

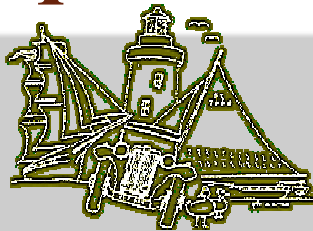
The Square Rigger

SPRING EDITION
Published – APRIL 2022



Club Member Mark Brown's MG TD, Culpeper, VA

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

Chairman Comments

We are starting to take our cars out of winter hibernation hopefully getting some top-down driving done.

As you know there wasn't much happening with the Club the first part of 2022, but that will be changing in June when the Original British Car Day takes place for the 44th time. It is going to be held again on the grounds of the Barn at Serra Valley Farms in Mt. Airy, MD. Tom Renda has more details of the event further in this TSR issue.

Much of the heavy work has been taken care of but, as in past years, volunteers will be needed for the day of OBCD. Please contact Tom at 410-804-7017 or email him at thomasdrenda@gmail.com and he will let you know how you can be of help.

The date for John Twist coming to the Washington, D.C. area to have his Engine Rebuild tech session has not been finalized but I will let everyone know as soon as it is determined.

Also, although October seems a long way off the Fall Ramble should be able to take place this year at the end of the month. The next TSR issue will have details on it.

Thanks,

Your Chairman, Shaun English

Safety Fast!



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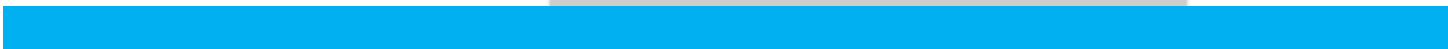
CALENDAR OF EVENTS

2022

Usually once a month on a Monday at 7:00 p.m.	Contact John Twist of University Motors with your email address to receive the notice time and date for upcoming sessions.
March/April, 2022	John Twist – 2 day seminar – more to follow
February 3-17, 2022	Winter Tour, Florida - Cancelled
April 22-24, 2022	GOF South – Mission Inn Resort & Club Howey In the Hills, Florida
May, 2022	Spring Mini-GOF - Cancelled
June 5, 2022	Original British Car Day (OBCD) Serra Valley Farms in Mt. Airy, MD



Our Club Symbol --- A Real Chesapeake Bay Skipjack



RECENT CHAPTER RELATED EVENTS

Name Tags Have Arrived!

Yes, they have arrived, and I plan on handing them out at the Original British Car Day. Please look for me or my son, Kyle, to get yours.

If you are not planning on visiting the OBCD and want your name tags anyway, please contact me.

I am trying to hand them out rather than mail them to save on postage.

Milt Babirak 703-501-7924

UPCOMING ACTIVITIES NOTICE

GOF South – April 2022

The Classic MG Club – *Once Upon a Time*



Club members John Debelius and Mark & Maxie Brown will be attending the April 22-24, 2022 GOF South to be held in Howey-in-the-Hills, FL.

If you have an interest in participating in a trip down to the GOF South in April, please contact John Debelius (301-318-3522).

The 44th Edition - Original British Car Day

June 5, 2022

The 44th edition of Original British Car Day will take place on June 5, 2022 at the same location as last year (Serra Valley Farms in Mt. Airy, MD).

In honor of its 60th Anniversary, this year's Featured Marque will be the ever popular 1962-1974 (Chrome Bumper, or "CBB") MGB roadster. With sales of over 500,000 units, the MGB was the most popular sports car EVER. (Until the Japanese came along with the Mazda Miata, of course. Now the beloved B is just the most popular *British* sports car ever.)

With roughly 300 entrants, last year's OBCD show was one of the best attended events we have had in many years (although nothing rivals the "Allen Pond" days, when organizers were sometimes forced to turn away registrants after a field capable of holding 400 plus cars filled up!)

