

The Square Rigger



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

HTTP://WWW.CHESAPEAKECHAPTERMGTCCLUB.COM

WINTER 2016 EDITION --- PUBLISHED ON 3 FEBRUARY 2016

Words from Our Chairman

We have had a very mild November and December and I hope you were able to take advantage of it. As you know, 2016 has quite a bit of activity in store. The first activity took place at the end of January, when four of the Club members (Milt Babirak, Charlie Adams, Jim Bradley and yours truly) toured the Tampa, FL area with our MG's. This is the second year it has been done and are looking forward to doing again in 2017. Think about joining us next year --- it was a hoot this year!



Come the 21st of February, we will have our 2016 Winter Eat Out. This annual event is usually attended by several members and it is a good time not only to see long time members but also to meet new ones. This year it will be at The Normandie Restaurant in Potomac, Maryland and held from 11:00 a.m. to 1:00 p.m. Their extensive Brunch Menu can be viewed at popovers.com as well as the directions. The cost is \$32.00 per person. Please send a check to me at 9318 Brambly Lane, Alexandria, VA, 22309 and because it is a buffet, no choices need to be indicated.

We are planning to conduct two club tech sessions this year. The first one will be on the 16th and 17th of April. Steve Woodall has again graciously volunteered his carriage house for this technical session, to be led by John Twist of University Motors, who will address a number of different topics. A notice will be sent to the members so that various topics can be considered. The second seminar will be held in the fall, complements of John Tokar at his Vintage Restoration shop. The date is to be determined.

Each May the Chapter holds the Mini-GOF --- but this year no one has yet volunteered! There are several members who have done Mini-GOF's in the past and I'm sure would be glad to help give advice to the member(s) who volunteer this year. Please let me know if you are interested! Soon!

The first weekend in June is our Original British Car Day (OBCD). This year's show is our 39th! This event is a significant event for the Club which draws from neighboring states and is our primary source of revenue. John Tokar continues to serve as the Chairman of this event and will be seeking your help again this year.

The Fall Ramble, which has been held now for several years, is scheduled for the end of October. Last year it was decided that our Fall Ramble 2016 would be in Frederick, MD. All our events are put together by volunteers and therefore should reflect the interests of the members. If you are interested in participating in the planning of the Fall Ramble please contact Milton Babirak at mbabirak@babirakcarr.com

Until I see you at the many upcoming events,

Safety Fast!

Your Chairman, Shaun English

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From Your Editor

I hope you enjoy this WINTER 2016 issue of **THE SQUARE RIGGER**, our club's quarterly newsletter. As usual, in order to make future editions more fun and interesting, I encourage you please to send me pictures of your cars, and stories about them, interesting articles about other MG cars, or anything else you think our readership will enjoy! MG Humor and MG History are always welcome!

This edition, I have the honor to announce that I have a volunteer to assume the duties as your Editor! So, for the foreseeable future, this will be my final edition as Editor. Our smiling volunteer is Maxie Brown (bride of Mark Brown). Skilled in the art of writing and editing, I am confident that Maxie will do a brilliant job for you! All please welcome Maxie, thank her for her willingness to take on this demanding and important role for our MG-T club, and --- send her written and picture-like things to include as she works each quarter of the calendar to prepare your TSR!



Flexibly yours, Stephen Woodall

I am smiling!

Welcome to New Members “: -)

We have had no new members to our Chapter this Edition!



Our Club Symbol --- A Real Chesapeake Bay Skipjack, Underway (I love this picture!)

Recent Chapter & Other Events

Hunt Country Classic Show

Saturday, the 11th of October 2015

Here are pictures of several beautiful MG cars seen at the Hunt Country Classic Show in October 2016.



Tom Ford's Beautiful Two-Tone MGTC



A Port Quarter View of Tom's MGTC



A Lovely BRG 1934 MGPA



MGPA seen from the Starboard Quarter

Fall Ramble 2015

30 October – 1 November 2015

Chestertown and Rock Hall, Maryland

Our Fall Ramble in 2015 was a very special event! It began on Friday, the 30th of October 2015, and ended on Sunday, the 1st of November 2015. As usual, the Route Book for the Fall Ramble was truly terrific!

Our Fall Ramble Planning Committee --- including Nanci Edwards, Shaun English, and John Williams --- has done another wonderful job --- due directly to their hard work and attention to detail --- Fall Ramble 2015 was a very special and entertaining event.

By way of British cars, we had participating five T-series (four MGTDS, one MGTF) cars, one red MGA, one red MGB, and two Jaguars. For Day One, Bryan Sieling (the smiling spouse of Nancy Edwards) had planned a super caravan route for northern Virginia drivers, so that they were able drive together as a group on Friday. The caravan starts at the Belle Haven Country Club at 9:15 am in Alexandria and drove through Annapolis, where the group stopped for lunch at Coconut Joe's, just south of off Route 2 and before Route 50. From there and after lunch, the group proceeded on the route, as set forth in the incredible Route Book, arriving at our Inn at Osprey Point in Rock Hall, Maryland in the afternoon.

Day Two, Saturday, was filled with drives to a series of interesting places, touring and shopping, and seeing the car an boat show in Chestertown --- lunch at the Fish Whistle Restaurant on the waterfront in Chestertown, and --- best of all --- opportunities to participate in the annual "Downrigging" of the tall ships --- including a sail down the Chester River and back in the SV Kalmar Nyckel --- in absolutely perfect, sunny weather. The day ended with a visit to a lovely local vineyard --- the Crow Farm Vineyard --- where many bought bottles of their excellent wines to take home!

And, as we have come to expect in all our club outings, the food at our Saturday Award's Dinner at the Osprey Point Inn, where we had stayed for the weekend, was exceptional. It is all about the people and the food, and --- to some extent --- the LBCs! Sunday was a bit damp and windy, causing the cancellation of a final, planned excursion to Eastern Neck Island Wildlife Preserve --- but, all in all, it had been a special weekend, and all participants drove home --- happy for all that had transpired, with tummies still full of breakfast!



Osprey Point Inn, Rock Hall



Happy Breakfasters



More ☺ Breakfasters!



Cars in Chestertown



Typical Historic Home



The Tall Ships



Cars at the Vineyard



Jim's Tuba Concert



Rapt Tuba Concert Audience

2nd Annual Winter Tour 2016
A Brief Summary of What they Did!

The Chesapeake Chapter's Winter Tour for 2016 was to central Florida and the West Coast of Florida, sometimes called the Sun Coast. The Tour covered eleven fun-packed days, from the 21st of January to the 31st of January 2016. The itinerary for this year's Winter Tour was as follows:

DAY ONE: Thursday, January 21, 2016: LORTON TO SANFORD. Amtrak Autotrain leaving Lorton at 3:30 pm.

DAY TWO: Friday, January 22, 2016: SANFORD TO DELAND TO SALT SPRINGS TO GAINESVILLE (160 miles). Arrive at Sanford, Florida at 9:30 am; lunch in DeLand, Florida, a small college town; a scenic and remote drive through Ocala National Forest, home of native brown bear and a visit to the Salt Springs; hotel accommodations in Gainesville.

DAY THREE: Saturday, January 23, 2016: GAINESVILLE TO CEDAR KEY (56 miles). Route 24 connects these two towns. It is a very remote and untraveled part of Florida. Visit the Cedar Key Historical Society Museum; dinner at Tony's Restaurant which is famous for its clam chowder and hotel accommodations at the Cedar Key Beach Front Hotel.

DAY FOUR: Sunday, January 24, 2016: CEDAR KEY TO HOMOSASSA SPRINGS TO TARPON SPRINGS (124 miles). Very remote drive from Cedar Key along the west coast of Florida; stop at Homosassa Springs and observe the manatees; hike in the Goethe State Park; lunch at the Freezer Tiki Bar; drive Toll Road 589, a Florida scenic limited access road; have dinner at a Greek restaurant in Tarpon Springs, a Greek-American community.

DAY FIVE: Monday, January 25, 2016: TARPON SPRINGS TO SARASOTA (80 miles). Private guided tour of the Tampa Bay Automobile Museum; drive Route 789 for the length of Longboat Key; stop for lunch at the Key; Hyatt Place Hotel in Sarasota.

DAY SIX: Tuesday, January 26, 2016: SARASOTA TO BOCA GRANDE TO SANIBEL (114 miles). Sarasota Classic Car Museum; Ringling Brothers History of the Circus Museum; drive Route 41, a Florida scenic highway, south to Boca Grande, a small island off the coast; stop for a seaside lunch; arrive at Sanibel Island to stay overnight at the Westwind Inn.

