

THE SQUARE RIGGER

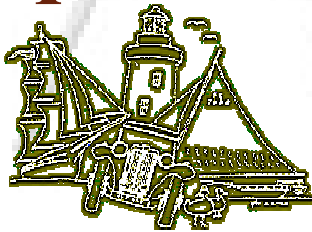
SUMMER/FALL EDITION

September/October 2023



For Sale: You could own this beauty - see inside for details.

The Square Rigger



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

[HTTPS://WWW.CHESAPEAKECHAPTERMGCLUB.COM](https://www.chesapeakechaptermgclub.com)

WORDS FROM OUR CHAIRMAN

Chairman Comments

Starting to see some nice weather now that August is behind us.

A couple of things have happened since the last TSR was published. First, the website has been finished and launched. In addition to having a new URL www.mgtchesapeake.com you will notice the layout has improved aesthetically and is easier to navigate. Quite a bit has been done technically, too. The site can be easily viewed on a cell phone screen, registration for Original British Car Day can now be done on-line as well as the membership renewals. Thanks go out to Ricky McCallum, our new web master, for doing all of this. If you can think of anything that will improve the site do not hesitate to point it out.

The other item I want to mention concerns the MG Centennial that occurs this year. Duane Schmidt who recently became a member of the Chapter saw a bar badge offered by the Pre-War MG Register of Australia on Facebook. He contacted them to find out more information and thought perhaps members of the Chapter may also be interested in getting one. One thing led to another and the idea of perhaps the Chapter could consider making one, too. He has an article in this TSR issue trying to get input from the Club's members with details of acquitting such a badge. Please read over and reply to his description of the alternatives for the bar badges.

Additionally, this TSR issue contains an article **M.G.'s First Customer** which covers the Raworth-bodied Morris Garages Super Sports which is brought through the courtesy of *The Early M.G. Society*, *The MG Car Club of England*. There are also photos by Simon Dix. It is an interesting essay on the Raworth and how it all started.

Several months ago, I came across a web site I found useful when I go to different states and want to visit automotive museums. The site <https://automotivemuseumguide.com> lets you search by region, state, map or specialty a complete range of automotive museums.

Your Chairman, Shaun English

Safety Fast!



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NEW MEMBERS

Welcome New Member Ted Canterbury! Ted and his wife Sue reside in The Plains, Virginia. Ted is the owner of a red 1955 MGTF. Ted, please send me a short bio and/or photos to include in the next newsletter.

Welcome New Member Sam Korper! Sam, please send me a short bio and/or photos to include in the next newsletter.



CALENDAR OF EVENTS **2023**

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.

October 27-29, 2023

The Fall Ramble has been cancelled.

February, 2024

Winter Tour, Florida



Our Club Symbol --- A Real Chesapeake Bay Skipjack

RECENT CHAPTER RELATED EVENTS

Below are the results of this year's Original British Car Day held June 4, 2023 at Lilypons Water Gardens in Adamsville, Maryland:

2023 Original British Car Day Winners					
Featured Marque Award Recipient					
~~~~ Shaun English - 1937 MG VA ~~~~					
2023 Featured Marque - MG (all) Class #24 to #32					
#	Class Name	1 st Place	2 nd Place	3 rd Place	Honorable Mention
01	Aston Martin	Joe Savona 2015 Vantage V12S	Steven Davison 1994 V8 Vantage		
03	Austin-Healey 3000 MK I/II/III	Paul Gnat 1965 Austin Healey 3000	Suzanne Quarles 1965 Austin Healey 3000	Richard Graf 1966 AH 3000 MK III BJ8	
04a	Austin-Healey Square Body Sprite	Tony Colella 1967 Austin Healey Sprite			
07	Jaguar XK 120/140/150	Jack Triplett 1958 Jaguar XK150			
08	Jaguar Saloon/Coupe to 1968	T C Whitehouse 1967 Jaguar 340 (Mark 2)			
09	Jaguar XKE 6/12 Cylinder, Series I/II/III	Barry Leese 1974 Jaguar XKE	Steven Davison 1962 XKE Low Drag Coupe	Ed & James Wall 1970 Jaguar XKE	Richard Ryan 1970 Jaguar XKE
12	Jaguar XJS	Dru Srncz 1990 Jaguar XJS			
15	Jaguar Coupe & Convertible from 1997	Glen Zwicker 2020 Jaguar F-Type	Bob Lippert 2004 Jaguar XK8	Ike Lawton 1997 Jaguar XK8	Steve Smith 2008 Jaguar XKR ----- Daniel James 2002 Jaguar XKR
16	Jaguar Sedan from 1988	Mary E Howard 1989 Jaguar XJ6			
19	Land Rover	Warren W Wilson 1966 Land Rover Series IIA	Brandon Bowman 1967 Land Rover Series IIA		

2023 Original British Car Day Winners

Featured Marque Award Recipient

