

# ***THE SQUARE RIGGER***

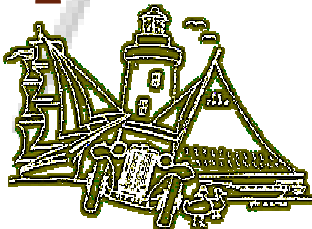
♣ **WINTER EDITION** ♣

*January/February 2024*



**SOLD!** - see inside for details!

## **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

The first TSR issue for 2024 is coming out a little late but as the saying goes “better late than never”.

As we did last year, the first event will be the EatOut brunch which is to be held on March 17<sup>th</sup> from 11:00 to 2:00 at Silo Falls, 1950 Georgia Avenue, Brookville, MD 20833. It is a generally central location for most of the Club members so there should be a good turnout. The Club will take care of the cost for the private room, gratuity and tax. All you need to do is choose your meal from the menu and your adult beverage. A menu is attached in the body of the newsletter. If you plan on going, please reply to me at [spenglish@aol.com](mailto:spenglish@aol.com) by March 13<sup>th</sup> so I can have a head count.

On June 2<sup>nd</sup> The Original British Car Day (OBCD) will be held at Lilypons Water Gardens, 6800 Lily Pons Road, Adamstown, MD 21710. Each year we have this feature event highlighting one of the longest running car shows in the Baltimore/Washington area and as you realize its success is directly related to the Club members’ participation. There are many ways you can volunteer so please contact John Tokar at [jtokar51@verizon.net](mailto:jtokar51@verizon.net) or me at [spenglish@aol.com](mailto:spenglish@aol.com) to see how you can help.

Towards the end of October, the Chesapeake Chapter is once again holding the Fall Ramble. This year, the Ramble will be visiting a site we have gone to before in the Blue Ridge Mountains of Virginia. John Williams and Milt Babirak are coordinating the event and the specifics such as the hotel, restaurants and routes followed are in this TSR issue. As in the past, room availability is limited so early registration is important.

One last item – holding a mini-GOF. It too is a special event but due to no one volunteering it’s been postponed for the last year or two. Like the events previously mentioned it is fun to put together. If you would like to return something to the Club, contact me and I will be glad to work with you.

**Your Chairman, Shaun English**

***Safety Fast!***



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## NEW MEMBERS

*Welcome new member Sam Korper! He has a 1951 TD. He is a member of the New England TG T Register.*

*Welcome new member Joe Young! He has a 1950 TD and a MG B GT. He is a member of the New England MG T Register.*

*Also, welcome new members Duane Schmidt with a TC and Darryl Wolford with a TD!*

Attention all new members – please send a short bio and photos of you and your cars for an upcoming newsletter edition – please send to [Maxieb987@gmail.com](mailto:Maxieb987@gmail.com)

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	<h1>CALENDAR OF EVENTS</h1> <p>2024</p>
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.
<b>February, 2024</b>	Winter Tour, Florida - cancelled
<b>March 17, 2024</b>	EatOut – 11:00 – 2:00 Silo Falls, 1950 Georgia Ave., Brookville, MD 20833
<b>June 2, 2024</b>	The Original British Car Day (OBCD) Lilypons Water Gardens 6800 Lily Pons Rd., Adamstown, MD
<b>October 18-20, 2024</b>	The Fall Ramble – Blue Ridge Mountains More details in this Newsletter Edition



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

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## **UPCOMING CHAPTER & OTHER EVENTS**

### **The 2024 Fall Ramble is On!**

Yes--the Fall Ramble is back this year, with a great route through the Blue Ridge mountains during the spectacular fall season! It's scheduled for the weekend of Friday, October 18 through Sunday, October 20, 2024. The planned route will take us from Aldie, Virginia through picturesque small towns and beautiful countryside down to Marshall and then through Sperryville and on to Round Hill, just outside of Orange, Virginia.

From Orange, day trips to vineyards and other sites are well within reach.

The Fall Ramble planning committee has reserved a block of rooms at the Round Hill Inn just north of Orange on Rt. 522. Rates are very reasonable, and we are being offered a club discount. For those who participated in the 2018 Ramble, you may remember that the Inn is located on a prominent hill, with spectacular views of the surrounding countryside.

