

The Square Rigger

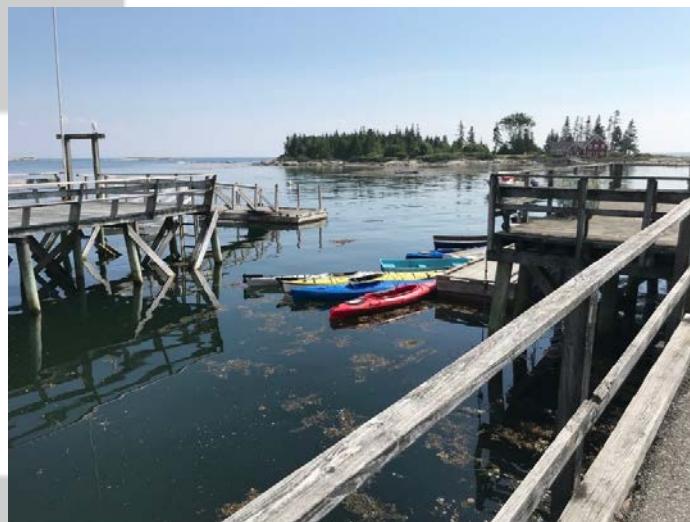
FALL 2018 Edition

Published – October 2018



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

[HTTP://WWW.CHESAPEAKECHAPTERMGTCOM](http://WWW.CHESAPEAKECHAPTERMGTCOM)



PROPOSAL FOR “SUMMER SOJOURN”

Don’t miss the details inside this issue!

By: Milton Babarik

WORDS FROM OUR CHAIRMAN

Chairman's Comments:

We are in the 4th quarter of the year which means we're going down the home stretch of 2018. The remaining Club activity will be the Fall Ramble taking place the last weekend in October touring the Orange County area of Virginia. I'm looking forward to enjoying a scenic and sociable weekend where approximately 30 people have made reservations for attending.

A couple of weeks ago all members should have received an email stating that the Club still needs a volunteer(s) for Original British Car Day in 2019. So far, I have not received any response from the email so a copy if it is reproduced further in this TSR issue. It is important that anyone interested in chairing this position indicate so before December 1st as OBCD needs at least six months planning.

After serving as Club Co-Historian along with Kyle Babarik, Eleanor Lindsay has decided to relinquish the position. Her background knowledge and expertise greatly helped this position get started and is appreciated by the Club. Fear not for Kyle though, Ralph Cattaneo has stepped forward to work with him compiling and recording the history of the Club.

Further in this TSR issue are notes from the recent Board of Director meeting held on September 16, 2018. They provide a glimpse of the current situation of the Club and the Board welcomes any questions or comments you may have.

I belong to a car club for Citroëns. They are planning on visiting the Lane Motor Museum in Nashville, Tennessee the weekend of January 25th. The tour of the museum is augmented for groups of 12-15 with an additional guided tour through their *automobile vault* which has an additional 150+ cars on display. Anyone not familiar with the LMM can refer their link <https://www.lanemotormuseum.org/> and learn more. If you are interested in going please contact me and I can provide additional details, as well as give the hotel and museum an indication of how many to expect.

Finally, this being the final TSR issue for 2018, I want to use the opportunity to wish all members and their families the best for the coming holidays and look forward to a healthy and exciting 2019.

Safety Fast!

Your Chairman, Shaun English



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FROM YOUR EDITOR

I hope you enjoy this FALL 2017 issue of **THE SQUARE RIGGER (TSR)**, our club's quarterly newsletter.

Retirement so far has been like a vacation! Mark and I just returned from Buenos Aires, Argentina! If you ever get the chance, **GO!** It is an amazing country with amazing culture and people and did I mention the food? Awesome! Prior to Argentina, we jetted up to Nantucket and later drove to many parts of the southeast. We have a severe case of travel bug and I hope it is not over yet Ireland here we come!

One of our sons will be getting married on November 3, 2018. We are so excited and happy for them!

As always, please send me photos of your cars, articles, up-coming events, pictures, recipes, stories, funny quotes, etc. to include in the next newsletter. I am always looking for a new cover story.

Kindly yours, Maxie Brown



Located behind us is the Puente de la Mujer (Spanish for "Woman's Bridge"), in Puerto Madero, Buenos Aires, Argentina. (☺)

WELCOME NEW MEMBERS



We are pleased to introduce new members Rick and Cindy Trawick. The Trawick's are photographed with their 1953 MG TD. The TD was acquired in 2014 from Rick's stepdad who lives in Lynchburg, Va. The TD is being mechanically restored for safety and performance. After that is complete, Rick plans to start on the cosmetic work. Welcome!

Also, we welcome Susan and Terry Bond as new members of the Chapter. They reside in Chesapeake, Virginia and have a light blue, 1948 MG TC. (Please send me your photos for the next edition).



Our Club Symbol --- A Real Chesapeake Bay Skipjack

MINUTES from the BOD Meeting

Meeting of Chesapeake Chapter New England MGT Register
September 16, 2018 - 12:40 p.m.
Hunter's Bar & Grill, 10123 River Road Potomac, MD

Attendees: Charlie Adams, Shaun English, John Tokar, Milt Babirak, Kyle Babirak, Lin Snyder, Ralph Cattaneo

Opening comments: At the start of the meeting Shaun English spoke briefly that the Board Meeting was to address two main concerns – What is happening with future Original British Car Days (OBCD) events and what is in store for the future of the CCNEMGTR?

John Tokar who chaired OBCD since 2002 talked a bit about the events ups and downs during the past several years. The framework for the show is already established making the turnout being essentially determined by the weather. In the last couple of years there has been an increase in cost because of permits, spectator logistics, lawn maintenance etc. However, these costs can be addressed when and if a member volunteers for the OBCD Chairmanship going forward. It was pointed out that the finances of the Club come mainly from the car show, but many British car enthusiasts also identify CCNEMGTR with the show, a non-tangible value. The Board agreed that through blanket notices to members and TSR announcements the future of OBCD will be determined by the Club member's response. If no one volunteers by December 1st OBCD will not be held in 2019.

