

# ❄️ *THE SQUARE RIGGER* ❄️

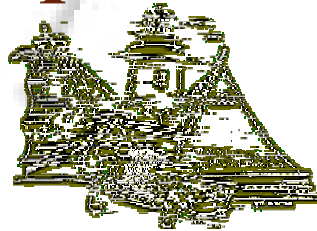
❄️ *WINTER EDITION* ❄️

*February 2023*



*FALL RAMBLE IN CAPE MAY 2022*

## **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

Trust all the Chesapeake Chapter members are well and greeting 2023 in style.

By now the intrepid travelers have returned from Florida. Some of the trip was posted on our Facebook page as well as written up in this TSR issue by John Debelius. We've made friends with many other MG owners from Florida and look forward to hosting them when they come up here.

A couple of changes have occurred since the last TSR issue. First, the annual Eat Out which usually is held at the beginning of February will be at month-end on Sunday, February 26<sup>th</sup>. The Normandie Farms Inn, where we previously had the Eat Out, has closed so this year we will meet at Silo Falls Restaurant/Bar, 19501 Georgia Avenue, Brookville, MD 20833. The brunch will be in a private room from 11:00 a.m. until 2:00 p.m. with the room and gratuities picked up by the Club. All you need to do is show up and choose from the menu. Their website [www.themanoratsilofalls.com](http://www.themanoratsilofalls.com) has directions for getting there. Please email me at [spenglish@aol.com](mailto:spenglish@aol.com) or text me at 703-229-3317 to let me know the headcount.

The other change refers to the location for Original British Car Day (OBCD). Serra Valley Farm has changed hands and OBCD will return to Lilypons Water Gardens. For those that have not been there the address is 6800 Lily Pons Road, Adamstown, MD 21710, and their website is [lilypons.com](http://lilypons.com). OBCD will be on June 4<sup>th</sup> from 8:00 to 3:00 p.m.

Being OBCD is the Club's signature event and primary source of income it is an ideal time for members to volunteer and make the event as successful as possible. The field layout which occurs on Saturday, June 3<sup>rd</sup> is important as well as the various assignments (regalia sales, registration, directing the parking etc.) on OBCD. You can contact me at [spenglish@ol.com](mailto:spenglish@ol.com) or via text at 703-229-3317 to discuss what is needed. It will be greatly appreciated.

Also, please see the Chapter's new website <https://mgtchesapeake.com/> for updates on registration and updates for OBCD.

**Your Chairman, Shaun English**

***Safety Fast!***



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Contact Shaun English



# 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.

**February 25, 2023**

**Annual Eat Out**

Silo Falls Restaurant/Bar, 19501 Georgia Avenue,  
Brookville, Md. 20833

**June 4, 2023**

**OBCD Official British Car Day**

Lilypons Water Gardens  
6800 Lily Pons Rd., Adamsville, Md. 21710  
8 a.m. – 3 p.m.



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

## **RECENT CHAPTER & OTHER EVENTS**

**Fall Ramble – October 28-30, 2022**

**Cape May, New Jersey**



**Yes, this year the Fall Ramble really did come back in a beautiful way.**

**Many of us started our weekend on Friday by driving our cars onto the Lewes – Cape May Ferry. Unfortunately, a few club members had to cancel the trip due to various reasons. This year's Club member participants were:**

- **Mark & Maxie Brown**
- **John Debelius and Donna McBride**
- **Shaun English**
- **Mike & Lucy Hughes**
- **Barbara Vanover**
- **John & Phylis Williams**





The Ferry ride lasted about an hour or so and we were eager to drive off and get the weekend going. We received many looks and compliments on our fine MG vehicles.

We arrived in Cape May and spent the afternoon shopping, napping and taking in the salt air of Cape May. The weather was a bit chilly but all-in-all very lovely for a late October Friday. Friday evening dinner was a short walk to Freda's in Downtown Cape May. A local favorite and we know why – the food was amazing!



## **Saturday – A rally to remember!**

Saturday morning we had breakfast and drove our cars to Emlen Physick Estate in Downtown Cape May, for a craft and collectible show on the grounds of the famous Estate frequented at one time by Thomas Edison and Henry Ford. There was also a Halloween Dog Parade – such cutie pies.

