

The Square Rigger

FALL 2020 Edition
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Just hangin' out during the pandemic

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

Between September 21 and 24 the September equinox occurs officially ending summer and starting autumn. Great weather to drive our cars. With the unique times experienced over the past few months some predictability is welcome.

Most of the car shows and other related activities were cancelled or postponed and had us doing chores around the house we seemed never to get around to. I found those odd jobs that were ignored or overlooked in the past and finally addressed them. Hopefully, you were able to do the same. This break in daily routines also gave us an opportunity to address different issues dealing with our MG-Ts. I am sure other members would like to hear about them be they small or large. I am mentioning this so material can be included in the upcoming TSR issue. A short summary (or a longer one) and perhaps a photo or two is all that is needed. Please contact our editor Maxie Brown at maxieb987@gmail.com and she will let you know what form of submission you should use.

Many of the social and employment communications have been substituted using video conferences such as **Zoom** or **Google Meet**. While this media does not have a hands-on experience, it does allow for many participants to attend. A good example is the **MG Zoom Session** conducted by John Twist. Many of us know John from conducting several tech sessions for the Chesapeake Chapter as well as him being a member. The meeting lasts for about two hours and he answers questions from participants not only from the US and Canada but also Japan, Australia, England, Netherlands and elsewhere. If you are not familiar with these seminars and are interested let John know at johntwist@universitymotorsltd.com so he can email the Zoom link to you. Cancellation of events along with restrictions on travel and contacts are starting to loosen which bodes well for the future. I am looking forward to a robust 2021 with our first get together in February for our annual Eat Out. Looking forward to it.

Your Chairman, Shaun English

Safety Fast!



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WELCOME ABOARD NEW MEMBER

Please welcome **Jon Martin of Williamsburg, Virginia** as a new member of the Chapter. He has a Birch Grey MG TF 1500. He is a member of the New England MG T Register. (Jon purchased Dick Steppard's MG TF.) Jon has expressed interest in tours, car shows, newsletter/articles.

Welcome aboard!



Our Club Symbol --- A Real Chesapeake Bay Skipjack

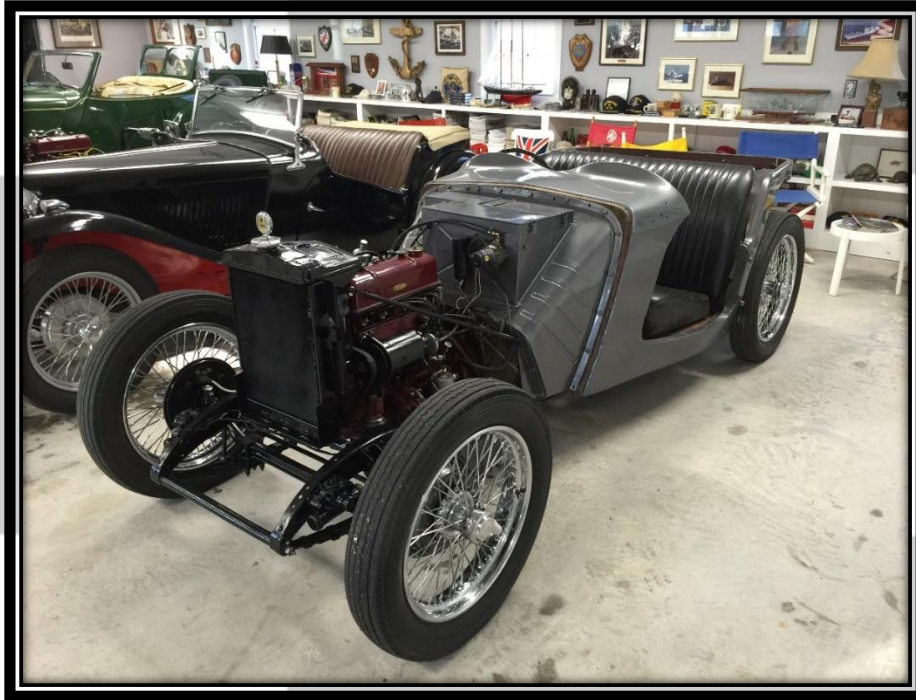
	<h3>CALENDAR OF EVENTS</h3> <p>Most Events Cancelled due to COVID-19!</p>
<p>Every other Tuesday night at 7:00 p.m.</p>	<p>John Twist of University Motors bi-weekly zoom tech session -- not just for the T Series MGs, but all MGs. Check out the University Motors website for more information.</p>
<p>October 30 – November 1, 2020 cancelled-</p>	<p>Fall Ramble 2020 Cape May, New Jersey</p>
<p>ATTENTION MEMBERS</p>	<p>PLEASE SEND MAXIE BROWN YOUR ARTICLES, DRIVES AND PHOTOS DURING THE FALL MONTHS – THIS WILL GREATLY ENHANCE OUR WINTER NEWSLETTER EDITION.</p>

