

The Square Rigger

SPRING 2019 Edition
Published – April 2019



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

[HTTP://WWW.CHESAPEAKECHAPTERMGCLUB.COM](http://www.chesapeakechaptermgclub.com)



The Chesapeake Chapter's Southern Winter Tour 2019

WORDS FROM OUR CHAIRMAN

Chairman Comments

In a few weeks the next gathering for our Club will be the Mini-GOF at Wades Point Inn on the Chesapeake Bay in St. Michaels, MD. It looks as though a good turnout is in store, so a fun packed weekend is planned, and we are all looking forward to it.

During the month of May, John Twist is coming to our area for a week or so to diagnose various problems you may have on your Ts. Charlie Adams sent an email a few weeks ago talking about this so contact him at charlieadams@gmail.com to see the exact dates.

Less than a month later, the Original British Car Day will celebrate its 42nd annual meet. This year the event will move to a **new location** Serra Valley Farms in Mt. Airy. Visit our website www.chesapeakechaptermgtclub.com and pre-register before May 15th to save 50%. A new member and OBCD Chairman Tom Renda will be glad to answer any of your questions not on the site. He can be reached at 410-804-7017 or thomasdrenda@gmail.com. Volunteers for the OBCD are still needed.

In the month of July John Tokar is holding a Tech Seminar at Vintage Restorations. There is a brief description of what will be covered in this TSR issue and Charlie Adams at charliadamsmg@gmail.com would like to determine a head count, so let him know. It will be a well spent day.

In August some members of the Chesapeake Chapter are touring New England in their MG-Ts. You may notice some members also toured Florida earlier featured in this TSR issue. The tour may still be open so contact Milt Babirak at mbabirak@babirakcarr.com to find out the specifics.

Come the end of October the Club will have the Fall Ramble 2019. Each year we try to alternate between Maryland and Virginia and this year Cambridge, Maryland was chosen. The planning is still underway so if you have any suggestions let Milt Babirak know.

Looks like another good year for the Chesapeake Chapter of the New England MG-T Register.

Safety Fast!

Your Chairman, Shaun English



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FROM YOUR EDITOR

I hope you enjoy this **SPRING 2019** issue of **THE SQUARE RIGGER (TSR)**, our club's quarterly newsletter.

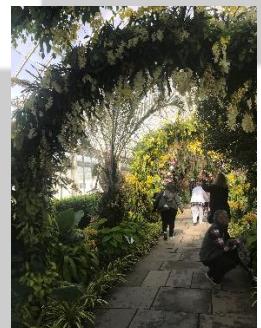
So glad to see lilies and daffodils pop up – time for warmer temperatures and along with warmer temperatures comes the 2019 Mini GoF, on Maryland's Eastern Shore on May 3-5, 2019. Can't wait! Thanks to the Planning Committee for always making this a fun event with lots to do and see. There are many opportunities for new adventures this year, like the New England trip in August. Read about the details in this issue.

Well, Mark and I did not make the Florida trip but I hear it was amazing! What a nice time of year to head south. John Debelious has provided a fabulous article outlining the trip and it's all inside this issue.

I headed north recently to visit New York City. We toured the New York Botanical Garden's Singapore Orchid Show. I highly recommend if you are in NYC in March! Hudson Yards on the West Side is brand new and looks stunning. Oh, and did I remember to mention that shopping is always in season in NYC! ☺

As always, please send me photos of your cars, articles, stories and other stuff!

