

# The Square Rigger



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

[HTTP://WWW.CHESAPEAKECHAPTERMGTCCLUB.COM](http://WWW.CHESAPEAKECHAPTERMGTCCLUB.COM)

**SPRING 2016 EDITION --- PUBLISHED ON 10 APRIL 2016**

## Words from Our Chairman

One of the things about driving an MG that is better than gardening --- you don't have to wait until the 1<sup>st</sup> of May to start enjoying it!

April starts the season to take your MG out for a drive --- not only to enjoy the weather but also to go to a variety of car shows. On the 24<sup>th</sup> of April, the ***Britain on the Green*** show, sponsored by the Capital Triumph Register, will be held at Gunston Hall in Virginia. Next, on the 19<sup>th</sup> and 20<sup>th</sup> of May, there is the ***Carlisle Imports and Performance Nationals*** in Carlisle, PA. If you go to this event, you can also conveniently go to the Rolls Royce Museum in Mechanicsburg, PA or the Antique Automobile Club of America Museum in Hershey, PA, which are 10 miles and 36 miles from Carlisle, respectively. Also, remember to save the date for our own 39<sup>th</sup> ***Original British Car Day*** held at Lilypons Water Gardens in Adamstown, MD, this year to be held on Sunday, the 5<sup>th</sup> of June. For less formal meets, look for the many local 'Car & Coffee' gatherings which are held almost every weekend.



An invitation has been sent to attend an Open House at the garage of fellow member Jamie Steves. The event will be held from 10:00 to noon on Saturday, the 9<sup>th</sup> of July, in Unison, VA. Let me know if you have not received the invitation and would like to join us.

Sunday, the 20<sup>th</sup> of March, marked the beginning of Spring 2016 and we have had some nice days for driving our MG's since then. I hope you have been able to take advantage of them! Sadly, I have to

report that there will be no Chesapeake Chapter Mini-GoF this Spring --- alas, we have had no volunteers this year to plan and lead this much appreciated ritual, usually held the first weekend in May. We'll work to ensure that this does not happen in 2017!

## ***Safety Fast!***

**Your Chairman, Shaun English**

### **Chapter Officers**

#### **Chairman**

Shaun P. English  
9318 Brambly Lane  
Alexandria, VA 22039-3010  
(703) 229-3317  
[spenglish@aol.com](mailto:spenglish@aol.com)

#### **Vice Chairman**

**(Volunteer Needed!)**

#### **Secretary/ Treasurer**

Michelle Cattaneo  
772 Oak Grove Circle  
Severna Park, MD 21146  
(410) 647-6060  
[mcatta6799@aol.com](mailto:mcatta6799@aol.com)

#### **Membership Chairman**

Milton Babirak  
47539 Coldspring Place  
Sterling, VA 20165-7446  
(703) 406-4753  
[mbabirak@babirakcarr.com](mailto:mbabirak@babirakcarr.com)

#### **Events Chairman**

Lin Snider  
P.O. Box 145  
Walkersville, MD 21793  
(301) 845-6381  
[snidelf@aol.com](mailto:snidelf@aol.com)

#### **Regalia Chairman**

Lin Snider (Acting)  
**(Volunteer Needed!)**

#### **Technical Advisor**

Charlie Adams  
8406 Westpointe Drive  
Fairfax Station, VA 22039  
(703) 582-3757  
[charlieadamsmg@gmail.com](mailto:charlieadamsmg@gmail.com)

#### **Newsletter Editor**

Maxie Brown  
12216 Bristow Road  
Bristow, VA 20136  
(540) 219-4771  
[Mbrown@culpepervagov](mailto:Mbrown@culpepervagov)

#### **Historian**

**(Volunteer Needed!)**

#### **Chairwoman Emeritus**

Ruth Renkenberger  
8245 Ingleton Circle  
Easton, MD 21601  
(410) 822-6061  
[renk@atlanticbb.net](mailto:renk@atlanticbb.net)

#### **Webmaster**

Chris Kintner  
[chris.kintner@comcast.net](mailto:chris.kintner@comcast.net)

### **From Your Editor**

I hope you enjoy this **SPRING 2016** issue of **THE SQUARE RIGGER**, our club's quarterly newsletter --- my final edition as your editor. As I mentioned in the **WINTER 2016** TSR, by the completion and distribution of this edition, I will have turned over the duties as your TSR Editor to Maxie Brown (bride of Mark Brown). I know that Maxie will do a brilliant job for you! I and all of us warmly welcome

Maxie aboard, and thank her in advance for her willingness to take on this demanding and important role for our MG-T club.

As usual, in order to make future editions more fun and interesting, I encourage you please to send Maxie 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!



*Flexibly yours, Stephen Woodall*

*Adieu!*

**Welcome to New Members     “: - )**

Welcome Aboard to Mr. Erick Blackwelder of 3320 Wessynton Way, Alexandria, VA 22039. (H) 703-677-1120 / (Cell) 703-677-1120 / (E-Mail) [ericjblackwelder@gmail.com](mailto:ericjblackwelder@gmail.com) . He owns a Black 1952 MGTD, which has been in his family since the 1960s --- it was his Dad's car --- and has always been driven and maintained in good running condition.

Also, Welcome Aboard to Cliff Essman, who has owned a 1953 MGTD for about 30 years. Cliff is a semi-retired psychologist living in Owings Mills, Maryland. He admits to being 66, and the father of two grown sons!



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

## Recent Chapter & Other Events

### Winter Eat Out 2016

#### Saturday, the 21<sup>st</sup> of February 2016

Our Chesapeake Chapter held its Annual Winter Eat Out on Sunday, the 21<sup>st</sup> of February, at the amazing Normandie Farm Restaurant, at 10710 Falls Road in Potomac, MD. The food from the enormous buffet spread was incredible, and the company lively and happy to be together --- sharing MG-T stories --- on a typical DC-area cold, gray winter's day.



**Lin “Puts out the Word” at the Eat Out**



**Ace Telling a moving MGTD Story**



**Waiting for More Champagne!**

## **Upcoming Chapter & Chapter-Related Events**

### **Join Us for the 1<sup>st</sup> Planning Session for Our 3<sup>rd</sup> Annual Winter Tour to Florida**

You are invited to join us on Saturday, the 14<sup>th</sup> of May, 2016 at 3:00 pm at Shaun English's home, 9318 Brambly Lane, Alexandria, VA 22309-3010, for the first planning session for our 2017 Winter Tour to Florida. In 2015, we went to the Florida Keys. In 2016, we went to the Sun Coast of Florida, including Tampa, St. Pete, Sanibel and Sebring. Each year we take the Amtrak AutoTrain and take an overnight non-stop trip from Lorton Virginia to Sanford Florida. Then, we drive around selected routes for about a week to ten days. This year we hope to start planning the Winter Tour, using the same format.

