on his retirement day. A dozen chapter members were in attendance.

In addition, we had a tour of the shop with an extended stop in the engine building room, lunch at Buttersburg Inn, and John Tokar provided a set of excellent tech tips. Included was John's visual demonstration of the differences between standard and silicone brake fluid.

John also arranged for us to see and discuss the highly modified MG TF 1500 owned by Mike O'Halloran. Mike's car has a well-developed 120 HP XPAG engine built by Peter Edney of Bishop's Stratford, England which was installed by Vintage Restorations, along with a Ford 5 speed, a sway bar, and Wilwood front disk brakes.



Jim Booth and John Tokar discussing MG TD brakes



Our Technical Session group



Jim providing Milt Babarik with a detailed explanation of MG TD rear brake operations



Ralph Cattaneo and Lin Snyder discussing Mike O'Halloran's MG TF modifications



John discussing premium oil choices for T Series MGs



John's recommended treatment to address ethanol fuel related issues

UPCOMING CHAPTER & CHAPTER RELATED EVENTS

Fall Ramble 2019 – Friday, October 25-27, 2019

Historic Cambridge, Maryland



Join us for the Fall Ramble!

Come and join us for what promises to be another spectacular event, this time focused on the beautiful area around Cambridge, MD in historic Dorchester County.

This year's Ramble is scheduled for the weekend of October 25/27, and the Chapter has obtained preferred room rates at the elegant country-club like Hyatt Regency in downtown Cambridge. Those interested in still joining this year's Ramble should go to the link below or call the number below to make reservations.

Chesapeake Chapter MG Register

Your Event is: 25-October-2019 to 27-October-2019

Greetings,

We are looking forward to hosting your event, Chesapeake Chapter MG Register, at Hyatt Regency Chesapeake Bay Golf Resort, Spa and Marina.

We have created a dedicated website for your guests to book their hotel reservations online. Please include the link(s) in any information you provide to your guests regarding their room reservations.

- CHESAPEAKE CHAPTER MG REG 2670: <https://www.hyatt.com/en-US/group-booking/CHESA/G-CCMR>

We would suggest the following verbiage:

To make your reservations, please click here: "insert [hyatt.com](https://www.hyatt.com) website link from above"

If you need additional assistance, please contact us at 877-803-7534 or click [here](#) to find contact information by Region.

If the group rate is no longer available, prevailing rates may be offered for some or all of your dates.

Please visit our Meeting Planner Portal <https://www.hyatt.com/planner-portal/landing> and log in using your World of Hyatt username and password. From here, you have access to run reports and see various information about any of your Hyatt bookings.

Please contact me with any questions.

Kind Regards,

Rachel Mccarty
Hyatt Regency Chesapeake Bay Golf Resort, Spa and Marina

100 Heron Blvd. at Route 50
Cambridge, Maryland, USA, 21613

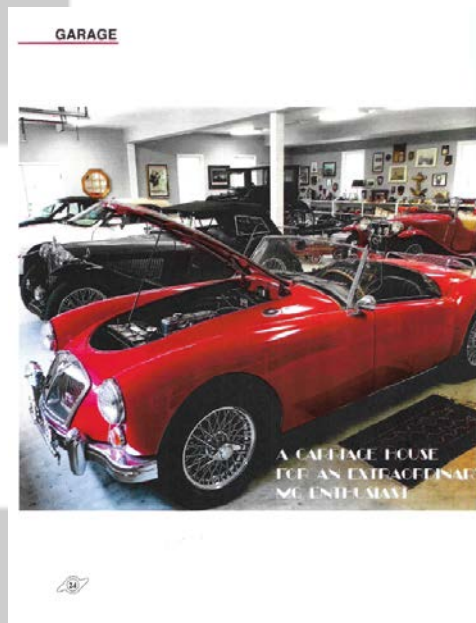
Offering beautiful drives through wetland nature preserves unique to this area of the Chesapeake Bay, this year's Ramble will include the salty small towns and fishing villages of Dorchester County, as well as fine opportunities to observe waterfowl and other lowland nature. Meals on the itinerary will offer opportunities to savor an abundant variety of fresh seafood found nowhere else in the United States.

Don't miss out on this keystone Chapter event, by now an established tradition. We hope to see you in October!

