

DISTRIBUTOR



Mid-Atlantic Chapter, North American MGA Register

Summer 2012

▲ **Annual 'Ool Party SUNDAY August 12th** ▲

Submitted by Liz Ten Eyck



It is that time of year again when it's real hot and we have a sizzling 'Ool Party planned. The date, Sunday, August 12th (note this year that it is Sunday, not Saturday), is fast approaching. I hope that everyone can join us.

If possible, drive your "A" and caravan with us through parts of Great Falls. The drive will leave promptly at 1:30 pm and the party starts at 2 pm. Don't forget your bathing suit.

An e-mail has been sent to all members with an invitation, sign-up sheet and directions to the "Ten Eyck's" attached.

Entree and drinks will be provided. Please respond promptly regarding what you plan to bring, so we can ensure a good selection of appetizers and desserts without a lot of duplications. We are looking forward to seeing everyone. Please RSVP to Liz at bytheoak@msn.com by August 7th.

▲ **MGCC Braille Rallye August 4th** ▲

PLEASE VOLUNTEER TO DRIVE YOUR MG!

The MG Car Club Washington, D.C. Centre's 50th Anniversary Braille Rallye is just around the corner on August 4. As of now, we have only 7-9 drivers committed to drive our navigators from Columbia Lighthouse for the Blind. If you have not already volunteered to drive, please consider taking part in this fun and worthwhile event. The Rallye takes you through some beautiful rolling hills of Virginia and gives your sight-impaired navigator a rare opportunity to experience the thrill of riding in a classic British sports car!

If you are able to assist the MGCC as a driver in the Rallye, please contact **Todd Wells at sengumby@hotmail.com**, or call at **(703) 778-2374**. Thanks in advance for helping the Club make the 50th Anniversary Braille Rallye a memorable and successful occasion!

Original British Car Day Recap ▲

Our Chapter was well represented in the MGA class at the Original British Car Day 25th anniversary meet held June 3rd. Of the 14 MGAs on display, Chapter cars included Liz Ten Eyck, Jim Mackin, Bill Marshall, Charlie Adams and Jack Stern. Larry and Diana Newman brought three MGAs, which must have been quite a sight to watch as they drove two 100 feet, ran back for the third, leapfrogged 100 feet and ran back again. Actually, they had a friend drive the third MGA but that is not as interesting a tale, is it? In the process of the show we were able to snare John Casey as a new member to our Chapter. John will represent us well with his gorgeous MGA.

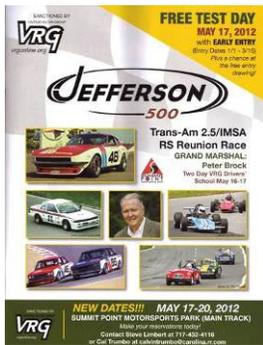


With the final ballots counted, Liz emerged in a tie for first place, with John Casey second, Charlie third and Larry's newest MGA receiving Honorable Mention honors.

▲ Jefferson 500 Recap ▲

Submitted by Bill Wemhoff

Bruce Zivic organized a Chapter drive to the Summit Point Motorsports Park in West Virginia on May 17 to view the Jefferson 500 Vintage Car Race and participate in the related car show. Bill and Karen Marshall, Larry Newman and Diana Campbell, and Bill and Kathy Wemhoff caravanned from the historic Aldie Mill to meet up with Bruce and Jane Zivic at the Raceway. While our cars were the only MGAs participating in the car show, which consisted primarily of American Muscle cars, about 10 MGAs were actually racing in the wheel-to-wheel competition in various classes. Among those racing were Chapter members Robert Watkin, Bob Vitrikas and MGCC member Jim Byers – supported pit-side by Chris and Cheryl Kintner.



With each member competing in different classes, it was easy to cheer on our favorites. While they were out on the track logging miles at top speed, the car show participants did get an opportunity to take a couple of laps between races at a more moderate pace.

The Jefferson 500 is a yearly event established to celebrate classic race cars and the great long distance races from motorsports past. Summit Point Motorsports Park, about 70 miles west of Washington, D.C. opened in 1970 and serves as a professional racing venue. Many of us who attend the MGCC Hunt Country Classic know the track as being owned by the Classic's hosts, Barbara and the late Bill Scott.



