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Mid-Atlantic Chapter, North American MGA Register

**May 2007**

## ▲ **The Original British Car Day** ▲

The Chesapeake Chapter of the New England MG "T" Register is sponsoring the 30<sup>th</sup> anniversary of **The Original British Car Day**, on **June 3, 2007** and special events are planned for this celebration for the enjoyment of all British car and motorcycle enthusiasts. The event will again be held at the beautiful grounds of Lilypons Water Gardens in Adamstown, Maryland (previously referred to as Buckeystown). Please visit their web site at [www.lilypons.com](http://www.lilypons.com) for directions and more information. We encourage you to bring your car, family and friends to meet other British car owners and enjoy viewing the many cars and the beauty of the water gardens. Food and drinks will be offered for sale at reasonable prices. Information concerning the event can be found at [www.chesapeakechaptermgclub.com](http://www.chesapeakechaptermgclub.com). The contact person is John M. Tokar, Chairman, who can be reached at 301-831-5300, or by email at [tokarj@erols.com](mailto:tokarj@erols.com). We will consider meeting in Leesburg, VA and caravanning there as a club, if there is enough interest. Please contact Bill Marshall for more details regarding the drive

## ▲ **Drive to Lunch** ▲

Save **June 10th** for our June Drive to Lunch. This will be a local event - never leaving Fairfax County - highlighting our members Project Cars of the Mid-Atlantic. Our plans are to hit as many members' as possible that have an MGA project car in progress. As usual, details are still being worked out. Again, please contact Bill Marshall for details or to invite the group to visit your project car.

## ▲ **4<sup>th</sup> of July Fireworks Social** ▲

Come and join other club members at the home of Bill & Karen Marshall for an evening social and an outstanding view of fireworks, which will be courtesy of the City of Manassas on Wednesday, **July 4, 2007** from 6:00 pm to 10:00 pm or so. Drive your car and we will have a mini-coral at the corner of Mathis Ave. and Irving St.

## ▲ **British Invade Gettysburg** ▲

Enjoy a ride up Route 15 and participate in the 7<sup>th</sup> Annual British Invade Gettysburg. It will be a beautiful ride through the country to Gettysburg. There will also be bargain shopping at over 70 outlet stores and musical entertainment. Over two hundred British cars and motorcycles from all over the mid-Atlantic region will grace the center street and sidewalks of the Gettysburg Outlet Mall, on **Sunday, July 10**. The vehicles included

fine examples of exotic Jensen, Allard, Lotus, and DeLorean marques and a few British bikes (including a vintage BSA pedal bicycle). These were interspersed among the usual packs of MGs and Triumphs and gaggles of Austin Healeys, Jaguars, Minis, Morris Minors, and new Lotus's.

### ▲ 'OOL' Party ▲

Mark your calendar and don't miss this one!!! **AUGUST 11, 2007**: Bill and Liz Ten Eyck will again be hosting our club's 'OOL' PARTY. 'OOL'? That's because there is no 'Pee' in the Ten Eyck's pool. More details will follow.

### ▲ Eastern Shore Club Drive ▲

Len and Ruth Renkenberger have graciously offered to host a gathering of club members on **October 7<sup>th</sup>**. The Renkenberger's have indicated that there are lots of things to do in their area, especially in St. Michaels. They will still have their pool open and hopefully the weather will be nice as it usually is at that time of year. They have offered the use of their canoe and two of their kayaks for those who would like to go out on the river. They are also thinking of having a driving tour of their local area as well as socializing at their house. More details will come in the future.

What is important right now is to **make reservations** at a local motel, since that area is still a very popular retreat at that time of year. The Renkenberger's have recommended The Best Western in St. Michaels (1228 S. Talbot St., St. Michaels, MD, 410-745-3333, <http://www.bestwesternmaryland.com/hotels/best-western-saint-michaels-motor-inn/>) as a least expensive one, however, it fills up early for holiday weekends. Our selected date, October 7, is during the Columbus Day weekend and you might have Monday off. Current plans are to caravan down together on Saturday, October 6<sup>th</sup>, and return according to club member's individual schedule either late on Sunday, October 7<sup>th</sup> or on Monday, October 8<sup>th</sup>.