Don't hesitate to make reservations by calling 540-672 6691, and mentioning the code "MGC". Kayla, Gretchen or Stacy will be glad to make your reservations. More details about the route and specific events planned for that weekend will be coming soon. We hope you can join your fellow Chapter members for what promises to be a memorable weekend! Please contact John Williams or Milton Babirak with any questions.

## **TIDBITS & ITEMS OF INTEREST**

### **MG Centenary Badges Follow-Up**

Thanks to all who provided input on centenary badges. The Chapter decided to buy a small number of the centenary badges from the Pre-War MG Register of Australia. A few Chapter members, who indicated interest earlier, have first dibs, but there are a couple badges still available. The Chapter price is \$45. I can mail a badge in a small flat rate box for \$10, or we can arrange to deliver at Chapter events or otherwise. If anyone is interested, please let me, Duane Schmidt, know, at [duane.schmidt@outlook.com](mailto:duane.schmidt@outlook.com).





# The Sacrilege of Selling an MG or The Tale of a Sale

By John Debelius

My wife would tell you that I am much better at buying cars than selling them. I have always loved cars and have bought and restored a lot of them over the years. The answer to the problem of quantity can sometimes be to just keep building bigger garages. The problem is that if you keep acquiring cars, sooner or later, you run out of space and eventually need to sell some. And that's the position I was in. I had restored two MG TDs, a 1952 and a 1953. I restored the 1952 about 12 years ago, showed it, drove it around town and on a couple of Florida Winter Tours with the Club and enjoyed it enough to buy another and repeat the process with the 1953. My garage was overcrowded, so I decided to sell the 1952. I am old enough to remember the pre-internet days of selling cars through ads in the newspapers or Hemmings. It wasn't urgent that I sell this car, so I first put an ad in the Square Rigger but got no calls. Next, I ventured onto the internet. I had occasionally looked at cars on the Bring-a-Trailer (BAT) site and figured I would try it. The name is misleading, because you might picture junkers, but they actually market and sell some very respectable classic cars.



The purpose of this article is to describe my experience and perhaps offer a little advice. The site was hoity toity enough that they don't just list any car offered; each car must be vetted and accepted for listing by them. They ask for a lot of pictures. No kidding, I think I sent them 150 pictures of every nut and bolt, from every angle, underneath, on top, canvas up, canvas down, etc. They suggest that you use one of the professional photographers recommended by BAT at a cost of about \$400 in addition to the listing fee of \$99. I started taking my own pictures, but then figured, why be cheap? Why not use a professional if you are trying to get top value for your car? So, I ponied up for the professional photographer. I had scheduled the photography appointment for early morning to avoid sun glare, but on the day before, the photographer called and pushed the

appointment back to 11:00 a.m. We took the car out to a local park and took lots of pictures. Unfortunately, the sun was bright by then and the pictures were not very crisp and looked a little washed out, but I had paid for them, so I used them. One of the benefits of this site is that they have an on-line history of what cars of your make and model they have sold previously with the dates and amounts that they went for. You can also peruse the bidding histories, seeing who bid in the past and what comments were made by bidders or gawkers. BAT drafts your ad listing and lets you tweak it first, then determines when a good week to run the auction will be, based on what other cars they may be listing, etc. They run the auction for a week. You have the option of setting a reserve, and not knowing what to expect and not wanting to give the car away, I set a reserve of \$18,000, thinking that it might go for \$20,000, which I would have been satisfied with. BAT must approve your reserve amount and, interestingly, has a provision in your listing contract that if the auction doesn't reach the reserve, they have the right to purchase it from you at the reserve amount. Once the listing runs, it is a good idea to check the site frequently to answer questions and monitor the auction. Some of the commenters are potential bidders and some are just know-it-all car enthusiasts with time to kill. Either way, the conversation helps generate interest. Not surprisingly, for most of the auction week, the bids were minimal, probably placed from people just hoping to steal a car. By the last day, however, the bidding got serious. The auction has a scheduled end time (i.e.: 4:00 p.m.) but the time will be extended by two minutes every time a last-minute bid is placed. My auction ran half an hour over the time limit because two guys got into a competitive bidding frenzy which kept extending the time as they bid the car up to \$37,000! I was pleasantly surprised, but I wondered if the successful bidder, from the mid-west, might get cold feet and try to back out. No such problem...he wired the money into my account on the next business day and sent a truck to pick up the car a few days later. I have to thank Milt Babirak at this point because he had prepared a printed set of step-by-step instructions for starting the car with numbered sticky labels on cable knobs and ignition key positions and brake handles for use by the AutoTrain car jockeys who load and unload our cars on the train for our Club's Florida tours. The purchaser needed this as he had never driven a TD before.