CHEERS TO STEVE & NANCY WOODALL!

**MOVING SOUTH
ON TO NEW ADVENTURES!**

All our very best wishes!





The MGTC “Back in the Barn” on 15 April 2016



Steve prepares for departure! Safe travels!

Recent Chapter & Other Events

Oh Joy, What Has Begun!

By Charlie Adams

Our great friends, Steve and Nancy Woodall are going through the difficult process of downsizing as they prepare to depart from Northern Virginia. As part of that process, on September 9th, Steve and Nancy gave my 3-year old grandson Zeki their “1938” MG pedal car. It’s certainly a cute little red vehicle with its cut-away doors, wire wheels, and chrome radiator and headlamps.



That afternoon, Alana and I took it to my son Rory’s home, anticipating this gift would be very well received by his little boy who lines up his toy cars and trucks with military precision. Little could we have guessed just how smitten Zeki would be. With eyes as large as saucers, and a Dad for a pusher engine, it was love at first sight. An MG man forever!



That evening, after riding his MG for an hour and as bedtime neared it was time to go inside. Before heading off for a bath, Zeki walked to his MG, which was now parked on the porch, patted the bonnet, and said “Good night little MG!”

By the following day, Zeki’s curiosity about the MG and true nature showed through. His Dad found Zeki in the yard with the MG on its side and its inner workings being examined. I’ve no doubt Zeki will be learning to repair his MGs.

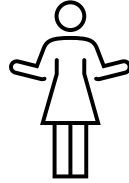


There is also another important piece of this little story. In addition to the MG, Steve and Nancy gave Zeki a pedal driven fire truck. In less than 2 days, Zeki has found and put out at least 20 fires on the property. Wonderful gifts which have stirred his imagination!

Thanks so very much Steve and Nancy! Bon Voyage!



UPCOMING CHAPTER & CHAPTER RELATED EVENTS



TECH NOTES

MGT- Series – Clocks **By Shaun English**

As we all know the MGT-Series have clocks not known for their reliability. I finally grew tired of hearing the old saw “they are right at least twice a day” so decided to see what might be involved with having the clock work again. Thinking my experience of collecting and repairing clocks from the mid-1800s would be to my advantage as our MGTs have clocks less than half their age. To my pleasant surprise prior experience is not needed. The skill required in setting ignition timing or adjusting the valves on an MGTs are probably more demanding.

Although there are probably other sources to fix the clock made by Smith Motors Association, I decided to use Clocks4Classics in Staffordshire, England. Their website <https://www.clocks4classics.com/>, which I found listed on www.mgexp.com, has everything one needs to successfully do the repair. After following their instructions to determine if the clock can be fixed there are detailed printed instructions for disassembling and reassembling the clock with photos as well as videos of actually doing the repair and a flow chart for diagnosing any fault should one occur. If all else fails, the clock can be sent to them and you will be credited for the parts already purchased.

The most likely cause of failure is the electrical contact powering the clock mechanism. This shortcoming is replaced with a solid-state sensor and microcontroller chip which leaves the clock movement intact. Yes, it still ticks. The only tools you may not already have are small jewelers’ screwdrivers which can be bought at Home Depot, Staples etc. for 5 to 10 dollars. A methodical disassembly and reassembly are all that is needed for your success.