Questions - please email John Williams at jwilliams@NDIA.ORG or call 703-362-7005

INTERESTING ARTICLES, TIDBITS & TRIVIA

Below is a copy of a recent article in the August 2019 edition of Classic MG Magazine featuring Club member Steve Woodall's impressive carriage house – WOW!



There has been a lot written about dream garages, man caves and toy barns – in books, on the Internet and on TV. And in most cases, they're portrayed as elaborate, oftentimes over-the-top structures, that are home to classic muscle cars and modern day supercars that rarely see the light of day.

Steve Woodall, on the other hand, has a carriage house – a tastefully designed structure in the countryside, which is home to some of the most beautiful MGs you can imagine.

His approach to car collecting is different from most dream garage personalities. His cars are beautiful, functional and driven, and reflect

his admiration for the MG marque. "I have a fully restored 1934 MGPA, which I have owned since 1977; a 1949 MG TC, which I have owned since 1995, and on which I just completed a frame-up restoration, and a 1962 MGA 1600 Mk II, which I have owned since 2000."

The cars live in a two-story carriage house, complete with a shop and lift, and upstairs office, along with a few other cars.

But he's most proud of the MGs.

"I first caught the MG bug in 1972, when I bought my first MG, a 1966 MGB roadster, in Charleston, SC. I drove it for nearly four years, every day I was not out to sea. But I had to sell it when we moved in 1975 to

Newport, RI so I could attend the Naval War College."

Woodall spent 27 years in the Navy as a surface warfare officer, with 14 of those years on sea duty, on seven different ships.

"I was Commanding Officer of three ships – a guided missile cruiser, the USS Mobile Bay; a guided missile destroyer, the USS King and a fleet tug, the USS Luiseno."

"During my sea time, I spent a lot of time responsible for and caring for complex machinery, from propulsion plants to weapon systems to related auxiliary machinery. I guess I acquired a love of maintaining machines... that led me into my interest in older cars."



After selling his first MG, Woodall acquired a 1952 MG TD Mk II in the summer of 1976 and a rough, but running, 1934 MG PA in the fall of 1977. "Then I was really hooked," he said.

In the late 1990s, he and his family built a home in Fairfax Station, near Washington DC, with enough land for a carriage house – now a necessity after he acquired a handful of other automobiles, including a 1949 MG TC and a 1962 MGA.

"I had always wanted to build a 'proper' carriage house, after seeing others all over the country during my time in the Navy."

Woodall said he was especially

inspired by the garages he saw in Monterey, CA and Charleston, SC.

His carriage house, with its early Virginia architecture, was completed in 2006 and was roomy enough for still more cars, including a 1924 Model T Ford Tudor, 1949 Triumph TR2000 and 1999 Jaguar XK8.

"I think if I had to pick a favorite, it would be the TC. I just love the look." It also brings back some fond memories, he confessed.

As a child growing up in Hawaii, he remembered a TC driving around the island. He was so enamored, he built a plastic TC model.

Along with a spacious parking area for the roadworthy cars, the

enthusiast also built the shop with restoration in mind, including a workshop, with a car lift.

"With the shop and the lift, I have been able to do much of my car work here, often with the support of car club friends. I also have hosted many tech club tech sessions, including three with John Twist."

"I do believe that MG ownership is an incurable disease. Once you own one, you'll always want to have one – and sometimes more than one." O

WORDS: LARRY SANATA
PHOTOS: STEVE WOODALL





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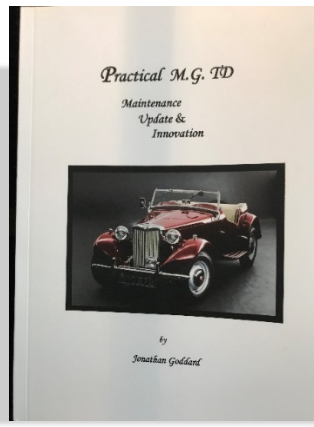
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A BOOK REVIEW



PRACTICAL M.G. TD; Maintenance, Update & Innovation by Jonathan Goddard

This paperback book of 92 pages carries a copyright date of 2010. It appears to be an English publication. I was not aware of it until Shaun English showed me a copy of it when he and I were at the Sully Plantation Car Show on Fathers' Day this year. Since I was completely unaware of this book, I thought some of you might not know about it either. Hence, this book review.