### ▲ Britain on the Green ▲

"Britain on the Green", the first major car show of the year in the area was a great event on Sunday, April 29<sup>th</sup>. The weather cooperated with a beautiful day and beautiful surroundings on the bank of the Potomac River. Club members Our club members were well represented during the awards ceremony with Ruth Arnold, Liz and Bill Ten Eyck and Bill and Kathy Wemhoff receiving awards. Even though Keith and Kathy Kallapos' car was not ready for the show they attended and supported our club members.

### ▲ Key West GT ▲

The Mid-Atlantic Chapter was represented at the 2007 NAMGAR Regional GT in Key West Florida by Bill and Karen Marshall, who attended in their 1957 1500 Roadster. The long drive to Key West (approximately 20 hours) was tempered by trailering down to friends in the Jupiter, FL area, who were gracious enough to allow the truck and trailer to be parked at their home for the four days of the event. This left a short 2-hour run from Jupiter to Key Largo and then a delightful 2-hour drive through the Florida Keys to the event headquarters at the Blue Marlin Hotel on the Atlantic side of Key West.

The NAMGAR Regional GT in Key West coincides with the annual Conch Republic celebration - a weeklong event that celebrates Key West's secession from the United

States in April 1982. In protest to a United States Border Patrol blockade of the Florida Keys and subsequent treatment of its citizens as "foreigners" by the Border Patrol, the mayor of Key West elected to secede from union, declare war, surrender and immediately request foreign aid. Thus was born the Conch Republic - which continues to this day to exist as a "Sovereign State of Mind".

Sponsored by NAMGAR and hosted by the Key West Chapter (wholly consisting of Fred and Cindy Skomp - owners of the 100,000th MGA featured in the May/June 2005 issue of MGA!) attendees were greeted with a Wednesday evening Social Hour at the Southernmost House on the Atlantic Ocean. Approximately 21 MGAs gathered for the GT and were joined by a smattering of other British sports cars for a total of 26 cars. Thursday morning had the group caravanning to Lulu's Kiss Drive-in for breakfast, followed by a Treasure Hunt for proclaimed pirate booty hidden somewhere in plain sight on the island. Treasure maps provided names of key businesses, which held clues to the whereabouts of the treasure. Once the pirate bounty was discovered and claimed by those quickest to gather and decipher the clues, the group gathered for lunch at the Rum Barrel to either celebrate their treasure or wash down their sorrows with an appropriate beverage of their choosing. After lunch we were turned loose to explore the many charms and uh, sights of Key West.

Thursday night the group once again gathered in their cars to participate in the Great Conch Republic Celebration Parade on the World's Longest Street. The parade, held on infamous Duval Street, runs from the Atlantic Ocean to the Gulf of Mexico. In true Key West fashion, NAMGAR members came loaded with beads to toss to spectators that showed the proper amount of enthusiasm in their collecting of beads. MGA cooling systems were tested as the parade made its way down Duval Street at a walking pace and some of the participants wisely shortened the parade route as temperature gauges pegged 212 degrees. We are pleased to report our Mid-Atlantic Chapter entry was able to complete the entire length of the parade with the greatest concern being a shortage of beads as the parade reached Mallory Square and the most liberated parade spectators. Local newspaper reports indicated the "MG Midgets" were the hit of the parade! Well .... okay.

Friday was an event-free day to allow for more exploration of Key West until the scheduled 4:00 pm Car Show at Mallory Square overlooking the Gulf of Mexico. This coincided with the reenactment of the Naval Battle for Key West. Members of the Conch Republic Navy and Air Force once again defeated the lone United States Coast Guard vessel using time-honored stale Cuban bread, tomatoes and peeled hard-boiled eggs as ammunition from the Navel fleet, while the Air Force attempted to bomb the Coast Guard with streaming rolls of toilet paper. The Coast Guard valiantly fought back using their water hoses to drive off the attacking vessels, but in the end beat a hasty retreat leaving none of the participants with their dignity intact. Congratulations to Matt Merryweather of Kentucky and Barbara and Jerry Andres of Virginia for their best of show MGAs.