The Estate was beautiful!



Next, we started *WHAT* we thought was going to be a leisurely drive to Stone Harbor. In classic MG style, we drove out of beautiful Cape May and over some scenic bridges and marshes, and all of a sudden, the lead car pulled off ... what could it be??





*A friend in need is a friend in-deed!*

**Oh no - Shaun was out of gas! To the rescue, Mike saved the day and jumped out of his car with a gas can and problem solved (Shaun's gas gauge told him he still had ¼ tank left). A bit of gas and we were on our way!**

**We made our way through Wildwood, NJ in search of a gas station. In New Jersey, there are gas attendants like the good ole days. Tourist season is basically over and the Town seemed empty compared to the summer months. Shaun filled up the tank and we were on our way ...**

**NOT SO FAST though... low and behold there was a blue light special on Mark Brown's tail .... Yes, according to the Officer B. Fife II, Mark not only ran a red light but also caused the others to "run the light"! After the usual checking of driver's license and a stern talking to, we were off again!**



**Thoughts that come to mind:**

- *Run Forest Run...*
- *I fought the law and the law won ...*
- *He's in the jail house now....*
- *Momma tried....*
- *They must be undercover gangsters from Atlantic City :)*



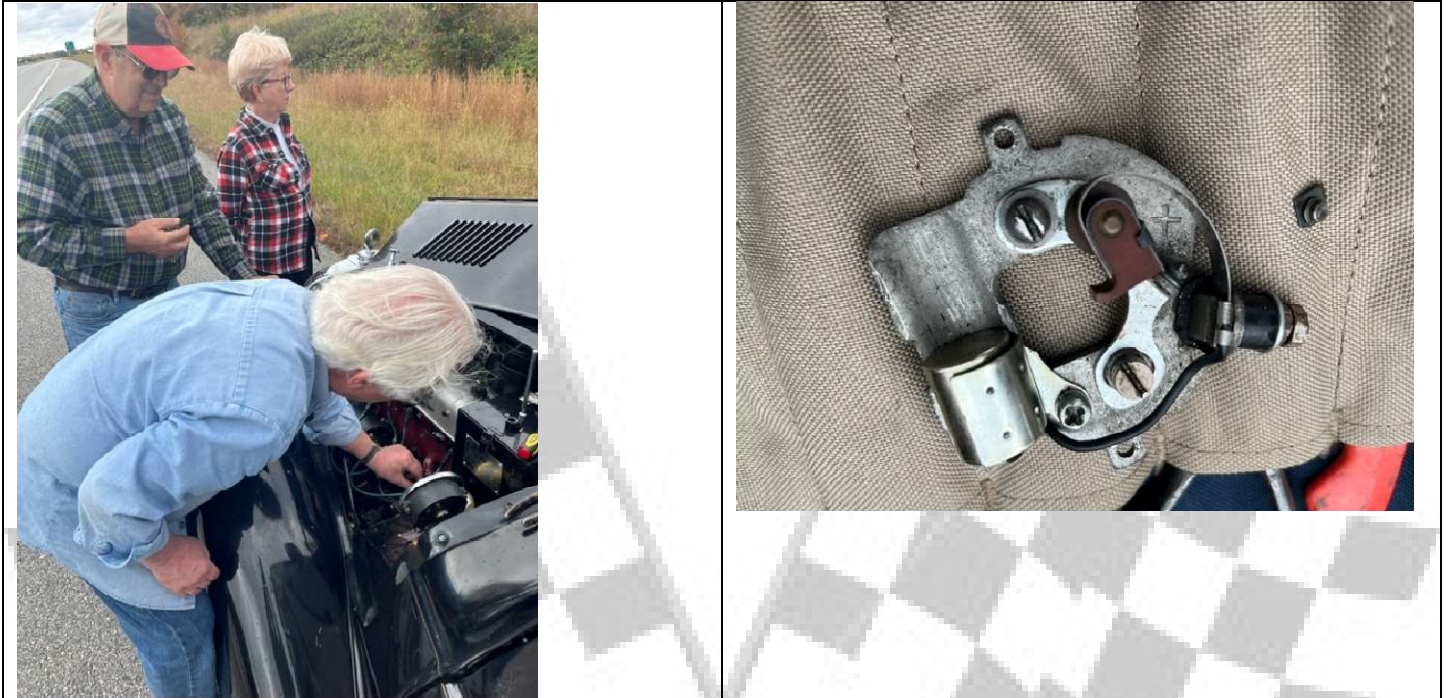
Thankfully, the remainder of the day got much better! We had a relaxed lunch at the Willow Creek Winery and made our way around to the Cape May Point State Park. It is one of the most popular sites for bird watching in North America and a natural route for migratory birds. The park is best known for the famous Cape May Lighthouse, a World War II gun battery and fire control tower, world renowned fall bird migration, and monarch butterflies.

