

THE SQUARE RIGGER

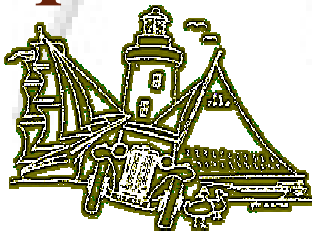
FALL/WINTER EDITION

October/November, 2024



Fall Ramble 2024 - Graves Mountain lodge – Syria, Virginia

The Square Rigger



**Quarterly Newsletter of the
Chesapeake Chapter of the
New England MG-T Register
[HTTP://WWW.MGTCHESAPEAKE.COM](http://www.mgtchesapeake.com)**

WORDS FROM OUR CHAIRMAN

Chairman Comments

Fall 2024 is upon us and there should be a few more weeks to enjoy the changes of foliage color as well as the crisper air. Hopefully we can enjoy it.

The Fall Ramble on October 18th-20th was truly one of the most picturesque the Club has had so far. There are pictures of the event that appear in the newsletter. Thanks again to John Williams and Milt Babirak for putting it together. Looking forward to 2025.

For those Club members living in the Greater Washington Area it has been a challenge to acquire non-ethanol gasoline. However, I recently came across **Kensington Service Center**, 3794 Howard Avenue, Kensington MD - the only non-ethanol source in Montgomery County. <https://www.kensingtonservicecenter.com> Should be convenient before winter storage, too.

A request from Andrew Vandermolen is trying to get help in locating an MG-TD. Originally green, it has identifying numbers of TD 17085 with Engine XPAG/TD2/17507. It was located in the Washington, D.C. area and perhaps a Club member may have knowledge of it. If so, please contact Andrew at skipydmolen@icloud.com

Attached is a link to the July 2024 **Healey Marque Magazine** which has an article **The Dark Underside of Classic Car Auctions** by Rick Neville on pages 22-25. I'm sure you will find it interesting. <https://healeymagazines.com/07HMjuly2024/index.html>

With this being the last TSR issue for 2024 I want to wish you the best for the holidays later this year.

Your Chairman, Shaun English

Safety Fast!



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NEW MEMBERS

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

	<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.
October 26, 2024	Vintage Restoration Open House & Car Show Food truck for breakfast and lunch foods



RECENT CHAPTER & OTHER EVENTS



Fall Ramble 2024

This year's gathering was held in the beautiful Blue Ridge Mountains, through bucolic highways and byways, past historic towns, farmer's markets, wineries and more. There were many spectacular views, an apple festival, apple butter, antique stores, bluegrass music, and of course - food. Our route was meticulously planned by our indomitable Planning Committee – thanks to John Williams and Milton Babirak.

We stayed at the Round Hill Inn outside of Orange, Virginia. The Inn boasted panoramic, spectacular views of the Valley.

Its Fall Yall – The Fall Ramble that is 😊



On Friday evening, we had a festive dinner at a local Mexican eatery. On Saturday morning, our group traveled into the Town of Orange and enjoyed a bit of shopping before getting the day started. Later, there was a rally to Graves Mountain Lodge to the Apple Festival. We enjoyed the day listening to blue grass music, shopping for arts, crafts and antiques and enjoyed a fine buffet lunch perched high on top of the mountain. Saturday evening, we enjoyed dinner in Historic Orange, Virginia at Forked on Main.



This was our view of the Blue Ridge Mountains at the Hotel.

TIDBITS & ITEMS OF INTEREST

L1 Salonette Tales By Mike Hughes





L1 Salonette Tales By Mike Hughes

Sometime in the mid-60's, Jon Orovitz bought an old M.G. from a guy in Pennsylvania named Bob Arnold, who likely acquired it from Don Stephan who had imported it from the U.K. It was a 1934 L1 Magna Salonette, chassis L0565. My friend Jon Orovitz was an M.G.C.C. Washington D.C. Centre member back in the 1970's and a very interesting guy. A computer technical consultant at the White House, he taught me a lot about computers. This was before the advent of the first desktop PCs when "computer science" was very much a dark art generally involving stacks of punch cards, reels of magnetic tape and computer equipment that occupied entire large climate-controlled rooms overseen by teams of technicians in white lab coats. How he got involved with computers was quite a story:

In the late 50's, Jon's elementary school science fair project in Asbury Park, New Jersey was a homemade model of a three-stage rocket that a man could pilot from a capsule atop the third stage. Bear in mind that this was in the late 50's. Some FBI agents showed up, confiscated the model and took Jon and his parents up the New York City to question them about how and where Jon got the information to create the model, which was nearly identical to what was then a top-secret NASA project. The world would come to know it as Project Mercury when Alan Shepherd became the first American Astronaut to go to space and John Glenn became the first person to orbit Earth. It was finally determined that Jon had a very active imagination and simply made all this up. The family was returned home, but not before some NASA scientists who had been observing the interrogations invited Jon and his parents to come to Cape Canaveral in the summer. This led to Jon becoming a student intern at the Cape every summer all through high School and even when he was a college student in NYC. It was at the Cape that he began working with the most advanced IBM mainframe equipment then available. Later, when he arrived at Stanford for graduate studies, IBM was delivering the University's first advanced mainframe computer system. Jon recognized the equipment being unloaded, helped the IBM people set it up and then showed some of the professors how to run it!

So here is Part One of my L1 Salonette story:

Sometime in the mid-60's while he was in high school, Jon Orovitz bought an old M.G. from a guy in Pennsylvania named Bob Arnold who likely acquired it from Don Stephan who had it imported it from the U.K. It was a 1934 L1 Magna Salonette, chassis L0565

"Jon O." used L0565 as his daily driver as he finished high school and began college studies up in NYC. He told me that, even though the car was right-hand drive, it was so narrow that all he had to do was lean over a little to flip quarters out through the open passenger-side window into the toll-booth baskets on the Garden State Parkway.

For a brief time, he was seeing a girl named Melanie Safka and took her out in the Salonette. She had recently graduated from high school and was singing in a coffee house in nearby Long Branch. This was long before the singer later known to the world simply as "Melanie" sang at Woodstock or released her first album, becoming famous for such songs as "Beautiful People" and "Brand New Key."

Many of the overhead cam engines for which M.G. was famous in the 1930's did not have cooling fans. In fact, the four-cylinder versions in the M, C, D, J and P types didn't even have water pumps! They relied entirely on convection to circulate the water out of the engine, through the radiator and back into the engine (although the water pump fitted to the K, L and N type six-cylinder engines could be installed in P-type four-cylinder engines). This is referred to as thermosiphon cooling. The six-cylinder cars were advertised as having "pump-assisted thermosiphon" cooling. As long as one maintained adequate forward speed the engines ran perfectly cool. That was in England in the 1930's. Stop and go traffic and warmer U.S. temperatures can be a problem.

Even in the 1960's North Jersey was a tad bit warmer in the summertime than the U.K. One particularly hot summer day the engine overheated in traffic again and seized. It was towed home and parked in his parents' carport a block from the beach in Asbury Park, and there it sat exposed to weather and salt air for nearly a decade while he pursued graduate studies and found work. He bought a Honda N600 as his daily driver.

After he settled in Arlington, Virginia his parents told him they were going to sell their house and the now significantly deteriorated M.G. had to get out of the carport. So he drove up to Asbury Park, rigged up some sort of tow frame and towed the Salonette back to DC with his Honda N600. (For the record, a Honda N600 makes a Mini look positively huge!). It was stored in a semi-covered outdoor parking space at his apartment building in Arlington where vandals discovered the car, smashed all the windows and stole some of the fittings.

As I owned a somewhat roadworthy '34 PA 4-seater at the time, Jon convinced me that I would be the right person to take L0565 off his hands. He rigged up his tow frame once more and towed the Salonette down G.W. Parkway to my house in Alexandria. This was in June of 1979.

Soon after acquiring L0565 I sold my '34 PA four-seater PA0849 PA to another M.G.C.C. member, Dave Michel, in order to finance the beginnings of what became a 25-year restoration project.