~~~~ Shaun English - 1937 MG VA ~~~~

### 2023 Featured Marque - MG (all) Class #24 to #32

| #   | Class Name                    | 1 <sup>st</sup> Place                       | 2 <sup>nd</sup> Place                      | 3 <sup>rd</sup> Place                | Honorable Mention                                                        |
|-----|-------------------------------|---------------------------------------------|--------------------------------------------|--------------------------------------|--------------------------------------------------------------------------|
| 21  | Lotus Classic through 1980    | Jim Gordon<br>1970 Lotus Elan               | Gary & Bobbi Windham<br>1963 Lotus Elan S3 |                                      |                                                                          |
| 22  | Lotus 1981 through 2004       | Tommy Morris<br>1986 Lotus Esprit Turbo Hci | Jeff Wong<br>1987 Lotus Turbo Esprit       |                                      |                                                                          |
| 23  | Lotus 2005 to Present         | Kevin McCracken<br>2005 Lotus Elise         | Phil Mitchell<br>2011 Lotus Evora          | Mark Habicht<br>2005 Lotus Elise     | Ed & James Wall<br>2005 Lotus Elise                                      |
| 24  | MG Pre-war or Variant         | Bob Lippert<br>1957 MG ZB Magnette          |                                            |                                      |                                                                          |
| 25  | MGTC                          | Steve Sayer<br>1949 MG TC                   |                                            |                                      |                                                                          |
| 26  | MGTD                          | Donald Trumpy<br>1953 MG TD Airline         | James D Milton<br>1953 MG TD               | Phil Holwell<br>1952 MG TD           |                                                                          |
| 28  | MGA                           | Jack Stern<br>1957 MGA 1500 Coupe           | Charlie Adams<br>1962 MGA                  | Daniel S Ehrman Jr<br>1960 MGA 1600  |                                                                          |
| 29  | MGB Roadster 1962 to 1974     | Dennis Wade<br>1971 MGB Roadster            | Susan & Ed Katz<br>1969 MGB Roadster       | Bruce Mazzie<br>1972 MGB Roadster    | Gloria Ciarocca<br>1970 MGB Roadster                                     |
| 30  | MGB Roadster 1974 1/2 to 1980 | Adrian Higgins<br>1979 MGB Roadster         | Leo Handerhan<br>1979 MGB Roadster         | Richard Liddick<br>1977 MGB Roadster | Rick & Betsy Cain<br>1977 MGB Roadster<br>Todd Hahn<br>1978 MGB Roadster |
| 30a | MGB GT                        | Joe Mudd<br>1973 MG BGT                     | Alyson Meiselman<br>1967 MGB GT            | David Collier<br>1967 MG BGT         | Jim Sheats<br>1974 MG BGT                                                |

## 2023 Original British Car Day Winners

### Featured Marque Award Recipient

~~~ Shaun English - 1937 MG VA ~~~

2023 Featured Marque - MG (all) Class #24 to #32

| # | Class Name | 1 st Place | 2 nd Place | 3 rd Place | Honorable Mention |
|----|------------------------------------|--|--|--|--|
| 31 | MGC Roadster & GT | Don Dean
1969 MGC GT | | | |
| 32 | MG Midget | Dennis Cestra
1964 MG Midget | Edgar Moss
1974 MG Midget | | |
| 33 | Classic Mini | Jason Witter
1977 Mini 850 | Miranda Bernard
1967 Classic Mini Moke | | |
| 34 | MINI from 2002 | Mike Veilleux
2006 Mini Cooper S | | | |
| 35 | Morgan | Marline Riehle
1957 Morgan +4 DHC | Suzanne Quarles
1973 Morgan 4/4

Steve Woods
2005 Morgan Roadster | Lee DeBrish
2005 Morgan +6 Roadster | Edward Bradley
2018 Morgan Roadster |
| 37 | Motorcycles | John Bunch
1979 Triumph T140D/Bonneville | Brian Waite
1975 Norton Commando MK3 | | |
| 38 | All Other British Marques & Racing | Bob Clark
1959 Riley One Point Five | David & Diane Mensh
1967 Marcos 1600 GT | Steven Groh
1958 Lister-Jag Recr. "Knobbly"

Harry Kraemer
1975 Lomax 223 | |
| 39 | Rolls Royce & Bentley | Brent Castle
1926 Bentley 3 Litre Speed Model | Shane Sonneveldt
1937 Bentley 4 1/4 Litre Park Ward | Brad Jenkinson
1956 Bentley Continental | |
| 40 | Sunbeam Alpine | Robert Sharkey
1967 Sunbeam Alpine Series V | Joseph Brown
1965 Sunbeam Alpine S4 | Don Chiotos
1966 Sunbeam Alpine

Donald Koons
1966 Sunbeam Alpine | |
| 41 | Sunbeam Tiger | Joe Parlanti
1966 Sunbeam Tiger | James Lindner
1965 Sunbeam Tiger Mk I | Steve Murphy
1967 Sunbeam Tiger MkII | |

2023 Original British Car Day Winners

Featured Marque Award Recipient