We will select dates, start to research various Florida destinations, identify activities and scenic driving routes. If you have an interest in participating in the trip for this coming Winter, please join us for this planning session. The planning is half the fun and the trip is always terrific.

Please contact Milton Babirak at [mbabirak@babirakcarr.com](mailto:mbabirak@babirakcarr.com) or 703-501-7924.

### **Planning for has Begun for the Fall Ramble 2016**

#### **The 28<sup>th</sup>, 29<sup>th</sup>, and 30<sup>th</sup> of October 2016, in the Frederick, MD Area**

#### **An Invitation to Join the Planning Team --- Still Plenty of Seats!**

The Planning Committee of the Fall Ramble has already been working on this year's event. The 2016 Fall Ramble is scheduled for October 28, 29 and 30, 2016 in the Frederick area. Please reserve these dates on your calendar. We are negotiating the reservation of fourteen rooms at a charming and comfortable Inn for our accommodations. Arguably, it is the nicest inn or hotel we have visited at any Fall Ramble. We may add a new feature this year. On Friday, we hope to have an afternoon Tea and Cocktail Party in the formal gardens of the Inn. We have also been working on the driving routes. Members of the Planning Committee have been driving routes to select the most scenic. We are trying to plan some new activities, too. More about them later.

If you're interested in joining the Planning Committee, you should know it is more fun than work! 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 Milton Babirak (703-501-7924) or John Williams (703-321-0504). Thanks!

### **Technical & Historical & Humor Articles for this TSR Issue**

#### **Coming Very Soon --- Our John Twist Tech Session – 16<sup>th</sup> & 17<sup>th</sup> of April 2016!**

#### **Updated Notes from Our Technical Editor, Charlie Adams**

**If you have not yet registered to attend, see registration information below!**

**Two Slots Are Available**

**Contact Charlie Adams to Register** --- see info below!

### **Rolling Tech Session**

The Chapter members have chosen a rolling technical session with John, which will span our two days. This format is John's most popular presentation. John will examine one MG after another in this fast paced session, all the while bantering with and instructing the members. John will probe for shortcomings and make the repairs, which time permits. For repairs which are too complex or time consuming, the owner will be provided instructions about how to perform the repair or comments about what needs to be accomplished.

As time permits, John will also discuss technical topics of interest to the members. If you inform Charlie Adams of the topics you would like John to address, he will pass these along to John.

### **Location**

Steve and Nancy Woodall's Carriage House, 8180 Cottage Rose Court, Fairfax Station, VA

Here is a link to a Google map with the location of Steve and Nancy's home:

<https://goo.gl/maps/CmF6rEddyvyy>

The carriage house is ideally designed for such a tech session, as it will be held in the bay with a lift, which will permit an examination of from below as well as above.

### **Schedule for Saturday and Sunday**

8:00 to 8:30 AM            Meet and Greet/Order Lunch

8:30 AM to 12:00 PM    Rolling Tech

12:00 PM to 1:00 PM    Lunch

1:00 PM to 4:30 PM    Rolling Tech

All members are invited to dine with John on Saturday evening following the tech session. See below for more information.

### **Tentative Schedule**

#### **Saturday**

Morning

Milt Babirak   TD Anti-Sway Bar Installation

Jim Bradley   TF Tuning and Cooling

Jerry Vitarelli   TD or TC Exam

## Afternoon

Mark Brown TD Exam

Jerry Vitarelli TD or TC Exam

Shaun English TD Tuning and Exam

## Sunday

### Morning

John Williams TC Exam

Mike Eaton TC Exam

Steve Woodall Steve's choice

### Afternoon

Charlie Adams TF Chassis Progress

Steve Woodall Steve's choice

## Lunch

On Saturday, lunch will be ordered in the morning (to be paid in cash, in an envelope with your name on it, with your order in it!) from a local sub and sandwich menu. On Sunday, we could either repeat the sub and sandwich lunch or order pizza. On both days, your lunch will then be delivered to the tech session, where we will dine in style in the Woodall's meeting/event space.

## Saturday Evening Dinner

**Again,** all participants are welcome to dine with John following the tech session on Saturday. The start time for the dinner will be about one hour after the tech session ends, perhaps about 5:30 to 6 pm. We have tentatively selected the Mount Vernon Inn, 3200 Mount Vernon Memorial Highway, Mount Vernon VA located about 30 minutes from the Woodall home.

Maps and directions to the restaurant will be provided on Saturday morning. Also, here is a link to a Google map identifying the restaurant location: <https://goo.gl/maps/2P5EfWWTN9M2>

Depending on our numbers for dinner, we may choose to go to the Cedar Knoll Restaurant, which is located in the same area. The restaurant choice will be affirmed during our Saturday session, and directions will be provided.

## Hotels

Should you wish to stay at a nearby hotel during this event, there are two local choices for about \$100 per night. Both hotels are about a 10-minute drive from the tech session location. If you wish assistance a hotel, please contact me.

Comfort Inn Gunston Corner, 8180 Silverbrook Road, Lorton, VA 22079 / 703-643-3100

Hampton Inn Potomac Mills/Woodbridge, 1240 Annapolis Way, Woodbridge, VA 22191 / 703-490-2300

### **Registration**

The registration fee is based on the attending members covering John's fee plus driving expenses.

Attending with a car for John to examine --- \$120 / Attending as an observer --- \$80

Also, please note whether you will attend the Saturday evening dinner, so reservations can be made.

### **Payment**

Make your checks to the **Chesapeake Chapter, NEMGTR** and send to:

Charlie Adams, 8406 Westpointe Drive, Fairfax Station, VA 22039

### **Event Insurance**

J.C. Taylor will provide event insurance coverage through the New England MG T Register. All attending members should assure their membership in the national MG T Register is current.

### **Press Release for OBCD Number 39**

### **The Original British Car Day (OBCD)**

### **Our 39<sup>th</sup> Annual Meet**

**Sunday, the 5<sup>th</sup> of June, 2016**

**Lilypons Water Gardens - Adamstown, Maryland**

The Chesapeake Chapter of the New England MG "T" Register is proud to invite you to the 39<sup>th</sup> 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 50<sup>th</sup> 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](http://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](mailto:jtokar51@verizon.net)

For more information please visit our website at: [www.chesapeakechaptermgtclub.com](http://www.chesapeakechaptermgtclub.com)

**We look forward to seeing you at Lilypons Water Gardens on Sunday, the 5<sup>th</sup> of June, 2016!**

**Our New Car Badge for the Upcoming 40<sup>th</sup> Anniversary of OBCD --- Next Year!**



## Article: Jumping the Spark

With Thanks to “The COSTCO Connection,” April 2016

# Jumping the spark

The evolution of the jump-starter



© MAISE RAMAN / SHUTTERSTOCK

special section  
**automotive**

By Rosie Wolf Williams

WHEN YOU turn the key in your car's ignition, usually the engine roars to life. But sometimes you hear nothing, or a strained clicking noise. Your battery is dead, or very low.