In corresponding with pre-war M.G. spare parts suppliers I was soon made aware of the rarity of my L1 Magna Salonette. Only 97 of these two-door, four passenger saloons were produced. Compared with the far sportier

L1 open four-seat tourer and L2 two-seat sports car, it was an unloved model with a very fragile body. When they reached the end of their useful lives (which in many cases only took two or three years of regular use!), many a Salonette body was thrown away and the chassis and powerful 1100cc six-cylinder engine became the basis for many an M.G. racing special. One correspondent told me that he had only seen three or four such cars in the thirty years he had been in the M.G. spares business; another had only seen one but knew of another that had disappeared some years back and was delighted to discover that it might have now reappeared on the other side of the pond. It was likely that I had the only L1 Salonette in the Western Hemisphere.

News of the rarity of my M.G. made me even more determined to embark on my restoration odyssey. The Salonette body was a wreck. The wooden framed coachwork was disintegrating due to a combination of rot and the twisting forces exerted on a rigid closed body mounted to a flexible chassis.

The Achilles heel of the Salonette body is the shape of the wooden front "A" posts, which rise straight up from a fairly stout bottom rail to the scuttle, then angle back along each side of the windscreen to join up with the two roof side rails and windscreen header rail. Blocks of wood generally have a straight grain. Unless one can find a block of wood with grain that angles back to match the bend in the "A" post, that block of wood will separate along the grain at the point where the "A" post takes a bend. The heavy doors are hinged to the "A" post, adding additional stress. The angled section of the "A" post on a Salonette body angles across the grain of the block of wood from which it is carved. It will separate at both the bottom of the windscreen where it joins the scuttle cross brace, and at the top of the windscreen where it joins the roof side rails and windscreen header rail, when subjected to the repeated twisting stress exerted on the body as mounted to the flexible MMM chassis.

To save weight, the heavy closed 4-seat coachwork was sheathed in sheet aluminum. After nearly four decades, the aluminum skin was gallantly trying to hold together the disintegrating rotted and broken wood beneath and losing the battle. When opening the driver side door, one needed to hold it up or it would rip loose from the body. The aluminum skin on the side of the scuttle forward of the door was torn nearly in two from the stress. Opening the passenger door was little better, but the side-mounted spare helped to hold the door up some and keep the skin on that side of the scuttle from tearing. The top-hinged windscreen could be opened forward for ventilation. I made the mistake of opening the driver side door with the windscreen cranked out. The remaining inch or two of aluminum skin tore loose and the whole side of the scuttle collapsed sideways, door and all! Then, just to punctuate the whole scene, the remains of the windshield post dropped out of the front corner of the roof structure and landed next to the armrest in the door. With the doors removed and the debris cleared away the rear section of the body and the roof were cantilevered over the void with just the bare chassis underneath. It looked for all the world like the body on the rickshaws and pedicabs I used to see when I lived in Taiwan! The doors survived, but everything forward of the doors was toast. I gathered up all the debris and contemplated next steps.

As funds permitted a Greek coachbuilder north of Baltimore recreated the wood-framed aluminum-skinned body, using the disintegrating original as a pattern. I paid him when I could and he worked on it when he received fresh funding, so it took more than a dozen years to complete. Then he started on the chassis, and I found a machine shop willing to take on disassembling and machining the seized engine. We couldn't afford it but one doesn't count the cost of a labor of love.

In 1993 the North American MMM Register held a 60th Anniversary of Midgets, Magnas and Magnettes national gathering at Summit Point Raceway. By this time, I had a complete rolling chassis with the newly restored coachwork, wings, radiator shell, bonnet and side panels in primer fitted. In other words, it looked like a car. I borrowed a friend's pickup and trailer and hauled the car to Summit Point. No one had seen an L1

Salonette in person before and I received lots of encouragement over that weekend. It took four more years before I finally got all the engine bits back from the machine shop. The car sat under a car cover in my garage waiting patiently for the next phase: getting the engine together and running.

More than two decades and tens of thousands of dollars after embarking on the restoration I had a steerable rolling chassis with a bare block and transmission in place, a pile of spare parts, and a spouse voicing a concern that, if I continued, this project was going to end up costing significantly more than what we paid for our house. I reluctantly spread the word in the Pre-War M.G. community that my Salonette was for sale.

It took a while but eventually in winter of 2003 I was contacted by a pre-war M.G. aficionado in Japan with prior experience restoring MMM M.G.s, who said he had been searching for an F or L Salonette and wanted to know more about it. After months of discussion and sending photos of all the work, a deal was done. In June 2004, twenty-five years to the month after I first acquired my M.G. Magna, L0565 was in a container on a ship heading for Kobe, Japan.