We parked our cars together and managed to get a few nice photos as evidenced on the front cover of this newsletter edition. The remainder of the afternoon was quite lovely – we managed a shopping excursion back in Downtown Cape May.

Dinner began with a short walk from the Main Stay Inn to the Union Park Restaurant, along Beach Avenue across the street from the ocean. The 3-course fixed price menu did not disappoint. We also were joined by local historian Mary Stewart (not the Queen of Scots) ☺ as our guest and a speaker on some colorful Cape May History.



**Sunday morning, we were up and headed back to the Ferry. Some took the 10:30 Ferry; a few early birds took the 9:30. On the way home, Mike Hughes saved Shaun again when he spotted him on Route 404 broken down! Once again, Mike lent him a set of points – the new points got the YA home without any more problems. Apparently, broken points rarely happen – but the picture tells the story....**



**Overall, another great adventure to a beautiful coastal town with olde Victorian charm, architecture and history. At this point, the plan for next year is to head to the mountains in the area near Sperryville/Luray. Mark your calendars for October 27-29, 2023!**



# The Florida British Invasion Reprised in 2023!

By John Debelius



It was a long time coming, delayed for years by Covid closures and suspensions, but it was worth waiting for. We revived and completed our annual Florida Winter Tour from January 26<sup>th</sup> to February 10<sup>th</sup>. The routes and destinations were varied to keep it interesting, but this year we hit at least two of the favorites with a visit to the Everglades and Key West. We began with a meet-up at Shaun English's house on a cool gray day in Alexandria and proceeded to the Amtrack Station in Lorton to load onto the Auto Train. The customary visit to the bar car, followed by dinner on board, set the tone nicely. There was a slight delay on the way down due to an accident somewhere south of us, but that is the nature of trains. Once in Florida the jackets came off and the convertible tops came down. We ate and imbibed well, perhaps a little too well, and enjoyed the British Car Show put on in our honor by a couple of the local clubs at Hickory Point Park in Tavares.





**Milt doing some fine detailing in preparation for the show.**



**A rough crowd!**







**Louise, Shaun and Milt discussing the merits of red cars**



**Jaqui and Barb in front of a proper green car**

**This year's trip was classed up a bit by the presence of first timers Louise Babirak and Lucy Hughes. Barbara Vanover has been a regular and this year she drove the honorary MG (Volvo SUV) as a cargo and sag wagon, accompanied by her charming old school chum, Jaqui. The primary participants were Shaun English, Mike and Lucy Hughes, Milt and Louise Babirak, your author and his brother-in-law, Hugh Graham, and for the trip through the Keys, by Mel and Ali Tucker. Dick and Debbie Shepherd were doing their own winter sojourn in Florida and joined us for the show and a dinner the next week in Okeechobee.**



**Mike and Lucy Hughes in '54 TF**



**Mel and Ali Tucker in '52 TD**



**Milt and Louise Babirak '52 TD**



**John Debelius and Hugh Graham '53 TD**



**Barbara Vanover and Jaqui (our stellar pit crew) with Hugh and Lucy**



**We owe much to Jon Martin for his trip planning, routing, and software skills. As usual we stuck primarily to back roads and smaller towns to get the true MG experience and generally tried not to drive more than 100 miles a day. We carried strategic tools, spare parts and manuals, hoping in some perverse way that there would be at least a few mechanical issues so that we'd have something to fix, while at the same time hoping that the breakdowns wouldn't be so significant as to delay the trip or cause abandonment of a vehicle on foreign soil.**