Shaun English, acting Treasurer, reported that there is \$10,200 in the Club's bank account. Approximately \$2,000 currently earmarked to pay for various activities over the next several months.

Milt Babirak reported that in the past ten years membership has been stable with current membership being in the upper 60s. He commented that just like the T- Series cars getting older, several of the members are also. This segued into the future for the Club.

Kyle Babirak suggested that the Club can attract new members, as well as serve existing ones, by using more social media. Using platforms such as Facebook or Instagram potential members can see what the Chapter does thus creating interest. New and younger members are the lifeblood of the Club's future and Kyle mentioned that he can work on this concept.

The meeting ended at 2:30. The next meeting will be held after December 1st.



OBCD Chairperson – volunteer needed

To CCNEMGTR members:

The Club needs a volunteer(s) to take over Chairmanship of the Original British Car Day (OBCD) going forward. As you probably know John Tokar, after 25 years of coordinating the event, will not be able to continue in 2019.

OBCD is the primary means by which the Club generate funds needed to supplement other Chapter events: Eat Outs, Mini GOFs, Tech Sessions, Fall Rambles, Winter Tours etc. as well as provide the capital needed to hold the Original British Car Day the following year.

The new chairman has the option of having the event at any location they choose as well as conduct the event to their liking. Essentially, it's a "blank slate". Our past Chairman John Tokar will be glad to offer any advice or guidance, where needed, for the event.

If you wish to volunteer for this important position, please contact me or John at jtokar51@verizon.net or 401-775-0500 before December 1st so planning can be taken to assure the 42nd annual OBCD 2019 will be a success.

Thanks,

Shaun English

spenglish@aol.com

703-229-3317



CALENDAR OF EVENTS

October 13, 2018	Vintage Restorations – 25 Anniversary Celebration, Union Bridge, Md.
October 26-28, 2018	Fall Ramble, 2018 Orange County, Virginia
November 3, 2018	Classic Car Show at River Farm to benefit AHS – 9 a.m. – 2 p.m. 7931 East Boulevard Drive Alexandria, Va. https://www.facebook.com/RiverFarm
December 01, 2018	Middleburg & Alexandria Christmas Parades
January 04, 2019	Deadline for articles – Winter TSR 2019
February 28-March 13, 2019	5th Annual Florida Winter Tour
March 22-25, 2018	52nd Annual Southern Gathering of the Faithful celebrating "MGs and friends forever." https://www.youtube.com/watch?v=vTHxyFV5zxg
May 3-5, 2019	2019 Mini GOF Mk XLVI - Maryland's Eastern Shore
October, 2019	Fall Ramble – Cambridge, Maryland
October, 2020	Fall Ramble – Cape May, New Jersey

Note to members – I feel sure that I am missing important events. Please send me upcoming information so I don't miss anything in the next issue!

UPCOMING CHAPTER & CHAPTER RELATED EVENTS

Vintage Restorations – 25th Anniversary Celebration

October 13, 2018 – 10 a.m. – 3 p.m.



Fall Ramble 2018 – October 26 - 28, 2018

Orange County, Virginia



The planning is done; the scenic routes have been road tested; the menus have been prepared; the activities are set; and the Official Route Book has been emailed to all the participants. We are ready for the Fall Ramble 2018 in historic and scenic Orange Virginia. The dates for the Fall Ramble are Friday, October 26, 2018 to Sunday, October 28, 2018.

A special thanks goes out to the Planning Committee for their dedication and hard work. Shaun English has helped with the hotel accommodations. John Williams has helped with the route planning and Nanci Edwards has done the meal planning. It's a great team. Please take a few minutes to thank them when you next see them. Their photos are below.



Shaun English



John Williams



Nanci Edwards

For your information, Forked on Main is the location for the Saturday night dinner and their menu for our event is also set forth below.

FORKED ON MAIN – DINNER ENTREES:

Pan Roasted Chicken Thighs

Heavy cream pearl onions, bacon, mushroom, and

Celery root mashed potatoes

CeCe's Filet

Spice rubbed and grilled filet of beef, Lyonnaise

potatoes and maple glazed carrots, with demi-glace

Shrimp & Grits 'Our Way' (GF)

Fried shrimp and cheddar cheese grits with

Cajun brown butter, corn and baby spinach

See you there!

Questions - please email Milton Babirak at mbabirak@babirakcarr.com.

FIFTH ANNUAL WINTER TOUR TO FLORIDA

FEBRUARY 28-MARCH 13, 2019

PLANNING THE FIFTH ANNUAL WINTER TOUR TO FLORIDA AND GEORGIA

We are planning the Fifth Annual Winter Tour 2019. The upcoming Winter Tour will be held on February 28, 2019 to March 13, 2019. As you may know, we take our MGs down to Sanford Florida on the Amtrak Auto train and then drive around Florida for about two weeks. It's great fun!

We have secured our train tickets and made our hotel reservations. Jim Bradley is in the middle of planning our activities which will include: (1) a guided tram tour and museum visit at Daytona International Speedway; (2) a couple of days in historic St. Augustine; (3) a cookout and car show hosted in our honor by the MG Classics of Jacksonville and other local Florida British care clubs; (4) two days in charming Savannah, Georgia; and (5) a weekend at the famous Amelia Island Concours d' Elegance 2019 where we will actually have our cars on display on the concours field at the Saturday "Cars and Coffee." We will also be visiting several classic car museums.

Glen Moore is a retired college President and long-time MG enthusiast now living on Flagler Beach and he has been a source of great help in planning the Winter Tour this year. Since Glen lives in the area, he knows the Daytona Raceway, St. Augustine and Amelia Island. He has made recommendations concerning activities at these locations and has suggested: restaurants, hotels and scenic routes. He has been terrific. He is also hosting cocktails and dinner for us at his home one evening.

The following Chapter members are registered for the Winter Tour:

1. Shaun English
2. Jim Bradley
3. Judith Curtis
4. John Debelius
5. Charlie Carrochio
6. Barbara VanOver
7. Rosemary Eaton
8. Milton Babirak

If you would like to get more information about this exciting trip, please contact Milton Babirak at mbabirak@babirakcarr.com or 703-501-7924. Please watch for our advertisement on the Winter Tour 2019 in the next issue of *The Sacred Octagon*.