DAY SEVEN: Wednesday, January 27, 2016: SANIBEL TO SEBRING INT'L RACEWAY (107 miles). Drive (fast) from Sanibel through Palmdale, a city with the largest collection of alligators and crocodiles in the US to Sebring Int'l Raceway. Tour the Midway at Sebring. Stay overnight in Sebring.

DAY EIGHT: Thursday, January 28, 2016: SEBRING TO DAVENPORT (about 60 miles). Drive "The Ridge" a north/south geographic feature in the center of Florida with scenic views; stop at Bok Tower, a carillon; visit Lake Wales.

DAY NINE: Friday, January 29, 2016: DAVENPORT TO MT. DORA

(about 60 miles). Drive the Green Mountain Scenic Byway, a favorite road for touring by antique car clubs. Yes, there are mountains in Florida. Mt. Dora is an interesting village known as the antique center of Florida. Dinner at the Lakeside Inn in Mt. Dora with Mr. & Mrs. John Spadaro, Florida MG owners who helped us plan this Winter Tour and last year's Winter Tour as well; rooms at the Lakeside Inn.

DAY TEN: Saturday, January 30, 2016: MT. DORA TO SANFORD

(23 miles). A brief drive from the Inn to the Amtrak train station in Sanford; load the MGs on the Autotrain and depart at 3:30 pm.

DAY ELEVEN: Sunday, January 31, 2016: SANFORD TO LORTON TO RESPECTIVE HOMES.
Arrive in Lorton at 9:30 am and return to our respective homes.



Team Enjoying a Meal on the Autotrain



Shaun Resting Up for the Big Week to Come



In Mt Dora, Florida – Display of Our New Club Banner for the 1st Time! ☺

Upcoming Chapter & Chapter-Related Events

Planning for Our Winter Eat Out 2016

Sunday, the 21st of February 2016, in Potomac, MD

11:00 am to 1:00 pm

Our Winter Eat Out for 2016 will take place at the Normandie Farm Restaurant in Potomac, MD, located at 10710 Falls Road, Potomac, MD 20854. Nice place! The Club will pick up the tax and gratuity for the \$32.00 charge per person for the brunch, but the bar tab will be covered on an individual basis. ☺

If you plan to attend, please send a check for \$32.00 per person as soon as you can to Shaun English at 9318 Brambly Lane, Alexandria, VA, 22309

You can go to their website for directions, as well as the brunch menu: <http://www.popovers.com>.

Planning for Fall Ramble 2016 --- Coming Soon, in March!

Frederick, MD

An Invitation to Join the Planning Team

The Planning Committee of the Fall Ramble will be meeting in March (possibly March 19th or 20th) to start planning the 2016 Fall Ramble. This year's Fall Ramble will be held in Frederick, Maryland in late October. Our planning usually centers around: selecting a hotel; selecting restaurants for dinners and lunches and making reservations; selecting driving routes; selecting activities; making a Route Book; and making other logistical arrangements.

The planning committee meets a couple of times and much of the work is done by email or phone. The committee currently consists of several very dedicated and longstanding members but one or two additional members would be welcomed. If you are interested in joining, please contact Milt Babirak (703-501-7924) or John Williams (703-321-0504). Thanks!

Planning for Another John Twist Tech Session – 9th & 10th of April 2016

A Letter from John Twist

Dear Milton, Shaun, Charlie, and Steve,

I'm looking forward to the technical seminar on April 9-10 during which we're going to rebuild some carburetters!

I'm revamping and standardizing my "contract" with the various groups who have engaged me or want to engage me for speaking or tech sessions. I've attached the two page information sheet which includes biographical information you may want to use. This is NOT a contract for this year, 2016, but for the next year's speaking/technical engagements.

As the date draws closer, I'll want to know what sets of carbs we're doing (hopefully all H type from the T series). I'll coordinate with you about the parts (you can get those from Moss or Curto) and I'll bring specific tools and parts.

It was a real pleasure last time in Steve's garage to tune up all those cars at once. It was the first time I'd done something as bold as that and I learned from it, too.

We'll be in touch soon, I'm sure!

Hope you're recovering from the storm. Here there's blue sky, a temp of about 35F, and the roads are absolutely clear of snow and ice.

John

Safety Fast!
John H Twist
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Planning for Another John Twist Tech Session – 9th & 10th of April 2016
Relevant Notes from Our Technical Editor, Charlie Adams

As affirmed by the letter from John Twist above, our MG-T Chapter will be holding a technical session this spring with John Twist of University Motors. The prospects for very good attendance are excellent this year and we expect many insights to be revealed or at least rediscovered during the session.

The following is the survey note which was sent earlier out to the membership. Please contact me if you have any questions or observations. John Twist has again agreed to come to us and lead a two day technical session for Chesapeake Chapter Members. We have the following three formats in mind for this tech session and we would like for you to vote on the format you would like.

- (1) Rolling tech session – John will examine each car in turn, discuss his observations as adjusts carburetors, timing and much more
- (2) Individual Tech – you select a needed repair and we will attempt to arrange for its completion with John's assistance during the tech session
- (3) Tune-up session -- John Twist would lead the class in tuning each participating member's car – a repeat of our previous tech session with John

Please email me your vote this coming week. The format with the most votes will be the format that we

will use. If you have any questions, please contact me.

If you have an Individual Tech item for repair with John, please identify what you have in mind. After we compile your votes, I will send out another email with information on how to register for this event.

Planning OBCD Number 39 --- to be Held on Sunday, the 5th of June 2016
Note to All Members from John Tokar, Our OBCD Chairman
Call for Volunteers!

The Original British Car Day has been a long standing tradition of the Chesapeake Chapter for 38 years. As we enter our 39th year, I'm asking that all members of the Chesapeake Chapter seriously consider volunteering to lend a hand. British car enthusiasts travel from far and near and make our show their annual tradition. Let's continue to put our best efforts forward. We don't want to disappoint them.

It is not too early to begin the planning process. Each year we've made a point of soliciting active participation on the part of all our members. We are always in need of help to orchestrate what has been a premier British car show.

Volunteer efforts are needed with field set up and staging on Saturday June 4th. Help is also needed with car parking and Drive-In registration on the day of the show. In addition, a clean-up crew will be needed on June 5th. Currently we have more than 50 members in our Chapter. We welcome increased participation from our old members as well as our new members. As incentive to volunteer your time, workers are given free admission to enter your show car and a free T-shirt.

So please step up to the plate and contact me via email: itokar51@verizon.net or on my shop telephone: 410-775-0500 to discuss how you can play a vital part in The Original British Car Day, our flagship event! Thanks, I look forward to hearing from you!

Sincerely, John M. Tokar

Chairman, OBCD 2016

Press Release for OBCD Number 39

The Original British Car Day (OBCD)

39th Annual Meet

Sunday, June 5, 2016

Lilypons Water Gardens - Adamstown, Maryland

The Chesapeake Chapter of the New England MG "T" Register is proud to invite you to the 39th meet of **The Original British Car Day**. This event is held for the enjoyment of all British car and motorcycle enthusiasts. This year's Featured Marque will be the MGB GT, in honor of its 50th Anniversary!

The event is held annually from 8:00 AM until 3:30 PM at the beautiful grounds of Lilypons Water Gardens. Come and enjoy this gathering of all British marques in one setting and the beauty of the water gardens. Bring your leashed pet and picnic lunch or partake of the food and drink offered by various food vendors.

Whether you are displaying your car, or just coming to enjoy the event, the drive is beautiful no matter which direction you come from. Lilypons Water Gardens is located in Adamstown, Maryland on Lilypons Road. It can be accessed easily from the North I-70 or I-270 via Route 85, or from the South via Route 28. Please visit their web site at www.lilypons.com for directions and more information about their establishment.

The contact person for OBCD is John M. Tokar, Chairman, who can be reached at 410-775-0500, or by email at jtokar51@verizon.net

For more information please visit our website at: www.chesapeakechaptermgtclub.com

We look forward to seeing you on Sunday, June 5, 2016!

Technical & Historical & Humor Articles for this TSR Issue

Our New Car Badge for the Upcoming 40th Anniversary of OBCD --- Next Year!