Two years later he sent me a couple of photos of the completed project. I did not recognize anything in the photos other than the radiator shell and steering wheel. At the urging of a paying client, he had disposed of the Salonette body and full flowing fenders and created a boat-tailed, cycle-fendered, supercharged racing special!

To say I was saddened beyond words would be a vast understatement. I couldn't bring myself to even write back to ask what he meant by "disposed." The Ghost of Project Past has visited me often over the last nearly twenty years reminding me of the fate that befell a rare car that I spent nearly twenty-five years trying to resurrect.

Thus endeth Part One.

L1 Salonette Tales – continued...

Continuing with Part Two of my L1 Salonette story:

Now comes the improbable part of the story, one that might merit a magazine article at some point:

During 2023 and 2024 numerous events are being held around the world commemorating the 100th anniversary of the M.G. Marque. Last summer Glen Moore, a New England M.G. "T" Register member from Florida, traveled to the U.K. to attend some of the M.G. 100 events. Probably the biggest such event was at Silverstone Circuit. in June 2023. He wrote a report highlighting what he thought were the most significant or unusual among a special time-line of 100 M.G.s on display. This article, complete with photos, was published in the NEMGTR bi-monthly journal "The Sacred Octagon" (Volume 61, Number 5, October 2023, pages 16-19). There was a photo of each subject car, but a couple of cars merited two photos: One was a duo-green L1 Magna Salonette! Having once owned one, I naturally skipped the rest of the article and jumped to the description of that car first.

Its Canadian owner, Rod Ptak, had discovered the remains of a 1933 L1 Magna, chassis number L0297, in a Liverpool shed in right around Y2K. It was a rolling chassis basket case that included a badly damaged engine

and the partial remnants of an open four-seat body. Researching the M.G.C.C. MMM Register archives, he discovered it was originally built as a Salonette, and decided to restore it to the way it left Abingdon in 1933.

Imagine my utter shock when I next read that in 2005 he was able to begin to return the car to its original specification after sourcing complete Salonette bodywork - from Japan! I was looking at my old Salonette, completely restored, but on a different chassis by a different owner! The description concluded, "It is believed to be one of only two remaining Salonettes worldwide."

My heart swelled. My Salonette body had survived after all! I couldn't wait to show the TSO article to Lucy.

After a time, I thought I might reach out to Rod Ptak. The MMM Register in England couldn't provide any information. I was an early member of the North American MMM Register, having befriended Register founder Jerry Keuper at the NEM.G."T"R GOF in Jekyll Island, Georgia. I remained a member even after I had sold L0565, so I contacted the Registrar to find out if Rod was also a member. Reinout Vogt told me that he had been but wasn't a current member. He passed along Rod Ptak's last known home and e-mail addresses.

So I sent him an e-mail:

"I recently saw a write-up of your L-1 Salonette L0297 at the M.G. 100 meeting at Silverstone in the New England M.G. "T" Register "The Sacred Octagon" magazine.

The write up of your car mentioned that you had sourced a Salonette body from Japan.

I owned L0565 for 25 years. During much of that time, as funds permitted, I had a new Salonette body recreated by a Greek coachbuilder in Fallston, Maryland using the original rotted body as a pattern. In 2004 L0565 was passed on unfinished to Hiro Nishio in Kobe, Japan, from whom you may have obtained the body.

I was saddened to hear from Hiro that he had converted L0565 into a boat-tailed, supercharged racing replica, but all these years later I am so proud to discover that my body, seats, wings and hood panels were repurposed to make an original Salonette a Salonette once again.

If you are interested, I would like to hear more of how L0297 was restored and can pass along more details of L0565."

Two long days later I received this reply:

"Thanks for your email and early salonette history. Can't be too many surviving Prewar MGs with a body that's been round the world!

The story leading up to recreating L0297 as a salonette goes back to 1999 when on a quick trip to Silverstone International, I purchased a very tired but highly original and unmolested L1 tourer, L0448, an Orkney Islands 'barn find', last road registered in 1965, which was subsequently competently restored in the UK. I had a long-standing interest in L types, particularly the much sought after L2 and reasoned at the time that the tourer would have to suffice. However, less than a year later I was offered a very original, well preserved, running example, L2015, a long-term Edinburgh car. After swallowing hard, I made the purchase. Soon after that, the remains of L0297 with remnants of a four-seater body joined the other two. It had languished in a rough shed

in Liverpool since being dismantled in the mid-sixties. The original plan was to keep all the rolling chassis bits and then decide the fate of the chassis and log book.