Registration forms are available here: [Chesapeake Chapter of the New England MG T Register \(chesapeakechaptermgclub.com\)](http://Chesapeake Chapter of the New England MG T Register (chesapeakechaptermgclub.com)) Like last year, we need volunteers. (Volunteers get free parking and free lunch, too.) Volunteers should contact Tom Renda at 410-804-7017 or thomasdrenda@gmail.com

Bring your vintage car. Your vintage motorbike. Your vintage wife. (j/k - all wives remain eternally young)
We hope to see you there!!

Maine Trip in October 2022



Club members Milt & Louise Babirak are planning a trip to Maine October 1-9, 2022 with former neighbors, Phil & Ellen Rosengard. They will be trailering their TD and staying at the Asticou Inn in Northeast Harbor (www.asticou.com). It is a quintessential Maine inn. If you have any interest in joining the trip or would like to find out more about it, please contact Milt 703-501-7924.

TECHNICAL MATTERS & OTHER

How much is your MGT worth?

Some Chapter members use Hagerty Insurance for their MGT-Series cars, so they are probably familiar with the Valuation Tool they offer. I've used it in the past to get an idea of a fair market value when looking at a prospective purchase as well as determining a reasonable *agreed upon value* when insuring my cars.

Recently I went through the prices listed on the T-Series and wanted to share them as I found them interesting. Although these prices do not include TAs or TBs most of the members have TCs, TDs and TFs.

The Hagerty Classifications:

#1 Concours Condition: Vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2 Excellent Condition: Vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3 Good Condition: vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4 Fair Condition: Vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.

MGTC 1945 through 1949

#1	#2	#3	#4
\$60,000	\$42,800	\$23,700	\$14,600

MGTD 1950 through 1953

#1	#2	#3	#4
\$39,500	\$27,000	\$15,500	\$9,600

MGTF 1954 through 1955

#1	#2	#3	#4
\$44,400	\$35,200	\$20,800	\$14,400

MGTF 1955 (1500)

#1	#2	#3	#4
\$57,00	\$39,900	\$27,00	\$19,500

The prices represent the averages for what has been paid among peer groups (70%) going back 15 years. Because Hagerty insurance covers thousands of cars with hundreds of models within each marque, the data used is fairly accurate.

A comment often made about the MGT-Series cars is that the prices have not appreciated much over the past years, and they have not. However, as was mentioned in another article – the MG-T series still offers a reasonable price level for someone wanting to get into the antique/classic car market. In any case, we most likely purchased them to enjoy and not as an investment.

INTERESTING ARTICLES, TIDBITS & TRIVIA

Mike Hughes, Contributor

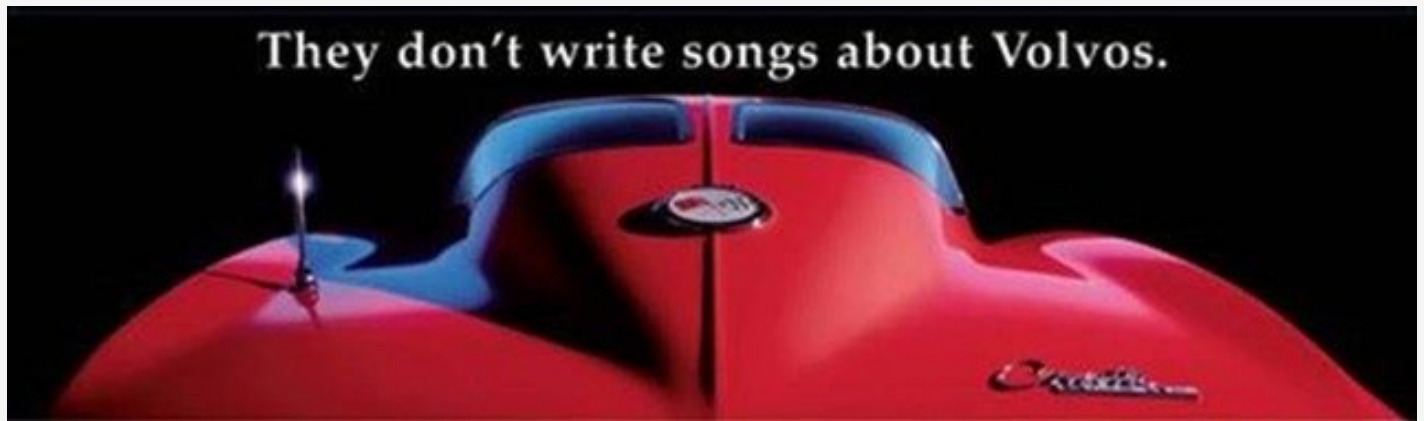
[A few things to know before stealing my 914 | Hagerty UK](#)