Article: Understanding the Concours Game

With Thanks to Classic Motorsports Magazine's Web Site



Written by **Tim Suddard**, taken from the March 2014 Issue of Motorsports Magazine

Like a race, a concours is just another type of competition. It helps if you go in prepared and aware of the ground rules. We've been on both sides of the judging game many times at major and minor events: [Amelia Island](#), [Radnor Hunt](#), [Hilton Head](#), [Porsche Parade](#) and more. But there are two guys who know this world even better than we do: Bill Warner, founder of the Amelia Island Concours d'Elegance, and Tim McNair, automotive detailer to the stars. Together we came up with some concours advice. Before we share it, though, here's a caveat: Don't take concours events too seriously. If you do, the competition will just eat you up.

Understand the Type of Event: A general concours is usually different from a marque club event, and your car may be better suited to one than the other. In a general concours, the cars are evaluated based on elegance, style, condition, backstory and so on. The judges will note a scratch or a flaw, but they may not know that the valve covers are the wrong shade of silver or that a particular model year should have an alternator instead of a generator. Judges at a marque club event are going to pay just as much attention to the specific details as the overall beauty of the car.

Also, know how your car will be classed. Sometimes this information is hard to get, especially if the event isn't well organized, but it's nice to know what to expect on the show field.

We've seen perfectly restored yet relatively common cars get beat out by lesser vehicles that simply had a better backstory. If a car was originally built as a design study or once owned by the King of Morocco, then it's going to get bonus points no matter what the make and model.

We know what it's like to compete in a stacked field. We recently entered a slightly modified vehicle in a class for race cars. When we got there, we found a row containing cars from the likes of Indy and Formula 1. While we presented a nice car, we knew we weren't taking home any hardware even before the judges looked it over.

Understand the Judges: Judges are made up of teams of volunteers, and it's not uncommon to have an expert paired up with a couple of celebrities.

Most judges have roots in the hobby and have developed penchants for certain cars, colors, restoration shops and sometimes even people. Things can get political, too, and a bossy lead judge can sway the rest of the panel.

Judges also have their own opinions when it comes to defining something as seemingly simple as elegance. The Pebble Beach Concours website contains a great quote from Ansel Adams, legendary photographer and former honorary judge: "From a strictly personal point of view, my definition of an elegant car would be 'the kind of car I would like to be buried in.'"

Understand the Judging Process: There are different types of judging at different events. At Amelia Island, for example, the "French" style of judging is used, which basically looks at a car's overall elegance.

At other events, however, judges look more closely at the details. Do the lights work? Are all the factory tools and paperwork present?

We recently judged at Hilton Head, and out of eight or nine cars in the class, roughly half had some kind of issue—either the jack and spares were missing or the lights didn't work. At this event, those things mattered. Nice cars lost points.

The add-ons and backstory can matter, too. A pleasant owner who did much of the work at home can score extra points. A great story can also elevate a car's stature—say, if the owner's dad bought the car directly from Bonnie and Clyde just before they were gunned down.

Finally, it's important to meet the judges at your car. If you aren't interested enough to be there when they arrive, you will almost universally lose points. Having a handler there is better than nothing, but make sure that handler knows the whole story.

Understand the Prep: Our buddy Tim McNair details the cars of the stars. Name a topflight concours, and he has prepped cars for it. Odds are he's taken home some major hardware from it, too.

One of his best tips is to keep your blacks black and every other contrast correct. Black rubber should be black as night, chrome should be shiny, and amber lenses should glow even when the lights are off. As he reminds us, perfect paint looks like hell next to marginal chrome or faded black rubber.

A few more of his quick tips: Use a good rubber treatment where needed; bamboo skewers are great for cleaning tight places; and use a clay bar before buffing and waxing your paint.

Concours Tips from the Top: Amelia Island Concours Founder Bill Warner



Creator and grand pooh-bah of arguably one of the best and most famous concours event in the country is our good friend Bill Warner. He offered these additional tips for entering your first concours event:

- We build the show around themes and anniversaries. A car that fits the themes stands a better chance of being accepted than a car that does not.
- Having other national awards—AACCA, CCCA, PCA, NCRS, etc.—helps us separate the great cars from the average.
- Fresh restorations that have not been seen at other shows get the highest priority with us, and the rarer, the better. If the car has been to every other significant show in the country before coming to Amelia, it stands very little chance of being accepted. We owe it to the patrons of the show to present a fresh, innovative show with rare and unusual cars.
- The car should not be misrepresented—for example, don't advertise that it has been restored as a roadster when it was originally a sedan. We try to investigate each car to make sure it is correct.
- Have documentation with the car to show the judges in the event that it is necessary to confirm certain details. Although we try hard, judges can't know everything, so have your documentation with you.
- The devil is in the details. Make sure the car is properly prepared, with all lights and horn operational. Charge the battery and put gas in the car. You just cannot imagine how many cars at Amelia have to be either fueled or jump-started.
- Know your car! There are many owners who have “handlers” to handle their car. The owner hasn't a clue on how to start or drive it. For shame!

- If the judges ask, tell them what you know about your car. Help them understand what you went through to prepare the car for the show.
- Don't count on getting a trophy. Just come and have a good time. There are more important things in life to worry about. If you win an award, all the better.

Jumping In With Both Feet – Restoration of My 1949 MGTC – Installation Nr 7

Reporting the Progress on Steve Woodall's 1949 MGTC

Since the last edition of our TSR, with the continued help and advice of our Chapter's *Technical Genius*, Charlie Adams, progress has been made on the mechanical side of the restoration! Thanks, Charlie!

Since the fall, we have replaced the forward engine mounts and the transmission mounts --- a fascinating operation, involving gymnastics with the lift and portable support beams! You had to be there.

We have significantly cleaned up the rusty tail pipe and muffler assembly with repeated applications of a Muriatic Acid solution – but it still needs some more rust-removal work before the final heat-resistant, silver paint is applied. The acid does work quite well, but please be careful if you try this --- Muriatic Acid vapors are not good to breathe. Do it outdoors, on a day with a nice breeze. ☺

We have replaced with new ones all four of the wheel brake cylinders (three of the four were frozen), rebuilt the brake master cylinder (inside scored, needed a new piston), and acquired all new brake hoses for installation. When we are done, the brake system will be totally new! We have replaced the seals in both rear hubs, and the related lock nuts & special lock washers. We have replaced the bushings and related chain and spring fittings for the brake and the clutch pedals, which were formerly very wobbly --- now they are tight, straight, and right! We have gotten a start on putting the aluminum & rubber strips on the running boards --- much more to this task than meets the eye! You have to do it carefully, to avoid damaging the new paint!

We are close to the point where we can do a final cleaning of the frame and underbody, and then apply the special black frame paint, clean up, refinish, and replace the floorboards, and replace the radiator with the new mounts we have in hand. We also have the 'correct' MG reddish pain --- I like the MGA red better than the MGTC red --- to repaint the engine!

Once the running gear and frame are completed, we can think about putting the interior and the body pieces back together. As you know from past articles, all the body work and painting is done, but I still have to acquire the new carpets, interior kit, and hood (top!). I also want to get all new nuts and bolts to put the body parts back on the car. And, I still need to get certain parts re-chromed, like especially the radiator shell. Pandora's box! For such a small car, there are so many details that have to be dealt with before you can call it "finished!"

I am still planning to replace my current, worn out tires with new Blockley tires. They'll look neat, I think! I remain committed to getting this MGTC back on the road this year --- 2016, that is! It is hard to believe that I started this task way back in November of 2013. My, how the time flies! More to follow in the Spring TSR edition!