Kindly yours, Maxie Brown, Editor



WELCOME NEW MEMBERS

In the last TSR, I introduced new member Jerome Prochaska of Orlean, Virginia. Jerome has kindly sent a brief history of his MG TD and a photo, which I am pleased to share below:



I am attaching two photos of my 1951 MG-TD which I took today following a nice afternoon drive. This coming March will mark the 60th year of my ownership of the car and a long and beneficial relationship for both car and me. It was the first MG registered in the state of Nevada, and I am the third owner. Shortly after buying it I saw an MG-TF with wire wheels and converted my TD to wires. The first owner was an engineer who installed a nice matching set of Jaeger instruments including the usual speedo, tach, ammeter and oil pressure, but added separate oil and water temp gauges and a vacuum/pressure gauge. The second owner was a merchant mariner and always at sea. The car had 12,000 miles thereabout when I bought it and I drove it as principal transport for several years, back and forth across the US, accumulating 59846 miles, when the odometer stopped working- God only knows when. I took the car to Germany in the mid-sixties and drove it often for three years, doing some major engine work over there. In 1991-92 I had a skilled mechanic do a frame up restoration replacing all rubber parts with upgrades offered by Moss Motors, all bearings, Porsche racing pistons, a California Street Cam, electronic ignition, high-speed rear end, heavy duty clutch, chrome wires from Moss, and adding a Shorrock blower that I bought from Sidney Allard in London in 1975. The car has its original upholstery and a new top I installed soon after buying the car. However, the top hasn't been raised for forty +- years. The car is fast, powerful and reliable, but not at all a race-car.

Jerry Prochaska
Member # 13218



Our Club Symbol --- A Real Chesapeake Bay Skipjack

	CALENDAR OF EVENTS
April 28, 2019	Britain on the Green Gunston Hall, Lorton, VA http://www.capitaltriumphregister.com/bog/
May 3-5, 2019	MINI-GOF Maryland's Eastern Shore – Wades Point Inn
May 5, 2019	Washington D.C. Region SCCA and The MGs of Baltimore, Ltd. – Get the Dust off Rallye Contact Eric Salminen 443-463-3071 https://www.mgsofbaltimore.org/wp-content/uploads/2019/02/2019-Dust-Off-Rally.pdf
May 19, 2019	Old Town Festival of Speed and Style, Alexandria, VA
June 2, 2019	<i>The Original British Car Day (OBCD)</i> The Barn at Serra Valley, Mt. Airy, MD
June 12, 2019	TSR Summer Edition - deadline for articles
July 20, 2019	Tech Session, Vintage Restorations, Ltd. Union Bridge, MD
August 3, 2019	9 th Annual Pennypacker Mills British Car Show, Pennypacker Mills, Schwenksville, PA http://www.dvcmg.com/events/car-show-info//car-show-flier
August 10-24, 2019	Summer Sojourn, New England
October 27-29, 2019	Fall Ramble – Cambridge, MD

Recent Chapter & Other Events

ANNUAL EAT OUT 2019 - FEBRUARY 10, 2019

The Annual Eat Out 2019 at Normandie Farm Restaurant was held
Sunday, February 5, 2019



Arriving in style! John Debelious and his lovely wife Donna bravely drove their 1953 MG TD to the restaurant on a very cold day.



The restaurant was cozy and the food was delicious.



A fun time was had by all! TONS of GREAT FOOD! (Where are the stretchy pants when I need them most?)

Following lunch, we were treated to a private tour of John Debelious' garage (the ultimate man cave). Besides his 1953 MG TD, John owns a 1976 Triumph TR6 and is currently restoring a 1949 Chevrolet pickup truck.



The Chesapeake Chapter's Southern Winter Tour 2019

By John Debelius, member #12874

It may have been just a cold February morning to some, but to this adventurous MGT crowd, there was palpable excitement for our annual Southern Tour, made possible by the Auto Train, which took us and our cars from the Washington, DC area to Sanford, Florida and back again.



We met at the home of Shaun English and drove to Lorton, Virginia, to load our cars onto the train for the overnight trip. A sociable visit to the bar-car, dinner and a clackety night's sleep in a bunk and voila...we were in Florida. Having done versions of this trip before, we decided to change it up completely. We have driven south in previous years, taking various routes down through central Florida, Naples, Marco Island, the Everglades and the Keys. Each of those areas has much to recommend it, but we wanted something different this year. We all wanted to have the experience of attending the Amelia Island Concours d'Elegance and seeing the amazing cars presented there, so we worked our driving schedule around it with a trip that took us north, up through Daytona, St. Augustine, through Georgia to Savannah, and back down through Amelia Island for the big show.

