

The Square Rigger

May 2008



Chairman's Comments

Spring has sprung so dust off your MGT and start driving!

I would like to extend a special thanks to Mike and Lucy Hughes for organizing and running a very successful Mini GOF in Staunton, Virginia. This shows what can be accomplished when members devote a little time to run a club event. Please look for Mike's article and pictures in this newsletter. Congratulations on a job well done! So let's hear your ideas about what you can do to help set up a club event.

With the recent vacancy of the very critical board position of Secretary/Treasurer, the Board needed to find a qualified temporary replacement. Michelle Cattaneo has graciously agreed to accept the position of Secretary/Treasurer on interim basis until this position can be filled permanently. We offer our thanks to Michelle for filling this void. In addition, our Newsletter Editor, Louise Tucker will be stepping down, with this issue. We thank Louise for her many years of excellent work as our editor. Tom Carolan will be assuming this position on a permanent basis. He hopes that he will be able to muster enough material to continue to make The Square Rigger an enjoyable publication.

Time is getting short and The Original British Car Day 2008, scheduled for June 1st is nearly

upon us. Please contact me ASAP to volunteer your time. Critical areas that still need to be filled on show day are show car and vendor registration, regalia sales, car parking, and traffic control at the front gate. We will also need help with the field layout on Saturday. In my previous writing, I mentioned that this year's Featured Marque would have been the Mini. However, The Capital Mini Register decided to forgo our offer until next year. This year the Austin-Healey Sprite will be featured as part of the promotion the 50th Anniversary in America.

This year we will be holding elections for new officers. Positions available will be Chairman, Vice Chairman, Secretary/Treasurer, Historian, Membership Chairman and Regalia Chairman. So give some thought as to who you would like to run your organization. All members are eligible to hold an office and you are encouraged to submit your nominations to me via email or by snail mail. Ballots will be published in the next issue of The Square-Rigger with voting instructions. So let's all contribute to the election process to ensure that we have a capable board for 2009!

Sincerely,
John M. Tokar

Club Officers



The usual smiling faces with Lucy Hughes representing hubby, Mike. Absent is John Wright.

Chairman (please note new email address)

John Tokar
4935 Tall Oaks Drive
Monrovia MD 21770
301 831-6975
jtokar51@verizon.net

Vice Chairman

Mike Hughes
6623 Benson Drive
Alexandria VA 22306
703 768-3582
hughes.c.m@worldnet.att.net

Secretary/Treasurer

Vacant

Membership Chairman

Charley Howard
PO Box 323
Monrovia MD 21770-0323
301 865-5332
jayhawher@aol.com

Regalia Chairman

Open For Volunteer
Let's see **your** name here!

Events Chairman

Lin Snider
P. O. Box 145
Walkersville MD 21793
301 845-2567
snidelf@aol.com

Technical Advisor

John Wright
1640 River Road
Upper Black Eddy, PA 18972
610-982-0140
mogfrog1@aol.com

Newsletter Editor

Louise Tucker
4004 Old Crain Highway
Upper Marlboro, MD 20772
301-627-1717
leletuck@comcast.net

Historian

Marty Howard
Same as Charley's

Chairmen Emeriti

Len and Ruth Renkenberger
8245 Ingleton Circle
Easton MD 21601
410 822-6061
renk@goeaston.net

Editor's Comments

Louise Tucker
Newsletter Editor

The Chesapeake Chapter of the New England MG "T" Register was organized during the summer of 1971 by Register members in the Baltimore-Washington area who felt that local interest in MGs was high enough to warrant the formation of a local chapter. The Chesapeake Chapter encourages the maintenance, preservation and enjoyment of the T-series and vintage MG, and welcomes new members. An interest in classic MGs, membership in the New England MG "T" Register, Ltd., and annual dues are the only requirements.

The editor welcomes and encourages articles for the newsletter from the Chapter membership. You can email me at leletuck@comcast.net, call at 301-627-1717 or write to the address given in the Club Officers list. Articles of interest, jokes, photographs, etc. will be greatly appreciated. Also, participation in Club Events is needed! Remember, it's **your** Club, so if events are to be successful we need the assistance of **everyone**, not just a few!!

For those of you who are not familiar with our publication, the mailed version of The Square Rigger is in black and white, but the full color edition can be downloaded from our Club web site: <http://www.chesapeakechaptermgtclub.com>

As per the Chairman's Comments, this will be the last issue of The Square Rigger that I will publish. Tom Carolan will take over beginning the next issue. Thanks to all of you who have so faithfully helped me by supplying that much needed information to make the newsletters a success. Please support Tom in the same way so we can continue to have a publication that we can be proud of.

Upcoming Events Of Interest

Below are events being planned for 2008 and sponsored by the Chesapeake Chapter. Work has started on each of these events, so mark your calendars now, and watch for more information on the details.

Vintage Restorations Limited Open House

I would like to take this opportunity to invite all of our members to attend an open house at our new shop on Sunday, May 18th. Please see www.vintagerestorationsltd.com for directions. This event will be held in conjunction with Depot Day, an annual activity sponsored by the town of Union Bridge, Maryland. **See the flyer at back of newsletter for the details.**

As part of this celebration, we will be holding a classic car display on our grounds. You are cordially invited to bring your car and participate in this event.