Jumper cables and a friendly fellow motorist used to be the only solution in such situations, but today you have choices. Heavy-duty jumper cables are still widely used, but suitcase-style booster packs that don't require a second vehicle to jump-start a marooned vehicle are also popular.

In recent years, manufacturers have gone a step further, producing self-contained jump-starters that are about the size of a smartphone. Each device has its place, depending on the type of vehicle you drive and your lifestyle.

### No longer cranky

Cleveland electrical engineer Ralph Mueller created the familiar toothy red and black alligator clips in 1908. He attached them to sturdy cables and patented the set for automotive use in 1912, after Delco automotive parts founder Charles Kettering developed the electric starter for gasoline-powered Cadillacs. Dangerous hand-cranking became a thing of the past, and jumper cables became a standard piece of equipment for motorists.

Cables were readily available in hardware

stores for around \$1.95, and in 1941 the U.S. War Department put in orders for jumper cables to accompany government vehicles.

You can still find conventional sets of jumper cables on auto supply shelves, and they are very similar to the original versions that Mueller created. But even properly connected, traditional jumper cables can allow surges and harm your car, especially newer cars, warns Pat Goss, master automotive technician, owner of Goss' Garage and co-host of the PBS television series *MotorWeek*.

The result is similar to the effect of a power surge on your home computer. When both cars are running, the alternator output is controlled by the stronger of the two batteries. When the first cable is disconnected, a feedback surge of up to 900 volts can move through the donor car's system.

"You can do everything correct, and you can still damage the electrical system on one or both of the cars," says Goss. "It usually

doesn't destroy anything, but it weakens things. Then later on—maybe three, four, six months later—after many duty cycles, the weakened component fails. People have used them for years thinking they have never had a problem with them. They have had a problem, but didn't know it."

Goss says that having a simple set of jumper cables is better than having nothing at all. "It would be better to damage the alternator or something like that than to place yourself at risk," he says, but he believes that a self-contained booster pack is ideal.

### Suitcase of juice

Suitcase-style boosters, which became widely available in the mid-1990s, can start a battery without a second vehicle, and often include other helpful features, such as a small air compressor and lights. The downside of these devices includes their bulky size and weight, the use of a sealed lead-acid car battery and the booster's need to be charged regularly at home.



LITHIUM-ION JUMP-STARTERS ARE THE LATEST EVOLUTION IN BATTERY CHARGERS.

© WINPLUS NORTH AMERICA

### The Costco Connection

You'll find emergency kits with jumper cables, battery booster packs and a lithium-ion battery booster, as well as a host of other automotive accessories and supplies, at the warehouses and Costco.com.

## Battery basics

- Combining errands can help you save gas, but it can also extend your battery life. Frequent short trips could cause inconsistent charge levels, or a drained battery.

- Use a battery terminal brush to keep your battery's cables clean and free of corrosion.

- Make sure the battery is secure in its holding case. Vibrating can damage the battery plates, and excessive dirt could cause it to lose charge.
- Make sure the jumper cables are in good condition, with no exposed or damaged wires.
- After jump-starting your car, drive or allow the car to run for approximately 15 to 30 minutes to recharge the battery.—RWW

### Current news

Enter the new lithium-ion jump-starters. Introduced to the market in 2013, they are compact; strong enough to start passenger cars, trucks and SUVs; and can be recharged using the vehicle's power system. They not only eliminate the need for a second car, but also promise a foolproof boost, because if you accidentally hook up the leads in reverse, this type of battery system will not harm you.

The all-in-one power bank also gives you backup power for USB-powered devices, such as a cellphone or tablet, keeping you on the road and in touch. Dan Sheehan, CEO of automotive accessory company Winplus North America, a Costco supplier, explains, "Our mobile lifestyle has grown over the last five to 10 years." "Many smartphones do not last a whole day without a charge."

Charging forward while staying on the go—we can jump on that. □

Rosie Wolf Williams ([alwaysrosie.com](http://alwaysrosie.com)) is a freelance writer based in Vermont.

APRIL 2016 The Costco Connection 63

## **Jumping In With Both Feet – Restoration of My 1949 MGTC – Installment Nr 8**

### **Reporting More Progress on Steve Woodall's 1949 MGTC**

Since the WINTER 2016 edition of our TSR, with the continued help and advice of Charlie Adams, much progress has been made --- both on the mechanical side and the refinishing side of the restoration!

Since January 2016, we have completed the replacement of the oil seals, shaft bushings, and hub securing nuts and related lock washers on both rear hubs. We have replaced all the brake lines using a Moss brake line kit (with the exception of the after one on the left side, which is in an inaccessible location, and otherwise seems to be sound). My brake master cylinder was quickly and beautifully rebuilt (returned, completed, only three days after I had mailed it to them!) by White Post Restorations in White Post, VA.

The front brakes have been fully reassembled and adjusted, and the dark silver, powder-coated brake drums installed. We had a surprise here --- one of the otherwise beautiful brake drums was found to be excessively out of round, as determined by “run-out” measurements (and eyeball observations) after it was installed, and will eventually have to be replaced. Charlie found a replacement brake drum from one of his many sources, and a (hopefully) un-warped replacement new one is on the way!

On the refinishing side, the clean-up of the rusty tail pipe and muffler assembly has been completed --- it is now rust free and totally painted with high-temperature silver paint. The exhaust manifold has been cleaned up, and painted with the same high-temp silver paint. Looks like new! The engine has been fully cleaned up, and re-painted with lovely (MGA Red from Moss Motors) red paint. The clean-up of the frame has been completed --- and brush-painted with “Bill Hirsch Super Black Chassis Undercarriage (semi-gloss) Paint. With his exceptional agility, Charlie masked the cockpit area under the dash, and painted the entire area with dark silver paint (special metallic paint I found at Advance Auto Parts on Ox Road in Fairfax Station, VA --- made for painting wheels) that is a good match for the dark silver of the body --- looks nice! The starter motor has been removed, totally cleaned up, and repainted. I have also cleaned up and repainted the radiator and associated piping.