**On the road again...**

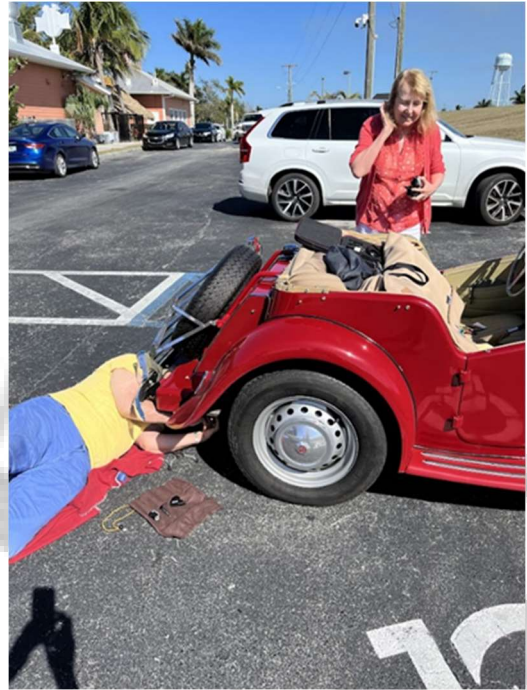
**So, you gearheads want to know what mechanical issues arose...OK. This was an inaugural run for my recently completed restoration of my '53 TD. I was vexed by occasional starter motor run on after the engine started and I released the starter cable. Mel Tucker told me his car used to have that problem, but he had cured it by replacing his starter cable. The light bulb came on! I checked mine and found that a frayed wire strand just prior to the connector was hanging up and sometimes preventing the starter cable from fully retracting. That made so much sense. I was thinking the problem was with the solenoid, and a problem with the cable wasn't even on my radar. I nipped the errant strand and the problem was resolved. An unrelated problem occurred on our way back from dinner one night when the car started sputtering and shut down about a block from the hotel. Fortunately, we were close enough to push it into the lot. My dreams that night were permeated with different fuel system scenarios. I got up early the next morning and found Mike Hughes on the parking lot anxious to help diagnose the problem. We**

evaluated the fuel system and found everything was in order, so we then raised the other side of the bonnet to check the distributor, and immediately saw that the tachometer reduction gear had gotten loose enough to rotate and touch the screw on the side of the distributor, grounding itself out. A simple adjustment and it ran like a champ the rest of the trip. Mike Hughes' brake light switch failed after only 70 years, and Milt's tail pipe hanging bracket broke. Shaun had the only serious breakdown, and his car is still in Florida, but I'll let him tell you about that.

Note the clever use of the "curb jack" for removal of brake light switch.



Has anyone seen my husband?



Mike Hughes outfitted for action and holding the offending instrumentality.

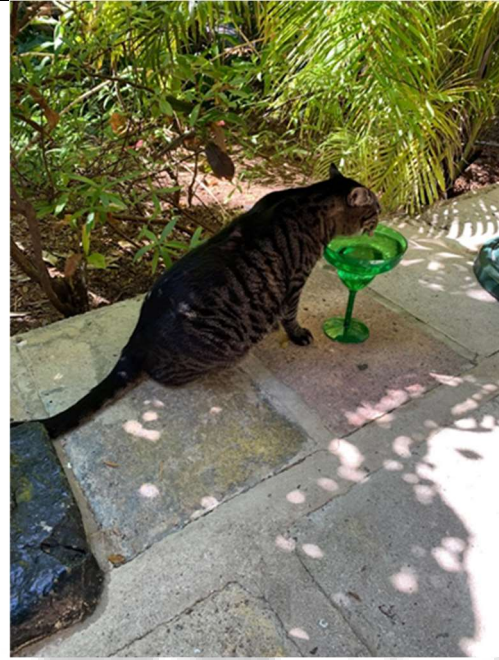


How many old geezers does it take to hang a tailpipe?





We thoroughly enjoyed the drive through the Keys and a couple of days in Key West, itself. Some of us toured Ernest Hemmingway's house and met a couple of the 6-toed cats who were descended from his original cat. And everywhere in town the revered Key West chickens roamed the streets and iguanas climbed the trees.