In researching the site, I saw that my car had sold for a higher price than any other TD in BAT's data base, with the exception of a "TD" that was really a resto-mod with a V-8, 5 speed transmission, Jaguar rear end, custom designed suspension, etc.

I did a nice restoration, but I don't flatter myself thinking that the price was based solely on the restoration. It was fortunate for me that I had two bidders who both really wanted the car and bid it up. Because I had done all the work myself, body, paint, mechanical, upholstery, etc., this was one of the rare occasions that I made money on an old car, probably making about \$1 an hour for my time! But the hope of profit doesn't motivate many of us in the hobby. It is the joy of the work and ownership and the society and companionship of other gearheads.

OK, I said I would put advice in this article, so here it is. BAT is a good site, and I would commend it to your consideration. The listing fee is very reasonable. They make their money by charging the buyer a commission, not the seller. Don't pay the professional photographer. Cell phone cameras are pretty good these days. Look at the pictures of other cars on the site to get all the angles. Take your car to a pretty place and be patient. Take lots and lots of pictures. Do it early in the morning for crisp pictures without the glare of the midday sun. Take a few videos of the car starting, running, or driving. Research the site to get a good idea of what your make and model goes for and what bidders want to know. Consider all the features of your car and spell out those that have been mentioned in other ads. Set a reasonable reserve. When you list your car, monitor the site and be ready to answer public questions and comments and private emails from bidders. And, lastly, hope for a couple of guys who like the car and get into a competitive bidding frenzy!



# This article appeared in the Hagerty's "Driver Club" Magazine

## Restoration Tale: 1954 MG TF

John Barton

22 July 2005

As the owner of a 1954 MG TF, I wanted to offer some tips for a successful MG restoration.

For better safety, if you have wire wheels, use a wax crayon to make an alignment mark from the wheel hub across the wheel nut. In case it loosens, you'll be able to see if the alignment marks have "shifted" and if your wheel is coming loose. The crayon easily wipes off and it is bad news if your wheel comes off while you're driving! If this continues, check for wear between the splines in the wheel hub and the splines from the axle.

When restoring a car with wood framing, soak the wood with linseed oil, which will also leak between the metal skin and the wood. This will preserve and nourish the wood (if it's not rotted) and prevent rust between the two. Use brass or stainless steel screws on the wood, rather than steel, which will rust.

- When assembling metal sections or panels that have a beading or squeak strip between them, you'll get a tight factory fit between them if you fold some duct tape around the bottom edge of the strip (have it sticking out a couple of inches so you can get a grip on it). After that, put a little amount of weatherstrip cement on the base panel that you want to bolt onto – just enough to hold it in place while you put holes in the strip for the bolts. Then put your panel (fender, etc.) in place, place the bolts in and allow enough looseness so you can pull down on the duct tape strips while you snug up the bolts. Try a hair dryer to soften the squeak strip if you have a tight corner or angle that causes it to wrinkle. When you have the strip snug, tighten the bolts, tear off the duct tape hanging down and you'll never know it was there. In doing so, you can forget about the tape left between the panels because you will never see it.
- With Lucas ignition systems, or any other that might have electrical corrosion, clean every electrical connection in the car with fine sandpaper for a clean, bright finish, and then put a light coating of Di-electric Silicone Grease on the connection. By doing so, you'll have no more corrosion, your voltage regulator and lights will not flicker, and your lights and starting will be more dependable.
- I also recommend putting water pump lubricant and rust inhibitor into the cooling system to avoid problems of scale and to enhance the life of the water pump. You can get this small can at any superstore auto section or auto parts store.
- Finally, if you have an MG with warped doors, loosen the diagonal metal strap between the upholstery and wood frame (take the top screws out), hold the door at the desired bend (so that it's flush with the mating panel) mark and drill the new screw holes, screw them in tight, and your door will be flush when you close it.