In the process of restoring the L tourer I met David Cooksey, long-standing MMM MG enthusiast and restorer, who renovated the tourer's original body and all ancillaries and oversaw assembly. Gerry Brown handled the overall project to his usual high standard. It was at that stage I had several locals sniffing around wanting to buy the L0297 log book and chassis, no doubt for another cloned L2 or racer. (Research revealed that L0297 originally left Abingdon as a green saloon, commonly called a salonette.) In conversation over a pint or two with David one evening at his local I expressed interest in building a salonette should ever body parts, patterns, and fittings turn up. So how strange that not long afterwards via David and his contacts I heard that your old salonette had been vandalized in Japan to make another fake racer (pity that my orphan bits weren't used instead) and that literally everything I was missing was available at an exceptionally favourable price. So in for a penny, in for a pound, the deal was struck, and months later a wooden box arrived in the UK with almost all the bits (some upholstery items were promised but never showed up.) The project was delayed while the L1 tourer was finished, but started in late 2009, taxed and road registered by mid 2011.

The restoration proper didn't start until all the bits were sorted for use or replacement and ordered. The brief was to create a correct and authentic salonette primarily for touring but cosmetically excellent and not over restored. It looks just right in my eyes. The factory records didn't list the colours so I chose two period correct mid 1930s greens, the lighter green being copied from an original late 30s TA petrol tank endplate.

Mechanically, the frost damaged original factory block somehow went 'missing' along with a decent spare head, but luckily I was offered a proper KD engine (1271 vs 1086cc). With the addition of a genuine factory Alpine intake manifold for better breathing, the overhead cam six-cylinder engine 'motors' along very nicely when you drive it on the cam. I was told that it should be putting out 56-8 HP in that configuration

The replacement KD engine with Laystall crank came from a genuine K3 that Gunter Stamm bought from Harry Crown in California. Gunter and his engineer friend Henri Koster in Germany rebuilt the engine, Oliver Richardson built up the chassis and other mechanical bits, the body required some revision by David, and re-skinning in aluminum by David Martin. David C replaced the interior and a friend of his retrimmed the seats as the originals were apparently beyond reclaim. All instruments properly rebuilt. It has a modern prop shaft, Roger Furneaux rear hubs with tapered half shafts, and seals. The dynamo and starter were recently rebuilt. So it's 'on the button' as the saying goes.

Since 2011 until the world went mad over Covid, I used the salonette regularly whenever in the UK, which was typically for the MMM Register's annual tours, to which the car was driven, not trailered, and an annual visit to the Beaulieu Autojumble both as a customer and vendor. Accordingly, the salonette has toured to Scotland twice (the western Highlands including Skye, the Borders), central/southern Wales twice, Lincolnshire, Ulster (L0297 was first sold by Victor Ltd. in Belfast), and Cornwall. Always around 50 or so pre 1936 overhead cam MGs circulating over the 3-4 day tours. Quite tribal! So the salonette is now well sorted with a little over 10,000 miles covered.

Having enjoyed the salonette tours immensely, (and especially trying not to gloat when the heavens open up in a deluge when on the road with all the open models scurrying to erect tops, if they're carrying one), I've reluctantly put it up for sale, currently advertised with Barry Walker. I have to admit to somewhat ignoring the

L2 and L1 tourer in recent years in Canada for too long with being distracted by the UK based car, so am promising myself that energy, time, and resources need to shift focus."

What? It's for sale? I immediately sent him a response:

"You mentioned that you have placed the Salonette with Barry Walker. I bought a lot of spares from him while I had my PA and during the course of doing the engine and chassis of L0565. Would you entertain the possibility of my obtaining it from you? That would really bring things full circle!"

His response was:

"You'd be most welcome to take over custodianship of the salonette, and, as you say somewhat of a bizarre full circle! I'll contact Barry to see if anything's happening. "

I replied back:

"Regarding acquiring the Salonette from you, I must ask what price we may work out between us. I was unaware that the car was on the market when I reached out to you and recognize that we have come to know each other only recently. Even so, perhaps we may have established a 'Brotherhood of the Salonette.'"