**A few things to know before stealing my 914 |
Hagerty UK**

Pssst! Wanna steal a Porsche 914? You'd better have a read of this before you find yourself giving up and abando...

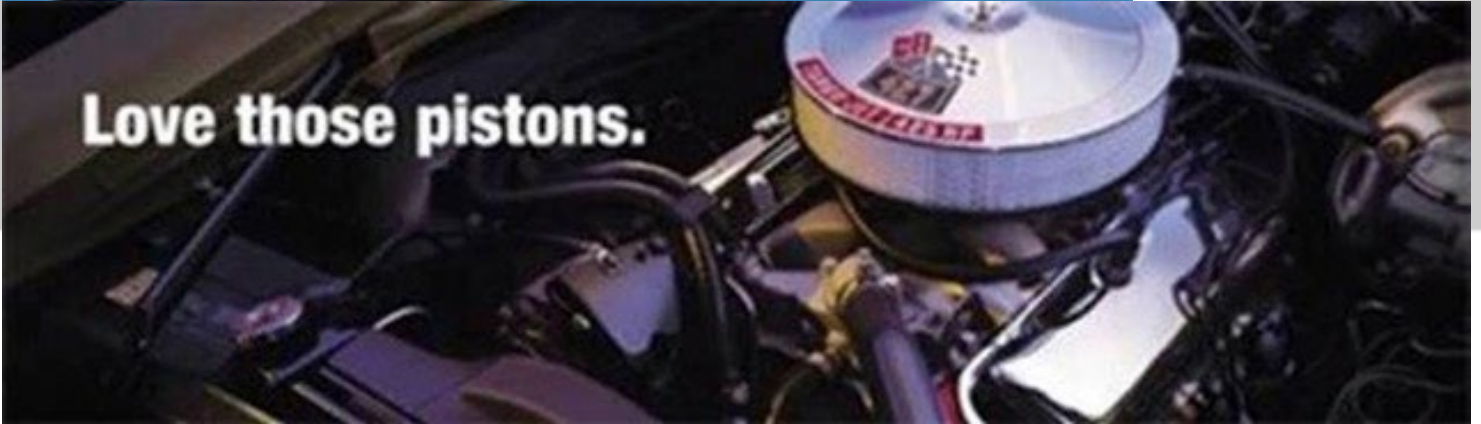
**These are actual billboards in Detroit, Michigan, put up by GM.
This is definitely cool!**



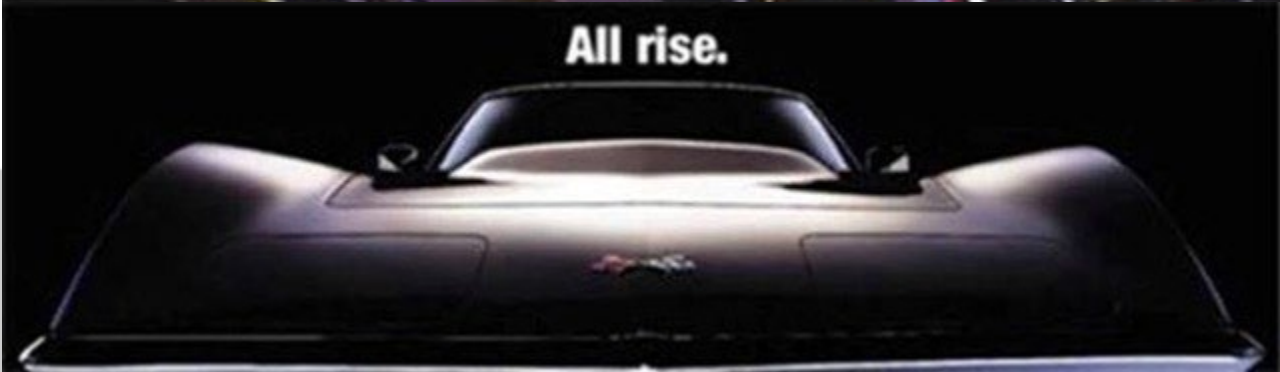
**Cool stuff - for those of you old enough to
remember..LOL!**