We look forward to seeing you on May 18th!

Best regards,
John

OBCD 2008

The 31st annual Original British Car Day will be held June 1, 2008 at Lilypons Water Gardens. Special events are planned, so bring the whole family for good old fashioned fun! Food and beverages will be for sale, or you may bring your own picnic lunch. The field opens at 8:00 am, with popular choice voting closing at 1:00 pm. Please see the Chairman's Comments for the critical areas that need to be filled, and how you can volunteer your time.

Summer Eat Out

There probably will be an eat out sometime this summer, but nothing definite has been planned as yet. The Events Chairman would love to have volunteers come forward to sponsor this event.

Events Sponsored By Other Clubs

NEMGTR GOF 2008

The New England MG T Register GOF will be held May 28–June 1, 2008 at Ashworth-by-the-Sea Hotel, Hampton Beach, New Hampshire. If interested, you may still be able to register by calling Bob O'Meara at 508-943-1447 (week nights only).

British Car Fall Festival

Shenandoah Valley British Car Club's 27th Annual Fall British Car Festival will be held October 4, 2008 at Ridgeview Park, Waynesboro, Virginia. For more information go to www.SVBCC.net.

News Items

Winter Eat Out

As usual, our winter eat out held on March 2 at the historic Gabriel's Inn, Ijamsville, Maryland was enjoyed by many members. Following are some photos of the event.



"The Board Meeting"



The Carolans





with the usual socializing in progress. The evening Awards Dinner at the L'Italia Restaurant offered good food and lots of fun with every car being a winner.

All who attended the Mini GOF went home with very pleasant memories and a lot of historic knowledge and culture. The following photos testify to the exciting week-end.

Mini GOF 2008

Many thanks to Mike and Lucy Hughes for an outstanding job hosting this year's Mini GOF in Staunton, Virginia which was in the heart of the historic district. There were 6 registered cars and 20 people in attendance.

The week-end started on Thursday for some who came early to attend "The Taming of the Shrew" at the American Shakespeare Center's Blackfriars Playhouse, the only authentic indoor Shakespeare Theater in the world.

On Friday afternoon, the group took a short drive in their "T"s to the Frontier Culture Museum, where they visited original farm building from England, Ireland, Germany, and the Shenandoah Valley. These buildings were acquired, disassembled, and reassembled on site to recreate the 17th and 18th century rural existence of our nation's immigrant forbearers. The Museum allowed pictures to be taken of our "T"s in front of the octagonal barn and the English house. (see photos)

Our Mini GOF was headquartered at the Frederick House located in the historic downtown district. Frederick House includes 23 spacious rooms and suites in five restored historic buildings built from 1810 to 1910. The hospitality room was in the lovely hotel reception room of the Cochran House, and was well stocked with lots of delicious snacks and beverages. A catered lunch was served there following the Saturday morning "show of cars" which was in the equally lovely parking lot. The cars didn't get much driving time as everything was in walking distance or a short trolley ride.

Saturday afternoon found many members attending the performance of "Henry V" at the Blackfriars Playhouse, while others strolled around town shopping. The VanOvers had to be rescued as their TD broke down on the road, but soon everyone was back at the hospitality room



The "Gang" inside the English House



Mike and John testing the saw!



T's and their owners at the Octagonal Barn



T's at the English House



Rescuing The VanOvers



Relaxing on Porch of Cochran House



Tuckers Receiving Award



More Relaxing on Porch



VanOvers Receiving Award



Cattaneos Receiving Award



Lindsay's Receiving Award



Hughes Receiving Award

Lewes British Motorcar Show

Three couples with 2 cars from the Chesapeake Chapter attended the Lewes, Delaware British Motorcar Show held at the Lewes Historical Complex on May 3. This show has 8 categories by year and not by class. Dale and Eleanor Lindsay's TD and Paul and Louise Tucker's TC were in the same category. Ralph and Michelle Cattaneo didn't bring their TF, so they were

spectators! After the winners were announced, all cars with the winning cars going first, cued up for a parade around town and down the main street where the mayor passed out the awards. Congratulations to the Lindsays and the Tuckers who both were winners.



Lindsay in front with Tucker 3rd in cue!

Membership News

Charley Howard
Membership Chairman



Who's New?

George A. Garbutt unknown at moment
& Jean
5951 Woodville Road
Mount Airy MD 21771-2527
301 829-4523

Paul A. Partu **1954 MGTF**
& Patricia
8311 Frosty Court
Lorton VA 22079
703 550-0539
ppartu@donbeyervolvo.com

Membership News & Stuff

I am trying to get the membership directory updated and out as well as renewal notices. As many of you know, Marty and I are moving to

North Carolina. The house has taken far longer than anticipated, sort of like MG restorations, and a lot of "stuff" I had already packed up. So, digging through Chapter boxes has been fun, along with taxes, etc.....