~~~~ Shaun English - 1937 MG VA ~~~~

### 2023 Featured Marque - MG (all) Class #24 to #32

| #  | Class Name                  | 1 <sup>st</sup> Place                   | 2 <sup>nd</sup> Place                          | 3 <sup>rd</sup> Place                         | Honorable Mention                     |
|----|-----------------------------|-----------------------------------------|------------------------------------------------|-----------------------------------------------|---------------------------------------|
| 42 | Triumph Pre-war or Variant  | Siobhan Kosko<br>1958 Triumph TR10      |                                                |                                               |                                       |
| 43 | Triumph TR2 & TR3/TR3A/TR3B | Justin Won<br>1960 Triumph TR3A         | John Gladhill<br>1959 Triumph TR3              |                                               |                                       |
| 44 | Triumph TR4/TR4A & TR250    | Doug Dallhoff<br>1968 Triumph TR250     | Steve Hunter<br>1966 Triumph TR4A              | Tom Brocke<br>1968 Triumph TR250              |                                       |
| 45 | Triumph Spitfire & GT6      | Barry Leese<br>1970 Triumph GT6+        | Jim Moscardini<br>1968 Triumph GT6 Convertible | Matthew McGuire<br>1976 Triumph Spitfire 1500 | Karl Fosburg<br>1969 Triumph Spitfire |
| 46 | Triumph TR6 through 1973    | Benjamin Cheshire<br>1971 Triumph TR6   | Ted Tlanda<br>1973 Triumph TR6                 |                                               |                                       |
| 47 | Triumph TR6 1974 to 1976    | David Williams<br>1974 Triumph TR6      | Matthew Altobelli<br>1974 Triumph TR6          | Mark Ambush<br>1975 Triumph TR6               | Robert Rudolphi<br>1974 Triumph TR6   |
|    |                             |                                         |                                                |                                               | John Buescher<br>1974 Triumph TR6     |
| 48 | Triumph TR7 & TR8           | Steve & Linda Berry<br>1980 Triumph TR8 | Arthur Fournier<br>1980 Triumph TR8            |                                               |                                       |
| 50 | TVR                         | Lauren Doring<br>1979 TVR 3000S         |                                                |                                               |                                       |



## **UPCOMING CHAPTER & OTHER EVENTS**



### **FLORIDA 2024 WINTER TOUR**

The Chesapeake Chapter is starting to plan its Florida 2024 Winter Tour for January or February 2024. We've been doing this trip now for nine or ten years. We'll have an initial planning meeting in a month or so to set the exact dates and destinations. Historically, our trips last ten days to two weeks.

If you'd like to register for this trip, please send me a brief email. Spouses or friends are welcome. T-Series cars only. There is no registration fee. Each participant is encouraged to help with the planning and logistics.

Your early registration is required since train tickets and hotel reservations increase in price very quickly. We want to get our train and hotel reservations done ASAP.

Warm regards,  
Milton

**Milton Babirak**  
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# **TIDBITS & ITEMS OF INTEREST**

## **Moving South from ‘Old Virginy’ to Hilton Head Island, SC** **An Update since March 2021 --- A Bit Over Two Years Later**

This continues the tale, briefly told, of the Woodall’s leaving their home of over 21 years in Fairfax Station, Virginia to move south to the “low country” of South Carolina in September of 2020, to a genuine tourist “destination” --- Hilton Head Island, SC. As written earlier in TSR, the several purposes of our move included: being closer to kids and grandkids, living in Greenville, SC (“up country”); to be below the snow belt and leave behind bitter cold, icy winters; and, to reduce our annually growing burden of performing the upkeep and maintenance on our beautiful property --- home, carriage house, lawn, bushes, pool, gazebo, hot tub, and all else. All of which purposes have been achieved, and more!

We have been in our new home at 11 Mead Lane in the gated Indigo Run neighborhood of Hilton Head Island, SC for over two years now, since we moved in @ 21 April 2021. We continue to enjoy the mild weather, the abundant wildlife, and the beauty of the salt marshes, coastal pine and palmetto forests, and seemingly endless beaches. We have found and joined three local car clubs --- all three unique in their focus and activities --- and all populated with fun and interesting people. Note: none of them focus on just British cars! The closest truly “British Car Club” is in Charleston, SC, nearly a two-hour drive to the north, up coastal Highway 17.

Our son, John, bride Kristin, and grandkids Madeline (20) and Owen (18) are prospering in “up-country” Greenville, SC. John still works as a senior engineer at General Electric, leading a team of engineers designing huge, high efficiency power-generating gas turbines. He has earned many patents, and top-level awards from GE. Kristin has gone to school to become an advanced medical technician, now well-educated and certified in x-rays and other highly technical medical procedures. Beginning this year, both grandkids will be studying at Clemson University, which is very close to Greenville. Madeline will be a Junior, majoring in Chemistry. Owen will be a Freshman, majoring in computer science. We are very proud of all of them! Both of our grandchildren obviously have Nancy’s brains and technically oriented genes! “: - )

By way of cars, we still have our 1949 MGTC and our 1999 Jaguar XK-8, which we moved south by covered transport on 18 September 2020, the day we left NVA. We have quite recently (2 June 2023) added one new car, a 1997 Aston Martin DB7 Volante (convertible), which I have managed to squeeze into our three-car garage by putting the MGTC on dollies, and “parking” it between the XK-8 and the DB7! Clearly, we are now officially out of room for any additional cars. Early last year, we replaced our aging 2005 Mercedes Benz ML 500 “groceries, Home Depot stuff, and trailer-towing mobile” with a slightly smaller 2021 Mercedes Benz GLC 300 SUV. It is “comfy,” but has a lot less capacity for passengers and all the necessary beach stuff. In April of 2022, I passed my bright red 1962 MGA 1600 Mk II and matching bright red “MGA” trailer to my son, John, in Greenville, SC where his family is enjoying it with their quite active, local Greenville British Car Club.





**1962 MGA – Passed on to Son, John**



**97 Aston Martin DB7 alongside the MGTC**



**1997 Aston Martin DB7 parked at a popular local sea food place**

We were selected to show our 1949 MGTC at the 2022 Hilton Head Island Concours d’Elegance last November, the 20<sup>th</sup> such national-level show in the series. The car earned two ribbons, three plates and a trophy! It was very well received by the huge crowds --- many nice comments! Charlie Adams, my MG Electrical Engineer, paint buffer, and “Hood Installer” for this restoration, gets lots of credit for the car’s overall beauty and the success at the show! The silver and black paint scheme gleamed in the HHI sun!