**6-toed descendant of Ernest Hemingway's cat**



**Sacred chickens**



**Iguana by our pool**



**No Key West visit is complete without a visit to the Southernmost Point**

**We had a good downpour driving north from the Keys. Not to impugn the legendary Lucas wiper motor, but we were glad we had taken the precaution of putting Rainex on our windows.**

**On our way through the Everglades we took an airboat tour and met hungry alligators and snakes. The Everglades posed an exception to the usual panoply of lunch restaurants to choose from. The only option for lunch was a combination truck stop/Tiki/biker bar. It was colorful.**



**The alligators feared us.**





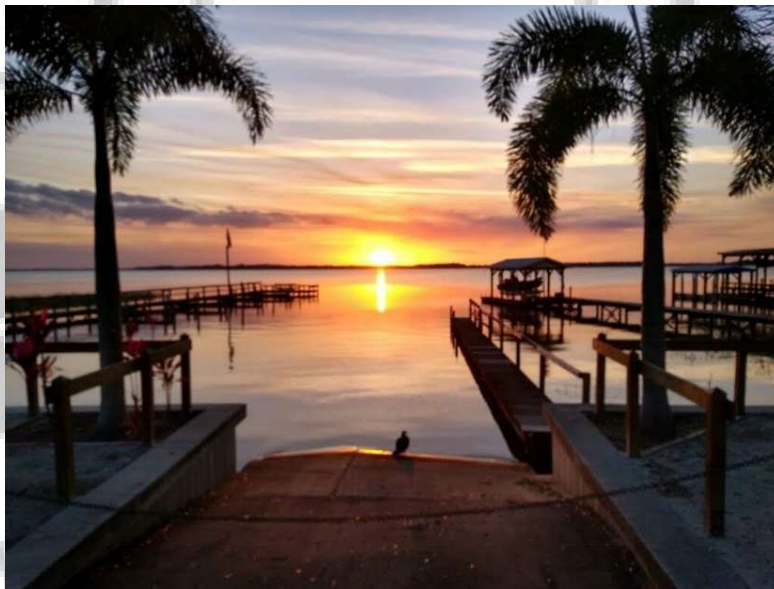
**A scared alligator**



**With our new friend Angela at the truck stop/Tiki Bar**

**In past trips we had driven by Lake Okeechobee, but never stayed on the lake. This time we stayed a night at the town of Okeechobee at the north tip of the 730 square mile lake. Years ago, the Army Corps of Engineers dug a canal around the circumference of the lake, using the removed earth to construct a flood prevention berm all around the lake. That berm has a walking/biking path at the crest of it, and it was one of the most beautiful places I have ever taken a morning run with views of the endless lake on one side and the canal on the other side, with heron and pelicans fishing the banks.**

**One caveat to the joy of train travel is the occasional cancellation of a scheduled train due to equipment problems. We experienced such a cancellation of our return train on February 9<sup>th</sup> but were able to rebook for the following day. Another great trip into the history books.**



**Until we ride again**



# TIDBITS & ITEMS OF INTEREST

## Purchase of a 1937 MG VA

by Shaun English

For various reasons I have always considered British cars to be something special so over the years have focused on them. Several years ago, I became interested in the SVW Series. As you may know the SVWs are considered pre-war as they were only produced from 1935 to 1939. Very few appear for sale and those that do usually are not in the United States. Although I feel all SVW models are appealing the VA Tickford has been my favorite. The VA was available in three models, a 4 door Sport Saloon, a 2 door 4-seater Tourer as well as a Folding Head Foursome, generally known as a Tickford by Salmons & Sons, of which only 591 were made.

As a believer in serendipity a 1937 VA Tickford showed up for sale a couple of months ago in Texas. It was in an estate of a founding member of the MG Car Club of Houston and the VA was one of his four MGs.

He had bought the car completely restored by Bob Faria of Rhode Island (see <https://www.hemmings.com/stories/article/guild-of-craftsmanship-1937-mg-va> ). The car originally came from Jerry Goguen's Museum in New Hampshire but needed a complete restoration which Faria gave it. After talking with Bob Faria as well as going over the photos taken during the restoration, I flew to Texas to inspect the car. My first impression was that physically looking at the car was better than the pictures of it.

Along with resources from The MG Car Club Ltd SVW Register, my conversation with Bob Faria and my trip to Texas I am now the happy owner of a 1937 MG VA.