To determine if the clock is keeping accurate time you can either do it through trial and error or download a clock regulator app on your smartphone or computer thus cutting down on guessing at the correct timing. The clock’s balance wheel oscillates 5 times per second so that is what the regulator should be shooting for. Overall, I have been satisfied with the results.

T-SERIES STEERING WHEELS

MG TA, TB, and TC ... originality.

by Ben Cordsen

René Thomas first supplied steering wheels to the Morris Garages of Oxford changing to ones from Bluemel Bros. Ltd. later on. Both suppliers provided a similar steering wheel using the spring spoke design to minimize "road and engine" vibration according to early advertisements. Some of these wheels had a ribbed design to simulate the popular cord wrapping preferred by the enthusiast. The T-series steering wheels were manufactured by Bluemel Bros. of Wolston, Warwickshire near Coventry after Bluemels became the works supplier in the mid-1920s at about the time "Old No. One was constructed by Cecil Kimber.

The original MG T-series steering wheels can be divided into two broad types, fixed and adjustable. A 17" non-adjustable steering wheel held onto the steering shaft with a keyway and bolt was found on the TA roadster series up to chassis No. 2881. This was followed by an adjustable steering wheel fitted to the TA beginning with chassis No. 2882. The adjustable wheel was always on the Tickford and rare coupé version, although of a slightly different design than that of the roadster. The wheel is positioned on the steering shaft by multiple splines and held in place with a clamp bolt of a distinctive design. The fore and aft movement is approximately 3.5"; vertical movement is approximately 2". Both wheels are 17" in diameter, 3 spoked and black in color.

The Bluemel brothers, Frank and Douglas, moved to a new "greenfield site" in 1904 as it was near Coventry, at that time the center of British cycle manufacture and eventually auto manufacture. Bluemels Bros. was an accessory manufacturer of car and cycle accessories and worked in a new Bakelite material, cellulose acetate (Celluloid). Hubs for the non-adjustable TA setup were sand cast from brass or aluminum at the works. The adjustable hub castings were of high-quality aluminum before World War II, however after the war years, scrap aluminum was used when supplies were uncertain and these hubs can be brittle or prone to cracking at the pinch bolt area. The rest of the wheel construction was in light gauge rolled steel with mild 18-gauge steel spokes.

TB production and most of the TC production used the all black wheel. This wheel is the Douglas A.S.W. (Adjustable Steering Wheel) but is more commonly called the "home market" wheel and is of one-piece construction. It is covered in a plastic material thought to be Bakelite but is technically a celluloid material. These wheels can show signs of stress failure or breakage at the point where the spoke and rim attach accompanied with flaking of the black celluloid covering. This wheel was produced Nov. 1938 to Nov. 1949. In the fall of 1948, another type of adjustable steering wheel was introduced on the TC consisting of a ½ chrome spoked wheel in a color referred to as "gold pearl." This wheel was found most usually on the export cars to North America but was also found on a limited number of cars destined for other parts of the world and the home market as well. It was injection molded in a swirled pattern achieved by using different viscosity colors. The material proved to be unstable with temperature and UV light and perished after a few years of use. The chrome was a flash plating over the steel spoke, also prone to flaking off after a few years. The hubs are of good quality aluminum and can be detached from the spoke/rim assembly. This wheel was available Oct. 1948 to the end of TC production in Nov. 1949.

In the early 1950s, a ½ chrome black rim in exactly the same pattern as the gold pearl and originally for use on the Aston Martin DB2, was made available for replacements. These rims were available from 1952 and onward.

By substituting the black Aston Martin rim, the export hub could be used for many more years. A few of these rims are still serviceable into the new millennia with only minor cracking as the black injection molded plastic was more stable than the gold pearl formulation. It is possible this is the "bare steering wheel" that has been listed with a different part number in the BMC parts list, No.AKD 856

An important thought to remember is the austere economic condition in England immediately after the war and the periodic shortages in materials. The factory in Abingdon produced many cars under this situation and when supplies ran low substitutions would be made in order to finish up cars for sale. It is not surprising to find a broad range of "original" configurations for the cars. The production line would not be held up for lack of an export wheel if a home market wheel could be fit, or the other way around as well.