▲ **Sunday Enthusiasts Run** ▲

Submitted by Bob Williams – sole member of the Capital Area Lister Club

Vintage and Classic car owners are welcomed and encouraged to join us at the Fair Lakes Starbucks in Fairfax, VA on Sunday mornings between 8:30 am and 10:30 am. The event runs year-round and is an informal get-together of car-guys and car-gals. Everyone parks in the Kohl's parking lot, adjacent to Starbucks, with displays of a wide variety of cars – from hot rods, to classics to exotics. When the weather is nice, upwards of 70-100 cars attend the outing

▲ **Of Backs and Batteries** ▲

Submitted by Ken Lawrence

When I was a kid - about the time the MGA was under development - I worked briefly in a factory, helping to make big grinding wheels. My job was to take the pressed wheel, clean it up, and stack it with others on a pallet.



After a few weeks of that, I began having back problems – probably because I didn't know how to lift a load properly. End of that job, a period of recovery, and on to other work. But ever since, every once in a while, there is a flare-up with my back when heavy lifting is involved.

So, when it came time to change out the MGA battery – I credit an extended life of 10 years to the battery tender – I faced an awkward lift from its location in battery box. On maybe the second big heave-ho, there was a crunch in the lumbar region. Aw, shucks, or words to that effect, were uttered - being in polite company with myself of course.

Now what? I really wanted to get the car on the road, as I needed the therapy of an MGA drive after a few weeks of noodling over Tysons Corner redevelopment applications.

One of my semi-original thoughts is this: if necessity is the mother of invention, then desperation must be the other parent. The picture shows a lifting device made up of 2"x3" stud stock. The load is lifted by a 500 lb. capacity chainfall at the rear of the lifter. A harness made of cable zip ties lets you tilt the battery as you lift it, to clear the back of the cockpit and swing it a bit forward; the contraption sits on casters so that you can back it out through the door opening (note the mat used as a protective cover for the door). The MGA top is in the up position, but not fastened down at the front windshield. That gave a bit more space without cluttering up the rear with folded top bows; as it turned out I probably could have left the top fastened at the windshield, but had I needed to come up higher with the load, I would have had the clearance.

I haven't tried it yet, but I think the height of the thing is enough to let me do a battery change on the TD as well as the MGA. As you know the TD battery is under the hood up on the rear firewall, so it's a higher start point than the MGA.

So there you have the story of Uncle Ken and the cotton-pickin' cherrypicker batterypicker. Hope it's of use to someone.

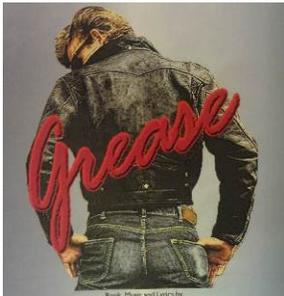
▲ GT-37 Travels and Tribulations ▲

Submitted by Bill Marshall

GT-37 travel preparations started off as all our GT trips do – with a call to Judy Smith asking her to be our GT wagon master once again. With the exception of last year's Rallye to Reno, each GT Karen and I have attended has been led by the wonderful planning and organizational skills of Judy. This year was no exception as our small group, including Charlie & Alana Adams, Bill & Kathy Wemhoff, Liz Ten Eyck and Betty Ann Johns, met here in Manassas for the first leg of our journey to Lynchburg, Virginia. Absent from our armada were Keith, Kathy and Kelsey Kallapos for whom our departure date came two days prior to Kelsey's Chapter-adopted project MGA "Frankie" being declared road-worthy by Keith.

In Lynchburg, we joined with Butch & Judy and were also greeted by Lee & Liz Niner who traveled down from their Pennsylvania home. After a wonderful lunch at the Depot Grille, we were off to our evening destination of Blacksburg, Virginia. Despite the warm temperatures – okay, it was HOT – we arrived in Blacksburg as a unit and nothing amiss other than an occasional fuel stumble from the Wemhoff's MGA, which we wrote off as a touch of vapor lock.

After learning our lesson concerning ignoring Judy's starting time while headed to Hot Springs for GT-34, we were in our cars early for the day's travel to Prestonsburg, Kentucky, where Judy had us scheduled to enjoy the Jenny Wiley Theatre's production of *Grease*. All was going well until we reached Grundy, VA – where the Wemhoff's fuel pump finally cried uncle and stopped pumping. With roadside repairs attempted to no avail, the decision was made to get off the dangerous section of road and call AAA for a ride to Prestonsburg while the rest of the group carried on. Bill and Kathy had many tales to tell of their 5 hour wait for the 45 minute arrival of the AAA truck. Coalminers are indeed interesting people. After being collected by AAA, Bill & Kathy enjoyed an air-conditioned ride to Kentucky while the rest of us enjoyed the wildly entertaining production of *Grease*. (Bill & Kathy, if you're reading this it was just okay, the seats were hard, it was hot, sodas were warm, mosquitos were biting and the performance was so-so) To say the cast was outstanding, engaging, talented and full of energy is simply not praiseworthy enough for their performance. How Judy finds these nuggets of gold year after year remains a mystery – but then that is why all hail the Wagon Master.