It was meant to happen...







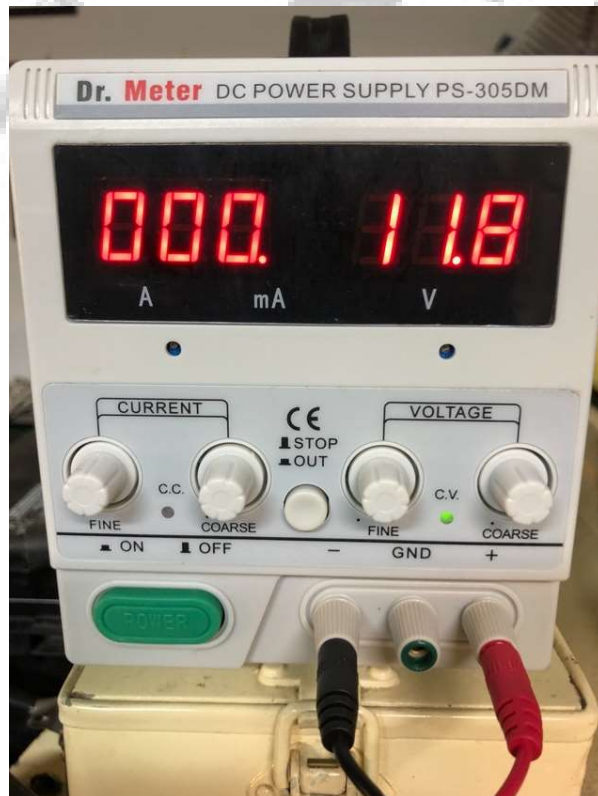
# TECHNICAL MATTERS

## Electrical System Testing with a DC Power Source By Charlie Adams

I've had the opportunity to install wiring harnesses on several MGs in recent years. Once the harness is installed, it is important to test the electrical system to assure each component is operational while avoiding having a wire inadvertently grounding. Since I'd have had the experience of a power wire grounding, I strive to avoid a reoccurrence of sparks, sizzle and smoke.

Recently I started using a direct current power supply to test an MG's newly installed wiring harness and assure it was connected correctly, functioning, and safe. This power supply is superior because it has variable direct current which can be set at 12 volts, and variable amperes up to 5 amps. By using this variable controllable power supply, one can dial in the voltage and most importantly limit ampere's to a safe level rather than using the car's battery which will supply hundreds of amps.

Here are a couple photos of my unit.



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# Winter Storage

**By John Twist**

Freezing temperatures require a 50/50 solution of antifreeze and water to prevent the coolant from freezing in the engine block, radiator, or heater. A full tank of gasoline reduces the amount of water which can be absorbed by the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces the etching caused by dirty, contaminated oil (which actually can become acidic). Topped off master cylinders reduces the possibility of water contamination.

Store the MG with the hood (top) up, windows and vents closed. The folding hood (or soft top) can develop nasty creases when left folded throughout the winter. Closed vents and windows makes it more difficult for small furry creatures to foul or devour parts of the MG. It's always nice to clean the MG's interior prior to storage -- discarded bottles and cigarette butts do not enhance the interior bouquet. Ensure that the boot (trunk) is dry. The boot seal is not always positive, and some moisture can collect on the floor. Left to nature throughout the winter, this can rust the floor or inner fenders about the boot area. The underbonnet (engine-bay) is easily protected by discharging an entire can of WD-40 or similar product on all the engine components, especially the bright metal or aluminium parts (carbs, coil, anti run-on valve, etc). Stored on a large sheet of plastic film, the effects of a damp floor can be avoided!

Finally, take the MG on the last run of the season allowing it to heat up fully. A half hour run is wonderful. This will evaporate all the moisture in the exhaust and engine. Park the car in its winter home and leave the handbrake OFF. If you will not see the MG until spring, it's necessary to remove the battery to prevent freezing. Should the battery burst, sulfuric acid will cover everything around the battery area. If you cover the MG, use cloth, never plastic.