Along with the austere conditions, these cars were built to a price. The overall level of fit and finish was good yet component parts were procured at a low price. Original steering wheels were inexpensive and were often replaced after a few seasons of use with after-market wheels of better construction and finish. Very few original and undamaged steering wheels exist of either "original" design to the present day. A good example of a very common replacement wheel is the Brooklands 4 spoked wheel manufactured by Bluemel Bros Ltd., the same supplier of the "original" wheel.

The Brooklands wheel was named for the racecourse in Weybridge, Surrey and implied a "sporting" heritage. Several colors were available in solid and marbled finishes; the T-series cars used an adjustable hub with fixed hubs available for other cars. One of the four spoke separators often had the patent date on the backside and one other had a Bluemels logo with feather in blue cloisonné or enamel. The application was not limited to MGs or even autos; some Brookland wheels were built for nautical craft as well. The Brooklands design has gone through several permutations over the years and the results are a bewildering assortment of diameters, spoke separators, hub designs, clamping arrangements, etc. These wheels were a stronger design, with the 4 sets of stainless-steel spokes versus the 3 flat spokes originally found. Unfortunately, the mottled and lighter colors were prone to the same decay that plagued the export gold pearl steering wheel.

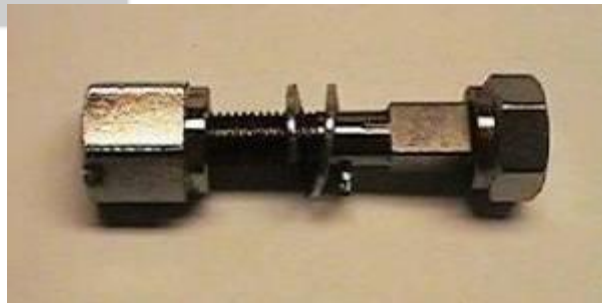
The archaeology of these steering wheels was based on an examination of dozens of the T-series steering wheels and after-market wheels along with research into the early MG production and the Bluemel organization. I hope it is of interest to the reader, and as with other details of the MG T-series cars, subject to additions and changes as additional records are discovered. Ben Cordsen, 2003



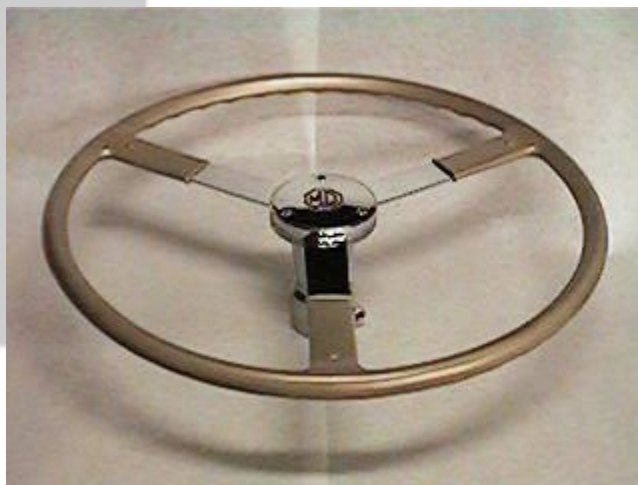
Douglas/home market wheel



Back of the Douglas/home market wheel with 15 finger indents per segment



The correct clamp bolt



Export gold pearl wheel



Rear of the Export gold pearl wheel with 14 finger indents per segment



The "lever" clamp bolt



Black rimmed export wheel, see text



Logo/patent information, export



Bluemels Logo on Douglas/home market wheel



Douglas "A. S. W." patent pend. on home wheel



Pantograph engraved chrome center medallion, red or bronze filled with 4 BA oval head screws



Stamped center medallion with 4 BA roundhead screws as found on the home market wheel



Early TA steering wheel



Rear of an early TA steering wheel, no finger indents



Early TA wheel medallion detail

All the above photographs are of a wheel that would have been mounted to chassis number TA 2881 or before using the non-adjustable steering shaft.