Shaun had bought it online from England, I believe. At the car show, I quickly flipped through the book and immediately decided I liked it. What appealed to me was the content of the book. It is an accumulation of short articles concerning interesting, sometimes unique and important maintenance items, updates and innovations for an MG TD owner.

A couple of days after the show, I went online to buy the book. I thought it would be easy. All I needed to do was search on Amazon. I already had the ISBN number (1-871680-99-7) but I soon found that I could not find the book online. I tried the other usual book retailers, too. I finally found a copy online but it was \$58.00! I could not get myself to pay \$58 for a 92 page pamphlet. Shaun suggested I go online to Brown & Gammons, the UK MG parts retailer to see if they carried it. They did. So did one of the UK MG T Series Clubs. Both were offering the book for sale at around seven pounds or about US\$8.85 at current exchange rates. So, I bought it through B&G.

Many of us already have a number of T Series restoration books. Most of us have heard of: *T-Series Restoration Guide* by Malcolm Green; *Original MG T Series* by Ander Ditley Clausager; *The MG "T" Series M.G. Handbook*, published by NEMGTR, Ltd; and *The Complete M.G. TD Restoration Manual* by Horst Schach. They are great books, especially for a full restoration or even a full restoration of a system, like the brakes, electrical system or fuel system. You have all also seen many helpful magazine articles in *The Sacred Octagon*, *The Square Rigger* or other periodicals or the BBS for particular improvements, upgrades or innovations. But I have never seen a book that is a compilation of articles for MG TDs. It is a great resource. Significantly, Goddard's approach to each of the maintenance items, upgrades or innovations is to make sure that they are not conspicuous threats to the originality of the car. As I read the book, I found many intriguing improvements that I had not heard of before.

One example is his suggestion concerning the gasket for the valve cover. The gaskets currently being offered for the valve cover (Moss number 290-300 for \$10.69) are rubberized cork and quite firm. They harden even more with age. Many people report that they don't form a good seal with the thin lip of the cover and leak, allowing engine oil to flow down the sides of the XPAG engine. Tightening the valve cover down on the gasket with the two valve cover Bakelite thumbscrews doesn't seem to work very well and sometimes can distort the valve cover if over tightened. This leak is a commonplace problem that we have learned to live with. But we don't have to anymore. At page 10 of his book, Goddard says he has switched to a neoprene rubber gasket made for the Fiat 127 that is cheap and long lasting. The Fiat part number is XF0004130541. He says it requires some trimming but he reports it stops all leaks.

There are many more interesting ideas in this book. Not all of them will be right for you but you may find an idea or two that you might want to try. It is not a book for you if you are starting a full restoration but if your car is restored and you want to consider some improvements that don't compromise the originality of your car, take look at this book.

Submitted by: Milton Babirak

TECH TIPS: 1936 – '55 MG T Series

Check this out!

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Technical Matters

MG TD and TF Pedal Box Rebuild
By Charlie Adams

Does your MG need a pedal box rebuild?

If either your brake or clutch pedal wobble underfoot to and fro, a pedal box rebuild is needed. Your loose pedals are due to worn bushings holding pedal shaft and brake pedal, and perhaps a worn pedal shaft as well. You may have become accustomed to driving with loose pedals. If so, you can significantly improve your driving experience by rebuilding the pedal box—it is a relatively inexpensive and high reward maintenance task.

As for my car, I have had ready access to the pedal box since I've removed the floorboards to extract the engine and transmission. While I have read that the pedal box can be rebuilt with the floorboards in place, the task is much easier with the driver's floorboard removed to access the pedal shaft from above.

I found my pedal box had been abused in the past. Someone who previously had worked on the pedals cut the strap at the top of the box and hammered the box until its inside face was a bit misshapen. Such conditions and much worse are usually the result of a lack of understanding of how the pedals are to be removed. The workshop manual does not explain the task, and it is less difficult once one knows how to go about it.

I think the key to disassembling and reassembling the pedal shaft is to understand the clutch arm is held firm on the shaft with a key. You must access and remove this key from the shaft before the shaft can be removed from the pedal box.