– John Barton, Clarksville, OH

# Simple Stuff

## Some Interesting Tidbits

By Bob Vitrikas

While reading through my recent Antique Automobile Club of America (AACA) “Antique Automobile” magazine, I came across a very interesting article written by Senior Editor Steven Rossi. The article contained interesting tidbits that “would otherwise slip through the old-car cracks.” Here are some I thought you’d be interested in.

- Invented in England, the Stepney spare tire arrived in 1904 as a universal clamp-on accessory. The Thomas B. Jeffrey Co. is credited with being the first to actually provide a model-specific spare on its early Rambler line. During 1941 and the Korean Conflict, spare tires were rationed. According to Consumer Reports, about one-third of today’s new cars don’t come with spares.”

- Goodyear acquired family-owned Cooper Tires. It turns out that Cooper owns the English Avon brand, which has been making tires since 1904. Unfortunately, their U.K. plant, which evolved into a motorcycle tire factory, will now be closing.

- Having trouble reading your oil dipstick...particularly with new thinner engine oils? You can easily rough up its surface with a file to ensure the oil clings better, and even add your own sight holes if necessary (just don’t remove the level marks). Make sure to clean off any debris before reinserting. You can also lay the dipstick down flat on a clean, white paper towel...and then lift it off...to determine an accurate level. Some manufacturers have started to include a cross-hatch surface to help.

- America’s oldest road racing course happens to be Willow Springs, near Rosasmond, California. It was purpose-built in 1952/1953 and has been in continuous operation ever since. Watkins Glen, New York, followed in 1956, after relocating from the surrounding village streets.

- Jimmy Clark described a few of the peripheral hazards of Grand Prix racing back in the glory days. “A hail of stones of all shapes and sizes peppered the cars and drivers. The stones stripped the paint from my helmet, and some of the skin off my face. Finally, the goggles fell to pieces under the battering (which is why drivers wore a spare pair around their neck)”. From *Jim Clark At The Wheel*.

- It’s always said that the car alarm “went off,” but isn’t it really “go on”?

- Here's a tip from an experienced speedometer guy. It's always better to zero a resettable trip odometer when the car is stationary, because when it's in motion, the gears might clash. If they're old, the brittle/petrified plastic, could easily break.

A haunting photograph of Jim Clark by famed automotive photographer Jesse Alexander after the 1962 Belgian Grand Prix.



Here are some words to live with:

- "Failure is only the opportunity more intelligently to again." Henry Ford.
- The only car tours and motorcycle rides you regret are you didn't take.
- Nowadays, I avoid pessimists, just as much as I avoid prejudice.

begin  
the ones

If you aren't already a member, consider joining the AACA. Great organization, informative bi-monthly magazine and the Chris & Kathleen Koch AACA Library & Research Center in Hershey, PA is well worth the trip! For more on the AACA check out their web site at [aaca.org](http://aaca.org).

## Motorsports Part 1 In The Beginning ...

By Bob Vitrikas

Over the past ten years or so we've discussed a variety of topics related to our beloved British rides and our enjoyment of same. Starting off the new year, I'd like to explore the topic of motorsport which is nearly as old as the motor car itself and certainly related to our enjoyment of them. So let's enjoy!

According to the Merriam-Webster dictionary, motorsport is defined as "any of several sports involving the racing or competitive driving of motor vehicles, especially automobiles". The first known use of the term "motorsport" was in 1901. Other first use terms that provide insight into the world of 1901 are the terms lighter-than-air, autoworker, battle cruiser, Blighty, bollix, chain store, concentration camp, consumer goods, Ms., sweet talk, taco, teriyaki, third-party, and tonneau. We have the French and wine making to thank for that last one. Huh? Thanks for asking .... According to my sources on the Internet, the term tonneau a.k.a. tonneau cover is derived from a "French word referring to a barrel or cask used in winemaking. As transportation transitioned from the horse-drawn carriages and wagons of the 19th century to the nascent automotive industry of the early 20th, so did the terminology for open-compartment covers." Now let me see, where was I ... oh yes, motorsport.