**Me & MGTC at the 2022 Concours d'Elegance  
(Note the local HHI uniform --- shorts,  
Hawaiian Shirt, and flip flops)**



**Awards: 2 Ribbons, 3 Placques & a Trophy**

Since we moved into 11 Mead Lane, we have had several Chesapeake Chapter MG-T club members stop by and visit us! They include Hank and Stevie Giffin, and Mark and Maxie Brown. We had very happy and fun visits with both couples! Any time you travel down I-95 to Florida, you pass by our exit onto SC Route 278, just minutes north of the SC-GA border and Savannah, which takes you directly east to Hilton Head Island, and to within a mile of our home in Indigo Run. It is only about a 45-minute drive off the interstate, so let us know when you'll be passing by, going north or south, and we can help arrange a rendezvous! We'd love to see you, and to share the beauties of Hilton Head Island. Including fresh sea food! Ya'll come see us, heah? Call us at 703-919-2514, or e-mail at [swoodall67@outlook.com](mailto:swoodall67@outlook.com) “: - )



**Bofus on the beach at Hilton Head Island ---  
The dunes and the Atlantic Ocean are in the background**

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[We miss you back here in ole virginny!](#)

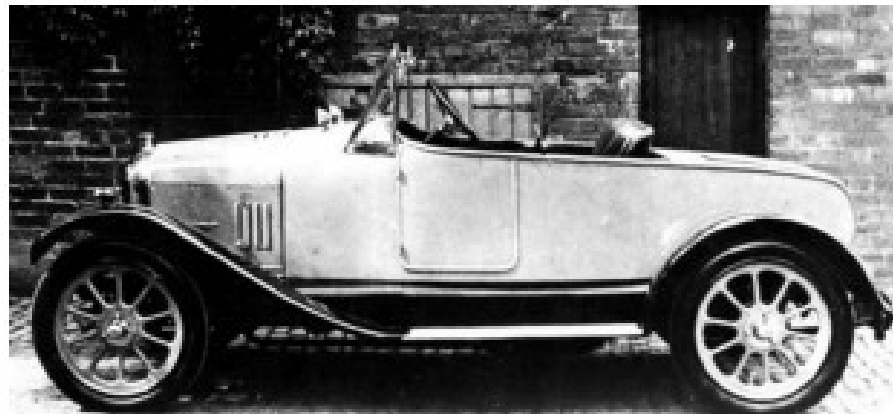




## M.G.'s First Customer

In 1923, a young man named Oliver Arkell purchased a yellow Raworth-bodied Morris Garages Super Sports, registered FC 5855, directly from Cecil Kimber at the Queen St. Oxford showrooms. Arkell's car is said to be the earliest properly documented sale of an M.G. Arkell was a member of the Arkell Brewing family, whose business is still operating in full vigor today, celebrating its 180th anniversary in 2023.

On August 11, 1923, Arkell travelled to Oxford from his home in Highworth, Wiltshire to buy a Morris Chummy (a Morris open 2-seater with a space in the back for occasional passengers) when he noticed a yellow sports car in the window of the Queen Street showroom. He was much taken with the color "an unusual yellow, the colour of good butter, and it had black wings." Kimber was in attendance and said the price was £300, whereupon Arkell agreed to buy it, on the basis that it wasn't much more expensive than a basic Chummy. Arkell's Raworth was registered FC 5855 in Oxford on 16<sup>th</sup> August and was delivered on 5<sup>th</sup> September.



Arkell's was one of six cars carrying Raworth coachwork on specially modified Morris Cowley chassis. Cec Cousins, who was responsible for building them at the time, considered these six to be the first sports cars of the M.G. marque.

Some claim that the first M.G. was sold to CK himself, but in 1925. "Old Number One," FC7900, was a "special MG" built for Cecil Kimber by Morris Garages and registered at the Oxford Records Office to "Kimber Cecil, Woodstock Rd, Oxford, Morris Cowley Sports Grey 11.9 HP on 27/3/25". It turns out the Old Number One was Kimber's first M.G., not the first car commercially sold as an M.G.

*Content courtesy - The Early M.G. Society, The MG Car Club of England.  
This material shared by Alan Magnuson, North American Liaison, MGCC UK*



Cecil Kimber is acknowledged as the person who dreamed of and achieved the production of the MG brand of sports cars while working for Morris Motors.

Cecil came to Oxford's Morris Garages in 1921 and began the process of evolving Morris standard offerings into sportier cars with better handling and sleeker lines. While managing Morris Garages, Kimber had been servicing vehicles of well to do students and Oxonians who desired improved performance in their automobiles. Morris Garages, as the Morris Motors Oxfordshire distributor, used Morris Motors as their source for chassis and drive trains. Morris Garages sources for custom bodies were initially either Charles Raworth or Carbodies in Coventry.

Kimber had been modifying and offering for sale the sportier Morris Garages version of the Morris Motors Chummy. In 1923, Kimber placed an order with Raworth for six, two seat sporting bodies to be mounted on modified Morris Cowley chassis. These six custom bodied cars had modifications made to change the suspension, lower the ride height, and rake the steering column back to improve driving characteristics. The Raworth bodies were unique, with Dickey seats, painted in bright colors, and were expensive in comparison to other Morris Motors cars on the market, priced at 350 Pounds Sterling. The six Raworth cars took one year to sell. Kimber knew he needed to refine his ideas of what a sporting car should be and sell for.