With Charlie and Bill replacing the fuel pump early Sunday morning with a unit loaned from Lee, the fleet was ready to set sail for Newport, Kentucky – gaining a slight break in the weather with overcast skies for most of the day. The 200 mile drive was uneventful and we arrived at the hotel early enough to visit with NAMGAR Regalia contacts Mike & Sandy Hickman at their home in nearby Southgate, who were also entertaining Richmond Chapter members Bruce & Carol Woodson, Famous Dave, Dennis Urick and Kyle and Katie Leatherwood. Our stay was short and we were off to the BB Riverboat for a Dixieland Jazz-themed dinner cruise past the skyline of Cincinnati, Ohio. We had left the MGAs sheltered under the portico of the hotel in anticipation of a major storm warning, but other than a light rain, it was a beautiful night and quite honestly, riding in the Courtesy Van was welcomed after all the miles driven.

Monday was a short drive from Newport to Dayton where the Kallapos had arrived just before us, completing the Mid Atlantic Chapter contingent when joined by Doug & Kay Campbell, Bruce Zivic, Mike & Jennifer Ash, Bob & Chris Vitrikas and Ben & Cyndi Nolan later that evening. We also welcomed Dick & Pat Newman, who will always remain Chapter members in our hearts.



The GT itself will be covered in detail in a future issue of *MGA!* magazine, but Kelsey's MGA was the hit of the meet with the NAMGAR community impressed with Kelsey's dedication to learning and applying the skills necessary to restore the car from various components to a beautiful example of an MGA. "Frankie's" winning appearance and Kelsey's compelling story earned first place honors in the 1500 class, followed by Karen and me with fourth place honors in the 1500s. Butch and Judy were awarded second place in the 1600 class and, showing the outstanding level of cars on the show field, Liz took fourth place honors in the Mark II class after five years in Premier Emeritus.

The GT over, we reformed our caravan adding Keith, Kathy and Kelsey but losing Lee and Liz to travel back north with Ben and Cyndi – and were off to Judy's hometown of Elkins, WVA and the American Mountain Theater as our Friday night's entertainment. Saturday morning we said our goodbyes to the Smith's and worked our way back to Virginia, stopping by Winchester to visit with Martha Ludtke, as we always try to include Martha in our GT travels.

We often say the GTs are fun and it is wonderful to see our many friends, but what makes the GTs enjoyable is the travel to and from the event with close friends with whom we will always share the memories. Judy hit another home run on this trip and we encourage as many members as possible to join us in our travels to GT-38 to be held in close by Asheville, North Carolina in June 2013.



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

▲ National Ink ▲



The May/June 2012 issue of MGA! magazine cover featured the Sebring MGAs of Chapter members Michael Eaton (#51 and #28) member emeritus Steve Woodyard (#38) and obscured but there, the #40 and #53 belonging to John Wright – all shown while on displayed at the Amelia Island Concours.

We thank *MGA!* editor Michael Tooke for the image and permission to reprint the cover photograph.

▲ Looking Forward: MG Jamboree 18 ▲

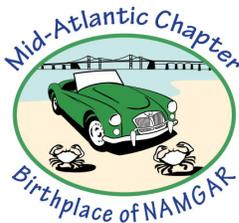


Our Florida friends Bruce & Bert Rauch are hosting a NAMGAR Regional event November 1st through the 4th in Homosassa Springs, Florida.

Regional GT events are often very low key and enjoyable as you are able to spend quality time with fellow MG enthusiasts – as well as exploring perhaps a new part of the country.

More information on the schedule, events and accommodations can be found in the current issue of MGA! magazine or at the Florida Suncoast MG Car Club website at fsmgcc.com.

▲ New Chapter Shirts Are Available ▲



We have filled our first batch of new Chapter shirt orders and they have proven to be quite popular. Those interested in additional shirts or ordering your first should contact Liz Ten Eyck at bytheoak@verizon.com.

We need to order a minimum number of 12 shirts and will place an order when we reach that count.

▲ NAMGAR Wants You ▲



NAMGAR
North American MGA Register

For those of you who are not NAMGAR members, we would encourage you to consider joining the national organization.

With your \$37.50 annual membership comes a subscription to the bi-monthly magazine *MGA!* The magazine alone is worth

the cost of admission. For those that have not enjoyed a recent copy of *MGA!* please contact me at manassasmga@gmail.com and I will send a copy for you to enjoy.