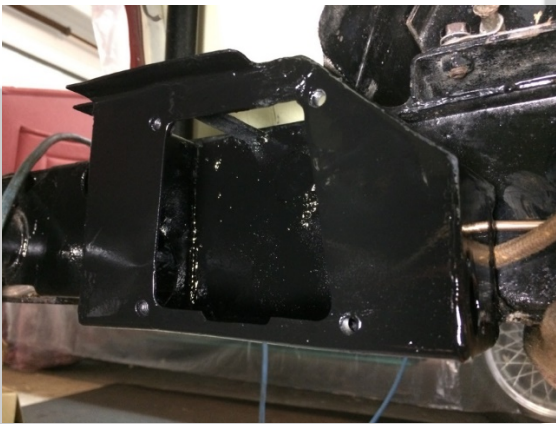
Also, MG did not provide for adequate lubrication of the pedal shaft bushings. You will find one lubrication port on the shaft which supplies grease to the outer frame bushing, but none for the other two bushings. One can add two additional grease holes in the shaft and channels for grease flow which will improve lubrication.



Here is the clutch pedal shaft key which must be removed to slide the pedals off the shaft as it is being removed from the box. The key itself is accessed by loosening the clutch arm shaft lock bolt, and then sliding the clutch arm to the left. This is also how the box appears as it is being reassembled.



My pedal box top strap had been crudely cut in a previous effort to remove the pedals and pedal shaft.



Here is the pedal box after welding, straightening, and painting. The welding was challenging as I had to sit in the small engine and transmission opening for access.



Since my TD is a 1951, I did not have the bottom access port provided on later TDs and TFs, so I drilled the bottom plate. I will use an MGA transmission tunnel rubber insert in this hole to keep out debris.



Here is my pedal shaft in the vice after adding two holes and lubrication channels. I drilled the holes on a drill press and the channels with a cutting disc.



Rebuild complete and rocking movement in the pedals is gone.

All in the family

The Brown family celebrated another wedding on August 30, 2019! Pictured below is the happy couple Scott and Katie Brown on Mark's 1953 MG TD.



The Babirak family toured Skyline Drive over the summer in their MG TD. Photos and video below are quite beautiful!



This is a very cool story. Can you imagine wanting to make sure you drove by a certain gas station every day just to see what the message was on the chalk board? It's true -- a gas station has become quite a landmark in Gauteng, South Africa, with its daily #PetrolPumpWisdom, which are uplifting quotes written on a chalkboard. Some people say they deliberately travel this route just to read the quote which brightens their day.