Kimber developed multiple other sporting car design concepts until he hit upon the M.G. 14/28 introduced in May 1924.

The Morris Garages 14/28 is a lowered suspension, bullnosed Morris Motors Oxford chassis with a 13.9 h.p. engine and a raked steering column to improve driving characteristics. The body was brushed aluminum with seating for four.

Kimber made the first M.G. 14/28 for Jack Gardiner, an employee receiving an inheritance when he turned 21. The second went to Billy Cooper, who was a starter for Brooklands and other races. Cooper's car gained marketing recognition for MG as it was frequently parked at racing venues. William Morris supported the 1924 Morris Garages success in car sales and supported expansion. MG was now making four models of two and four passenger open and closed sports vehicles.

MG's Octagon logo, associated with MG branding and marketing, begins appearing in Morris Garages advertising in the Oxford University Student newspaper in December 1923 and the Morris Owner publication in May 1924.

CK had successfully used Trials Competitions in 1923 and 1924 as M.G. marketing opportunities. In 1924 he started modifying a Morris Cowley chassis in the Longwall garage. He had the frame curved over the rear axle, installed semi elliptic springs, a Hotchkiss OHV 11.9 h.p. engine, four-wheel drum brakes from the Oxford chassis, and a narrow two-seater body from Carbodies of Coventry. The car was licensed as FC7900 at the end of March 1925 and once again, Kimber won a gold medal in the Land's End Trials on April 12<sup>th</sup>. You know this car to be "Old Number One".

Thanks to him and Alan Magnuson I have received permission from the photographer of those pictures to use the photos in any newsletter articles you may choose to run.

Here is a direct link to the photos: <https://1drv.ms/f/s!ApkyiNA958EOiY8apA1jf7Sp3ilxnA>.

When using the photos please include the following credit:

**“Photos by Simon Dix. See <https://mg-stuff.stlbrits.com/> for articles on the 100th Anniversary celebrations at Silverstone and Gaydon where the MG Raworth was on display.”**

Here also are direct links to the Silverstone and Gaydon articles referenced above: [mg-stuff.stlbrits.com/gaydon](https://mg-stuff.stlbrits.com/gaydon) and [mg-stuff.stlbrits.com/mg-triumph-100-silverstone](https://mg-stuff.stlbrits.com/mg-triumph-100-silverstone).

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## **A POLL (PLEASE PROVIDE INPUT): MG CENTENARY CAR BADGES**

The Chesapeake Chapter is considering (at an early stage right now) obtaining a car badge for the centenary of MG cars. We want input from members on which direction (if any) to go for a centenary badge. Options under consideration:

- Chapter makes a custom badge;
- Purchase badges already available;
- Wait for NEMGTR national (not a sure thing).

Details on these options are below. Please provide input to me, Duane Schmidt, by email at [duane.schmidt@outlook.com](mailto:duane.schmidt@outlook.com).

If you are in favor of the Chapter developing a badge, please feel free to provide input on design of such. Please provide input within the next few weeks (i.e., within September) so the Chapter can move forward (if appropriate) in a timely manner.

We note that there are differing opinions on when the centenary of MG should be. The UK MG Car Club has a webpage with a brief history of MG:

<https://www.mgcc.co.uk/mg100/>

### **Custom Badge Made for Us**

The Chapter has purchased custom-designed badges for our Chapter badge and the recent 40<sup>th</sup> anniversary of the Chapter badge. The 40<sup>th</sup> anniversary badge was made for us by a small shop in Frederick, which did a great job for us. The shop could do another custom badge for us, which could be more unique than those already available. The Chapter would likely be able to provide badges to members for around \$45 and would need to order a minimum 40 badges (some could be sold later at OBCD). One preliminary thought is whether it would be appropriate to make a badge specific to the Chesapeake Chapter NEMGTR, or to make a badge with a wider

appeal, perhaps to sell to some of the other local MG club folks. In thinking about all this, we have noticed that the Chesapeake Chapter has its 50<sup>th</sup> anniversary this year (bylaws were proposed and adopted in 1973)! If folks think a badge should commemorate the 50<sup>th</sup> anniversary of the Chapter along with the centenary of the MG company, please weigh in on that.

### **Purchase Badges Already Available**

Based on some (not necessarily exhaustive) research, there are two nice options for centenary badges that are not readily available in the US but can be bought in quantity and sold to Chapter members at a reasonable price. (We note that if members wanted badges shipped to them (versus picking up at an event), local shipping by USPS Mail would be about \$10.)

(1) From the MG Car Club (in the UK), this badge is listed as a limited edition of 251, but the webpage says they are in stock (as of September 1). The badge is designed for a grill mount, though with the right adapter could go on a badge bar. If the Chapter purchases these badges, the price to Chapter members would also be around \$45 and the Chapter would need to purchase a minimum quantity of 10 (perhaps somewhat fewer) for shipping from the UK to be efficient.



The badge from the MG Car Club (UK).