(The article above was provided by Club Member Charlie Adams)

1951 MG

By Shaum English

At the end of last year the following advertisement caught my interest. *1951 MG-YA, AKA «Pocket Bentley». Black. Quite rare in America. Imported to Canada in 2006. Right hand drive. Rack & pinion. Front independent suspension. 4 speed gearbox. 12 volts. Halogen headlights. Same XPAG 1250 cc engine and other mechanical components as the MG-TD. Factory sunroof. Windshield opens. Front suicide doors. Walnut trim. Octagonal gauges. Vacuum gauge. Banjo steering (adjustable). New braking system. Dip sticks at gearbox and differential. Semaphores (and flashers). Heater. Boyce Motometer. Original owner & technical manuals. 11,200 miles since 1996 restoration (possibly less than 22,000 miles in total). The oil pressure at 30 mph is 50 lbs and 35/40 lbs at idle. A compression test reveals 140 lbs on all cylinders. Very good condition overall.* It intrigued me because it is an often-forgotten member of the T-Series. Many of the CCNEMGTR members are familiar with the YA but for those that are not I am including the following reprint that featured this car.

All the charm of a British saloon

An MG for four. Yes! It exists and it smells of mahogany and English leather.

It was to make its debut at Earls Court, at the 1940 London Auto Show, but its birth was delayed until 1947, in order for Great Britain to recover from the destruction brought upon all of Europe by the Second World War. Thus, it was born with this old-fashioned air which characterizes the cars of pre-war period: square shapes, straight grill, wings detached from the body and two prominent headlights. An old-fashioned but charming air, at least for those which are fond of the look of traditional and luxurious English limousines. Admittedly, with a price of 525£ in 1951, it could not have been as luxurious a limousine as a Bentley or a Rolls-Royce. Indeed, this sympathetic English mini saloon is a MG. Yes, a four door MG, conceived in 1938 to widen the range of this English marque, so well-known for its roadsters will are still venerated today by a horde of nostalgics, both in Europe and in America.

Four door Midget

MG (Morris Garage for those which did not know) was founded in 1921 by William Richard Morris, which already owned Morris Motors since 1912. It is when he recruited Cecil Kimber that Morris adopted the MG name to designate the cars produced under Kimber's direction, the most famous being the tiny Midget (a word which means dwarf).

These adorable roadsters have long symbolized the perfect small English sports car that many American GI's brought back in their luggage. Rudimentary, uncomfortable, exiguous, oozing of oil below and letting pass the rain from above, these frail looking jalopies nevertheless did wonders in racing, initiating a whole generation of North American youths to the pleasures of European style automobile sport.

But MG wished to expand and decided to add a smaller four-seater to its then series of SVW saloons. The new arrival, christened Y-Type, borrowed mechanical elements from its small sporty sisters, in particular the 1¼ liter (1250 cm³) engine, a robust enough little mill which nonetheless badly hid its "agricultural" origins, like several British engines of the time.

This perhaps explains why these engines, with generous tolerances more adapted to tractors, were not embarrassed to shed their oil by every crack... As Gilles Bachand, owner of our star of the week, so well explains: "A British car never loses its oil; it marks its territory!" The misfortune of some is the luck of others.

Mr. Bachand tells that his MG-Y, of which he is the proud owner since Christmas 2006, was restored in England in 1996 and lived the 10 following years in company of an elderly resident of the Shetland Islands, north of Scotland. The car then returned to its native land where it was snapped up by an enthusiast of the MG marque.

Unfortunately for him, his wife yelled in horror at the sight of "this ugliness" and summoned the poor fellow to immediately exchange it against a convertible. "He then entrusted its sorrow to the MG-Y Club Registrar with whom I had talked of my interest a few weeks before. He alerted me at once and thus the deal was concluded. ", adds Mr. Bachand, an astute collector.

"Why a MG-Y? I had 1936 Ford which was expensive to drive and handled like a truck. I was thus seeking a car having the same shape but more modern and more pleasant to drive. The MG-Y fulfilled my desires perfectly, at a very reasonable price... and my wife likes it a lot too."