<http://www.daytonainternationalspeedway.com/Visitor-Center/DAYTONA-Rising.aspx>

Mini GOF Mk XLVI

May 3 - 5, 2019



You're invited to experience and enjoy a treasure of natural beauty & timeless peace ... Maryland's Eastern Shore, where the stress of the world washes away!!

The 2019 Mini GOF will be held just minutes from St. Michaels on the Chesapeake Bay, an easy getaway from Washington D.C., Baltimore, Philadelphia, and Delaware.

We will be staying close to world-class restaurants where chefs are passionate about using locally grown foods to create regional specialties. Enjoy the fine dining and activities of St. Michael's and Easton, then return to the spectacular views of the Chesapeake Bay sunsets. Wake to gently lapping waters and beautiful sunrise colors.

Relax...the pace will be low-key, the surroundings casually elegant, and every effort will be made to make your visit memorable at Mini GOF Mk XLVI on Maryland's Eastern Shore.

Soooo, mark your calendar and plan to join us. We will be sending out location and registration details the first of the year.

Sponsored in part by



INTERESTING ARTICLES, TIDBITS & TRIVIA

PROPOSAL FOR “SUMMER SOJOURN;” REQUEST FOR COMMENTS

By: Milton Babirak

This is to request your comments on a proposal I'd like to make that the Chesapeake Chapter hosts an annual summer trip to one or more New England states, perhaps including Massachusetts, Connecticut, Rhode Island and Maine. (“Summer Sojourn”). The specifics of my proposal are set forth below.

This proposal arises out of a trip my wife, Louise, and I took to Maine on August 11-26, 2018 to visit some of my family. Louise and I travelled exclusively along the Maine seacoast, visiting small seaports and villages. We kept a photographic and brief written diary of our trip that we posted each evening on the Chesapeake Chapter Facebook page. If you have not done so already, please take a moment to view the videos and photos we posted. They will give you a better idea of the area. If you have not registered with the administrator of the Chesapeake Chapter Facebook page to view the Chapter Facebook page, please contact Phil Carolan at pjczoom.zoom@verizon.net.

This proposed annual Summer Sojourn to New England is meant to be a counterpoint to the Chapter's annual Winter Tour in February or March to Florida. Naturally, temperatures in New England in August are much cooler than Maryland or Virginia and the humidity levels in New England in August are very comfortable. August is also the driest month of the year for Maine. Mosquitos were not a problem. Having an annual Chapter trip in the summer might also attract new participants who cannot attend an annual winter trip.

One reason to consider New England as a summer destination for the Chapter is that it is scenic. There are scores of charming and characterful seacoast villages, towns and ports. There are also great historical and cultural sites.

The driving routes are also scenic. Take Maine for example. The roads up and down the Maine peninsulas to seacoast villages, towns and harbors are small tree lined backcountry roads carved through the granite countryside. Even Route 1 east of Boothbay is interesting, lined with funky lobster shacks, more antique stores than you can possibly count, Maine craft shops and local businesses. The drive to the top of Cadillac Mountain at Acadia National Park has beautiful panoramic bay and ocean views.

A trip to New England has other advantages and attractions as well. It goes without saying that seafood dinners and lobster rolls are simply the best. The haddock is pretty good, too. Also, things are closer together in New England. On each of the Chapter's Florida trips, we regularly travelled over 1000 miles by car. On one trip to Florida, we covered 1400 miles. In Maine, I travelled about 600 miles. An average driving day in Maine was around 75 miles. Further, there are plenty of classic car attractions in New England. Motorland in Biddeford is a unique Maine classic car dealer that has a museum and an inventory of around 150-200 classic cars for sale. The

New England Auto Auction near Rockland holds a two-day auction with about 200 classic cars for sale and Seal Cove Auto Museum on Mount Desert Island has an extraordinary collection of brass era cars.

An annual trip to New England could utilize the same hub system we used on the annual winter Florida trips. Cape Cod, Rhode Island seaports, Boothbay Harbor, Penobscot Bay (including picturesque Rockland, Rockport, Camden and Belfast) and Bar Harbor are potential hubs.

There will be several differences between the Florida Winter Tour and a New England Summer Sojourn. On the Florida trip, we generally stayed at local Hampton Inns. Such a chain hotel is easy, clean and parking is convenient. It's a regularized experience. In New England and in particular in Maine, outside of major cities, there are very few chain hotels. However, there are many good reasonably priced B&Bs. The level of service at a B&B is superb and they are clean. In most cases, these B&Bs are tastefully decorated and the breakfasts are hot and homemade. Parking at these B&Bs appears to be adequate. Another difference between the Florida trip and a New England trip is that Florida had many ethanol free gas stations; Maine has virtually none. While it's hard to imagine, I found Maine even more casual than Florida. There does not seem to be any local British car clubs in Maine and in Florida there are several British car clubs. In Florida, fishing charter boats are plentiful but I did not see many tour boats. In Maine, there are plenty of tour boats. Our afternoon cruise from Bar Harbor was terrific. Further, shopping in Florida did not ever seem to be a priority but there may be a place in Maine where everyone can agree to stop and shop. Liberty Tool is a small chain of used tool stores in Maine. Great hand tools at modest prices. If there was only a Krispy Crème next door...

There are some important considerations in planning a New England trip. There is no Auto train to New England. Consequently, participants must trailer their car. We could caravan as a group. We could caravan to Massachusetts, Connecticut and Rhode Island in one day; stay there for a couple of days and then trailer up to Maine. Many Chapter members do not own a trailer but this may not be an insurmountable hurdle. U-Haul rents an open, light "Car Carrier" for \$20 per day (no mileage charge) suitable to carry a T Series MG. The weight of the Car Carrier and MG do not exceed the towing capacity of many SUVs. Your local Home Depot also rents these.

I look forward to receiving your comments on this proposal at mbabirak@icloud.com or 703-501-7924. If your responses are encouraging, I hope to form a committee to plan this exciting new event for the Chesapeake Chapter.