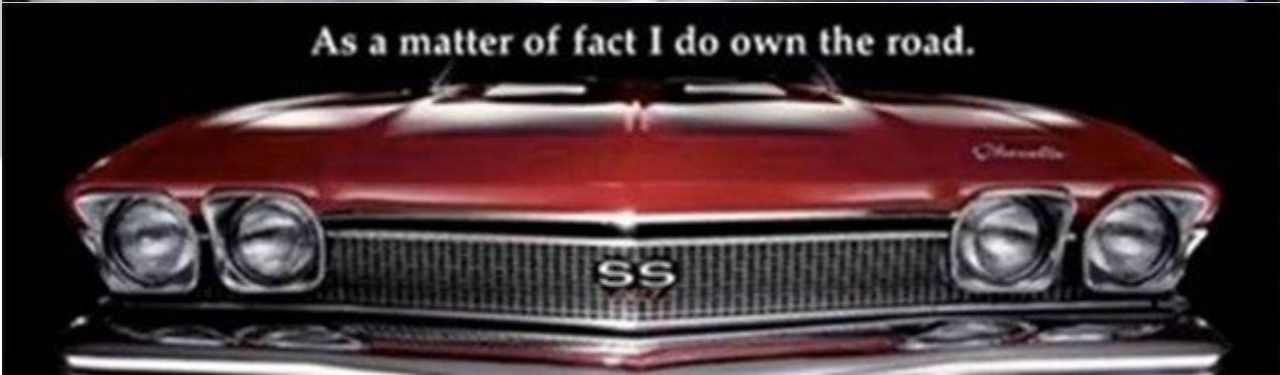
IT CAME IN 17 COLORS.
ALL OF THEM RED, WHITE
AND BLUE.



Love those pistons.



All rise.



As a matter of fact I do own the road.

REMEMBER THE WIND
BLOWING THROUGH YOUR HAIR?
REMEMBER HAIR?



ONE 50-YEAR-OLD
THAT LOOKS GOOD
WITH A SPARE TIRE.



OTHER CITIES HAVE
ART FAIRS.



IT RAN ON GASOLINE,
BUT IT WAS STILL ELECTRIC.



What would you expect from a city with a statue of a fist?



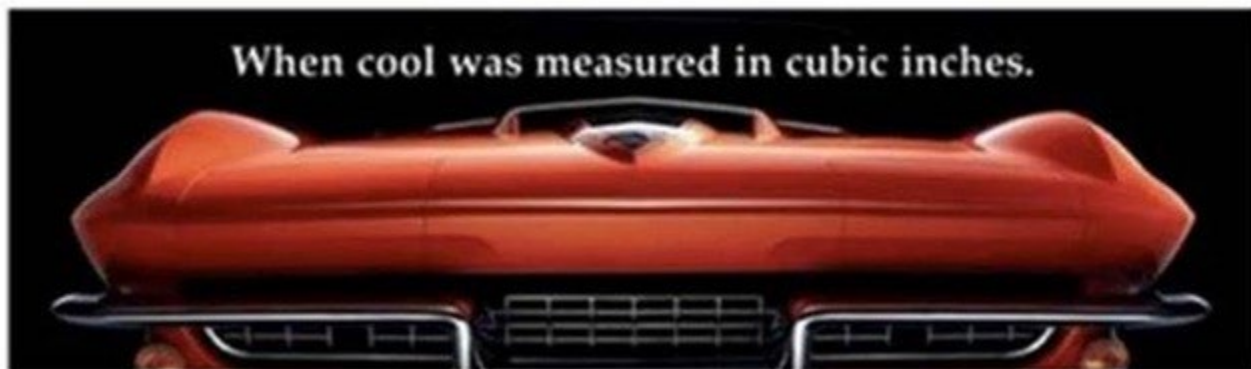
Remember when your cup holder sat next to you and wore a poodle skirt?