Determining the first of anything is fraught with potholes but I'll take a swing at it. The first recorded race between two self-powered road vehicles over a prescribed route was held at 4:30 AM on August 30, 1867. The 8 mile route was between Ashton-under-Lyne and Old Trafford, in northwest England. Why on earth start a race at 4:30 AM? At the time there was a so called "red flag law" that required a person to walk ahead of the self powered road vehicle and wave a red flag. Clearly this was not going to work so these guys became the first speed limit violators. Their vehicles were re-purposed steam powered light rail vehicles. Unfortunately I could not find a source for the average speed.

Meanwhile across the pond the Wisconsin legislature passed an act in 1875 offering a \$10,000 prize for 'any citizen of Wisconsin, who shall invent, and after five years continued trial and use, shall produce a machine propelled by steam or other motive agent, which shall be a cheap and practical substitute for the use of horses, and other animals on the highway and farm.' This was later revised to read, 'contestants to complete a 200-mile route not less than five miles per hour working time'. The act further specified that any machine competing be able



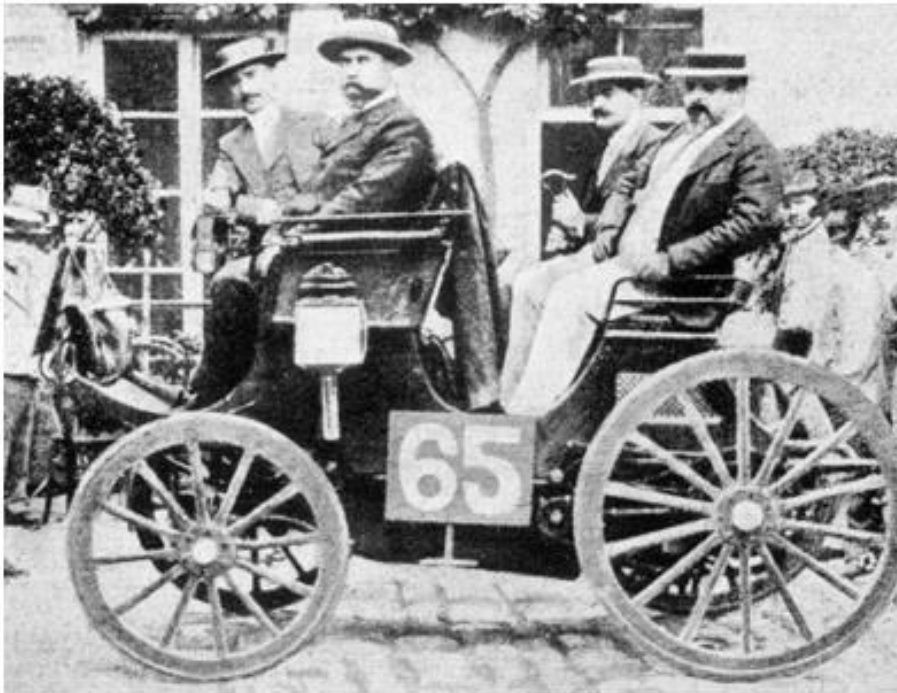
Oshkosh is steamed up and ready to run!

to function in both forward and reverse, as well as plowing and pulling loaded wagons. Appointed state representatives were in attendance to verify performance. The act called for trials to commence in July 1878 and to end 10 days later. Sure as shootin' the race was run on July 16, 1878 over a 200 mile route from Green Bay to Madison, Wisconsin. Just two steam traction engines out of the six original entrants made it to the start line. The 'Oshkosh' by gosh won in 33 hours 27 minutes. You betcha! You can read more about it in 'The Great Race of 1878' by Richard Backus, Farm Collector, May/June 2004. Here's the url: <https://www.farmcollector.com/steam-traction/the-great-race-of-1878>

Fast forward to July 22, 1894 when the Parisian magazine 'Le Petit Journal' organized what is regarded as the first motorsport competition. Running from Paris-to-Rouen, France, a distance of about 50 miles, the event combined the aspects of a reliability trial, a general event, and a race. In the early days of motorsport, events outside of Britain were typically held on public roads since the only racetracks were for horses. This is commonly regarded as the first motorsport event. One hundred and two competitors entered the race for a fee of 10 francs, about 3 days wage at the time. A selection (qualifying) process narrowed the field to 25 entrants. The winner was Count



Jules-Albert de Dion completing the course in 6 hours and 48 minutes at an average



speed was just a bit over 10 mph. Hmm.

