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Mid-Atlantic Chapter, North American MGA Register

December 2010

▲ **Abingdon New Year's Eve Celebration** ▲



Invitations have gone out requesting your company as we celebrate the coming of the New Year on Friday, December 31st at 6:00 pm. Our hostess this year will be Kelsey Kallapos - and by default, her parents Keith and Kathy – who are opening their home in Clifton, VA for our Abingdon New Year's Eve celebration.

We will again follow the Abingdon England time but with our own Lucas twist as our octagon will drop in the eight o'clock hour to allow everyone time to enjoy a bite to eat before popping the corks on the champagne and shaking the room with our noisemakers.

Please **RSVP** by December 28th to kkallapos@verizon.net so our hosts can plan for the proper number of guests. Once again we encourage members to bring a salad, appetizer, dessert or covered dish to share. We should have everyone back on the road and heading home by 10:00 pm. Kathy does allow that the lights will remain on until midnight for those able to ring in the New Year twice!

▲ **Pub Social: January 22, 2011** ▲



Bill and Kathy Wemhoff have invited us to their home on Saturday, January 22nd for a combined *Pub Social* with their Triumph group at 4:00 pm. We are eager to see the progress Bill has made on his Cobra project and also examine the new lift system he has installed in his garage to allow the parking of three cars in a two-car space. Their address is 1528 Thurber Street in Herndon, VA. Please **RSVP** by January 15th to Bill and Kathy at wemhoff2@verizon.net

▲ Middleburg Christmas Parade Recap ▲

Submitted by Bill Marshall

We joined with our friends of the MG Car Club on December 4th to participate in the annual Middleburg Christmas Parade. Unlike last year's shortened event in a sloppy snow, this year's was held under sunny skies with a brisk chill in the air – capturing the flavor of the season in Virginia Hunt Country.

With Charlie and Alana's MGA still down for head repairs, they generously volunteered to drive my MGB GT in the parade, giving it some much needed miles as it has been rather neglected this



year. Charlie picked up it Friday to take it to their home for a bit of polishing and in pure MG fashion, the battery went dead overnight and would not start Saturday morning without some added juice provided by jumper cables. Once on the road they met Karen and me in Manassas and we were off to Middleburg to meet with the 11 other MGs gathered for the event. Joining us there were Bob and Jane Schoeplein in Jane's MGB and Jim Mackin, filling out the roster of MGAs at two. As

we parked at our designated staging area at the American Legion Hall, we advised Charlie to park in a downhill direction in case a push-start was required. We then began the task of decorating the cars in the holiday spirit and waited for our slot to be called as we socialized in the parking lot. And yes, as we were called to line up, Charlie signaled for a push – a task that would be repeated throughout the remainder of the day.

It is unfortunate we don't get to actually *see* the parade as it seems the whole town turned out for the event. Spectators filled both sides of the four blocks of the parade route and this year we got as many compliments on our funky Santa hats as we did the MGA. We also discovered our group followed a group of horses as their path was ... ah ... "documented" throughout the parade route.

After the parade was over we returned to Middleburg by circumnavigating the back roads of the outskirts of town as the main roads continued to be closed to traffic. Once finding our way back to the American Legion Hall for parking, we joined the MGCC members for lunch at *Julien's Café and Restaurant* where the club organizers Jim and Jane Byers had made reservations. This is a delightful way to spend a December Saturday morning and I encourage all to mark their calendars for December 3rd 2011.

▲ NAMGAR Anniversaries ▲



NAMGAR celebrated its 35th anniversary in 2010 and Mid Atlantic Chapter members John & Linda Wright, Len & Ruth Renkenberger, member emeritus Billie Spears and Butch & Judy Smith also celebrated 35 years

of NAMGAR membership. NAMGAR indicates 10 families remain active from that first year of organization.

▲ Bill Ludtke's MGA Coupe ▲

By Dick Horn - Keystone Region MG Club - reprinted from their MG Gazette

As a few of you know, I bought a 1961 MGA coupe in the fall of 2009 that was in mid-restoration, and have been working on it ever since. Being retired does have some benefits!

A brief run-down of how this all happened: I received an email from John Wright asking if I knew of anyone interested in an MGA or MGTD that were for sale. I asked him about the MGA and one thing led to another, and the next thing I knew we were on our way to Virginia to see the car. The car was being restored by Bill Ludtke, who along with his wife, Martha, have been active in the NAMGAR community for many years as a member of the Mid-Atlantic Chapter, which John is a founding member of. Unfortunately Bill had passed away in December 2008 and his wife now wanted to sell the cars.



Martha Ludtke and her son Woody turned out to be two of the nicest people you would want to meet, and buying the car from them could not have been a more pleasurable experience. A deal was struck and with the help of John Wright and Terry Allen we got the car home. Now, the pleasure of getting the car back together started! Huh!

One of the big challenges was getting the rear transmission support welded to the frame. Bob Pilat to the rescue! Bob and I came to an agreement: He had his eye on a hardtop of mine, so a couple of Saturdays went by and voila, all done. A great job too! He comes highly recommended by me. After Bob got the support in, it was time for me to get the transmission tunnel fabricated. The car has a "B" engine and transmission installed, so the normal MGA tranny cover would not fit it, because it is too narrow. I tried bashing it out to fit, but gave up on that idea and decided to cut the middle part out of the front section and make up a new part out of fiberglass, which turned out pretty good.