New & Old Engine Mounts



Master Cylinder Disassembled



Pulling the Left Rear Hub



Those Rebushed Brake & Clutch Pedals



View of the MGTC on the Lift from Above --- Showing Wheels & Bonnet Parts

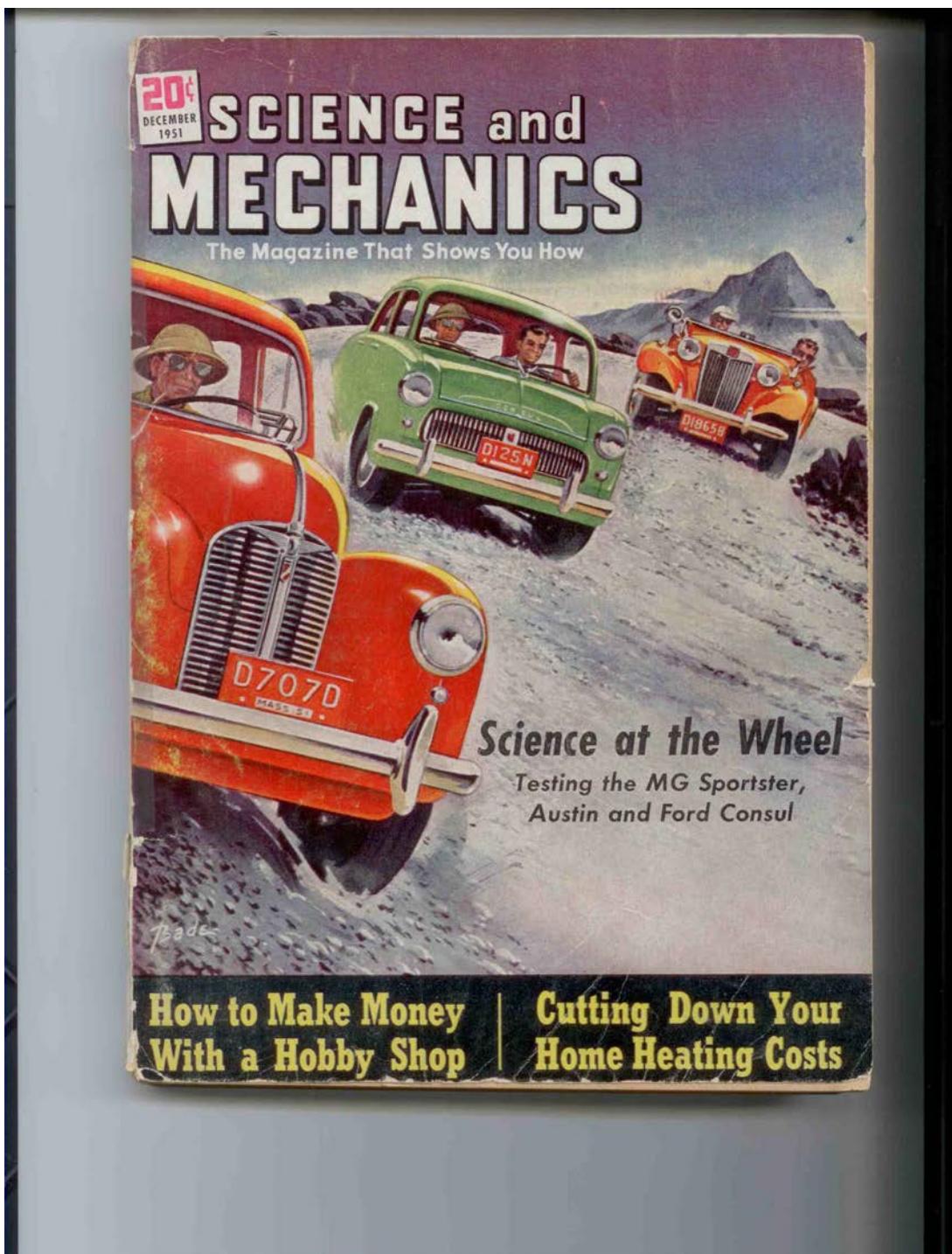


Side View from the Lift --- Think “Wheels” & “Vroom, Vroom!”

Article: Electric Mg Sports Car

Thanks to Shaun English, and his copy of Science and Mechanics Magazine,

Dated December 1951 (The Magazine That Shows You How)



electric MG sports car

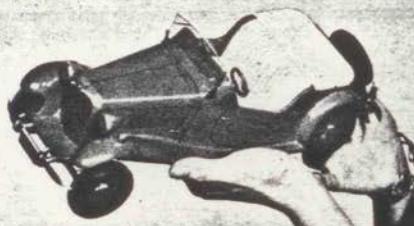


Photo by Mike Bonine

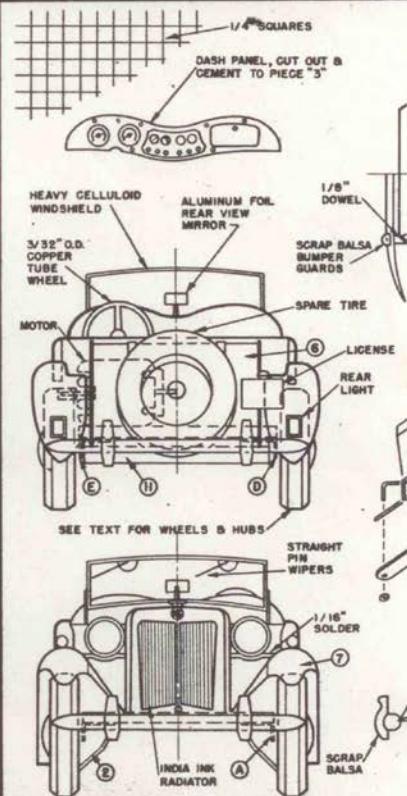
**Build a flashy 12-inch scale
model of one of the most popular
foreign sports cars on the road.**

THE low-slung Morris Garage (or MG) sports car is one of the most popular foreign autos on our roads today. This new model, called Series TD, has been Americanized slightly over the previous models (disk wheels, curved fenders, large bumpers, and more comfortable riding). However, it has lost none of its distinction in appearance or performance. Acceleration and speed are high and it can negotiate sharp turns at high speeds with safety.

Many MG's are used for racing in Europe and America. Twin carburetors, 4 cylinder engine develops 54 bhp at 5,500 rpm. Weight of the car is 2,019 lbs. and fuel capacity is 12½ Imperial gallons, enough for about 300 miles of driving. No tank gauge is supplied. However, a light on the dash panel illuminates when fuel is down to 2½ gallons. The two main instruments on the dash panel are speedometer and tachometer. With four speeds forward and one reverse this English road hugger lives up to its slogan of "Safety—Fast."

Our model is simple to build and is also easy on the pocketbook. Powered by a

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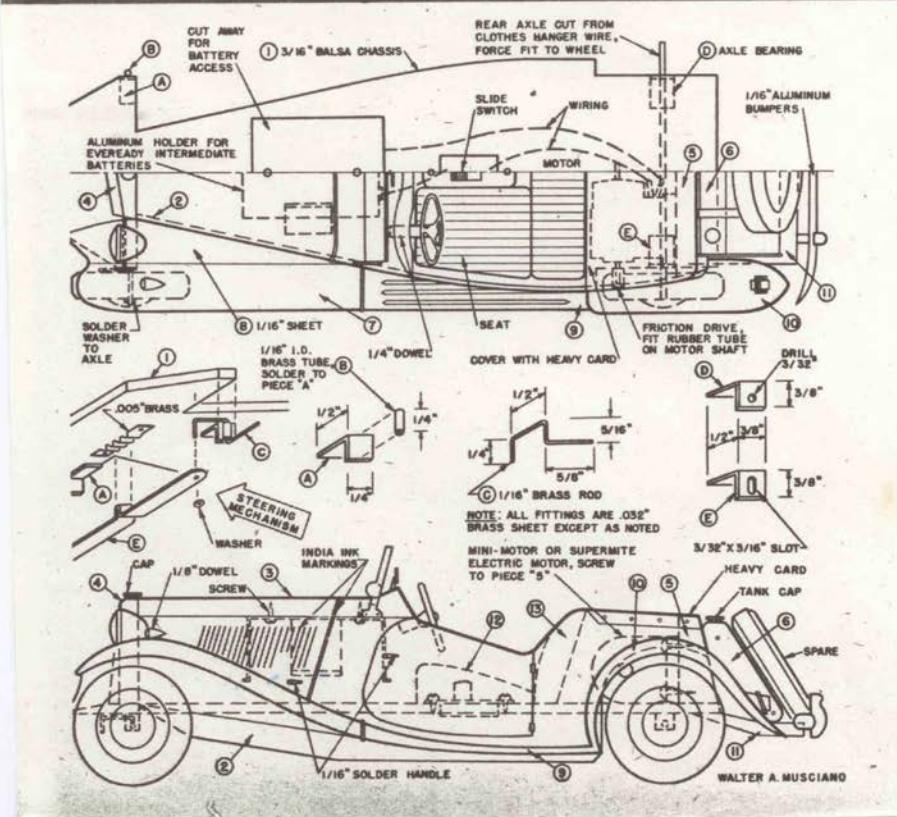
miniature electric motor the model can be set to travel in circles or straight away. First trace all the patterns on the correct size of balsa and cut to shape, then screw the motor to piece No. 5 and the metal battery holder to piece No. 3. When using screws on balsa it is advisable to apply a drop of cement on the balsa before using the screw and be sure to stop turning the screw the instant it is tight in order not to strip the soft wood. Cement pieces No. 4 and 6 to the chassis (No. 1). Then cement pieces No. 2 to the chassis holding them in place with straight pins until dry. Piece No. 3 is added now.