(2) From the Pre-War MG Register of Australia comes this more stylish (elegant?) badge. This badge is designed as a badge bar, so convenient for T series mounting. Comments seen on the MGExp forum (search for centenary or 100<sup>th</sup> anniversary badge) and on the MG TC, TD, and TF Facebook group from folks who have received them indicate a high quality badge. If the Chapter purchases these badges, the price to Chapter members would also be around \$45 and the Chapter would need to purchase a minimum quantity of 10 (perhaps somewhat fewer) for shipping from Australia to be efficient.



# TECHNICAL MATTERS

Stay tuned 😊

## LOL



**A Good Wife Can Bring Balance To Your Life**





I was mugged by a thief last night on my way home.

Pointing a knife at me ... He asked me "your money or your life!"

I told him I am Married... so I have no money and no life...

We hugged and cried together.

It was a beautiful moment...

Nobody told me that when you get a husband the ears are sold separately.



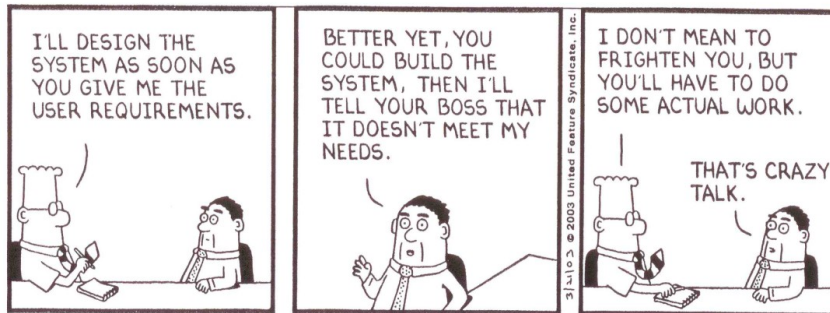
Turn a regular sofa into a sofa bed by simply forgetting your wife's birthday.

**MY WIFE MADE ME  
COFFEE THIS MORNING AND  
WINKED AT ME WHEN SHE  
HANDED ME THE CUP.  
  
I'VE NEVER BEEN MORE  
SCARED OF A DRINK IN ALL  
OF MY LIFE.**



Shared by silversurfers.com

### Requirements, Requirements, Requirements



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## Electrical Theory

By Joseph Lucas

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke".

Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd.

And remember: "A gentleman does not motor about after dark."

Joseph Lucas "The Prince of Darkness"

1842-1903

### A few Lucas quips:

The Lucas motto: "Get home before dark."

Lucas is the patent holder for the short circuit.

Lucas - Inventor of the first intermittent wiper.

Lucas - Inventor of the self-dimming headlamp.

The three-position Lucas switch --- DIM, FLICKER and OFF.

The other three switch settings --- SMOKE, SMOLDER and IGNITE.

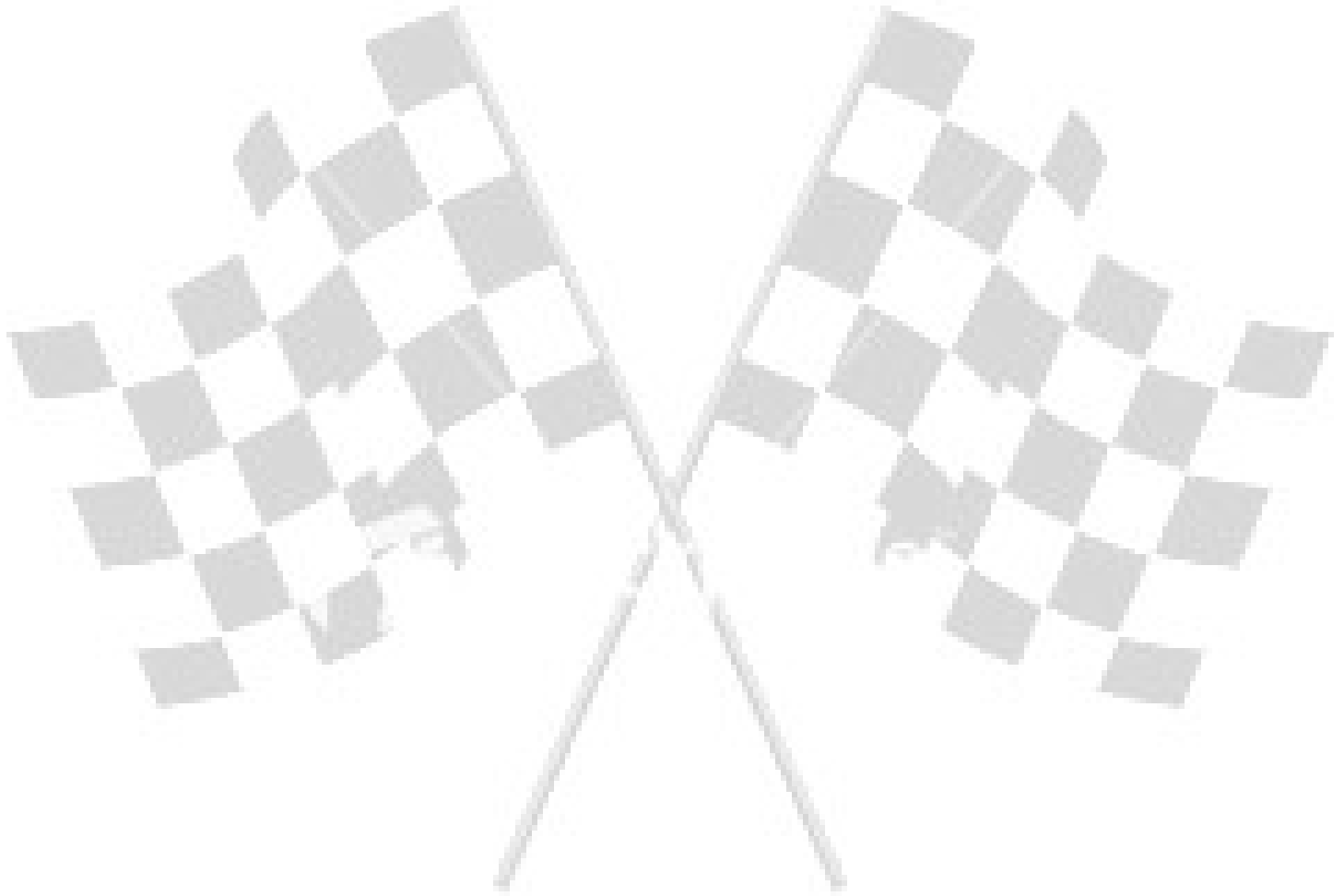
The Original Anti-Theft Device = Lucas Electrics.