In spite of its old-fashioned look, this new offering indeed proposed some modern technical solutions for the time, in particular the independent front suspension, designed by Alec Issigonis, the brilliant father of the Mini (1959), and a rack-and-pinion steering worthy of a sports car, two elements which appreciably contribute to its driving pleasure. As for the look of the body, one owes it to its designer, Gerald Palmer, which used the Morris Eight to which he grafted a more fluid rear section and, at the front, the traditional vertical MG grill flanked by detached headlights and separate wings.

Four wheels in the air

Another interesting characteristic of this small saloon (that the Americans call sedan): the Jackall System* which consists of four hydraulic jacks, one fixed at each corner of the chassis, and which makes it possible to raise the car to change a wheel. This same system exists today on certain modern racing cars... This only goes to prove that we haven't invented anything new.

But where this MG distinguishes itself is by the care taken to the design of the cockpit. The mahogany instrument panel is decorated by octagonal instruments which recall the shape of the MG emblem. This same wood is also used for trimming on the doors.

Height of luxury: a beautiful three spoke steering wheel is adjustable, seats are covered in leather, a sliding roof and a small blind which can be drawn on the rear window to give more intimacy. And let's not forget the "air-conditioning" afforded by being able to open the windshield from the bottom...

All things considered; it has all the undeniable charm of a traditional British saloon.

*Removed & lost during the 1996 restoration.

The owner, Gilles Bachand, decided after 14 years of ownership it was time to move on and relinquish the role of caretaker for the YA. I arranged inspection of the car for the end of January and being that it was the snow season in Quebec, Ontario I had to make the arrangements accordingly. Fortunately, everything went according to plan as the YA was in an enclosed trailer on its way to Virginia by the end of February, just a few weeks before Covid-19 travel restrictions went into place between Canada and the US.


I genuinely enjoy the YA and look forward to driving it now that the weather is cooling down. By the way, Gilles included a complete **Jackall System** which was mentioned above as being removed and lost.

Below are a few pictures of the car.



INTERESTING ARTICLES, PHOTOS & TRIVIA

MG - TF

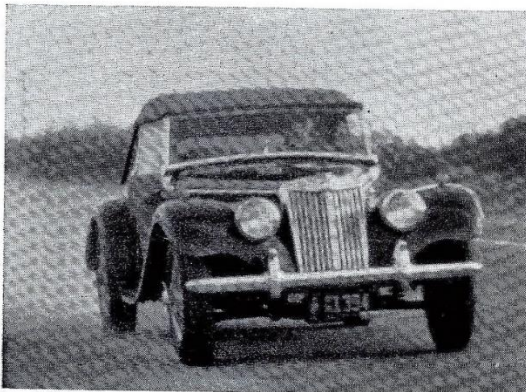
 1954—Of the wide variety of cars we drive, there is one that, by its very nature, clearly exemplifies the term “sports car.” Every time we drive an MG, whether it be the TC, TD or, as in this case, the new TF, the thought comes to mind—here is a car that embodies all of those elusive characteristics that make up the sports machine.

To drive an MG is sheer pleasure. This is no car for the man who is looking only for transportation. Only those who can recognize and appreciate the fun of driving a car that responds to skillful handling will ever grow to like the MG. To drive one like an old maid is sacrilege—the car demands fast skilled driving and, because the MG responds so well to such treatment, the MG owner is likely to find that it actually nudges him into being an improved driver. And if, in the more sporting situations, the MG owner maintains even the slightest shred of sanity in what he asks of the car, its impeccable handling qualities will see him through with greater safety than would be possible in a much less vigorously driven family sedan.

To those who have never owned an MG, the new TF is an anomaly. The revised styling, though lower and more rakish than before, is still far from being modern. The performance is well below the 1954 Detroit norm, and you do have to shift gears. Yet the fact remains that each member of the entire R&T staff strove mightily to produce his own best reason for being next to use the MG.

Aside from the styling change and the semi-return to wire wheels (opt. at \$135 extra), there is little difference between the TF and the Mk II TD model of the past two years. The car weighs the same, handles the same, and performs substantially the same as before. The TF's designers have adopted most of the Mk II engine features and also employ the “faster” axle ratio of the Mk II to enhance the cruising and top-speed performance. Acceleration is only slightly improved, the inevitable result of the lower rear axle ratio.