All the fittings should be cut at this time. It should be noted that the rear axle bearings are not identical in that the driving wheel axle bearing is slotted to insure positive contact between the wheel and drive shaft. Solder the brass or copper tubing (piece B) to piece A, then bend piece C from brass rod. Music wire can be substituted for this item. Cement pieces A,

D and E to the chassis and add the positioner of .005-in. brass sheet. Bend the tie-rod (piece E) and drill holes at the proper location to fit the piece C to hold the piece E in place. Add the rear axle (cut from wire clothes hanger) and add the wheels. We used 2-in. Veco semi-pneumatic rubber tired wheels on our model. These wheels are a bit heavy, but they are very realistic and will save a lot of work. Of course if you have access to a lathe, the wheels can be turned from pine or birch. The rear wheels are forced onto the axle while the front wheels should spin freely. Washers soldered to the axles hold the front wheels in place.

Add the slide switch in place and solder the wiring circuit in place as the plans indicate. Test the drive mechanism and steering mechanism now. Sand the model till smooth.

The fender pieces 7, 9 and 10 are carefully cut from $\frac{3}{16}$ -in. medium balsa using



a fine coping saw. Bevel the inside edge about 45 degrees to fit the fender fairings (piece No. 8). Cut the fenders to fit the body curves and cement in place. When dry add the $\frac{1}{8}$ in. fender fairings and carve the fenders to shape, using a very sharp razor blade. Sand carefully and apply three coats of wood filler, sanding well between each coat. Cover motor space with heavy cardboard.

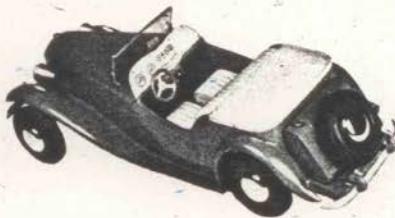
Cement the pieces No. 6 together to form the gas tank. Sand smooth and cement bond paper strips around the tank.

The prototype model was painted bright red, with beige upholstery, dash panel and convertible top storage cover. Other MG color schemes are: black car with red, green or beige trim—forest green with beige trim—ivory with red or green trim—blue with beige trim. We used Testor's airplane dope. Four coats should produce a fine finish.

Cut bumpers from aluminum and smooth with file and emery cloth. Use $\frac{1}{8}$ -in. dowel to hold the bumpers to the car. Add the fuel tank and spare tire. Install seats. Bend the steering wheel from $\frac{3}{8}$ -in. copper tubing. This is soldered to brass spokes and this assembly is attached to the dowel

steering column. Installation of lights, windshield, license plates completes the assembly.

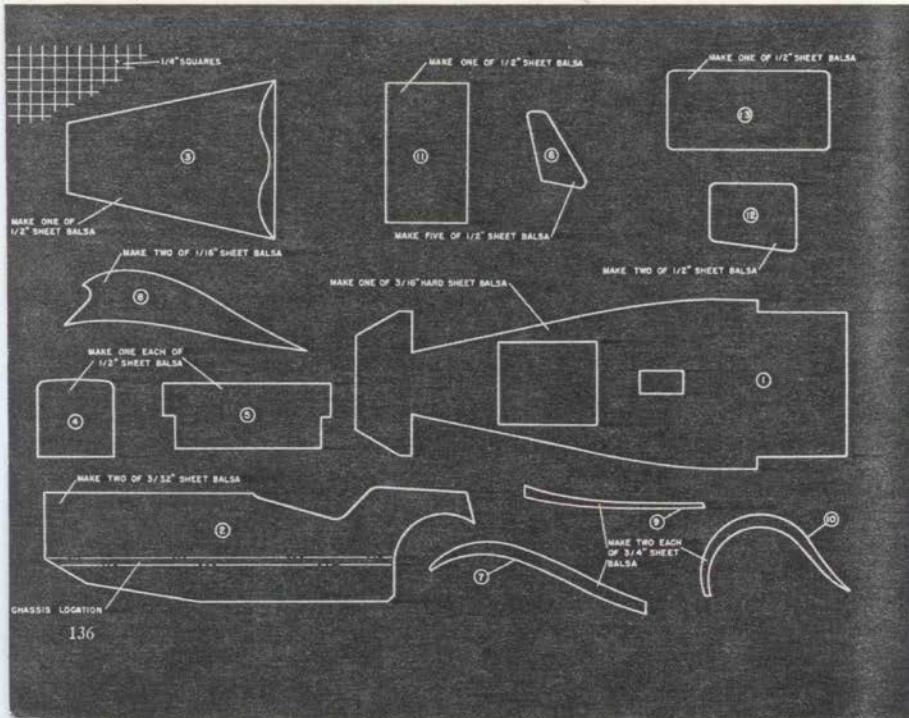
Don't forget that the lighter the model the faster it will travel. Use four or six pen cells in series. *

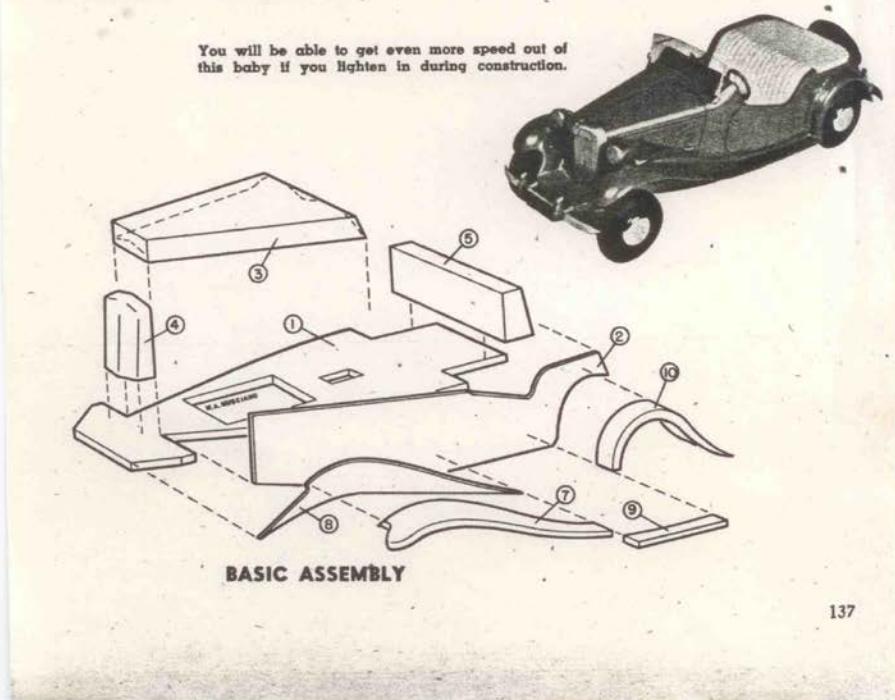
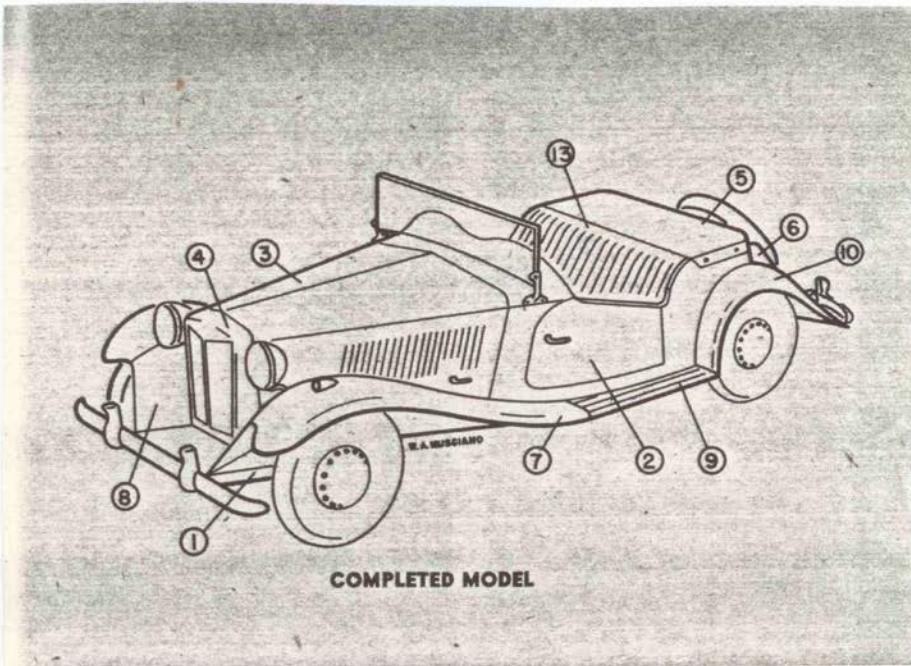


Battery powered, the sporty MG model zips along at a snappy pace. The dashboard data is inked in.