At this point we stopped e-mailing and carried on by phone. The gist of our conversations was that he couldn't sell me the car directly as he had already consigned it with Barry Walker. I had gone on-line and saw that Barry was inviting offers in excess of a figure that I just couldn't even contemplate being able to afford. When I told him this his response was that he understood, but any sale would have to be through Barry. However, he would give some thought about what he needed to get for the car, how much he would have to pay Barry to handle the sale and get back to me in a few days.

Just before Thanksgiving we talked again and worked out a figure. Rod said that he would contact Barry and tell him that if I contacted him to buy the car, he would have to agree to sell it at the figure we agreed, and " Barry won't be happy."

When the call was about to end Rod commented, " Mike, I don't believe in any of that cosmic shit, but if you buy the Salonette, that would truly be karma."

I reached out to Barry Walker, worked out payment details and, when the final payment had been received in mid-January, shipping details. The Salonette was containerized in late February, and I tracked the Container ship "Torrente" on-line as it left Southampton, docked at Le Havre, Rotterdam, Hamburg, and finally sailed to New York.

Finally, I received a message from the Customs agent in New Jersey that I could pick up the car in mid-March. I arrived on the appointed day with my truck and the same trailer that I had used to deliver L0565 to Baltimore all those years ago, loaded up L0297 and hauled it home to Hightown, Virginia. Waiting in my garage there

were many of the Salonette's stablemates from our former home in Alexandria: Our 1951 M.G. TD, 1954 M.G. TF, 1966 MGB-GT, 1967 MGB, 1966 Mercedes-Benz 230SL and 1987 Jaguar XJ6.

What amazes me is how much of Jon Orovitz's Salonette has survived intact: The body, wings, bonnet and side panels and all their respective fittings. In addition, I recognize most of the interior fittings including seat frames and tracks, all the instruments save one, every piece of wood trim including dash panel, door and window trim, even the door locks and handles. The chassis number was also stamped on the underside of the bonnet hinges on most all MMM cars. The bonnet hinge on L0297 bears the number 0565.

When Lee Hatzignatiou recreated the Salonette body, he made new doors and rear decklid. Unlike the rest of the original body, the original doors and decklid were in fine shape, so I took them home and they hung on the walls of my garage for many years. When everything was being packed up to send to Japan in 2004, I toyed with the idea of keeping them, but sent them on anyway. When all the Salonette coachwork arrived in the U.K. they were included, too. Dave Cooksey wanted to restore L0297 as authentically as possible, so he reworked the new body to incorporate the original doors and decklid. While all the original wood was refinished, the seats reupholstered and the interior retrimmed in new materials, I recognized the original 91-year-old leather covered armrests in place on the 91-year-old doors.

Lucy is fond of assigning names to all of our collector cars. When she asked me what I was going to call our Salonette, my immediate response was, "Most of this car traveled from the U.K to the U.S., was partially restored and then went to Japan. The body and most everything else except the engine and chassis went back to the U.K, where the restoration was completed on a different chassis with a different engine and has now traveled across the pond again. That body has traveled around the world to get back home. His name is 'Phileas Fogg'!"

Since then, Phileas has made appearances at Britain on the Green, the Chesapeake Chapter Mini-GOF, and the Original British Car Day. Later in June Lucy and I took him to Newark, Ohio to attend the North American MMM Register's annual meeting, 31 years after the partially completed project was last seen at a North American MMM gathering. Phileas has won its class at the BOG, OBCD and GOF Central events, as well as the North American MMM Register Chairman's Award for the Most Abingdon, England Original MMM MG. The gathering was being held in conjunction with GOF Central, where the 100th Anniversary of M.G. was celebrated. Phileas, and a 1929 18-80 Salonette also present at GOF Central, may well be the only two M.G.s to be present at M.G. 100 celebrations on both sides of the Atlantic. The 18-80 appeared at the M.G. 100 event at the British Motor Heritage Museum in Gaydon; Phileas was at Silverstone.

Ninety-one years after it emerged from Abingdon, L0297 is one of two remaining Salonettes known to exist worldwide. The other one, duo-blue L0407, is in Belgium.