There are many benefits of antique MG travel, chief among them are the car friends you meet along the way. We had met Glen and Jill Moore on previous trips and they helped us a great deal with the planning for this one.



They recommended a tour of the Daytona Motor Speedway, got us in touch with the MG Classics Group of Jacksonville for a wonderful show and picnic, and graciously hosted us for a dinner at their home. They have an amazing MG TC which is set up for racing with an honest period look, and a pristine 1957 MGA 1500 Coupe featured in MG Sports Cars by Malcolm Green.



They also introduced us to a collector with a private museum and arranged a tour that took our breath away.



The Daytona Motor Speedway also held our interest with its elaborate banked curves, huge grandstands and a museum with a wide variety of vehicles, including a racing Spitfire



MG Classics of Jacksonville hosted us at Forte Mose in St. Augustine for a show and picnic. They had beautiful cars, great weather and an impressive black powder musket display by a group of re-enactors in period costume honoring the escaped slaves who once guarded the fort.



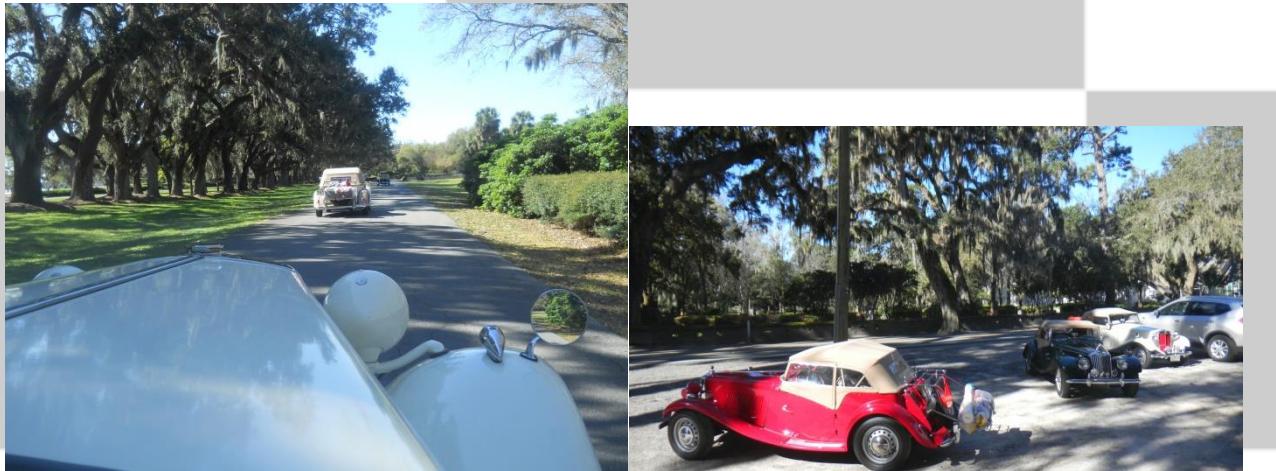
Lest I forget the cars, there were some nice ones on display at the Fort, where we enticed the Jacksonville Club and re-enactors to pose with our banner.



We made our way up the coast into Georgia, where it became notably colder as evidenced by our attire. Your author will shyly acknowledge that he was the only driver with a restored Arnolt heater in his TD, and taunted his chilly comrades with complaints of excessive heat blowing from it. We drove through beautiful St. Simons Island and stopped for a picture at home of the keeper of the historic light house.



As we drove up through Northern Florida and Georgia, toward Savannah, it must be said that the live oak trees, actually an evergreen cousin of the oak trees we were used to, with the Spanish Moss hanging from them, made for hauntingly beautiful scenery. Many of the back roads are essentially tunnels through those majestic trees with the ghost-like moss hanging down.