The next year, June 1895, marked arguably the first real motor car race from Paris to Bordeaux, France and back covering a bit over 700 miles. Impressive! The winner was Emile Levassor in his Panhard-Levassor. He covered the 732 miles in 48 hours and 47 minutes, about 15 mph, besting the second place finisher by almost 6 hours. Yikes! Just nine of the twenty-two starters finished the grueling course. Also in 1895, the first American automobile race, the Chicago Times-Herald race, was held on Thanksgiving Day, November 28, 1895. It ran for 54 miles from the south of Chicago to Evanston, Illinois and back. Beating the other five entries, Frank Duryea won in 7 hours and 53 minutes. For you math majors out there, that's about 8 miles per hour.

Albert Lemaître and friends are set to compete in the Paris-to-Rouen competition. He finished second, sadly six hours after the winning de Dion came in first. Oh well.

These city-to-city races were popular in France until tragedy struck in 1903 when Marcel Renault was involved in a fatal accident in the Paris-Madrid race when nine fatalities



forced the French government to ban open-road racing.

Nevertheless long distance road races remained popular including such epic events as the 9,317 mile Peking-to-Paris race which was won by Italian Prince Scipione Borghese in an Italia. The longest road race was the 22,000 mile 1908 New York-to-Paris Race sponsored by the NY Times and the Paris based La Matin newspapers. Six teams from the U.S., France, Italy, Germany competed. Alas no British entry. Three teams finished the grueling course, led home by the U.S. team's (yea!) Thomas Flyer driven by George Schuster from Buffalo, NY. In 2010 George was inducted into the Automotive Hall of Fame, joining Henry Ford, Mario Andretti, Carl Benz, Enzo Ferrari, Ransom Olds and Carroll Shelby. You can see the Thomas Flyer in the National Automobile Museum in Reno, Nevada.



The New York-to Paris Race was reprised in 2011 beginning at Times Square on April 14, 2011. Four of the starting vehicles finished the race. The oldest was a 1929 Ford Model A, a 1932 Ford three window coupe ('Little Deuce coupe'), a 1967 VW Beetle and a 2007 Corvette. Again, no British entry. Don't you think a Land Rover would have made an excellent showing? These cars reached the Eiffel Tower on July 221, 2011, three months and one week after starting in New York. One of the participants was Jeff Mahl, great-grandson of George Schuster, the winning driver of the 1908 race! Here's a link to the Wikipedia article with references to several publications on this epic race. [https://en.wikipedia.org/wiki/1908\\_New\\_York\\_to\\_Paris\\_Race](https://en.wikipedia.org/wiki/1908_New_York_to_Paris_Race)

Greater top speed was a determining factor in the automobile vs horse competition. We all know who won that one. A horse's top speed is about 30 mph. The first recorded land speed record was set by Frenchman Gaston de Chasseloup-Laubat (imagine putting that name on the back of a football jersey) in 1898 when he set the record and handily beat the horse's land speed record, at 39.24 mph in an electric Jeantaud Duc. The race was on and just one month later Belgian Camille Jenatzy raised the record speed to 41 mph. Over the next 10 years the record was raised in quick succession. Henry Ford in his 999 racer set the record at in 1904, the first time the record had been


The winner of the 1908 New York-to-Paris endurance race. The Thomas Flyer covered the 22,000 mile route in 169 days, enduring cold, snow, mud, poor (non-existent?) roads, robbers, and other hardships. American team members were Roberts Schuster Miller and Williams Roberts is shown at the wheel



set outside of France and Belgium. Louis Rigidly took the record back to France and Belgium at 103.56 mph. American Fred Marriot took the record back to America in his steam-powered Stanley Rocket blasting across the Daytona Beach sands at an incredible 127.66 mph in 1906. Inevitably Frenchman Victor Emery retook the record at the recently opened Brooklands track at the end of 1909. And so the record breaking continues to this day. Brit Andy Green, former RAF pilot, currently holds the absolute Land Speed Record set in 1997 breaking the sound barrier at 760.343 mph. His ride, Thrust SSC was powered by twin Rolls-Royce Spey jet engines. Wow what a ride! For those of you keeping track, the land speed record has been set by electric, gasoline,