Jumping In with Both Feet --- Restoration of My 1949 MGTC --- Sequel Nr 16

The Restoration of Steve Woodall's 1949 MGTC

Since the final installment, Nr 16, of the story of the restoration of my 1949 MGTC, Charlie Adams and I have been able to complete the installation of the new hood. Charlie was the subject matter expert and artist, while I was the loyal helper! This truly was a two-person task. See the pictures below of Charlie doing his magic while installing the finishing strip across the front of the new, perfectly shaped wooden front bow, and the final result, as seen from front and rear. As you will agree, it is a beautiful job of finished work! It looks even better in person!



Charlie captured installing the finishing strip on the front bow!



Front and rear views of the finished Hood installation

One major “craftsmanship-required” task remains --- the refinishing and recovering of the four side curtains for the MGTC, completing the “weather equipment.” This will be accomplished soon, since the four frames have been stripped, refitted, and beautifully powder coated in shiny black, and we have the new black stay fast material covers in hand. It is possible that they will be completed before this article is published, or very soon thereafter! ☺

MGTD Engine Rebuild Progress – September 2018

By Charlie Adams
Technical Advisor

I want to share with you some of the steps I've taken while reassembling the engine of my 1951 TD. This engine had been partially rebuilt, started, but then not used on the road by the previous owner. When I opened the engine for inspection, I found many problems. Worst of all, grit had circulated in the engine, scoring its new bearing shells and the crankshaft. Also, the cam and lifters had not been replaced, and I found several lobes below the cam specifications and faces of the lifters were damaged.

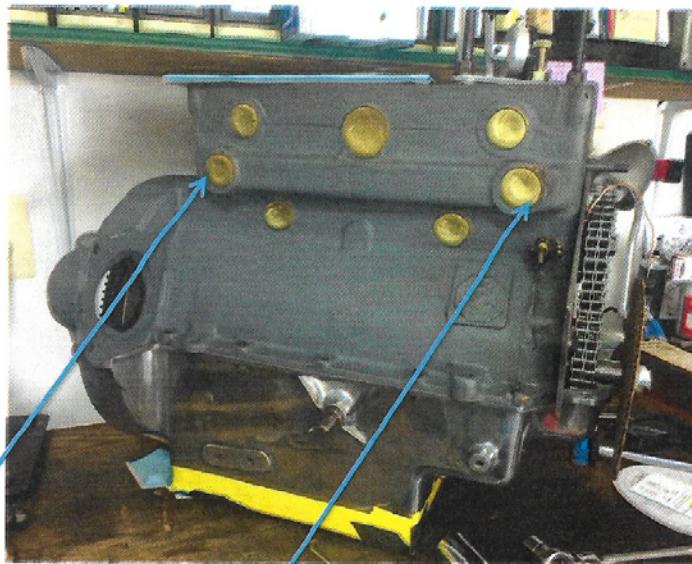
Engine Balancing

I've had the components of the engine balanced. This includes the pistons, rods, flywheel, and crankshaft with its pulley, dog nut and washers. Jan Norris of Precision Engine Machine of Hyattsville, MD did this work.

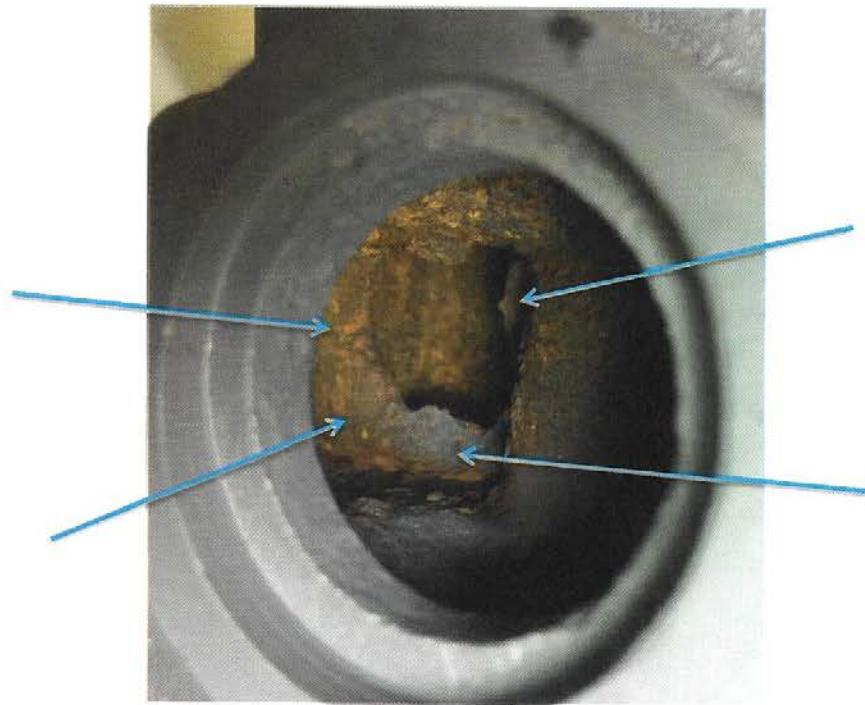
When MG built these cars, engine balancing was inexact by today's standards and balancing capabilities. When I've taken MG engines apart, I've always found rods and pistons of widely varying weights. On my TD engine for example, I found the big ends of the rods had a variance of 17 grams between the lightest and heaviest rods—more than half an ounce. This is enough to cause vibrations. When an engine is running, weight differences in the moving and rotating parts are magnified many times over, leading to vibrations and power reducing counterforces. However, machinists with electronic balancers can now balance the components of an engine to within a few grams. For example, I weighed my pistons after balancing and they varied by no more than one gram. If you are going to recondition or rebuild an MG engine, I recommend balancing since the cost is modest, your engine will idle and run far more smoothly, deliver a little more power, and last longer.

Improving Coolant Flow Through the Block

After the block was cleaned, I carefully inspected the coolant passages and found some restrictions. There was casting flashing in two locations that have been limiting the flow coolant through the main channel that runs along the side of the block. At each restriction, the coolant passageway was reduced by at least 50 percent. One blockage was about 2 inches after the water pump and the other at the rear of the main passage before it turns upward leading to the rear of the head.