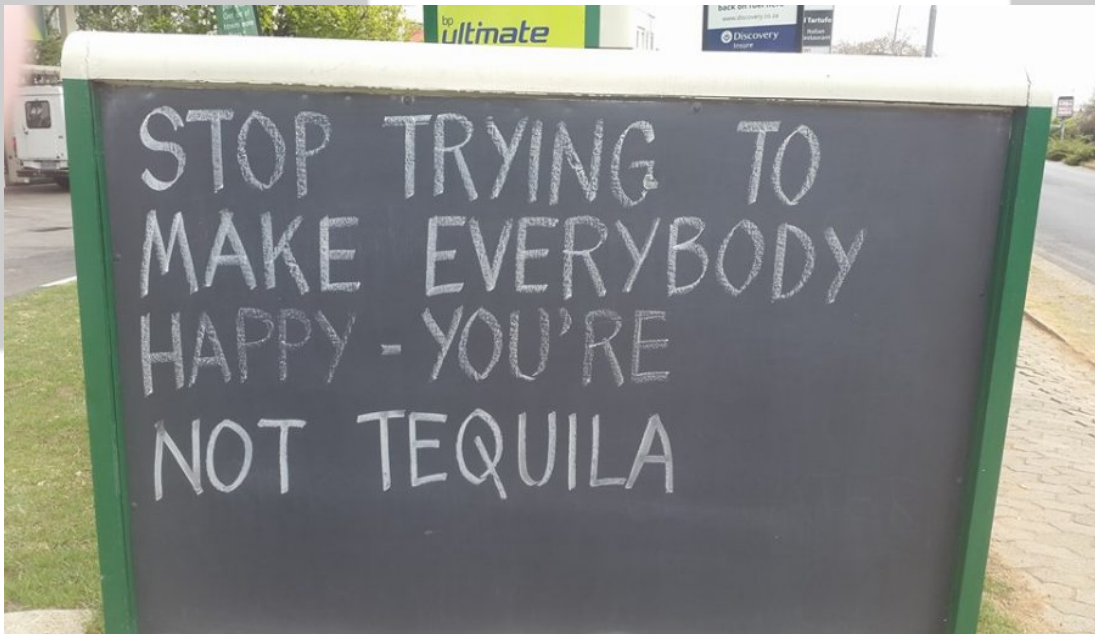
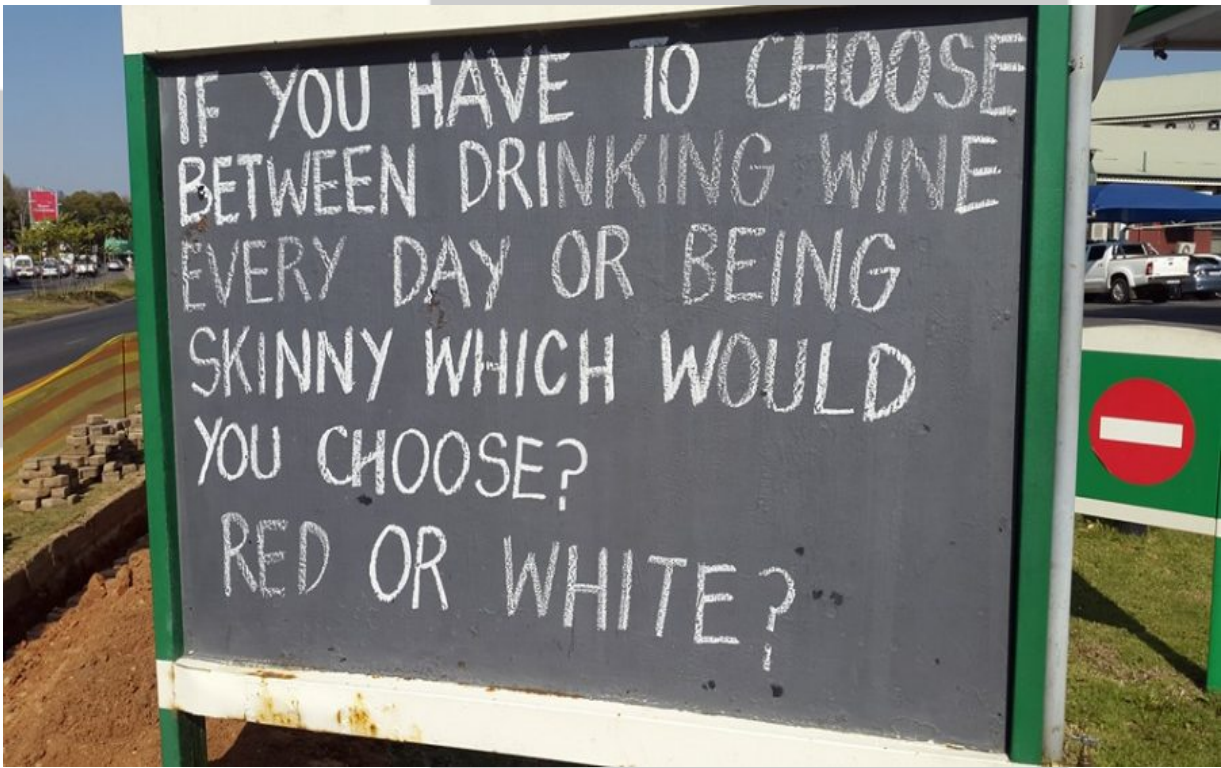


The lady behind this wonderful initiative at Hutton Hyde Park is Alison Billett. She told SApeople: “We inherited the board from the previous owner, Dick Hutton, when we bought the filling station from him almost 20 years ago. “We continued the tradition and it has become a landmark – more so now that it’s on social media!”