The floorboards have been cleaned up (the undersides were a real sticky mess), and will soon be refinished with “gun stock” stain and a semi-gloss polyurethane sealer.

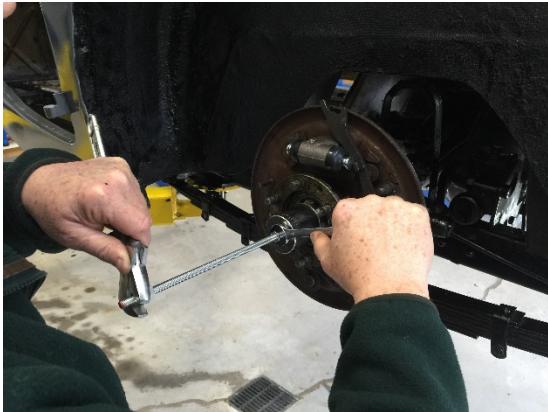
Soon, we can get on with installation of the new interior, and to bolt the various body pieces back together. I still have to acquire the new carpets, interior kit, and hood. I am planning to order all new nuts and bolts / fasteners to put the body parts back on the car. I have discovered that all are available from “The Frame Up, LLC” --- to see more, go to their web site, <http://www.FromTheFrameUp.com>, to download their catalog and see their incredible inventory. As noted last TSR, I still need to get certain important parts re-chromed, like the radiator shell. In any case, I remain committed to getting my MGTC back on the road this year! More on additional, completed progress to follow in the Summer TSR edition, in my Restoration Installment Nr 9!



New vs Old “Squished” Engine Mounts



Some Cleaned & Repainted Parts



Removing Worn Left Rear Shaft Bushing



Installing New Left Rear Shaft Bushing



Two of Many New Brake Lines



Left Front Wheel – Brakes Fully Reassembled



**Cockpit Masked for Painting**



**Floorboards, Ready for Stain & Polyurethane**

**Motorhead Resurrected as British Standard Motors (BSM), LLC**

**Thanks to Rollo Samuel, One of the New Owners**

At the beginning of March of this year, the owner of the iconic Motorhead Ltd, Jeff Burns, retired after serving the British car community in the DC area for the past 39 years. The services formally provided by Motorhead will now be performed by British Standard Motors, LLC, from the same historic location in Fairfax (Merrifield), VA. The new owners --- Rollo Samuel, James Venskus, and Colin Webb --- will continue the tradition of excellence service begun by Motorhead back in 1977. Mechanics Bill Snyder, Rob Nicholson, and Richard Cohrs will continue to turn wrenches for BSM, bringing with them years of experience in all makes of pre-1980 British car repair and restoration. Jeff Burns will be staying in the area and will be available to offer advice.

BSM will be hosting an Open House Garage Sale and Swap Meet Saturday, the 7<sup>th</sup> of May at their location at 2811-B Old Lee Highway, Fairfax VA, from 10:00 am to 6:00 pm.

Contact Info for British Standard Motors (BSM) Service Department (Formerly known as Motorhead):

Phone: 703-573-3140 & 703-951-3649 / Web Site: [www.britishstandardmotors.com](http://www.britishstandardmotors.com)

E-Mail: [service@britishstandardmotors.com](mailto:service@britishstandardmotors.com)

Address: 2811-B Old Lee Highway, Fairfax, VA 22031

## Article: Helping Sore Hands

### With Thanks to “The COSTCO Connection,” April 2016



**for your health**

# Helping hands

## Treating wrist and hand aches and pains

By Claudia M. Caruana

MANY PEOPLE INITIALLY believe their sore and achy hands are caused by osteoarthritis and aging, and that they just have to live with the pain. Instead, they should make an appointment with their doctor.

"Don't rush to a decision that you've developed osteoarthritis like everyone and then ignore it," says Dr. David Zelouf, a hand surgeon at the Philadelphia Hand Center.

Dr. Jennifer N. Caudle, assistant professor of family medicine at Rowan University School of Osteopathic Medicine in Stratford, New Jersey, says, "People should see their physician at the onset of hand or thumb pain because it has to be properly diagnosed in order to be properly treated."

If it is arthritis, Caudle says, "keep in mind that it isn't just a physical ailment. It's important mentally and spiritually for patients to do the things that are important to them when living with a potentially debilitating condition."

She notes, "Rolling Stones guitarist Keith Richards recently acknowledged his own struggles with arthritic hands and how he's adapted his technique to continue to play. He's doing exactly the right thing because you must keep moving."

**Help at hand**

Many physicians will recommend physical therapy or occupational therapy for treating hand pain. "I regularly prescribe it because movement is critical for maintaining function and decreasing pain," Caudle says.

"Do not completely avoid activity, because joints may actually become stiffer. Appropriate activity is key."

Richard Sedillo, a physical therapist in Scottsdale, Arizona, says therapists can help ease hand pain by showing patients how to do daily hand stretching and specific exercises. They also may recommend moist heat or ice for aching and inflamed

hands, depending on your physician's diagnosis.

"Tired hands do best with stretching and soft-tissue mobilization such as gentle massage," he says. "Equally important, a physical therapist can determine if the pain might be coming from somewhere else, such as your neck or shoulders. Those areas of the body also might need to be treated."

**Carpal tunnel syndrome**

Sometimes your wrists hurt too.

"Everyone has two carpal tunnels, the space where artery, nerve and vein reside side by side," says Sedillo. "The neck/thoracic spine, shoulders, elbow/forearm and finally the hand affect these tunnels, which can become inflamed and painful."

Although long hours at keyboards and other repetitive hand motions often are blamed for carpal tunnel syndrome, other causes are possible too, including pregnancy and thyroid diseases. Sometimes there is no apparent cause.

Zelouf says that physicians may treat patients who have carpal tunnel syndrome with over-the-counter or prescription nonsteroidal anti-inflammatory drugs, corticosteroid injections into the carpal tunnel or splints worn during the day and at night. Physical therapy is also recommended, and sometimes acupuncture is helpful. "Surgery in the carpal tunnel," Zelouf says, "usually is done as a last resort."

"We don't want patients avoiding activities, getting worse and feeling disconnected," says Caudle. "New circumstances require a new way of thinking about tasks," she says. "Your hands are integral to your ability to care for yourself and others, so I want patients thinking about workarounds and not focusing on what they can't do." **C**

*Claudia M. Caruana is a New York-based health and medical writer.*

**Relief for aching hands**

CAUSES OF HAND pain can include struggling with tight jar lids, surfing on your laptop for many hours or using your thumbs to text your family and friends. Here's how to find some relief.