Will people ever line the street to look at what you drove?



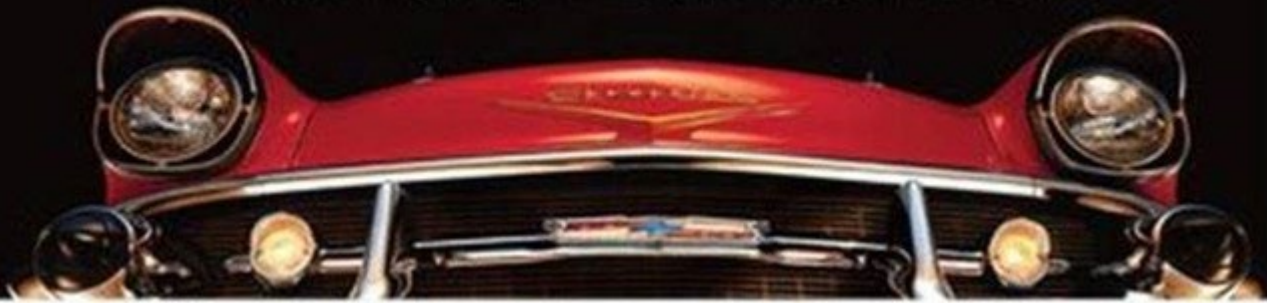
When cool was measured in cubic inches.



When heads did the spinning and rims stood still.



Proof that your parents were actually cool once.



**IN THIS TOWN,
BODYWORK DOESN'T
MEAN PLASTIC SURGERY.**



 chevy.com

**WE GAVE IT WINGS
AND IT FLEW.**



 chevy.com

They don't write songs about Volvos.



Not everyone wants a car with a bud vase on the dash.



**THE GRANDDADDY
OF BLING.**

 chevy.com



How to Easily Restore Classic Car Bucket Seats

By Carl Heideman

Feb 5, 2022 | [seat](#), [Interior](#) | Posted in [Shop Work](#) | From the March 2007 issue | [Never miss an article](#)



It's a question we're often asked: What can be done about the uncomfortable seats found in so many classics?

The follow-up question usually asks about swapping in modern or aftermarket seats.

We usually counter that the original seats are actually very comfortable—if they are in good condition. Fix them and all will be well.

And by “good condition,” we mean that the entire seat needs to be perfect. In addition to good upholstery—no rips, wear or fade—the cushions and support webbing or diaphragms also need to be in flawless shape. Don't forget that a good-looking seat may be concealing worn-out innards.

Fortunately, renewing a seat's support assemblies is an easy and inexpensive job, requiring about \$25, only a few tools, and no upholstery experience. Follow along as we rejuvenate the seat from a 1978 MGB by replacing the seat diaphragm. The process is similar for many other types of cars, and the result is a dramatic improvement in comfort for just a couple of hours of work.

Step 1:

Slightly faded but with an otherwise good outward appearance, these MGB seats were very uncomfortable. Notice how much the seat gives way to moderate pressure. Time for repairs.

Step 2:



Probably the hardest part of this job is getting the seat out of the car, since the mounting bolts are often hard to reach and rusted in place. It's usually wise to spray some penetrant on the bolts a day or two before removing the seats.

Step 3:



We'd rather work on seats when they're at our height. Save your back by using a workbench. Once the seat was on the bench, we removed the back with a couple of wrenches.

Step 4:



With the back removed and the seat bottom flipped over, the weak and damaged webbing clearly revealed why this seat was so uncomfortable. To start the replacement of the webbing, we removed the spring clips that hold the upholstery to the seat frame.