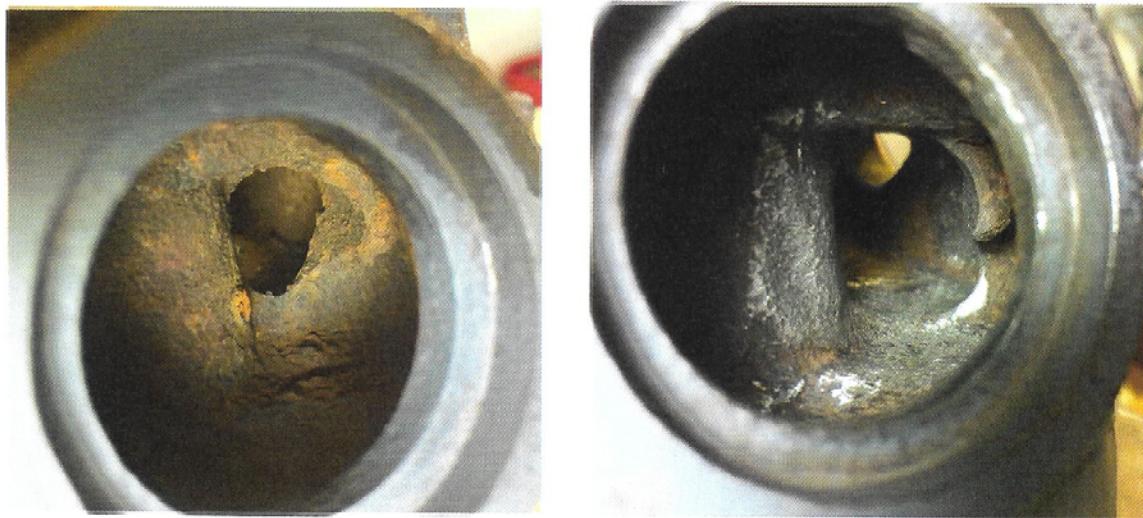
I took the following photo through the side hole in main water channel of the block. It shows the blocked passageway at the rear of the channel. The arrows point to the excess flashing.



On this particular engine, it's clear the factory engine builder who prepared the block after casting had hammered holes through casting flashing. However, they did not fully clear the passageways, which restricted coolant flow. I wonder how often XPAG and XPEG blocks were similarly finished? Using the long reach burr on a die grinder shown in the next photo, I removed the thin walls of flashing and smoothed these passageways.



The following photos show the area of restriction at the front of the main coolant passageway about 2 ½ inches from the water pump location. The first shows the blockage. The second photo shows the passageway after grinding the flashing, and it also reveals the water pump mount hole at the front of the block.



In addition, since this is an early TD block, it had a small hole of about 6 mm drilled from the main coolant passageway at the rear of the block into the interior passages along the number 4-cylinder wall. Later TD engines had a second similar 6 mm hole drilled in the area of the number 1 cylinder. Access to these locations is through the front and rear water passage plug holes—the same ones through which I addressed the casting flashing.

I've found no certain information explaining why MG included these small holes. Nevertheless, these holes provide for some direct circulation from the main coolant passage at the side of the block into the interior cylinder coolant jacket. Although these holes are small, I believe they play an important role in moving coolant around the cylinder coolant jacket. Some MG owners have recommended adding the second hole to the early TD engines to improve cooling, and I've done so on my engine.