- Change how you do things—maybe use all of your fingers instead of your thumbs for texting—and for how long. Take frequent breaks when you use your hands, and rest them at regular intervals.
- Modified tools that you use every day, from cutlery to thick pencil and pen grips, often are helpful when your hands hurt. Also, look for cooking utensils with special grips, which make picking them up and putting them down easier.
- Ask your pharmacist to put your prescription in easy-to-open containers. (Be sure to keep them out of the reach of children.)
- For cans, use an electric can opener. For jars, use jar wrenches, jar cloths or jar keys that make opening them easier.
- Soothing your hands with a thick hand cream can be a nice treat for them, but if they ache, you might consider over-the-counter rubs, gels and creams that contain mentholated ingredients or salicylic acid.

"There also are prescription gels and creams that can be ordered by your physician if your pain is more severe," says Dr. David Zelouf, a hand surgeon at the Philadelphia Hand Center.—CMC

**The Costco Connection**

Costco and Costco.com offer a variety of hand-friendly items, including ergonomic keyboards, tools and kitchen and office supplies as well as over-the-counter and prescription medications at Costco Pharmacies.

APRIL 2016 *The Costco Connection* 49

## Article: A Brief History of Jaguar

Thanks to “Hemmings Motor News,” April 2016

►BEHIND THE BADGE

# Jaguar Cars Ltd.

Grace, space, pace...and one angry kitty

BY MARK J. McCOURT

**W**hile the *Panthera onca* is native to South America, the jaguar is native to England, and both are known for their feline grace, speed and strength. The English jaguar has its roots in SS Cars Ltd., which used a distinctive and eventually controversial logotype, but two forms of the big cat have made evocative emblems for the company since its rebirth in 1945. These cats continue to appear, in both “Leaper” and “Growler” forms, on Jaguar cars of the 21st century.

The Swallow Sidecar Company was founded by William Lyons and William Walmsley in 1922 as a builder of motorcycle sidecars; the company branched out into automobiles as the Swallow Sidecar & Coach Building Company in 1926, upgrading Austin Sevens to become Austin-Swallows, and larger vehicles like the Standard-Swallow and Swift-Swallow followed. They began building their own production cars, badged SS One and SS Two, in the fall of 1931. The first car to wear the Jaguar name was, appropriately, a high-performance luxury sedan: The SS Jaguar debuted in September of 1935. It was in 1938 that a new mascot, a graceful anatomically sculpted jaguar in mid-pounce, first appeared on an SS Jaguar car; this Leaper, as it would come to be informally known, had been created at the request of William Lyons by his public relations chief (and amateur sculptor), Bill Rankin, and further refined by SS owner and automotive artist Frederick Gordon Crosby.

The unfortunate notoriety of the “SS” initials in the late 1930s — which during World War II were inextricably linked to the Nazi *Schutzstaffel* — prompted Lyons to make a major change once peacetime production resumed; in 1945, SS Jaguar, with its

stylish winged badge, became Jaguar Cars Ltd.

The wings would appear again, sometimes flanking a bold flattened hexagon that incorporated a stylish “JAGUAR” logotype; this hexagon logo was seen, topped by a three-dimensional Leaper head, on the Mark VII. The hexagon was also used on XK120 hubcaps and on the nose of the D-type racers.

A prominent new badge found its way onto almost every postwar Jaguar production car, one that would gain the nickname, “the Growler.” This was cast in relief and incorporated a head-on view of an angry, tooth-baring jaguar, ears folded back, encapsulated in a circle whose outline contains the words “Jaguar Cars Ltd Coventry.” The lettering around the Growler was changed, depending on the year or model, to reflect the model name (like “E-type”) or engine displacement (in litres). The Growler has also been incorporated into grilles or placed on hoods as a freestanding sculpture, devoid of a surrounding ring and lettering. This symbol of aggressive power would be used on both sedans and the XK range of sports cars, in various forms, up to the present day.

The Leaper and Growler would be used together on sedans like the Mk 2 and S-Type, although the Leaper was never fitted to an XK sports car from the factory. This three-dimensional mascot is rarely seen on new Jaguars, as pedestrian safety standards preclude its protrusion from the hood in many parts of the world. The Leaper’s profile remains part of Jaguar’s corporate identity and, accompanied by a stylish (and recently updated) JAGUAR logotype, has been used on everything from the dealership signs to the beloved Series III XJ-6 and ultra modern XF. ☀

80 HEMMINGS MOTOR NEWS • APRIL 2016



**WORKING HARD  
FOR SOMETHING  
WE DON'T CARE ABOUT  
IS CALLED STRESS.  
WORKING HARD  
FOR SOMETHING  
WE LOVE IS  
CALLED PASSION.**

## Article: Tech Tips --- Diagnosing Wiring Troubles!

### Thanks to "Moss Motors MGT Parts & Accessories Nr MGT-144"

**Tech Tips**

**Diagnosing Wiring Troubles! (Words of Wisdom to Live and Drive By)**

Does your car let you down every time you try to start it, or those wipers only work when it is not raining? Perhaps the indicators go dim every time you apply the brakes, and the horn only operates when the lights are off.

Before you go out to buy new lights, horns, switch gear, voltage rectifiers and anything else that carries an electrical current, it may be worthwhile spending time checking out the wiring rather than shelling out on new parts.

Quite often I have found that electrical components supposedly faulty, are perfectly all right, i.e., "blown" headlamps which are intact, switches that work when connected to a multi-tester, horns that stop making funny gurgling noises and operate correctly when connected to the battery for a test.

Many electrical faults are caused by two frequently overlooked factors, either working separately, or together to produce a variety of interesting visual and sometimes pyrotechnic effects. The first of these factors is simply caused by age and the climate - electro-rheumatism if you like. The second is caused by that stalwart of the motoring world, Captain Accessory!

I am always surprised by the large number of good quality products on the market (and this does include radios, etc.) which are let down either by the cheap, easy-to-use connectors sold with the kit, or by "hash wiring" on the part of the installer. Fitting any accessory should be dealt with in the same way that any other task should be undertaken on a vehicle - properly. Connections should be mechanically and electrically sound.

The worst electrical problems I have faced have been caused by "bogged" wiring or faulty connections. Easy-to-use connectors often provide me with hours of entertainment, as does unwrapping electrical insulation tape to find wires that have been just cut, stripped back and twisted together. It always works for a while! And it's not bogged wiring - some products are of an appalling quality. For example, I have tried various different HT leads in my car to "improve the quality of the spark", "reduce resistance", and "provide better ignition". Most of these leads have been useless. It doesn't matter two hoots that the PTFE casing and superior quality copper core offers less resistance than the normal standard item - what matters is that if the cap doesn't fit the spark plug, it will just bounce off. One famous make had such appalling connections that it would not fit into the standard Lucas distributor.