## STORAGE CONSIDERATIONS

Consider the following questions and make your own storage plan from these concerns:

- 1) Location -- Will the MG be stored close to home or in a barn forty miles distant? Will the MG be stored inside or outside?
- 2) Access -- Will the MG be locked in a building to which you will have little or no access, or will it be available every day? Will it be possible to drive your MG during the winter or will it be positioned in the corner of the garage?
- 3) Traffic -- Will the MG be isolated from movement, or will the family Vista Cruiser discharge four energetic, careless children who will open doors against it?
- 4) Humidity -- Will the storage area be very dry or will there be a puddle of melting snow forever swilling under the MG?
- 5) Temperature -- Will the storage temperatures be room temp, just above freezing, or dead cold?



6) Animals --Will the family cat use the soft top as a springboard, will Fido jump against it, are there furry rodents which may use the MG as a hotel or find the leather seats tasty at mealtime?

7) Owner Maintenance -- will you really have the opportunity, inclination, time, and resolve to visit your MG every week or month?

## INSURANCE

Insurance, even on your stored MG, is a MUST! Always keep a theft/damage/vandalism/fire policy in effect on your MG. MGs are still stolen; garages collapse under the weight of snow; nasty neighborhood children may wish to redecorate your MG --or worse; and fire is always a possibility. This type of insurance is very inexpensive and you simply cannot afford to be without it. Be certain to establish the value of your MG with the insurance agent before the loss!

## SYSTEMS PROTECTION

1) ENGINE Fresh oil is usually adequate protection for several months of relatively dry storage. If the MG is going to be stored longer, or if the humidity is high, then the engine should be started at regular intervals and allowed to warm up (with the garage door open, please). If this is not possible, introduce oil into the cylinders (perhaps six squirts from a normal oil can). Before replacing the plugs, turn the engine over slowly -- by the crank in the earlier models, or pushing while in fourth gear -- as this will move the oil throughout the head, pistons, and valves. Covering the tailpipe outlet with duct tape prevents moisture from entering the exhaust system, as tape over the air cleaner inlets keeps moisture from the carb internals and the cylinder head.

2) IGNITION Normally there are no preventive measures, but if the MG is going to be stored for several years, the distributor cam should be oiled.

3) COOLING The 50/50 solution of glycol antifreeze and water is usually all the attention the cooling system receives. Some owners suggest that Armor all or a similar product can extend the life of the radiator hoses.

4) FUEL If the MG will be in storage for just the winter, then the full tank of gasoline perhaps with the addition of a can of "dry-gas" will be satisfactory. If the storage will be longer than a year, then draining the float bowls to prevent a buildup of varnish would be wise. Here we have a predicament: gasoline purchased years ago seems to last forever; gasoline purchased today goes bad after a year or so -- therefore, if you do leave the tank full, it may be necessary to completely drain it if the storage time is longer than a year.

5) CLUTCH Two problems can occur in long term storage: the clutch hydraulics can leak; and the clutch disc can rust to the flywheel or pressure plate. Exercising the pedal on a regular basis can help these situations from happening. Damp storage is a real problem with the clutch and can aggravate this rusting. If the MG can be started, then a short fore and aft movement, using the clutch, is just super.

6) SUSPENSION Winter storage causes no problems with the suspension. Very few MG owners place their MGs on jacks for the winter -- but if it is done, place the stands under the outer portion of the front A Arms and under the leaf springs where the U bolts surround the axle and spring. This is to keep the suspension from dropping away from the body and straining the shocks and the rebound rubbers/straps. If the MG is placed on stands, then reduce tire pressure to 10-15lbs. Whether on stands or on the ground, be certain to move the MG once or more during storage -- as little as a foot -- just to keep the bearings from rusting.

7) BRAKES Rolling the MG back and forth will prevent the brake pads from rusting to the rotors (just as the clutch disc can rust to the flywheel). Pumping the brake pedal on a regular basis will keep the cylinders from

freezing up. Some owners back off the adjustment on the brake drums so that there is no change of the shoes rusting to the drums --and so that the cylinders move further while the pedal is exercised. The handbrake should be exercised too. Rapidly working the handle up and down can prevent the cable or linkages from freezing in position. Be certain to store the MG with the handbrake OFF!