S T A N L E Y S T E A M C A R

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**THE FASTEST CAR IN THE WORLD**  
(Rate of 127.66 Miles an Hour)

This car, at Ormond, Fla., Jan. 21 to 28, 1906, established the following World's Records:

WORLD'S RECORDS		FORMER RECORDS	
1 Kilometre	.18	Darracq	.21
1 Mile	.28	Napier	.34
1 Mile in Competition	.31	Napier	.41
5 Miles	2.47	Napier	3.17
2 Miles (World's record for cars eligible under the rules)	.59		

The 5-mile record was made in competition, with a scoring start, and was at the rate of a mile in 33½ seconds, which is faster than any gasoline car built according to A. A. A. rules ever made for a single mile.

The power-plant in this car is exactly like that in the regular Stanley cars, except that it is larger, of about twice the power as the Touring Cars (Model F). It weighs 1,600 pounds, and has margin enough for another boiler of the same size (512 pounds) without passing the racing weight-limit of 2,204 pounds. The boiler is 30 inches in diameter and 18 inches deep. It contains 1,475 tubes, and has a total heating surface of 285 square feet. A steam pressure of 800 to 900 pounds is carried. The engine is 4½ x 6½, and makes 350 revolutions to the mile. The wheels are 34 inches in diameter, and make 600 revolutions to the mile. They are equipped with 3-inch G. and J. tires. The body is so designed that the largest cross-section it presents, including the wheels, is only 9 square feet.

*NOTE—While Mr. Stanley appears in the driver's seat, this record breaking car was driven by Fred H. Marriot of Newton, Mass.*

steam and jet powered vehicles.

In England motorsport competitions were held on private estates since Parliament severely limited automobile speeds on public roads which led to the development of dedicated motorsport facilities. The oldest venue for British motorsport events is commonly regarded as Shelsley Walsh (sounds like you've had one too many pints in the pub?) located in the British Midlands. Officially named the "Shelsley Walsh Speed Hill Climb," it was first used in 1905. It pre-dates Indianapolis (1909), Monza (1922), and LeMans (1923) and is still in use today. A 99 year lease was obtained in 2005 so its future is assured! Its innovations include the first use of electrical timekeeping and broadcasting of a motorsport event. The steep and narrow (just 12 feet wide in places) course is 1,000 yards long and rises 328 feet putting a premium on power and rear wheel traction. Fastest time of the day at its opening was 77.6 seconds. In 2021 that record was reset at 22.37 seconds, over 90 mph. Blimey! Of course (see what I did there?) being a hill climb Shelsley was a one car at time against the stop watch event.



If you want wheel-to-wheel racing around a circuit course, the first purpose built motor racing circuit, opening in January 1906, was at the Aspendale Racecourse in Australia. Fittingly it was built inside a horse race track oval. The track was pear-shaped, nearly a mile in length and featured banked turns. The surface was crushed cement. Just two races were held in January and November 1906, then it was revived from 1923-1930 and again just prior to WWII when it was permanently closed. It is now a residential housing development. Oh well...

In the UK Brooklands, located in Surrey, England, is regarded as the first purpose-built banked motor racing facility. Opening in June 1907, it was built in just 8 months. The concrete course with high speed banked turns was 2.75 miles long. Over the years the concrete course became notoriously rough sending speeding cars airborne with all four wheels off the pavement. That'll get your attention! In addition to motor racing, Brooklands also served as a test track for British car manufacturers as well as a manufacturing and test facility for British aircraft companies. Surprisingly 19,000 aircraft were built in Brooklands! Bomb damage during World War II meant that Brooklands' days were over but you can still visit this historic site today. Part of the original banking

Shelsley Walsh Speed Hillclimb in the early days.  
Photo courtesy of Classic & Sports Car magazine.





has been preserved as have several of the motoring and aviation related buildings.