FULL-SIZE PLANS

of this model can be obtained by sending 50c to MECHANIX ILLUSTRATED Plans Service, Fawcett Building, Greenwich, Connecticut. Please specify Plan No. 423.





Article: Triumph's Stillborn Stars

With Thanks to MOTOR Magazine, August of 1974



TRIUMPH'S STILLBORN STARS

Prototypes seldom see the light of day and hardly ever finish up in the hands of a private individual. But this has been the case with two extremely interesting Triumphs. Mike McCarthy drives the Bullet and Fury

Prototypes are fascinating. They are three-dimensional, working (sometimes!) thoughts; doodles in metal, plastic and rubber. They are an aid to higher management when they take the biggest gamble any car manufacturer can – whether to go into production with a new model or not.

In days gone by the decision was often taken by one man, a Bill Lyons or a Henry Ford. The results tended to reflect their personalities, for from such men have come the wildly successful Model T and the XK Jaguars. Nowadays such an approach would send the corporate management of any large company into collective hysterics, for these decisions are now made by committees. Sometimes they made the right ones – you only have to look

at Ford in recent years to see that, and yet the same company, American branch, were once responsible for the greatest committee-derived fiasco ever made – the Edsel.

But whatever the pressures which induce a manufacturer to go ahead into production, almost invariably a prototype figures somewhere. And, perhaps to hide mistakes, or prevent the public knowing what they have really missed, these prototypes seldom see the light of day. Triumph on the other hand seem to take the opposite view, for they not only opened their files for *Motor* (May 5 1973) to let us see what might have been, but for some reason they occasionally let one or two escape. Such as the Bullet and the Fury.

Both these cars are now owned by

John Ward of Bromsgrove, who also just happens to own the only other surviving Bullet. The cars and their history are equally interesting.

The war effectively flattened the Triumph factories, but the company was already in the hands of the receiver anyway. So Standard took over little more than a name when they acquired Triumph at the end of the war. In charge of Standard at the time was the autocratic John Black, and the first Triumphs under his aegis were the 1800 (later Renown) saloon, the odd little Mayflower, and the 1800 Roadster. Black was not happy with the latter – or rather, quite soon after it was introduced, he wanted a replacement. He gave Walter Belgrave, who had styled the pre-war Dolomite (not the Alfa Romeo based straight eight but the one with the waterfall front) what would now be regarded as an astonishingly free hand, insisting only that he use the Vanguard engine and chassis. Unfortunately that was probably the main reason for the failure of the car that Belgrave came up with – the Bullet, or TRX (or a whole lot of other names, actually – the company advertising pamphlets of the time called it the Roadster. For our purposes we are calling it the Bullet). Performance was, to put it mildly, less than inspiring, while the styling was a little too far out. Another reason would be given by any production engineer; just too damned complicated. Belgrave went on to greater things – the TR2.

The Fury is much more difficult to slot into the scheme of things. When work started on it (November 1964) the Triumph range consisted of the

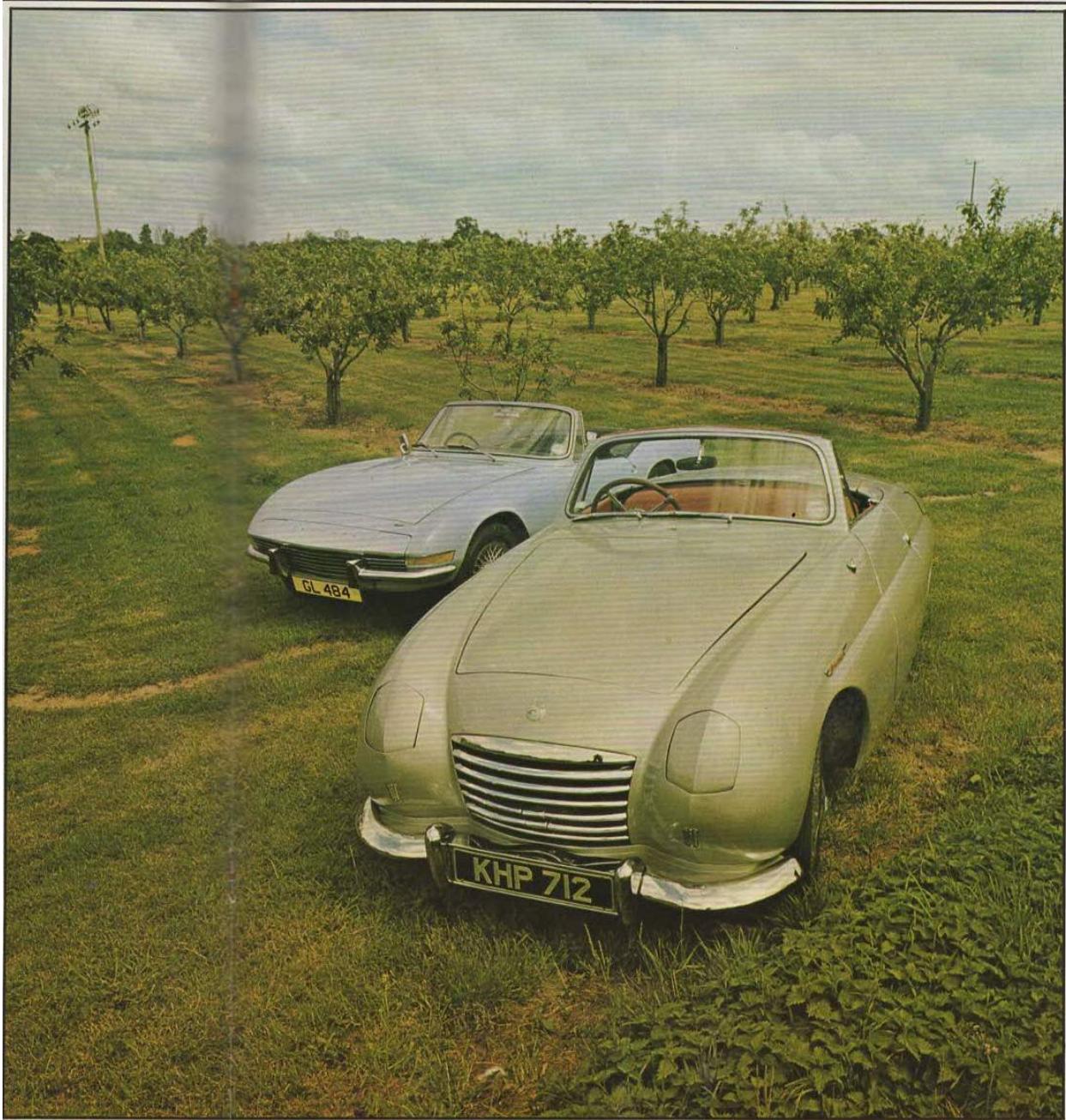


Rocker box cover spotters will instantly recognise Triumph's in-line six which nestles beneath the Fury's forward hinged bonnet (top) while that below is unmistakably vintage Vanguard



The Fury's cockpit (top) looks a bit like a Lotus Elan interior at first glance but greater study reveals bits of current Triumph detail. Shades of Austin Metropolitan for the Bullet?



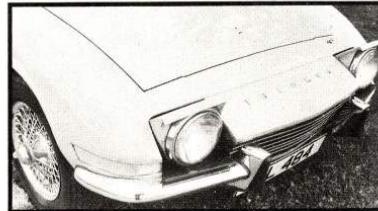




The neat but tiny hood of the Bullet (above left) shows just how small the cockpit is. The Spitfire-derived lines of the Fury are clear from this picture (above right)

The Bullet and the Fury have one thing in common – the headlights are hidden when not being used

The tails of both the Bullet (left) and the Fury (right) are flat and wide – but there the resemblance ends. Note the minute brake cum tail lights of the Bullet



Herald, Vitesse, Spitfire, TR4 and the recently announced 2000. The Fury drops into no obvious slot. A replacement for the TR4? Could be – the engine was 2-litres, but with six instead of four cylinders, and the bodywork (a full monocoque) was more sophisticated than the simple box-section chassis-cum-body of the TR4. The suspension too, all-independent, owed much more to the 2000 saloon, and was again more sophisticated than the wishbone front, live axle rear, arrangement of the TR4. The superficial resemblance to the GT6 (2-litre six cylinder, independent suspension all round) is even more off-beam, for the GT6 was never anything more than a re-engined Spitfire plus fast-back roof.