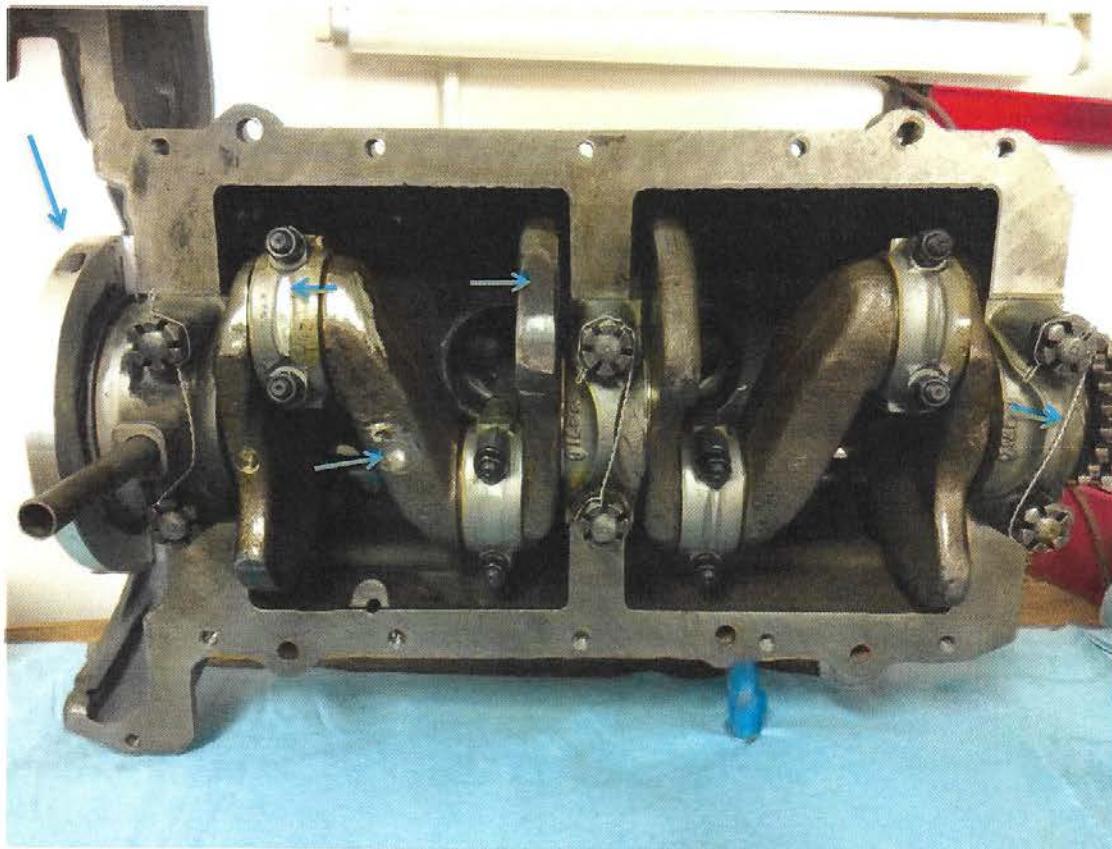


Cleaning Threads

Before reassembly, I chased the threads of the bolt holes in the block with taps. For the head studs, which were originally tapped with French metric thread, I heavily wire-brushed a M10 x 1.5 metric bottoming tap avoid damaging the shape of these threads—my goal was only cleaning. I also chamfered the top edges of the holes on the gasket sealing surfaces, such as the head stud holes and pan bolt holes to make sure the mating surfaces are flat.

Wire Locking

The castellated nuts on the main bearing caps are to be secured with cotter pins. When I reassembled my engine, the holes through the studs did not line up well enough with slots of the castellated nuts to allow me to insert cotter pins. To align the slots of the nuts with the holes in the studs, the castellated nuts be further tightened until the pins can be inserted. However, doing so can increase the torque load beyond specification. So instead, I secured the nuts by safety wire locking and avoided further tightening the castellated nuts.



In addition, you can see in the photo above that I've added the Moss seal kit to the rear end of the crankshaft. Also, although less visible, I've added pointers to show that during balancing (1) the bosses of the number 3 and 4 rods were ground when weight was removed from their big ends, (2) holes was drilled in the side of the rear counterweight and web to remove a little weight, and (3) and the end faces of the two rear rod big ends were ground to remove a little weight.

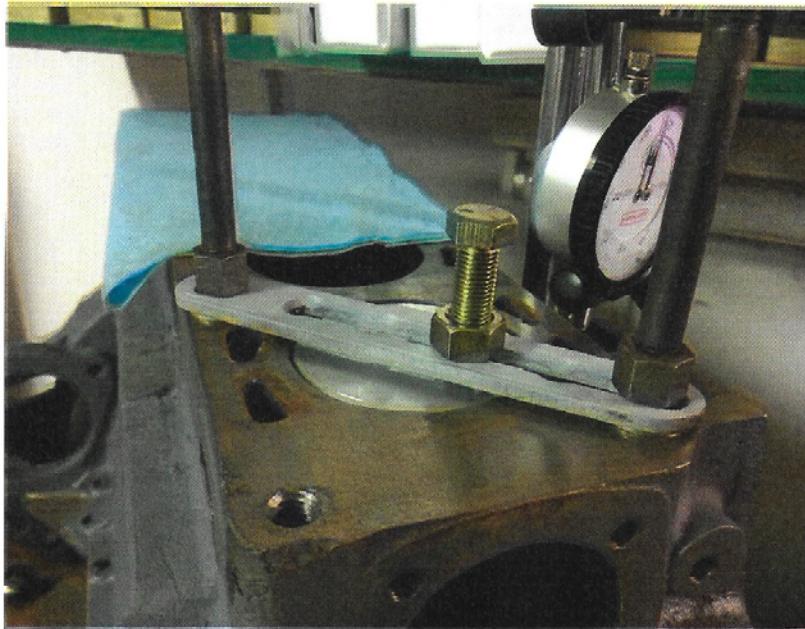
Installing the Timing Chain

Before adding the timing chain, I installed the front bearer plate using "The Right Stuff" gasket sealer. To get an even seal between the block and the bearer plate, I temporarily installed the timing chain cover and let the sealer set for 12 hours. Then I added the gears and timing chain. The new Rolon timing chain from Moss Motors did not have marked links so I added marks with a dab of blue paint. After installing the chain, I double-checked to make sure the 13 link short side of the chain was on the left (the top side in the photo). I also checked the end float of the camshaft, and surprisingly found it at 0.006, which is close to the minimum tolerance (.005 to .013).



Degreeing the Camshaft

My next step was to degree the camshaft. This procedure tests to determine the orientation between the crankshaft and camshaft. Should this setting vary from the optimum, the performance of the engine will be less than possible. If adjustment is needed to achieve the optimum setting, several suppliers offer offset keys in varying degree increments, or an adjustable cam sprocket can be used. Brown and Gammons offers an adjustable cam sprocket.



To make this test, I followed the procedure John Twist recommended at one of his engine building seminars several years ago. I started by making up piston stop to determine the position of the crankshaft when the number 1 piston is at top dead center (TDC). I made the my piston stop by drilling a thick steel strap at each end and used head studs and nuts to hold it in place over the number one cylinder. I also tapped the strap to hold a bolt and lock nut that serves as the piston stop. I placed flat washers under each end of the strap so it would be slightly elevated over the piston at TDC. In addition, I installed a degree wheel on the crankshaft and added a heavy copper wire to act as a pointer. Once I determined the position of the piston at TDC, I locked the degree wheel in place and set the pointer to zero.

Next, I installed a magnetic base dial indicator on the number 1 cylinder intake cam lifter, and began the steps to check the position of the camshaft. Checking the cam position in relation to the crankshaft can be done in several ways. I used the centerline method suggested by Delta Camshaft. The centerline method consists of determining the position of the crankshaft at 0.50 before and after maximum camshaft lift on the number 1 intake lobe. Delta Cams supplied the cam centerline specification at max lift. Once the positions before and after max lift are determined, this lobe centerline position can be compared to cam specification.

In my case, several trials lead me to conclude my cam is now set about 0.8 to 1.1 degrees retarded from the recommended setting of 104 degrees. My contact at Delta Cams said this position is acceptably close for good performance from the cam. This particular cam grind is 4.8 degrees advanced to provide a little extra power at low to midrange RPMs while sacrificing a little power near the red line where I'll not be running this engine.

In the next installment, I'm planning on writing about preparing the head, the final steps of engine assembly and rebuilding my transmission.