Step 5:



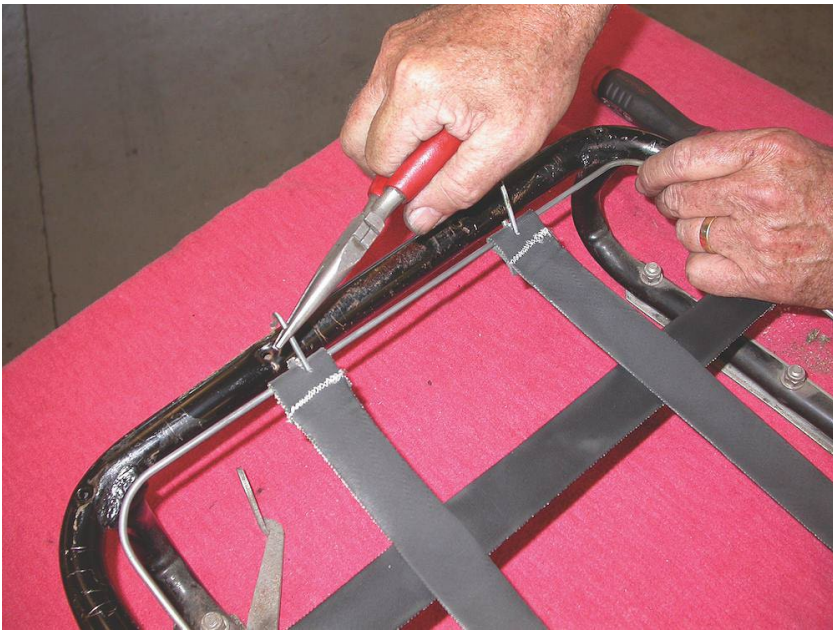
Once the clips were removed, we carefully pulled back the upholstery from the frame, leaving the upholstery attached to the cushion. If the foam and seat covers can be saved, you don't need any upholstery experience for a job like this.

Step 6:



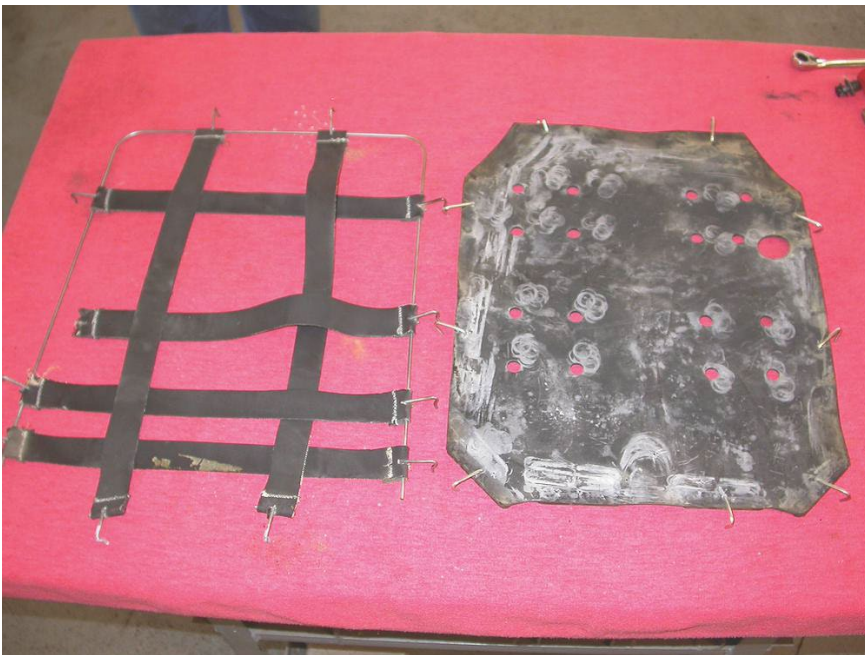
We then pulled the seat bottom off the frame.

Step 7:



We removed the old webbing by undoing the clips with needle-nose pliers.