Well worth a day's visit I can tell you from personal experience!

Back in the good ol' USA, the first purpose built circuit racing tracks had their origins as horse racing tracks. The first closed circuit automobile race was held on September 7, 1896 at the Narragansett Trotting Park in Cranston, Rhode Island. The winner was a Riker electric car. The Knoxville Raceway in Knoxville, Iowa held its first automobile race in 1901. The Milwaukee Mile started automobile racing in 1903. Of course the grand-daddy of them all, the 2.5 mile Indianapolis Motor Speedway first held automobile races in 1909. The seating capacity, largest in the world, is 257,000! The oldest asphalt-paved oval track in the U.S. is Thompson Speedway Motorsports Park in Thompson Connecticut. It was once known as the Indianapolis of the East. The 1.7

mile road racing circuit and the 0.625 mile oval are used today for sports car (SCCA and



vintage road racing clubs) and stock car (NASCAR) races.

Rallying is very popular today, especially in Europe where it draws huge crowds. This madness started with the 1911 Monte Carlo Rally whose stated goals were to assess the reliability and comfort of the cars, as well as their ability to travel long distances. Judging criteria included average speed, distance covered, number of passengers or mechanics, ride comfort, luggage layout, appearance of the car, condition of the engine and body after the race etc. Cars started in January 1911 from St Petersburg, Berlin, Rome, Amsterdam, Brussels, Paris, Geneva and Lisbon, converging at Monte Carlo in the warm south of France. First Monte Carlo rally had 23 entrants, 18 of which finished.

Rallying is not for the faint of heart! Run in  
January. "The Monte" is a winter weather

The winner was Frenchman Henri Rougier who started in Paris in a Turcat-Mery. It was

a large car and reportedly he had "quite a few passengers." His average speed was 18



mph. Not bad considering.

So there you have it, the first twenty years or so of motorsport around the world. In subsequent articles we will explore the various types of motorsport competition which still exists today; open road racing, closed circuit racing, rallying, speed record runs, trials, and hillclimbs. Remember to fasten your seat belts!

# TECHNICAL MATTERS

Stay tuned 😊

## LOL

**I hate it when I see an  
old person and then  
realize that we went to  
high school together.**







**A recent study has found that women who carry a little extra weight live longer than the men who mention it.**

**Possibly the best cartoon of this century**



**I personally would suggest government. They never go to jail.**

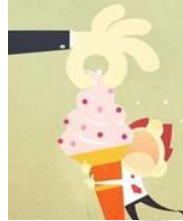




HAVE YOU EVER WONDERED IF THE DOLLAR  
BILLS IN YOUR PURSE OR WALLET WERE EVER  
IN A STRIPPER'S BUTT CRACK?  
IF NOT, YOU'RE WONDERING NOW. HAVE A NICE DAY!

THE BEST WAY TO TEACH YOUR KIDS  
ABOUT TAXES IS **BY EATING 30%**  
**OF THEIR ICE CREAM.**

ATTRIBUTED TO **BILL MURRAY**



**GOOD MOMS LET YOU  
LICK THE BEATERS.**

**GREAT MOMS TURN  
THEM OFF FIRST.**

## How to keep all the cookies to yourself:



**Me: Please bring me a screwdriver.**

**Wife: Flat head, Phillips, or Vodka?**

**And that was when I knew she was the one.**

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.

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## **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.





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THE CHESAPEAKE CHAPTER

MEMBERSHIP REGISTRATION FORM



Renewal

New Member

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

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

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

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

**MG INFORMATION**

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

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

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

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

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

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

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

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

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

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\* 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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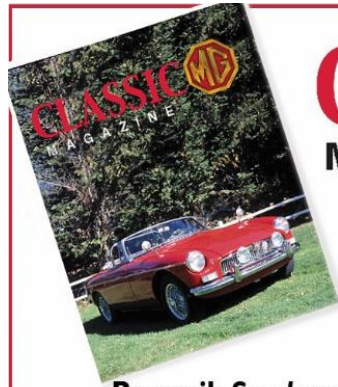
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