If you are going to tackle any electrical work for your car, then do it properly and do it once. Throw away those cheap connectors and get the right tools to do the job properly - because I can guarantee that if you don't, that one day you'll wish you had - or even worse, you'll get rid of the car because it keeps going wrong. (I've picked up a few cheap cars like that which sing after two or three hours with a soldering iron!)

**Get the Right Tools:**

1. Soldering Iron - Get one with: 5 to 15 watts output, stay clean tips, decent stand, and PTFE leads (which make the iron easy to handle).
2. You probably already own one of those multi-purpose devices that cuts, strips wires and fits connectors. Throw it in the trash. Buy instead: Long Nose Pliers, Side Cutters, Wire Strippers, Insulation Tape, and Solder (60 : 40 lead/tin mix with flux incorporated).
3. Connectors - Get the type of connectors that are already in use on your car - spade connectors and bullet connectors (that can be soldered) and throw the crimp connectors into a bin!

Three important safety tips:

1. Disconnect the Battery
- A fully charged battery can use around 120 amps to turn over a cold car engine. Making a mistake and accidentally connecting the positive to the earth can have some interesting effects, i.e.:
- i. Any wire involved in a direct connection will act like a fuse and melt (this includes HT wire).
- ii. The battery could explode if an HT wire does not fuse quickly enough.
- iii. 120 amps is enough to weld your screwdriver to any object very easily.
- iv. You can receive nasty burns if you use yourself as a suitable earthing point. (Remember DC current differs from AC in that it does not change direction - once you get to grips with DC it won't let go!)

2. Holding the soldering iron
- Never grab the soldering iron if it starts to fall. Sounds obvious, but there are still plenty of electrical engineers around who hold out their left hand when greeting somebody!
3. Suitable wiring

Finally, make sure that the wires you are using have the correct current capacity for the power they have to take. Using cable that is too thin is the electrical equivalent of reducing three lanes of motor way into one - total breakdown - if the current is much higher than the wire, the wire will act like a fuse and melt.

**Making Connections**

1. Spade connectors
- Strip back 1/4" of wire without ripping out half of the strands, (if you have never used wire strippers before, have plenty of practice with some old bits of wire) twist the strands together and solder the bare end.
- Always heat the wire with the soldering iron and apply the solder to the wire while it is still in contact with the iron. The wire must be hot enough for the solder to flow into the wire strands - but don't keep the iron there for too long, otherwise the outer sleeve of the wire will melt back. It is an art worth learning.
- Do not apply solder to the iron and then try to "blob" the solder on to the wire - it never works because the solder "dries out" as the flux evaporates, and then the resulting joint can become brittle and prone to breaking (aka "Dry Joint").
- Once cool, fit a spade connector sheath over the wire and then crimp the connector to the wire as shown in the diagram. The crimping makes a mechanically sound connection, but this is not enough. Returning to the soldering iron, you then need to apply heat to solder the wire to the connector to ensure an enduring connection, just like they do at the factory.
2. Bullet connectors
- Bullet connectors are needed where (A) two separate lengths of wire are to be joined together or (B) where an extra wire is to be added to a main feed.
- Many bullet connectors can be crimped on as well as soldered to enhance the quality of their connection, but the stock items used by BL tend to be a bit more tricky and can only be soldered - so you must ensure that the soldered connection is not dry!
- Strip back 3/8" of cable and solder the strands. Insert in the end of the bullet - it may help to "kink" the strands slightly to keep the bullet in place - and then re-apply the soldering iron to the top of the bullet. Allow it to heat up and then apply the solder through the hole at the top of the bullet so that it can run inside, attaching the cable to the wall of the connector.
- The advantage of these connectors is that, if corroded, the connector block can be thrown away and a new one fitted without having to do any more soldering. Also, they can provide multiple outlets for power, but watch out for that current overload on the original feed wire!
- The disadvantage is that the connector is a mechanical fit and prone to electrical failure when corroded, which is why many cars start going wrong after five year's use!

**An Extra Fuse Box**

If you are accessory mad, the use of a fuse box with a direct link to the solenoid may provide a safe, efficient answer, rather than connecting countless new wires onto an overburdened wire feed.

Again, make sure that the wire, from the feed to the box has sufficient capacity to deal with any load placed upon it (an in-line fuse may further protect the entire system). Is it worth the effort you might ask? Yes! A clean job is a good job!

1. If it's soldered, then the connections will be better, stopping niggling electrical failures and dangerous burn-outs; the connectors are cheaper too.
2. The proper connectors often allow easier access for repair of equipment.
3. Stops wires from sparking and equipment lasts longer.
4. It looks better, too!

Grahame Bristol  
Moss Europe Staff

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## Article: Tech Tips --- Lucas Archives --- Starting System

Thanks to "Moss Motors MGT Parts & Accessories Nr MGT-144"

### Tech Tips

#### RECOMMENDED TEST EQUIPMENT:

D.C. Moving Coil Voltmeter Scale 0-20V

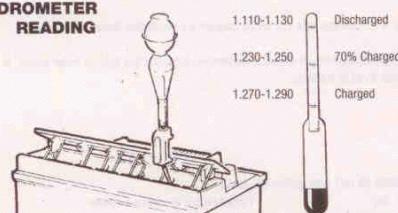
Hydrometer

#### Note:

1. Test figures quoted are typical only
2. During testing, the engine should be cranked without starting:  
Gas - Disconnect coil to distributor LT lead  
Diesel - Operate engine stop control

#### TEST:

##### 1 HYDROMETER READING



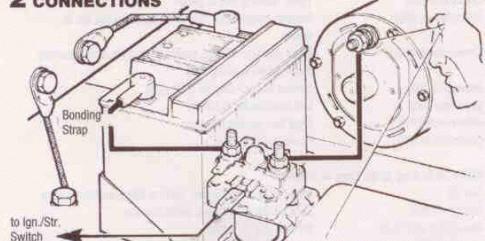
### Lucas Archives - Starting System

#### RESULT

Below 1.230  
Recharge and then test  
→ Test 2

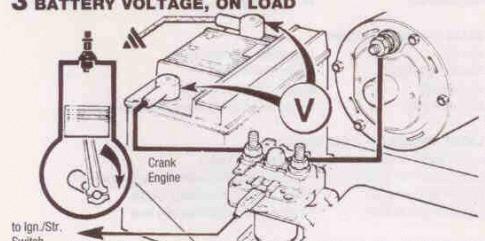
1.230-1.290  
→ Test 2

##### 2 CONNECTIONS



Clean and tight → Test 3  
Loose and/or dirty  
Rectify → Test 3

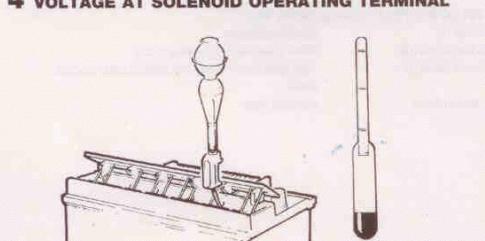
##### 3 BATTERY VOLTAGE, ON LOAD



If starter does not motor,  
check solenoid operation,  
cables, earth connections.  
Rectify.  
Should be approx.  
Inertia 10.5v  
Pre-Engaged 10.0v  
→ Test 4