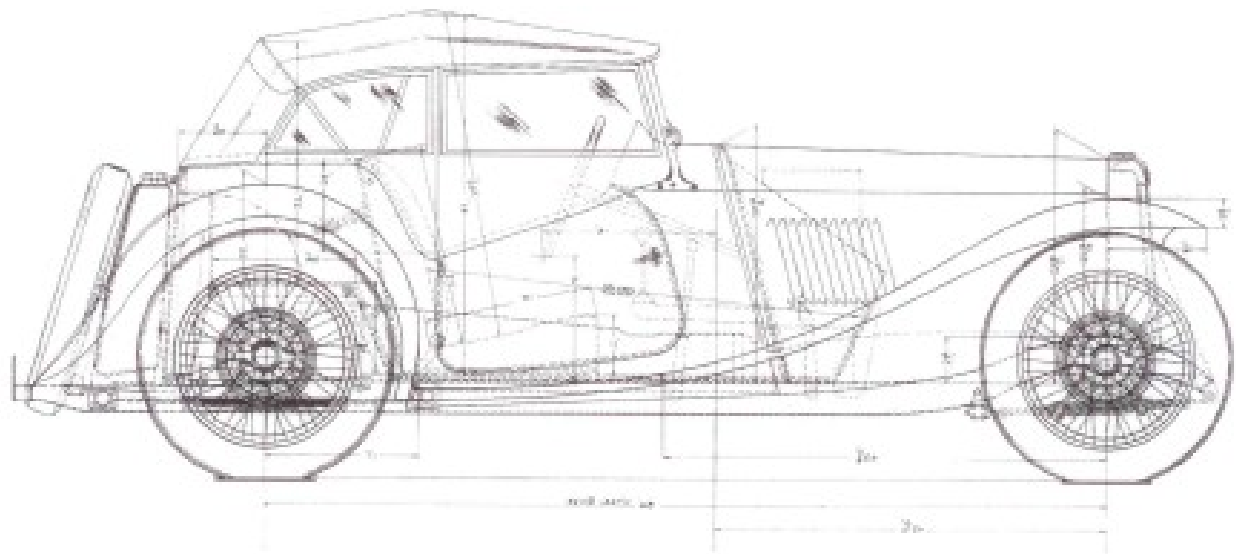
If Lucas made guns, wars would not start

Back in the '70s, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.

Q: Why do the British drink warm beer? A: Because Lucas makes their refrigerators.

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# The Divine Proportion

By Dick Knudson

*In Dan Brown's best selling novel The Da Vinci Code, he describes the intricacies of Divine Proportion. Imagine my surprise when I applied the theory to T Series M.G.s!*

*"Nobody understood better than Da Vinci the divine structure of the human body. . . he was the first to show that the human body is literally made of building blocks whose promotional ratios always equal PHI.*

*"One-point-six-one-eight . . . an example . . . measure the distance from your shoulder to your fingertips, and then divide it by the distance from your elbow to your fingertips. PHI again. Another? Hip to floor divided by knee to floor. PHI again. Finger joints, toes, Spinal divisions. PHI. PHI. PHI. My friends, each of you is a walking tribute to the Divine Proportion.*

*"My friends, as you can see, the chaos of the world has an underlying order. When the ancients discovered PHI, they were certain they had stumbled across God's building block for the world." (page 95)*