In other news, club member Bill Moyer sent a photo of his "T" series collection recently installed in an extension to his car barn. On the other side of the extension are a YT, an A, and a B-GT. Bill invites any members traveling to the vicinity of St. Michaels to drop by and have a look. wm.moyer@verizon.net Thanks Bill!



Check out the following websites:

- Drive Society | Luxury Car Club Arlington | Car Sharing
<https://www.drivesocietydc.com/>
- <https://www.hemmings.com/blog/2018/05/15/hemmings-insider-the-five-minute-auction-inspection/>

Self-Parking Cars

People think today's car companies invented self-parking technology. "Not so fast," said Packard Motor Car Company (1899-1956). Packard had parking all figured out, long before some of us were born.

Click this brief video on and see how they made self-parking work, a long time ago. “: -)

<https://youtu.be/hMsRJrlbyMI>

Some History and Facts of the 1910 Time Period

See the 1910 Ford Model R. Show this to your friends! This will boggle your mind, I know it did mine! The year is 1910, over one hundred years ago. What a difference a century makes!



Here are some statistics and facts from the year 1910:

- The average life expectancy for men was 47 years
- Fuel for this car was sold in drug stores only
- Only 14 percent of the homes had a bathtub
- Only 8 percent of the homes had a telephone
- There were only 8,000 cars and only 144 miles of paved roads
- The maximum speed limit in most cities was 10 mph
- The tallest structure in the world was the Eiffel Tower!
- The average US wage in 1910 was 22 cents per hour
- The average US worker made between \$200 and \$400 per year
- A competent accountant could expect to earn \$2,000 per year, A dentist \$2,500 per year, a veterinarian between \$1,500 and \$4,000 per year, and a mechanical engineer about \$5,000 per year
- More than 95 percent of all births took place at HOME
- Ninety percent of all Doctors had NO COLLEGE EDUCATION! Instead, they attended so-called medical schools, many of which were condemned in the press AND the government as 'substandard'
- Sugar cost four cents a pound
- Eggs were fourteen cents a dozen
- Coffee was fifteen cents a pound
- Most women only washed their hair once a month, and used Borax or egg yolks for shampoo.
- Canada passed a law that prohibited poor people from entering into their country for any reason.
- The Five leading causes of death were:
 - o Pneumonia and influenza
 - o Tuberculosis
 - o Diarrhea

- Heart disease
- Stroke
- The American flag had 45 stars.
- The population of Las Vegas, Nevada, was only 30!
- Crossword puzzles, canned beer, and iced tea hadn't been invented yet.
- There was no Mother's Day or Father's Day
- Two out of every 10 adults couldn't read or write and only 6 percent of all Americans had graduated from high school
- Marijuana, heroin, and morphine were all available over the counter at the local corner drugstores
- Back then pharmacists said, 'Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach and bowels, and is, in fact, a perfect guardian of health'
- Eighteen percent of households had at least one full-time servant or domestic help
- There were about 230 reported murders in the ENTIRE USA.

I am now going to forward this to someone else without typing it again myself. From there, it could be sent to others all over the WORLD --- all in a matter of seconds! Try to imagine what our world might be like in *another* 100 years!

**I think
senility is
going to be a
fairly smooth
transition for
me.**

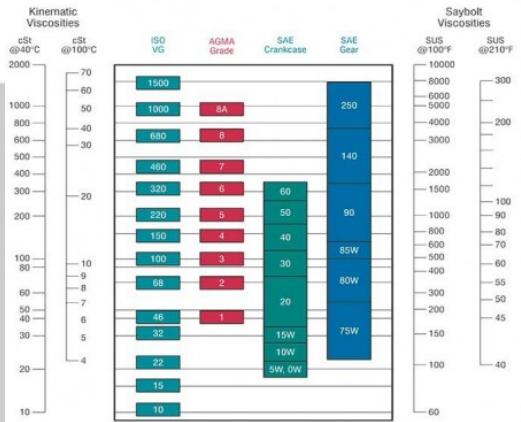


[Tech 101: What oil viscosity ratings mean – Hemmings Daily](#)



Choosing the correct oil viscosity can be an important factor in determining the life expectancy and performance of your engine. Using the correct-viscosity oil can also keep the engine running at its peak efficiency, and plays a small part in the overall fuel economy of your vehicle. Modern engines have very different viscosity requirements over vintage engines, and manufacturers invest a lot of time and money to determine which mixture of oil and oil additives will work best with their engine components. This is why you often see original equipment recommendations for new weight ranges that were unheard of a few decades ago. These new formulations will eventually lead to the replacement of non-detergent straight-weight oils as well as some of the old, reliable multi-viscosity oils of the last five decades.

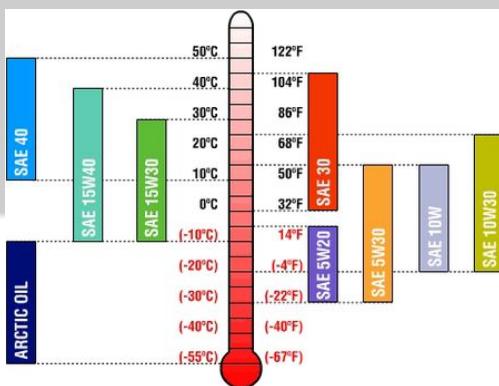
Simply stated, viscosity is merely a measurement of oil and other fluids' resistance to flow. This flow can best be described as the difference between pouring water (with a viscosity of 1) through a funnel and then molasses (which has a viscosity of about 2,000) through the same funnel. The amount of friction from the contents of the molasses causes it to flow at a much slower rate than the water. Viscosity measures the amount of friction that is within the oil, preventing it from moving freely. Higher-viscosity oils have more friction and flow more slowly than a low-viscosity fluid. This friction is caused by the makeup of the molecules used to create the oil byproduct during manufacture. Polymers are added to the mineral oil base to reduce changes in viscosity when the oil is subjected to extreme temperatures at either end of their effectiveness. There is a limit to just how much polymer material can be added, though: While heavier polymers are good for thickening oil for a wider range of temperatures, they also have a lower resistance to mechanical shear than lighter polymers or base mineral oil, so it is a complicated balance that is sought when engine oil is formulated.