8) BATTERIES No battery will hold its charge forever. Further, when the charge of the battery is reduced far enough, the electrolyte can freeze, cracking the case and ruining the unit. If the MG is stored in freezing temperatures, then it must be started as frequently as every two weeks (at least once a month, please) or the batteries must be removed. Battery removal can be avoided by an occasional trickle charge, but the alternator should be disconnected before charging. On the MGBs 1977 and newer with the electric clock, remove the bottom fuse in the fuse box which will stop the clock from working and eliminate that drain (albeit very small) on the electrical system. Next to the coolant in the radiator, the batteries are one of the two most important considerations in winter storage.

9) BODY To prevent oxidation or scratching, the MG should be covered with a cloth mitten. Plastic is NOT suitable. Plastic does not allow the MG to breathe, hence allowing condensation and rusting. If the MG is stored in a heavy traffic zone (the family garage, for example), then some additional protection is in order. Thick cardboard, a suitable supported piece of wood, or even an old mattress suspended from the ceiling will prevent damage from winter tools and car doors. If the bonnet or boot lid will be used for a shelf (even if just to place groceries in transit), then more protection (such as a thick blanket) is in order. Humidity is the body's enemy. Every effort must be made to keep water from under the MG. If the storage is outside, then snow must be kept from piling up against the sides, preventing the flow of fresh air to the undercarriage. Some owners have found that by parking the MG on a large sheet of plastic the humidity from the cement or earth does not reach the underside of the MG. Now, huge plastic envelopes are available into which you may drive your MG, then close and seal -- a hermetically closed environment.

10) INTERIOR Extreme dryness can cause leather seats to contract and crack. It is wise to prepare the leather with a compound to keep the hide supple. If there is a chance of rodents getting into the MG, they will nest in the seats, eat the carpeting, they'll event eat the insulation from the wiring! Close off access to the interior by keeping the vents tightly closed and the top up, windows closed. If there are small spaces through which Mr. Mouse can gain access, close them off with tape. Some owners remove their seats prior to storage. A dish with mothball flakes or pellets usually dissuades the mice. Use either the old fashioned tried and tested naphthelene or the new paradichlorobenzene.

These hints will allow you to safely store your precious MG without great worry for it will be without great harm during the winter months!

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To contact John for your cars needs check the [University Motors](#) web site

# LOL

## OFFICIAL CONVERSION CHART

### HOW TO INTERPRET

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### ANTIQUUE CAR ADS

#### IF IT SAYS:

#### IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more



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**MEN WITHOUT FEMALE SUPERVISION ...**



***NOTHING NEEDS TO BE ADDED TO THIS .... LOL***

I may be getting old, but I can still spot safety violations. This man has no hard hat, no safety glasses, no hearing protection and no gloves!

The kids won't move back home if **they can't find it.**



A former Sergeant in the Marine Corps took a new job as a high school teacher.

Just before the school year started, he injured his back. He was required to wear a plaster cast around the upper part of his body. Fortunately, the cast fit under his shirt and wasn't noticeable.

On the first day of class, he found himself assigned to the toughest students in the school. The smart punks, having already heard the new teacher was a former Marine, were leery of him and he knew they would be testing his discipline in the classroom.

Walking confidently into the rowdy classroom, the new teacher opened the window wide and sat down at his desk. When a strong breeze made his tie flap, he picked up a stapler and stapled the tie to his chest.

Dead silence...  
The rest of the year went very smoothly.



Someone thought long and hard to come up this store name.



# CHESAPEAKE CHAPTER MEMBERSHIP 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. 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](mailto:mbabirak@babirakcarr.com) or 703-501-7924.





The NEW ENGLAND MG 'T' REGISTER, LTD.



THE CHESAPEAKE CHAPTER  
MEMBERSHIP REGISTRATION FORM

Renewal

New Member

**PERSONAL INFORMATION**

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

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

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

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

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

**MG INFORMATION**

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

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

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

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

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

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

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

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

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

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

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

Revised: April 25, 2013

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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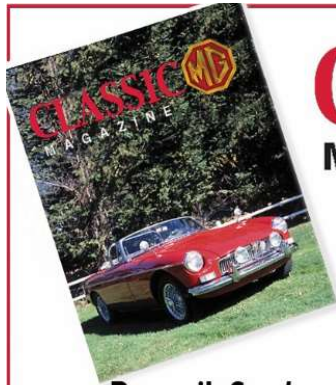
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