The next thing was to install the floors. I found a set of floors on eBay for less than half of the Moss catalog advertised price, and bought them. Due to the fact that the tunnel was a fabrication, the floors had to be "customized" to fit, which took longer than I'd like to admit. They are supposed to be painted black, which I still have to do. I did coat them with clear polyurethane to seal them.

The brakes had already had some work done to them, but they needed more work to be complete. The emergency cable had been installed but not hooked up, and the rear brakes had to be gone over, which I completed. The front brakes had been done previously, but time has gone by, so when the time comes to see if everything functions the way it should, well, we'll see!

The car had been painted, but "hangar rash" and time – 10 years or so from what I understand – has gone by, so the car needed work in that department. If you have ever restored a car before, you can understand how little things can start to add up, cost-wise ... and I just could not afford a first class, concours-type paint job.

But I have a good relationship with a fellow who lives in Ottsville, Pa., who has helped me before with other MGs and asked for his help. John Gustofson, a one-man paint shop, came to the rescue and the car is in his shop now. I had toyed with changing the color of the car, but since it had the engine bay and every other nick and cranny painted in the same color, decided against it. While the car is out of the garage I began working on all the little ancillary items that needed work. (Busy hands and all that!) So I've recovered the seats, did some sand blasting on various components, courtesy of Tony Altieri and his cabinet. (Thanks, Tony!) It never seems to end! When the car gets back from the paint shop then the fun will really start: Installing the headliner (it's a coupe, remember!), the windshield and rear windows, the door windows and internals, lights...camera, action! I'm really not complaining...

Editor's note: Since this was written, the coupe came back from the paint shop and Dick completed all the fun work of putting things like the bumpers and lights back on, and it is now back on the road. Bill would be pleased his project has a new caretaker and is being enjoyed as he envisioned.

▲ Charleston SC Spring Romp 2011 ▲

Submitted by Liz Ten Eyck

*Editor's note: Those interested in joining us should contact Liz so you are included on her **Charleston Updates e-mail list**. There are many activities in the Charleston area to choose from and we would like as much input as possible from those attending. A **second update** has been sent to everyone that has expressed an interest with a list of potential activities and a request to list them in order of preference.*



The dates of the event will be April 16th – 22nd. As soon as possible everyone should make their own reservations at the Holiday Inn Express, 350 Johnnie Dodds Blvd, Mount Pleasant, SC 29464, (843) 375-2600 for arrival on April 17th and departure on April 21st.

Also, for those traveling south from the DC area should make a reservation at the Best Western Inn, 201 Jackson Ct, Lumberton, NC 28358-1103 (910) 618-9799, for the evening of April 16th.

Please notify Liz Ten Eyck, at bytheoak@msn.com that you plan on joining us so we can get your input on what you would like to do in Charleston and keep you up-to-date on our plans.



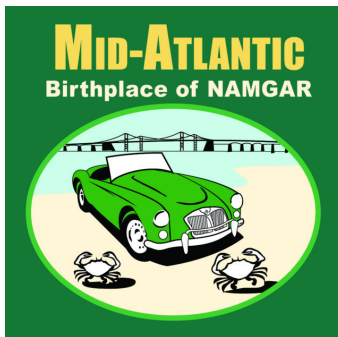
▲ GT-36 in Reno Nevada June 2011 ▲



Plans are underway to join the *Rallye to Reno* and drive to Reno, Nevada for the combined MG 2011 and GT-36. Registration has opened for the scheduled events, to join the *Rallye to Reno* leaving Ocean City on June 4th and also for hotel reservations. There is no designated NAMGAR hotel but we have selected the Silver Legacy as our hotel of choice for the event. Please visit www.namgar.com for more information and registration details for both the GT and the *Rallye to Reno*.

For those not able to participate in the full *Rallye*, we are exploring options to have a Chapter event coincide with the portion of the *Rallye* from Ocean City to the first night stop in Winchester.

▲ NAMGAR at Solomons Island Regional GT ▲



Many of us have been attending the NAMGAR Regional GT events held in Key West and the Poconos over the past number of years. We decided it was our turn to host a Regional event and a committee consisting of Liz Ten Eyck, Kathy Kallapos and Bill & Karen Marshall was formed to explore options in the Chesapeake Bay area that offered good accommodations, enjoyable MGA roads for driving events, scenic beauty and a wealth of activities to choose from – all at a reasonable price for a 5 day event. We narrowed our focus on the Solomons Island area and went down in mid-November to see if our criteria would be met. Satisfied the area would meet our requirements we made the commitment to the NAMGAR Board to host the fall Regional GT in 2011. The following announcement will be placed in an upcoming issue of *MGA!* announcing the event:

The Mid Atlantic Chapter of NAMGAR is pleased to announce that the Fall Regional GT of the North American MGA Register, NAMGAR at Solomons Island, will take place September 21 – 25, 2011. This will be a driving event around the shores of the Chesapeake Bay in southern Maryland. You will have the opportunity to visit historic and operating light houses, discover the maritime heritage of the Chesapeake Bay at the Calvert Marine Museum, take a boat ride on an 1899 oyster dredge boat, as well as see many other interesting venues. Mark your calendars so that you will not miss this memorable nautical event. Unfortunately this event will have to be limited to 30 cars, so watch for the upcoming registration information.



For Sale: HEADS 1500, 1600, early B (1622, also fits earlier) \$110 per head, guaranteed. Contact Bob Schoeplein 703-390-1188 or bobandjane2@comcast.net

We welcome your *For Sale*, *For Trade* or *To a Good Home* listings. Please e-mail your items to mga@mga-midatlantic.org