The most likely explanation (remembering the added sophistication of the Fury compared to the TR4) is that it was a styling exercise for a more luxurious sports car – the first tentative step to the Stag, in fact. Two facts tend to bear this out: there are drawings showing a Fury with a V8 engine, and (rather more tenuously) the prototype Stag had folding headlamps which follow the theme of those on the Fury. However, the real Stag developed from a one-off based on the 2000 that Michelotti intended to display simply as an example of his ability: Harry Webster saw it before it ever appeared in public and promptly purloined it. The rest of the story is quite well-known, and in final form (with a V8 instead of a 2-litre six) it appeared in 1970. So the Fury was buried, even as a replacement for the TR4, which in fact was super-

ceded by the TR4A, with a 2.5-litre six cylinder engine and independent rear suspension, but with the same body as the TR4: obviously considerably cheaper than the complete re-tooling that the Fury would have demanded. Style alone was not enough to keep it viable.

Three Bullets were built. One was burnt out while Lyndon Mills, now Sales Director, was driving it. The second was used by Miles Breedon (of Wilmot Breedon fame) who sold it to a Jeweller. He kept it for about 10 years then sold it to John Ward via an intermediary. The third came to light in near derelict condition in the Manchester area after some years of diligent searching by John. There is actually some confusion as to how many cars were built: John was informed that two 'and a half' were made, but that 'the half' was burned out as a bodyshell in the factory – a far cry from Lyndon Mills story, for he was using his when it went up in smoke; perhaps it was his, rebuilt, that surfaced in Manchester?

Of the Fury there is no doubt: only one was made, in 1965. It was kept by the Company until 1968 when it was sold (without being registered by the company) with only 11,000 miles on the clock and the registration number TTV 990G. There were two registered owners before Rod Leach, a dealer in fine cars, advertised it for sale, starting at £3000 and after some months coming down to the £2000 mark. It was this advert that started me off on the trail of the Triumph – if the price had dropped to £1500 I would have bought it! It has now been re-

registered with a neater number – GL 484. John Ward has an interesting letter from Triumph, which states categorically that 'The Triumph Fury... was the only one which was ever built and consequently is the only one of its type, not only in this country but in the world!'

THE CARS

In the write-up of the 1950 Earls Court motor show, *Motor* call the Bullet a 'Triumph of ingenuity' – bad puns are not a modern prerogative! Ingenious it certainly was – chassis, suspension and engine apart.

The chassis was that of the established Standard Vanguard, a straightforward unit with cruciform-braced box-section side members, while the suspension was by wishbones and coils at the front and semi-elliptic springs and a live axle at the back. A slightly higher compression ratio and twin SU carburetors raised the power output to 71 bhp at 4200 rpm – and maximum torque of 108 lb ft at 2000 rpm. A three-speed box was used (with column change) but overdrive gave an effective fourth.

The shortage of steel at the time led to an aluminium body, built of box sections to give some degree of stiffness and to house the electrics and hydraulics. These were required for the power operated systems that, more than anything else, were the notable point of the car – no doubt that, as steel allocations to the industry were dependant on export records, the aim would be to sell in

America; hence the emphasis on luxury and gimmicks rather than sheer performance.

The hood was raised and lowered electro-hydraulically – and so were the windows, while the one-piece bench seat could be moved forward and back by the same method. The headlamps were concealed behind electrically operated flaps that opened automatically when the lights were switched on. How many cars are there today, even among the exotics, with such features? Then again the radio (standard) had an electric aerial, the speakers being concealed in the doors, flashing indicators were used in place of the then-fashionable semaphore arms and a heater/demister unit was also standard – all this in 1950!

The Bullet throws up surprises wherever you look. The boot is big, but the petrol tank position (right in the tail, next to the bumper) would give any safety engineer the willies. It can only be opened from inside the passenger compartment, but the petrol filler is accessible from outside by lifting the Triumph badge or inside by lifting the boot lid. The bonnet can be raised from either side or removed altogether. There is a built-in hydraulic jacking system too, to add to the list.

Where the Bullet is a model of unconventionality, the Fury is much more conservative. The only feature they have in common is that the Fury too has headlamps that are hidden when not in use, but in this case the lamp and housing fold up out of the bodywork, with little flaps (styled to look like a continuation of the grille) which flop down.

Triumph's stillborn stars

continued

The body is a conventional all-steel monocque, with styling by Michelotti, and more than a touch of the Spitfires about it. The finish is superb, the body in fact looking as if it was made out of stamped panels rather than by hand, while even the badges add to this impression.

The engine is basically the six cylinder unit used in the 2000, but with one or two minor mods, such as a GT6 inlet manifold and Vitesse sump, engine side plate—and water outlet elbow! The front suspension is based on that of the 2000 and is thus Macpherson strut, while the same system was considered for the rear: instead the set-up is basically TR4A with substantial semi-trailing arms (cast, and looking very heavy) and coils, and with 2000 driveshafts. The gearbox too is basically TR4, and the diff is the 3.7:1 unit from the TR4A. Brakes are disc front, drum rear.

When you've said that, though, you've just about exhausted the list from the standard parts bin, for practically everything else is one-off. The steering column, the propshaft, the exhaust, springs and dampers, even the rear suspension arms are special to the Fury. The rack-and-pinion steering is, however, modified 1300.

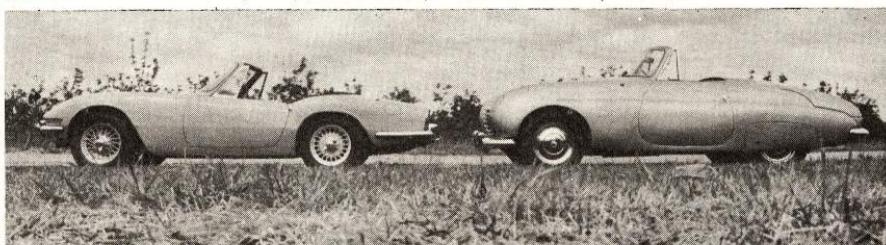
The drive
You climb up to, instead of into,

the Bullet in spite of the fact that it looks quite low. The bench seat can take three abreast quite happily aided by a flat floor, with just a suggestion of a hump over the transmission, and a column-mounted change. The position is pure '50s, with a big steering wheel close to your chest and a typically styled facia covered in red leather to match the uphol-

vage and heavy, and the car heels over into curves like a ship tacking before the wind. The tyres squeal loudly. Not the sort of car than you throw around joyfully, therefore: more a gentle rambler, for quiet, stately and very smooth progress.

The Fury, on the other hand, is pure Triumph—if you've ever driven a TR you'll know what I

The ride is not too bad—firm, but reasonable—and there is considerable scuttle shake and steering wheel shimmy. Both the clutch and brake pedals were inordinately heavy—there is no servo—while the sticking throttle made smooth changes and starts a little tricky. The gearchange on the other hand was nicely light and slick.



story. Performance is leisurely, to be kind, although John has taken some awards at driving tests! The lingering impression is one of tractor-like torque—not that far fetched since the same engine was used in Ferguson tractors as well! You could plop the lever into top at about 10 mph with no qualms, and the Bullet would surge gracefully forward without the slightest judder or sign of protest. Modern engines may develop a lot more power, but the Bullet can give lots of lessons in low-speed torque! All changes, including overdrive, were smooth, if slow, while the pedals are far enough apart to make heel-and-toe impossible even if you wanted to—but their action is, like so much of the car, smooth, light and progressive.

Standards of handling, of course, have changed considerably, so the Bullet is ponderous, to put it mildly. The steering is

mean. The interior is just like a TR4 with comfortable bucket seats set low so that short drivers have to crane their necks, and a fairly useful luggage ledge behind. The wooden facia holds most of the usual instruments including one that is typically Triumph—a segmented circle of warning lights.

Power output of the engine is not known, but it pulls powerfully and evenly from quite low revs—1500 or so. At higher revs it has the typical smoothness and exhaust bark of a six, but in deference to the rarity of the car, I didn't do any full-bore runs, so could not get any performance figures.