Below expected voltage,  
check battery charge and  
if low, re-test with good  
battery  
→ Test 4

##### 4 VOLTAGE AT SOLENOID OPERATING TERMINAL



Should be:  
Similar voltage to  
previous test  
→ Test 5

If voltage is lower than  
in previous test, check  
ignition/starter switch, all  
cables and connections,  
etc. Rectify.  
→ Test 5

See also note below



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## Lucas Archives - Starting System

### Tech Tips

Should be:  
Within 0.5V of voltage in  
test 3

Circuit  
Satisfactory

Voltage more than 0.5V  
below reading in test 3

Test 6

Should be:  
Approx. zero voltage

Test 8

If above 0.5V

Test 7

Should be:  
Approx. zero voltage.  
If shown, solenoid is sat-  
isfactory and a fault exists  
elsewhere in the circuit.  
Check all insulated line  
cables and connections.

Rectify.  
Re-check as test 6

Test 8

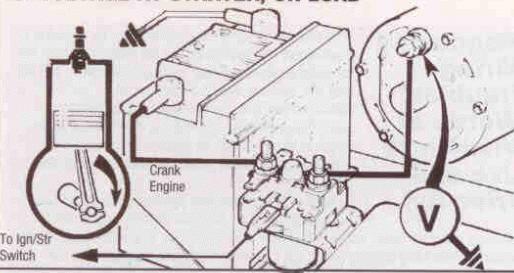
If above 0.25 V, replace  
solenoid

Test 8

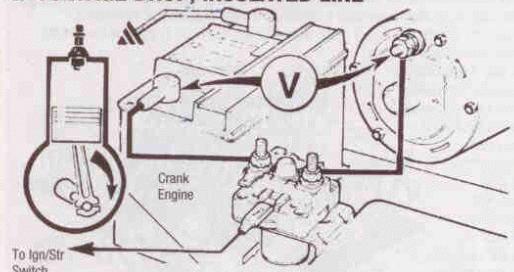
Should be:  
Approx. zero voltage.

If above 0.25V, check all  
earth connections includ-  
ing chassis/engine bonding  
strap.

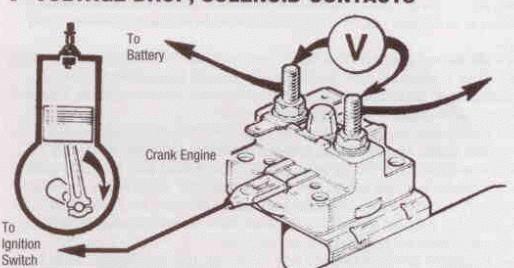
#### 5 VOLTAGE AT STARTER, ON LOAD



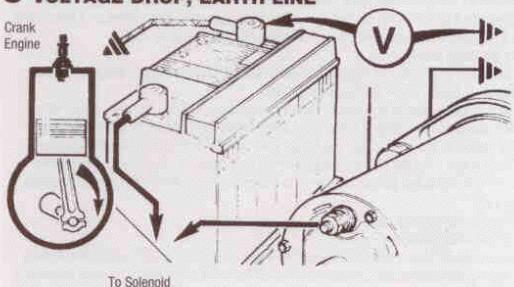
#### 6 VOLTAGE DROP, INSULATED LINE



#### 7 VOLTAGE DROP, SOLENOID CONTACTS



#### 8 VOLTAGE DROP, EARTH LINE



## Article: Tech Tips --- Wiring Color Codes

### Thanks to "Moss Motors MGT Parts & Accessories Nr MGT-144"

**Wiring Colr Codes**

Our thanks to John Twist of Grand Rapids, Michigan for providing the following words of wisdom regarding electrical trouble-shooting, and for making sense out of standard Lucas wiring harness color coding as applicable to most British post-World War II vehicles.

Sorting out electrical problems requires a step-by-step, methodical approach. It is necessary to identify the problem, examine the wiring diagram, then trace the circuit, connection to connection (usually from the hot side), until the problem is found.

A quarter of all electrical problems arise from faulty battery connections; another quarter from a dirty fuse box.

As a rule, wires do not fail. The bullet connectors may corrode at the ends of the wires (rarely), or the connections may be loose (common), but the wires are usually OK. Another rule: Wires begin and end outside the loom. There is no reason to cut through the PVC tape.

It may be easier to visualize the wiring as plumbing: Wires as pipes; switches as valves; the battery as pressure; and all "juice" must return to the battery.

Light bulbs work or not. A dimly glowing bulb indicates a faulty earth (ground).

Carb. cleaner removes paint or undercoating from wires to expose the true color code.

If the trunk earth (ground) connection is loose or unattached (license holder bolts), the fuel pump, side markers, courtesy light, reverse lights, license lights, or tail-lights malfunction.

If the hazard switch is not snapped off with vigor, the turn signals may not operate.

Tools: A 12-volt test light and wiring diagram are necessities before beginning.

Warning: Approaching an electrical malfunction without a test light, or helter skelter, is a certain route to madness.