Step 8:



In the case of MGBs, there were two types of seat support used—later cars used webbing, while earlier cars used a full diaphragm. We find that the diaphragms offer more support and thus make a good retrofit for the newer cars. We paid \$20 for each seat replacement diaphragm.

Step 9:



Again, using our pliers, we stretched the diaphragm and hooked it into the frame. Having an assistant hold the frame while you're stretching the diaphragm usually helps a lot.

Step 10:



Next, we put the seat bottom upholstery and cushion back on the frame. Since it was previously fitted, it went on easily and almost fell into its original position.

Step 11:



No glue was necessary to secure the upholstery, as we simply used the spring clips.

Step 12:



With everything refitted, the bottom was finished.

Step 13:



The seat bottom was ready to be reunited with its back.

Step 14:



We attached the finished seat back to the bottom.

Step 15:



Before lubricating the seat sliders, we cleaned out the built-up dirt and old, gummy grease. This will allow the seats to slide much more easily.

Step 16:



Before reinstalling the seat, we used a rethreading tool to chase the threads of the mounting weld-nuts. We then liberally greased the weld-nuts and the mounting bolts so that they would be less likely to seize in the future.

Step 17:



Once it was reinstalled, we gave the seat the fist test again. It was significantly firmer. Our butt confirmed these findings.

Step 18:



Looking the same as they did only a few hours earlier but now feeling brand-new, the rejuvenated seat made the car comfortable and much more enjoyable.

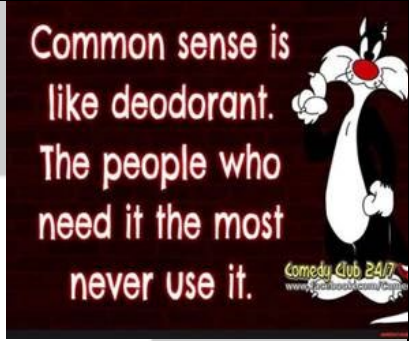
And despite working during warmer weather it helped to have a small electric ceramic fan heater playing on the diaphragm to soften it a little to ease the stretching effort.

Job done, they look great and are very comfortable too.

FUNNY BONE

My wife didn't order anything from Amazon yesterday so the UPS guy knocked on our door to see if we're okay.





TSR Advertisements
FOR SALE



For Sale (Reduced in price) - 1951 MG-TD No 7103
By Club Member Jerome Prochaska

We have sold the farm and are moving to a retirement community in Winchester, VA. The time has come to say farewell to my faithful travelling companion of 61 years. Please see the Spring Square Rigger for more details and data about this unusual car. But this little filly likes to go! Some of the reasons are listed below:

- Shorrock Blower
- Mild California Street Cam
- Milled head and 1300 cc Displacement
- Porsche Racing Pistons
- Electronic Ignition
- Heavy-duty Clutch
- High-Speed Rear Axel

A number of items convey with the sale of the car. The car has its original interior upholstery (rare) and this is still attractive and serviceable. However, a Moss Motors leather seat recovering kit and a vinyl panel and trim kit, still in factory shipping boxes, also convey.

- Five Painted wire wheels with good bias-ply tires (including original 1951 Dunlap spare)
- Serviceable spare Radiator Shell (rare)

- Original manifold and 1 1/4in S.U. carbs
- Witworth tools and copper hammer
- Bits and spares (assorted)
- Original factory shop manual (worn)
- Tune-up books, pamphlets (period, various)

A full professional frame-up restoration was undertaken in the early 1990s. Photos and all receipts go with the car.

Serious Inquiries Only. **Price \$25,000 (REDUCED \$2,000)**. Contact Jerome Prochaska at Orleantrees@aol.com
MG

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**

LIKE US ON FACEBOOK

The Chesapeake Chapter has a Facebook page. It is called "The Chesapeake Chapter of the New England MG T Register." Like us on Facebook and receive notices, announcements, videos, and photos about the Chesapeake Chapter. If you have any questions or if you have any problems joining, contact Milton Babirak at mbabirak@babirakcarr.com or 703-501-7924.



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**

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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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