Viscosities are measured in several different ways and are

numbered using industry-standard scales. Engine oils are measured on an SAE crankcase scale, while hydraulic fluids are measured on an ISO VG scale. Gear oils also use their own SAE gear scale and tractor/industrial fluids use an AGMA scale. Both SAE scales measure kinematic viscosity at 100 degrees Fahrenheit, while ISO and AGMA-rated oils measure kinematic viscosity at 40 degrees Celsius (104 degrees Fahrenheit).

Consequently, you will find that oils from all four rating systems will have the same viscosity (friction resistance), but are numbered on a totally different number scale. For instance, ISO 32 hydraulic fluid, commonly used in snow plows, jacks, tractors and construction equipment, has the same viscosity as 15W engine oil and 75W gear oil, but is too light to be recognized on the AGMA scale. Grade 5 AGMA-rated oil has the same viscosity as ISO 220, 50 weight SAE engine oil and 90W SAE gear oil. This does not mean that you can use ISO 32 in your rear end or 90W gear oil in your crankcase, only that the viscosities are similar. The base oil product and additives mixed into it determine the scale on which the oil should be rated. When ISO and AGMA oils can be interchanged, both ratings will be listed in the owner's manual.



When comparing multi-grade oils, the lower number represents the oil's viscosity at the lowest recommended temperature, the higher number representing its viscosity at the upper end of its recommended operating temperature. For example, 10W-40 is recommended for ambient (outside air) temperatures of +5 F to +122 F, while 5W-30 works best in temperatures between -22 F and +86 F. Good old 30W straight oil is currently only rated for +32 F to +86 F, and even 20W is not rated for temperatures below 14 F.

When selecting the oil that best suits your particular vehicle, your best information can be found in the owner's manual. The factory's recommendations will be listed there and you will usually be given a few alternatives, based on your local climate and driving habits. It should be noted that many manufacturers also recommend that you change the viscosity of your oil at least once a year based on local temperature changes. If you do not have

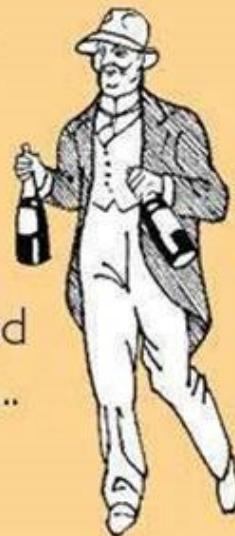
a manual, follow the temperature range recommendations listed on an SAE engine oil chart or locate a Check-Chart Classic Classification Guide from Motor Information Systems (Motor Manuals). Several are available, including one for 1950-1989 vehicles. Valvoline and other manufacturers also produce Lubrication Recommendation and Capacities catalogs every five years or so with updated information for engine, drivetrain and differential requirements as well as oil recommendations for small engines, tractors, outboards, motorcycles and heavy-duty trucks.

An Explanation of THE “ CLOUD” ☺

<https://youtu.be/CFdZWgiAj8I>

If anyone tells you that
you drink too much on
the weekends.
Stop talking to them...

you don't need that kind
of negativity in your life...



som~~e~~e cards
user card

LET'S GET COOKING!



Zucchini Grilled Cheese Sandwiches

INGREDIENTS

2 c. grated zucchini
1 large egg
1/2 c. freshly grated Parmesan
2 green onions, thinly sliced
1/4 c. cornstarch
kosher salt
Freshly ground black pepper
Vegetable oil, for cooking
2 c. shredded Cheddar

DIRECTIONS

- Squeeze excess moisture out of zucchini with a clean kitchen towel. In a medium bowl, combine zucchini with egg, Parmesan, green onions and cornstarch. Season with salt and pepper.
- In large skillet, pour enough vegetable oil to layer the bottom of the pan. Scoop about 1/4 cup of the zucchini mixture onto one side of the pan and shape into a small square. Repeat to form another patty on the other side.
- Cook until lightly golden on both sides, about 4 minutes per side. Remove from heat to drain on paper towels and repeat with remaining zucchini mixture. Wipe skillet clean.
- Place two zucchini patties in the same skillet over medium heat. Top both with shredded cheese, then place two more zucchini patties on top to form two sandwiches. Cook until the cheese has melted, about 2 minutes per side.
- Repeat with remaining ingredients. Serve immediately.

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. Please include all letters and numbers shown in the car and engine number boxed on the "maker's" plate.
3. TD owners please note that there are three boxes on your "maker's" plate; include the information from all three.
4. If the engine is a replacement, list the number of the engine actually in the car.
5. This information is needed for the chapter's records and to correct and update the Register's files.
6. Incomplete forms will be returned to you via your provided address, for needed corrections.
7. If you have additional MGs, please attach additional forms as required.

Please make check payable to: Chesapeake Chapter NEMGTR ---

Send check to: **Chesapeake Chapter NEMGTR c/o Milton Babirak, 47539 Coldspring Place, Sterling, VA
21065-7446**



The NEW ENGLAND MG 'T' REGISTER, LTD.

THE CHESAPEAKE CHAPTER
MEMBERSHIP REGISTRATION FORM



Renewal

New Member

PERSONAL INFORMATION

Date: _____

Full Name: _____ Spouse or other: _____

Address: _____

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

E-mail: _____

MG INFORMATION

(1) MG Model/Type: _____ Year: _____ Color: _____

(2) MG Model/Type: _____ Year: _____ Color: _____

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

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

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

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

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

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

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

Chesapeake Chapter NEMGTR

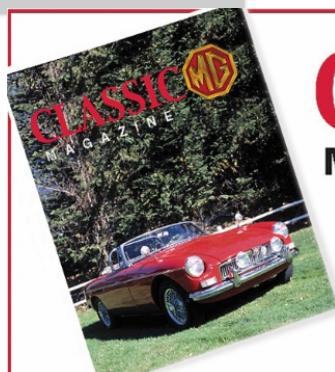
c/o Milton Babirak
47539 Coldspring Place
Sterling, VA 20165-7446

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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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