Saturday was again a free day to allow participants to explore the sporting, architectural and historical interests and to continue to immerse themselves in local flavor and liberation that is Key West. The Bed Races were the feature of the day and the 2:00 pm event started "on-time." On Key West time, which meant a 3:30 start! Billed as the most fun one can have in bed with your clothes on, the races feature teams of creative beds powered by runners pushing them down Duval Street seeking the fastest overall

time. The beds are sponsored by local businesses and organizations and - in typical Key West fashion - the beds and participants are diverse and colorful indeed.

We gathered as a group one final time for an evening luau on the beach, enjoying dinner to the sounds of the steel drum, applauding the hula dancing of NAMGAR Chairman George Merryweather and Vice-Chairman Bruce Woodson, and toasting Fred and Cindy Skomp, both as great hosts of the Regional GT and as fine ambassadors for the island of Key West. After saying goodbye to new friends and fellow travelers, most retired to the hotel to pack and rest for the early departures for home on Saturday morning.

### ▲ **May Drive to Lunch** ▲

The 2007 Mid-Atlantic Chapter driving season officially got underway on Saturday, May 12<sup>th</sup> with a Drive to Lunch to the Classic Car Center in Fredericksburg. Using the home of Bill & Karen Marshall in Manassas as our starting point, the group consisted of Liz Ten Eyck, who chose to exercise her 1956 1500 this trip, Bill & Karen Marshall, Butch & Judy Smith and Amy Rothberg, traveling with friend Bobbie as our technical navigator. As this armada prepared to set sail towards Fredericksburg we were given a hearty bon voyage by Ken Lawrence, who showed up to support the cause but without his MGA, pleading a lack of time for not having his annual spring maintenance completed in time for the drive.

The overcast skies and warm weather made for a great drive over the back roads of Prince William, Fauquier and Stafford counties as we headed for our destination on the far side of Fredericksburg. With only 3 miles to go, our trip became a bit more challenging when we found ourselves sitting in traffic at the notorious intersection of Route 1 and Route 17. It was graduation day at Mary Washington University and those attending the ceremonies cared not a bit about our plans to reach the Classic Car Center in time for lunch. Slowly we crept forward and slowly our temperature gauges crept higher. Anyone who has ever owned an MGA knows the feeling. Chatting away, enjoying the drive but always with an eye on the gauge. How far to push it? How hot is too hot? Finally, experience prevailed and Butch Smith made the decision to turn around and head radiator-first into the prevailing winds. After a flurry of cell calls, we all joined him to cool down and find a detour to get us across the river. No problem. With the help of Amy Rothberg's trusty GPS system, we easily navigated through a maze of residential streets and arrived at the Classic Car Center without any more problems.

Upon arrival, we were met by new members Chuck & Jackie Butka and their two small children. Chuck is beginning the process of restoring his father's Twin Cam and sought out our club as a perhaps a source of knowledge and encouragement. We quickly established the fact we are first and foremost a great chapter for driving to excellent lunch destinations!

Classic Car Center co-owner and General Manager Garland Gentry gave us a tour of his fine facility. They offer a full range of restoration and repair services, heated and air conditioned storage facilities and handle consignment sales as well in their immaculate facility. Vintage Bentley, Rolls Royce, Ford Model A, an original AC, British sports cars ... whatever your taste, there was a car for everyone and we each laid claim to our favorite.

Taking time from our fantasies, we ordered in pizza and enjoy lunch in the Center's meeting room decked out as a 1950's era malt shop, complete with red and white booths, swivel counter stools and a jukebox.



Our tour completed, we thanked Garland for his hospitality and headed north on Route 1 towards home. Visitors are always welcomed or tour their facility at [www.classiccarcenter.net](http://www.classiccarcenter.net).

As we approached Triangle, we were enticed by an ice cream stand and quickly decided since it was time to stretch our legs regardless, we might as well cap off the drive with a final treat. Our thanks go out to Amy for preparing an excellent driving route and choosing a wonderful destination for our first Drive to Lunch of the season.