So, soon you should be receiving a new directory. It turns out Marty and I will likely be able to help out with OBCD this year, oh well. Truth is we need more people to step up to the plate to fill in vacant spots. It really is fun in a car show sort of way.

"T" Technical Note

John Wright
Technical Advisor

Greetings All. Is it possible to have writer's block if you only have to write 5 or 6 articles a year? I think so. Anyway, all I had to do was walk into the garage and was reminded of one thing that needs to be done to my TC this summer. The slight smell of fuel has been a problem off and on for years, and I think this summer will be the time I remove the gas tank for a good sloshing. I have done this to several tanks over the years having been first told about the process by Renk, back in the early 70's.

The last tank I did was for an MGA. This special 22-gallon tank still had 3 inches of 40-year-old fuel that left a full inch of goop in the bottom of the tank when drained. This was very difficult to remove, and I tried a couple of things to dissolve it with not much luck. This stuff was tar and the tank must have been full of Sunoco 260 when the car was parked about 1967. Fresh gas did nothing, nor did Acetone, which was recommended by a chemist friend of mine. It might have worked if I was patient enough, but I ended up taking the tank to the local Redi-Strip. It took them a week of soaking to get 95% of the tar out. In the process, the welded in threaded insert for the drain plug dissolved too. Must have been made out of some alloy that the chemicals just ate up. Hopefully, you won't have these types of issues with your tank, and it will be a much more straightforward process if and when it becomes necessary. If it's as bad as mine, I would recommend having your tank boiled out by a radiator shop instead of a chemical process like I did.

I used Bill Hirsch's alcohol resistant gas tank sealer kit. In the FAQ sheet, he says it will seal a tank that has rust inside and/or seam leaks or pinhole leaks. The goo must be removed first, and then he recommends treating a rusty tank on the inside with his rust remover. See his

complete instructions for this procedure at: <http://www.hirschauto.com> Click on the gas tank repair bullet and then the description of the product for a full question and answer page. Bill claims that his product is the only one that is alcohol resistant, which is necessary in this day and age with the ethanol in the fuel we use. Complete instructions are also on the can.

The process goes very quickly once you get your tank clean enough. If you are lucky and it just needs cleaning and not boiling out, you can probably protect your paint enough so as to not damage it. Use Hirsch's or similar heavy-duty industrial cleaner if there is shellac or slight goo inside. Once clean use the Metal Prep or Gas Tank Etch as directed and rinse out. These chemicals will damage paint so be careful. Air dry thoroughly. Introduce the sealer and with all openings now duct-taped closed, rotate the tank all around to slosh the sealer into all areas of the inside of the tank. Pour the sealer back into the container from the tank. If this is a relatively low rust or rust-free tank then one application may be all that is needed. If you feel another application is necessary, wait 24-72 hrs. before pouring the sealer back into the tank to repeat the sloshing process. If you think the sending unit float may touch the inside of the tank, then put some Vaseline on the float when you reinstall it, otherwise the float may stick to the fresh sealer.

Total cost for me was about \$150 which included the stripping, but I still need to paint it as it's still in primer.

Another option is to use one of the gas tank restoration businesses. I used this service for a similar tank to the one I spoke of above. Same situation with the goo and rust. Their process involves cutting a big hole (which they re-weld back into place) in the side so they can get in there and scrape the goo and then sandblast the rust away. They also want to apply a thick coating to the outside of the tank that seals the outside as well. I was not enamored with the looks of this coating and the price was \$400 for the job, which included new black paint. You would want to explore the options regarding the exterior finish of a T-series tank since it is not under the car such as an MGA's. I do feel the end result was better than doing it my self as the tank is fully encapsulated and is guaranteed. The current cost of a T-series tank from Moss is \$1153.

All for now. Perhaps we'll see you at BCD?

Advertisements

This Advertising Section is for the use of our members. All members are encouraged to submit classified ads to the Editor, at e-mail address leletuck@comcast.net. or mail them to the Editor (see Club Officers listing).

Classified ads will be published free of charge for Club members, in each issue of The Square Rigger. We publish roughly once per quarter. Photographs are acceptable.

Please let me know by e-mail, call me at 301-627-1717 or write if your ad has had the desired effect, so I can remove it from the next Square Rigger edition!

Note change of location and phone number for Vintage Restorations Limited

Vintage Restorations Limited

*Specializing in English Auto
Restoration and Service*

52 North Main Street, PO Box 573
Union Bridge, Maryland 21791
www.vintagerestorationsltd.com

John M. Tokar
tokarj@erols.com

 MEMBER

Ph: 410-775-0500
Fax: 410-775-0501

Wanted: Mint (or near) 1962 Maryland Plates (matching pair) or will trade any one of the following: mint 1965. mint 1956 (one only), 1946 tab -fair, 1952 with '53 tabs, v.g. '60. Len Renkenberger - email me at: renk@goeaston.net

That's all for this edition, MG-T lovers! I hope you enjoyed the articles and pictures. It's **your** Club and newsletter, so all comments, articles, tech info, pictures, ads, and **participation** are always welcome!

Thanks,
The Editor