Though the car has a number of new features that we liked, there were a few items which we disliked. The new instrument panel, though good-looking and well lighted, can be criticized on several points. The new centrifugal-type tachometer is very legibly marked, but oscillates quite badly at times. Also less than perfect were the oil pressure gauge—which read only 0-50-100—and the rather unhandy pull-type starter control. Furthermore, there is still no fuel gauge, just a warning light.



44 ROAD & TRACK

The one major control change since our TD test is that the dimmer switch was moved from the instrument panel to the floor, where it is now foot-operated in the normal manner. There is still not enough space around the foot controls, and the throttle pedal is the old familiar rattling iron bar with a roller on the end.

The clutch on this particular car (2800 miles on the odometer) was a trifle grabby on normal starts—and yet slipped when brutal snap shifts were attempted from first to second. Normal city driving was further encumbered by what we diagnosed as “over-carburetion.” Below 2000 rpm the engine is flat and not until past 2500 rpm does the power really take hold. Corrective carburetor needles are now available, but we suspect that the old 1¼-in. SU carburetors might be more satisfactory than the 1½-in. units now supplied. There is also somewhat more of a power roar, due to the change from a large oil-bath air cleaner to a pair of small gravel-strainers.

Summed up, and despite our few carping remarks, the TF is still the greatest sports car for the money that is available today. It offers a good competition potential combined with the ability to stand up to very hard everyday driving, plus a modest initial price and, probably, reasonable yearly depreciation (this last based on experience with the popular TD).

Ken Miles said when he handed the car over to us, “There, see if you can break her up.” We tried, and the car ran just as smoothly as ever after 400 hard miles of testing. Even the office girls hated to see the TF leave our premises.

MG-TF 1500

Because the MG has for years been too large for class G racing, and a full 250 cc short of the class F limit, there has been a considerable amount of agitating on the part of MG fanciers for a “full” 1500 engine. Now these malcontents can be satisfied, for the 1955 TF has that 1.5 liters; well, almost—the actual displacement is 1466 cc, which allows for a couple of re-bores before going over the limit.

Proof that the extra capacity is well worthwhile can be neatly summarized in one sentence. The larger engine adds 5 mph to the top speed, and reduces the 0-60 time by 3 sec. There is an increase of 17% in both displacement and torque and the standing ¼-mile was 2 sec better than before—but the terminal velocity is only 2 mph higher. Unexpected but welcome bonuses were the elimination of the flat spot caused by over-carburetion and a slight increase in gas mileage.

Aside from the larger displacement (accomplished by simply increasing the bore size) there are no important revisions in the 1955 TF. There are two small plates (not yet added on our test car) that proclaim the TF to be a “1500,” and the brass engine nameplate says XPEG, instead of XPAG as did the TD and 1250 TF engine plates.

One bitter disappointment during the test was that at no time did we encounter an unsuspecting 1250-cc TF, for purposes of impromptu competition. We did get one “customer” in an American car, but he was soon lost in a series of fast downhill bends.

After last year's test we were asked if the TF was “really that good.” It is, and more. Even though the MG is the lowest-priced sports car on the market, it is the accepted standard of comparison. No one questions its right to the title, and if we seem to like the MG (and we do) then it's because the car is good. And, this year one can have wire wheels and the extra power (65 bhp @ 5500 rpm) for \$100 less than last year's car without wire wheels.



*We will travel one day again my friends and see beautiful places!
In the meantime,*





My doctor said now that I'm older I need to install a bar in the shower



Check out the Scottish Drinker – too funny!

<https://tolleystopics.com/2020/07/09/the-scotch-drinker-so-funny/>

FOR SALE

1952 TD, off the road for many years, mostly complete, no heavy rust, engine free and recently raised oil pressure, looks easy to start again, suitable for restoration. Currently not titled. MG TD 12735 has a build date of January 4, 1952. Best reasonable offer. Contact Bob Matters for details at 410-474-6492.



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

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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