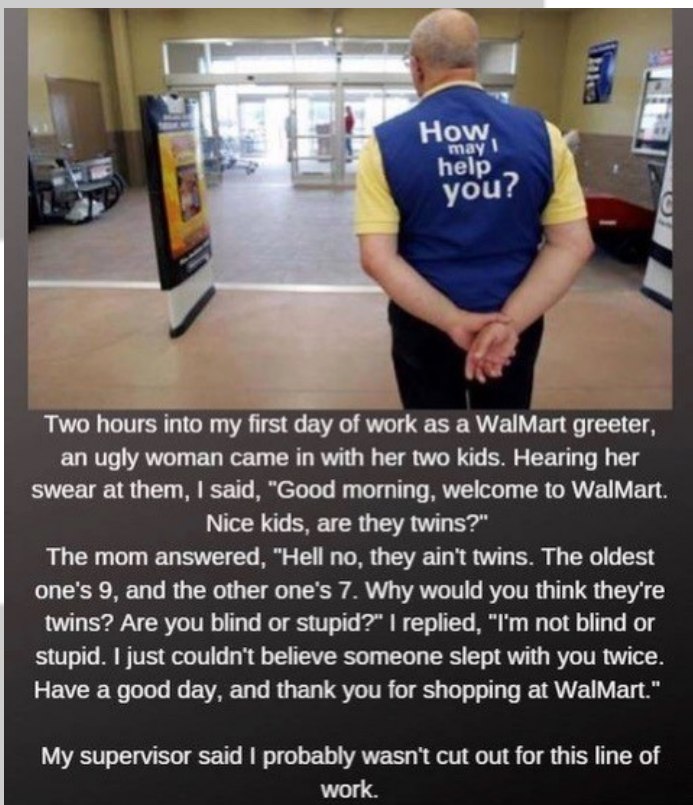
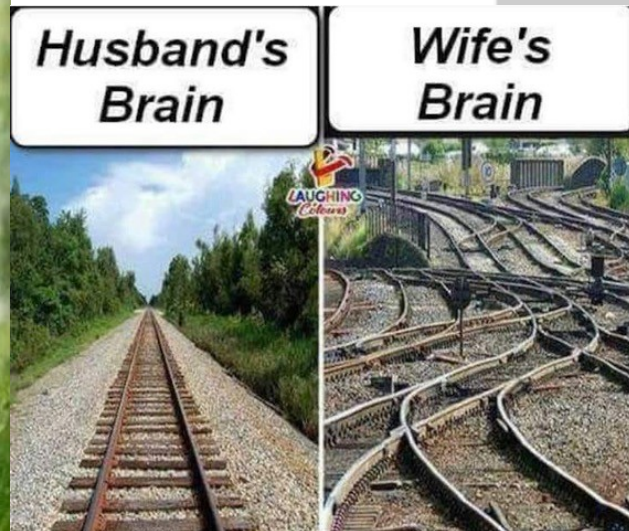
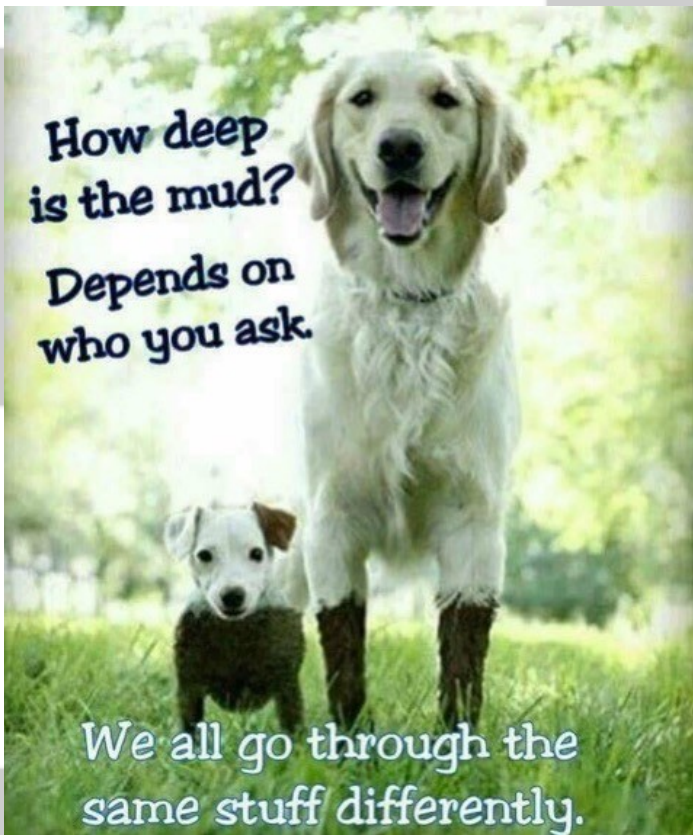
Billett says not a day goes by when I don't get a call or a visit from someone to tell me how much they appreciate the message –it seems that every day there's something that just speaks to what is going on in someone's life and that inspires or motivates them.





“Don’t let Yesterday take up too much of Today” -- Will Rogers

Lastly, here are some things to consider



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 ---

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



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THE CHESAPEAKE CHAPTER

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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:

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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

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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