## ▲ Mini-Tech Session ▲

### A Day in Luray – by Dennis Pettit

Tommy Ford and I have known each other for many years and we had frequently talked over the last decade about getting my 1965 MGB Roadster back on the road. I had purchased this car in 1984 as a replacement for my original 1965 MGB that I had acquired in the early 1970's. Unfortunately, my original MGB had badly rusted and I had to scrap it in the mid-80's.

I had taken the MGB apart in 1990 and just never found the time to get it back together due to kids, family, career and other life events. In 2006, Tommy resurrected my car from its state of "disassembly." After 5 to 6 months of hard work, he got the car back together and returned it to me last September. Tommy did an outstanding job and I am lucky to have a friend with such skill and patience.

On Saturday, May 7<sup>th</sup>, Tommy opened his garage for a "Tech Day" in beautiful Luray, Virginia. He is in the process of refinishing one of his MGA(s) and he thought it might be interesting for other folks to learn how to properly replace a leaking gasket with an MGA "Banjo Type" rear axle assembly. My 1965 MGB is an early release model and had the same rear end.

I had never taken apart an MG rear-end, so I ventured down to the valley and got to Tommy's house around 9:30 AM. It turned out to be a cold and rainy spring Saturday and this kept most of the people home. On or around 10:00 AM, Liz Ten Eyck arrived and the three of us got to work.

Within minutes, the oil was drained and the right and left axle shafts were removed. We disconnected the drive shaft, removed the differential casing and out came the differential assembly. Amazingly, it looked brand new and the gear assembly was in pristine condition. After inspecting and cleaning all the surfaces, Tommy applied a light coat of silicon gel on the new gaskets and we reassembled the rear end.

A technical footnote to this procedure is that the newer O-rings for the bearing seals from Moss Motors were slightly off in size (a bit large). Tommy inspected and re-used the old ones and this worked fine.

We completed this procedure in 2 hours and 30 minutes. We could have done this job in much less time but we were having too much fun just goofing off. This was my first time participating in a tech session and, of course, it was a pleasure to work with a few “young pros” from the MG Car Club of Washington, DC.

My special thanks to Tommy and Liz for a fun day in Luray. I look forward to future sessions and hitting the road with a MG Car Club rally one of these days! [Editor would like to thank Dennis Pettit for contributing the above article.]

## ▲ Project Cars ▲

We would love to hear about your project car and we know that there are more of them stored away somewhere. Our June Drive to Lunch, see above, will visit some club member's project cars. Read about other projects cars on the club's website [www.mga-midatlantic.org](http://www.mga-midatlantic.org).

## ▲ Miscellaneous Information ▲

**CHAPTER WEBSITE:** <http://mga-midatlantic.org/> Don't forget to check out our new website and send a picture of your car to Amy so it can be posted in the gallery. Check our website for recently posted pictures of past outings.

**“TECH SESSIONS FROM MGA”** book is available from NAMGAR, e-mail regalia contacts Bruce and Carol Woodson at: [cvmga@aol.com](mailto:cvmga@aol.com). The price is \$45.00 plus shipping and handling. This is the real ‘Bible’ for MGA articles.

### **“CLASSIFIEDS”**

Rear Tube Shock Conversion Kit for all MGAs and MGBs without a rear sway bar. Shocks not included. I recommend a Monroe #330033. \$60.00 plus shipping. Butch Smith, 8408 Gambrill Lane, Springfield, VA 22153. 703-569-1508; [bjmga@verizon.net](mailto:bjmga@verizon.net)

### **“FOR SALE”**

Various MGA parts available, call Tom Ford at (540-272-4264) or e-mail ([tomowog@adelphia.net](mailto:tomowog@adelphia.net)) for information.

*Please forward articles, classifieds, or any information for the **Distributor** to Liz Ten Eyck, 11101 Rich Meadow Dr., Great Falls, VA 22066 or e-mail to [bytheoak@msn.com](mailto:bytheoak@msn.com).*