Postscript:

Right about the time that Jon Orovitz was invited to spend summers at Cape Canaveral, an aeronautics engineer by the name of Jerry Keuper was also at the Cape. Whether or not Jerry and Jon ever crossed paths would be purely conjecture.

He soon discovered that pretty much no one working at the Cape was actually from Florida! There was not a single educational institution in Florida training people for jobs at the Cape, so Jerry decided to do something

about it. He started an aeronautics school in a rented hangar at Melbourne Airport. For the first several years the Admissions Office consisted of a cardboard box of records behind the seat of his M.G. TD. Jerry's enthusiasm for M.G.s led him to acquire and restore an M.G. PA, an ex-Lancashire Constabulary L1 Magna Four-Seater and a J2. The aeronautics school eventually became the Florida Institute of Technology, of which Jerry was President for many years. Jerry Keuper was also the founder and first Chairman of the North American MMM Register.

While exchanging e-mails with Rod Ptak, I related Jon Orovitz's tale of taking Melanie Safka out in the Salonette back in the 1960s before she became famous. During the closing weeks of 2023 while I was working with Barry Walker to finalize my acquisition of L0297, I entertained ideas of one day getting Jon, Melanie and the Salonette together again. Sadly, she passed away in January 2024.







Pictured in the above photo are Phil Bayne-Powell (left) and Rod Ptak (right), the Canadian who commissioned the restoration of L0297 and from whom Mike Hughes (author) acquired the car.

MG Centenary Badges Follow-Up

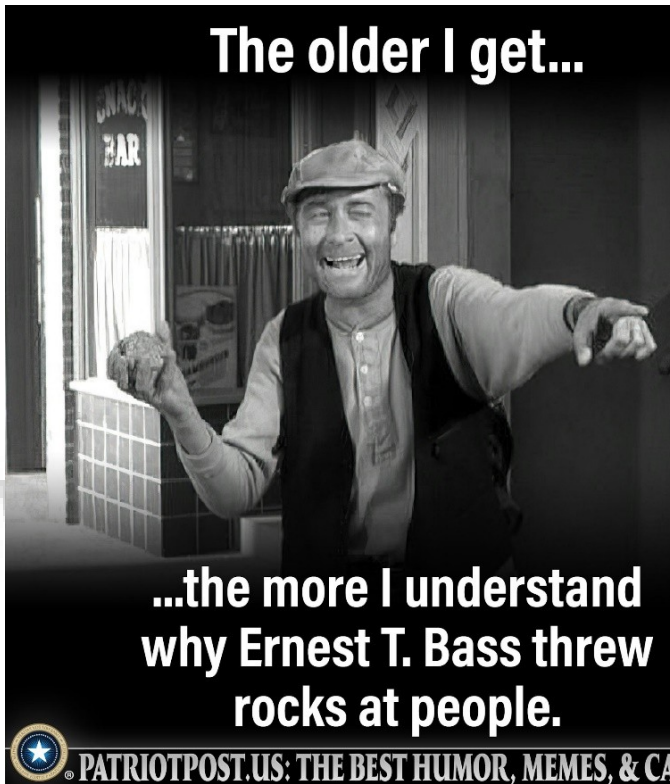
Thanks to all who provided input on centenary badges. The Chapter decided to buy a small number of the centenary badges from the Pre-War MG Register of Australia. A few Chapter members, who indicated interest earlier, have first dibs, but there are a couple badges still available. The Chapter price is \$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.



TECHNICAL MATTERS

Stay tuned 😊

LOL



It's been one of those "I can no longer be held responsible for my actions" kind of days!



OPEN LINK BELOW: 😊

[Sadness of Car
Mechanics and
Gynecologists.mp4](#)





Sweet Pea

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 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.

AACA WELCOMES YOU

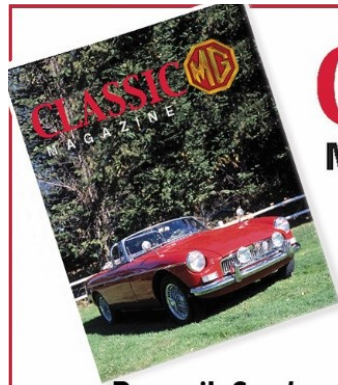
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