<b>BLACK (B)</b> Always EARTH (ground), unfused	
Black (B):	Various locations
Black/green (BG):	URP switch to cooling fans
Black/white (BW):	Brake warning light
<b>BROWN (N)</b> : Always HOT, unfused	
Brown (N):	Various locations
Brown/light green (NLG):	Windscreen motor switch
Brown/yellow (NY):	Indicator light to alternator
Brown/purple (NP):	Unused
<b>WHITE (W)</b> HOT with ignition ON, unfused	
White (W):	Key to ignition relay, cut-off switch, fuel pump, ignition ballast resistor, fuse box, various locations distributor to coil, coil to tachometer
White/black (WB):	Stepped down voltage for distributor amplifier
White/blue (WU):	Ignition switch relay to fuse box, starter solenoid to starter relay, oil pressure sending unit to gauge
White/brown (WN):	Key switch to radio, HOT unfused at first key position; wipers and heater (earlier)
White/green (WG):	Solenoid to coil, ignition ballast resistor to coil
White/light green (WLG):	Key switch to starter relay, starter relay to brake warning diode
White/red (WR):	
<b>PURPLE (P)</b> Always HOT, fused	
Purple (P):	Fuse box to horn, various locations
Purple/black (PB):	Horn to horn switch
Purple/green (PG):	Key buzzer to time delay buzzer
Purple/pink (PK):	Key switch to key buzzer
Purple/white (PW):	courtesy lamp/boot lamp to earthing switches
<b>GREEN (G)</b> HOT with ignition ON, fused	
Green (G):	From fuse box to various locations
Green/black (GB):	Fuel tank unit to gauge
Green/blue (GU):	Temp. sending unit to gauge
Green/brown (GN):	Reverse lamp switch to reverse lights; heater fan to switch
Green/orange (GO):	Brake pressure switch, handbrake switch, brake warning diode, brake warning light
Green/pink (GK):	Service interval counter (EGR light)
Green/red (GR):	Left turn signals to switch
Green/white(GW):	Right turn signals to switch
Green/yellow (GY):	Heater to fan switch
<b>RED (R)</b> Parking lights, fused or unfused	
Red (R):	Fuse box to side markers, parking lights, switch to lights
Red/green (RG):	Light switch to fuse box, panel rheostat
Red/light green (RLG):	Wiper motor to switch
Red/white (RW):	Panel rheostat to panel lights
Red/Yellow (RY):	Fog/Driving lights
<b>BLUE (U)</b> Headlamps, unfused	
Blue (U):	Light switch to dimmer switch
Blue/light green (ULG):	Wiper motor to switch
Blue/red (UR):	Dimmer switch to low beam
Blue/white (UW):	Dimmer switch to high beam, high beam indicator
<b>LIGHT GREEN (LG)</b> Various applications	
Light Green/black (LGB):	Washer pump to switch
Light Green/brown (LGN):	Flasher to turn signal switch, flasher hazard switch
Light Green/green (LGG):	Voltage stabilizer to fuel/temp. gauges
Light Green/purple (LGP):	Hazard switch to hazard warning lamp
<b>SLATE (S)</b> HOT with ignition OFF, fused and unfused	
Slate (S):	Key to in-line fuse
Slate/purple (SP):	Fuse to anti-run on valve
Slate/yellow (SY):	Anti-run on valve to oil pressure switch
<b>YELLOW (Y)</b> HOT in 3rd/4th, ignition ON, fused	
Yellow (Y):	Overdrive switches
Yellow/brown (YN):	Driver's seat belt to time delay buzzer
Yellow/purple (YP):	Time delay buzzer to seat belt warning light; overdrive circuit
Yellow/red (YR):	Overdrive circuit

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## Amazing Laws of the Universe

1. Law of Mechanical Repair - After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

2. Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.

3. Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.

4. Law of Random Numbers - If you dial a wrong number, you never get a busy signal; someone always answers.

5. Variation Law - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now.

6. Law of the Bath - When the body is fully immersed in water, the telephone will ring.

7. Law of Close Encounters - The probability of meeting someone you know INCREASES dramatically when you are with someone you don't want to be seen with.

8. Law of the Result - When you try to prove to someone that a machine won't work, IT WILL!!!

9. Law of Biomechanics - The severity of the itch is inversely proportional to the difficulty of the reach.

10. Law of the Theater & Sports Arena - At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.

11. The Coffee Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

12. Murphy's Law of Lockers - If there are only 2 people in a locker room, they will have adjacent lockers and the other person is someone you dislike.

13. Law of Physical Surfaces - The chances of an open-faced jelly sandwich landing face down on a floor are directly correlated to the newness and cost of the carpet or rug.

14. Law of Logical Argument - Anything is possible IF you don't know what you are talking about.

15. Law of Physical Appearance - If the clothes fit, they're ugly, have a hole or are out of style.

16. Law of Public Speaking -- A CLOSED MOUTH GATHERS NO FEET!

17. Law of Commercial Marketing Strategy - As soon as you find a product that you really like, they will stop making it OR the store will stop selling it!

18. Doctors' Law - If you don't feel well, make an appointment to go to the doctor, by the time you get there, you'll feel better. But don't make an appointment and you'll stay sick.

## **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**



The NEW ENGLAND MG 'T' REGISTER, LTD.  
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New Member

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

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

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

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

**MG INFORMATION**

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

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

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

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

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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**

**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

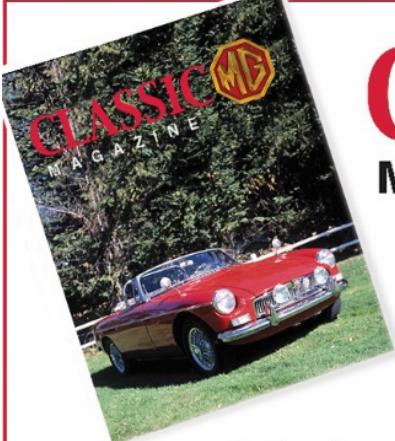
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Sterling, VA 20165-7446

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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.



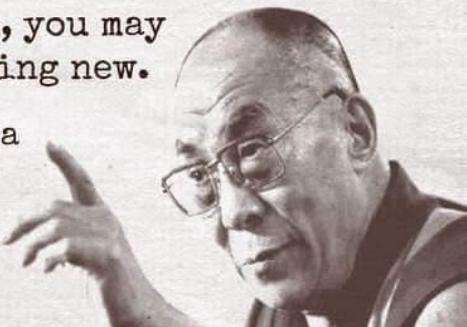
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only repeating what  
you already know. But  
if you listen, you may  
learn something new.

– Dalai Lama

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- Day-of & mail-in registration is \$35.00.  
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[www.capitaltriumphregister.com/bog/register](http://www.capitaltriumphregister.com/bog/register)  
and mail it with a check BEFORE 4/11/2016 to:  
B.O.G./C.T.R.  
8150 Cancun Ct.  
Gainsville, VA 20155
- Or, bring the form and a check or cash with you to the show.
- Registration includes admission to the Gunston Hall Mansion and tour.
- Spectator and visitor admission follows the standard Gunston Hall admission prices.  
Visit: [www.gunstonhall.org](http://www.gunstonhall.org)

Capital Triumph Register, Ltd.  
8150 Cancun Court  
Gainesville, VA 20155



Sunday  
April 24th, 2016  
9:30am-3:00pm  
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