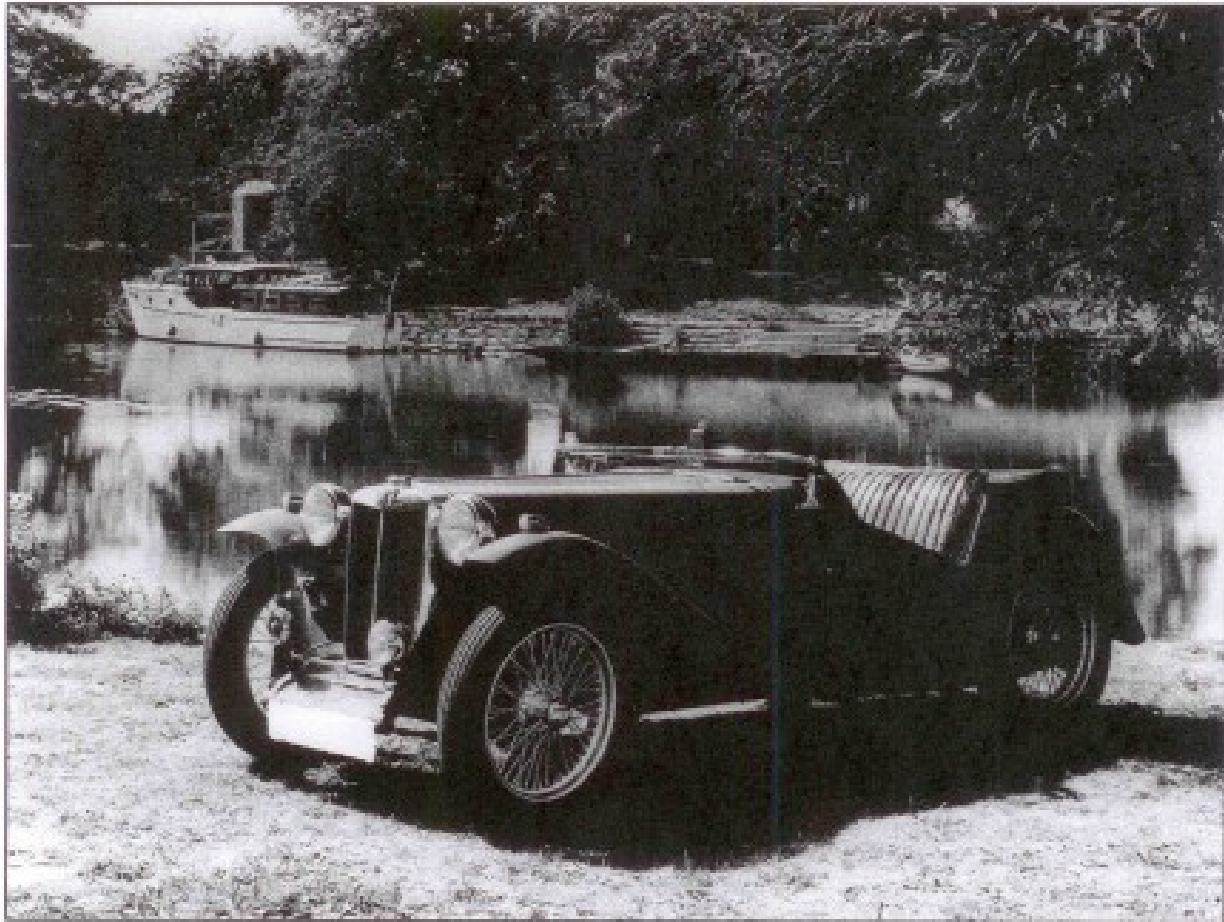
The book was a Christmas present from our daughter, and I took it on a trip in early January. When I read the above words, I immediately thought of T Series M.G.s (true) and wondered if the principle of Divine Proportion would apply.

Of course, I have all the important dimensions memorized, so I fished the PDA in my pocket, took a piece of paper and my pen (pencil is only for the timid) and went to work.

I don't know if the results are more amazing or downright spooky, but we are, my friends, driving around on divine proportions.

Let's start with the TA and carefully examine the dimensions on the drawing above. The wheelbase is 94" and the track is 59.096", exactly 1.618; that's right, exactly PHI. Don't you love this stuff? The top of the hood in the raised position measures 41.194" above the top of the chassis rail, and the





bonnet top is 25.464" above the same point: once again we have PHI, the Divine Proportion.

I then started figuring the TD dimensions. I considered the engine first. The stroke on a TD's XPAG engine is 90 mm, and the bore is 55.624 mm. Even the carburetors with their 1 1/4" throttle opening have a 2.0225" diameter damper piston. Chassis dimensions were perfect. PHI, PHI, PHI!

I actually ran the numbers on virtually every pre-1955 M.G. ever made. The results were absolutely astounding. Of course, it did not work out perfectly on every single measurement except in the case of the TC which we all know to be the perfect M.G.

With these amazing statistics to consider, do you suppose it was by accident or was it done on purpose? Did the designers and draftsmen have 1.618 marked on their slide rules as they started to put their ideas down on drawing paper? Perhaps Cecil Kimber or H.N. Charles, or Syd Enever

latched on to the PHI principle at some clandestine, secret meeting where these clever men developed a conspiracy to rule the sports car world. Who knows?

Where the Divine Proportion application started to fall apart began with the MGA and later cars. Even the untrained eye can spot the blatant proportional errors that ruin the overall impression of these newer M.G.s. I even considered such cars as the Farina Magnette and the MG1100. These cars actually had no measurements that I could find which came close to fitting into the Divine Proportion mold. This also proved true for the cars currently being sold in other parts of the world with the M.G. badge on them. They are so far out of scale that it truly would take a divine *intervention* to make them right.

Any way, keep the faith and enjoy your divinely proportioned T Type even more this year. By the way, if you haven't read *The Da Vinci Code*, try it.

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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](#)*). Alternatively, you may complete the process online by visiting our [online membership form](#).
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.

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## **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.



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

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

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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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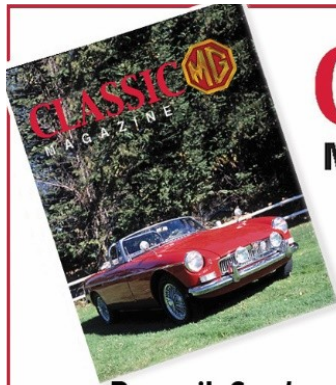
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