The steering at low speeds was heavy but lightened up quite quickly above about 10 mph. The handling too is fairly neutral but, again in the TR tradition, it doesn't take much to get the tail out. Roll is almost non-existent.

The Fury is a "man's car," much like the TR as I have said. It would have needed a lot more development work to be to my taste—they would have had to get rid of some of the transmission noise for a start—and strangely enough felt more primitive, in the sense that it had a rather vintage sporting feel, than the Bullet. For an up-market sports car it was not "boulevard" enough, if you know what I mean; not at all like the Stag. Which is probably why the latter, and not the Fury, went into production.

One final point: Graham Robson's new book, *The Story of Triumph Sports Cars*, was, apart from being fascinating and very readable, a mine of information in preparing this article. I can thoroughly recommend it. Thanks, too, to John Ward, Rod Leach, Richard Foster and Ian Robinson, for their time and help.

On Geezerhood



Happy Birthday to You Old Dogs Having a Birthday Sometime ☺
Woof. Woof woof woof.



*For his birthday,
Rex's buddies all pitched in
to buy him a lab dance.*

Chesapeake Chapter Membership Registration Form

1. The form on the following page can be used to send your information to the Chesapeake Chapter of the New England MG-T Register for Membership Registration or other information requests.
2. Please note that we will never supply your information to a third party, will never use your information for telemarketing, and will use your information solely for membership application/registration purposes.
3. You must print, fill-out and mail the form to the address specified below. You may do this by clicking [here](#) or by clicking on the form below (*this requires the free [Acrobat Reader](#)*).
4. Our organization is a local chapter of the New England MG 'T' Register, so we must require that all Chapter Members also be members in the "Register." If you do not belong to the "Register," please request information and application forms by contacting the "Register's" specific website: <http://www.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.
3. Please include all letters and numbers shown in the car and engine number boxed on the "maker's" plate.
4. TD owners please note that there are three boxes on your "maker's" plate; include the information from all three.
5. If the engine is a replacement, list the number of the engine actually in the car.
6. This information is needed for the chapter's records and to correct and update the Register's files.
7. Incomplete forms will be returned to you via your provided address, for needed corrections.
8. 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**



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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.

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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

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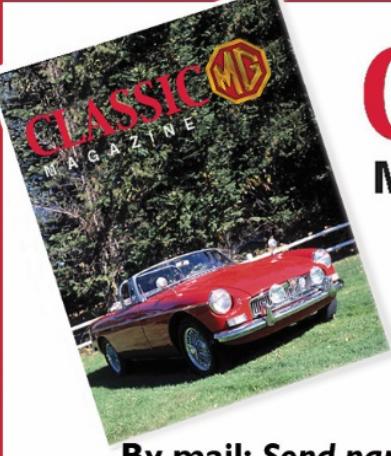
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Revised: April 25, 2013

TSR Advertisements

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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John Twist's Information on 2017 Engagements and Fees In Case You Might Want to 'Engage' Him in a special MG Event

JOHN TWIST --- MG LECTURER - PRESENTER - TECH GURU

John Twist has been in the MG trade for over 45 years. He worked at an MG dealership in the US; he worked in England at the largest MG dealer in the world, the original University Motors; and he has operated his own University Motors since 1975. John's University Motors has worked on MGs from nearly all the states, including Alaska and Hawaii. They perform bench, line, and restoration services.

John is an MG author, writing technical articles since 1979. His articles have been published in all the national club magazines as well as *Abingdon Classics*, *Classic MG Magazine*, *MG Magazine*, *MG Enthusiast Magazine* and *Moss Motoring*. He is the former Tech Chairman of the American MGB Association and now Tech Coordinator for the North American MGB Register (NAMGBR).

John is an MG organizer. He is the founding chairman of the NAMGBR; a co-founder of the local West Michigan "Old Speckled Hen" MG Car Club; and co-founder of the British Motor Trade Association.



John is an event manager. The University Motors MG summer parties were some of the largest MG events in the world outside of England. Three of those events boasted over 550 MGs on the field. He was the chairman of the first all-register MG meet, MG International – Indy 96 which drew 1200 MGs.

John is a seasoned MG tutor. Since 1983, he has held thirty technical seminars at his shop plus numerous off-site seminars. Over 2000 MG enthusiasts have attended his sessions. His rolling technical sessions are a recurring hit at MG and British Car shows throughout the country. He now has nearly 300 YouTube videos on line, with nearly 5,000,000 views.

John is a mechanic. He began working on his own MG in 1968 and still works in the shop today.

John is the father of four children, grandfather of three. He is a Vietnam vet. John runs a red 1962 MGA 1600 Mark II Deluxe and a harvest gold 1973 MGB/GT. He calls Marshall, Michigan, his hometown but he has lived in Grand Rapids since 1973. He collects coins, is an avid genealogist, and writes historical articles, on occasion, for his hometown newspaper.

John offers clubs and businesses five engagement options, any of which can be tailored to your audience and the time available.

1) PROGRAMS

John is very comfortable with the British car audience and offers a variety of subjects for a keynote address or after-dinner presentation. Presentation topics include:

Confessions of an MG Mechanic – a humorous presentation of the trials and tribulations of running an MG shop for 40+ years. John's shop stories embrace the idiosyncrasies of customers, employees, and cars.

Half a Century of MG – John’s view of the MG world since his discovery of MGs in 1965 until the present. This presentation highlights the clubs, the magazines, the personalities, the businesses, and the changes.

MG Is My Destiny or How I Became an MG Mechanic – John shares his life from the purchase of his first MG in 1968, to his year in England in 1972, through the closing of the factory in 1980, and through 41 years in business.

2) TECHNICAL LECTURES

Tech lectures range from one to three hours in a classroom setting. Site requirements are only a whiteboard or flip chart and markers

Lectures include (but are not limited to):

British Measurement Systems (Imperial through Whitworth)

How to Restore your British Car in an Hour

Broken Parts (with DVD projection)

Lucas Electrics

Questions and Answers

3) TECHNICAL SEMINARS

One-day Technical Seminars are limited to 20 participants. Subjects include:

The Complete Tune-up - John performs a complete tune-up on an enthusiast’s MG while the participants watch, help, and handle some of the parts.

The Complete Lubrication – As above.

Rebuilding the SU Carburetter - John rebuilds several carburetters (H, HS, HIF) while the participants watch and ask questions.

Two-day Technical Seminars, limited to 20 participants, include:

MGA/MGB Engine Rebuild - John assembles an engine from component pieces over the two days and starts it up on the bench. This program requires preparations by the host to have the engine parts all ready to go.

4) TECHNICAL WORKSHOPS

Two-day Technical Workshops are strictly limited to eight participants. Site requirements include a workshop, tables, and tools. John will bring specialty tools for the carbs. Topics include:

Carburetter Rebuild - Participants bring their own carbs and rebuild them under the tutelage of John Twist.

Group Tune-up - Participants bring their own MGs and tune them following John's instruction.

5) ROLLING TECHNICAL SESSION

This is John's most popular presentation. Under a tent (preferably on grass but a parking lot works just fine) John performs triage on one MG after another in this fast-paced session, all the while bantering with the crowd. As the viewing crowd waxes and wanes throughout the day, John identifies the problems and repairs them if they are simple. If the repair is too complex or time consuming, he instructs the owner how to perform the repair. Probably 90% of the issues he corrects are tuning problems. This is real-world tuning and repairing. John has presented his Rolling Tech Session since the early 1990's. At the NAMGBR event in Niagara Falls in June, 2015, John worked on 25 MGs. Schedule from 9am until 4pm. Site requirements include a tent (to shade the participants) and a banquet table for John's tools.

FEES:

- 1) Programs:** **\$500 for an evening presentation (\$250 in conjunction with another event)**
- 2) Technical Lectures:** **\$400**
- 3) Technical Seminars:** **\$100/person/day (see below)**
- 4) Technical Workshops:** **\$250/person/day (see below)**
- 5) Rolling Tech Session:** **\$1000 per day.**

The **Tech Seminars** and **Tech Workshops** are joint ventures between the organizer and John Twist. The host of the Tech Seminars and Tech Workshops receives 1/4 of the stated registration fees. The host pays for coffee / doughnuts / tables etc. John's minimum fee is \$1000/day. The organizer handles the registrations and advertising. John will help promote the event.

GENERAL REQUIREMENTS

Airfare or mileage reimbursement

Housing during the event

Transportation (rental car or enthusiast's MG)

Entrance fees and the cost of the event banquet

John will promote your event through his University Motors website and YouTube videos

CONTACT INFORMATION

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