Spanish Moss is reputed to have caused the first automobile recall in 1917, when it was discovered that the plentiful moss harvested by Henry Ford to stuff the seats of Model T's contained chiggers, annoying little red bugs that bit the posteriors of early motorists.

Savannah is an intriguing southern city with traditional architecture and squares full of monuments, trees and blooming flowers to please the senses of any gardening enthusiast. Its bustling riverfront has a large assortment of restaurants and bars, which we were happy to patronize.

An unexpected surprise in visiting Savannah was the Mighty 8th Air Force Museum in nearby Pooler, Georgia, which preserves the stories of the courage, character and patriotism of the men and women of the 8th Air Force. The visit moved me deeply and allowed me to honor the service of my uncle, Lt. Col. Owen James Nugent, Jr., a B-17 pilot who flew 28 bombing missions over Germany in WWII with the 490 Bombardment Group out of the Eye in Suffolk, England. He named his plane "Alice Blue Gown" for his fiancé, later to become my aunt Alice. Among its many exhibits, the museum has restored a B-17, the "City of Savannah."



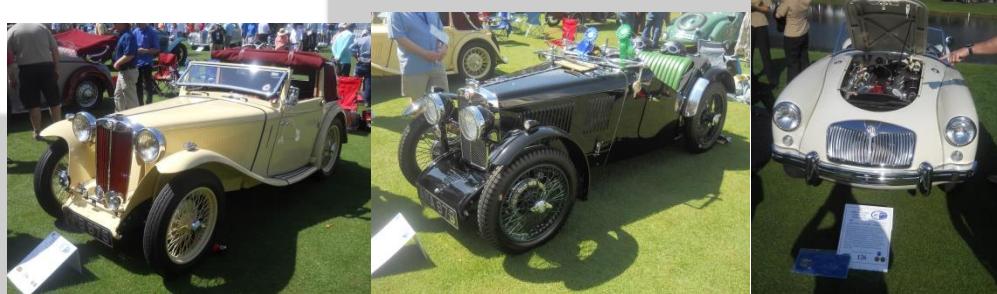
The sun warmed the earth and we visited Jekyll Island on our way back to Florida, but I should get on to what you car nuts want to read about, the Concours d'Elegance at Amelia Island. It was well worth the trip. The Concours, itself was on a Sunday, featuring a showing by invitation only of some of the most incredible cars on earth, but the prelude is the "Cars and Coffee" held on Saturday on the Concours grounds. Pikers like ourselves are able to register in advance to show their cars there, and we enjoyed keeping company with a number of other MG's, some of their British cousins, and many other classic cars.



The main Concours the following day featured the expected array of drool inducing Duesenbergs, Cords, a Tucker, Packards, etc.



But, we were also pleased to see some amazing MG's, such as the 1938 MG TA Tickford Drophead Coupe, the 1933 MG J2 and the 1959 MGA Twin Cam owned by singer John Oates.



The ultimate juxtaposition of good and evil, however, is posed by the next two cars, a Porsche 356 once owned by Janice Joplin, and the unrestored 1934 Mercedes 500K given to Rudolph Hess by Hitler when he became Reich Minister. It was sinister in its very appearance.



The Concours was definitely the highlight of the tour, but we enjoyed the meander back to Sanford, stopping for lunch in Palm Coast and parking our cars along the road in front of JT's Seafood Shack. It was empty when we arrived, but within minutes, people began stopping to look at the cars, and before we knew it, the restaurant was full!

Of course, you dirty fingernail guys want to know about breakdowns, and I won't disappoint you. This trip was over 800 miles of driving in these 65 year old cars, so the occasional challenge is to be expected. We carry lots of tools and spares, hoping that they will, for the most part, go unused. Fortunately, our problems were minimal, a loose luggage rack, a broken tach cable, etc. It was during that lunch break mentioned above, however, that we finally sorted out the vexing starter problem that we had with Barbara's '52 TD. Sometimes it would start with a pull of the starter cable, and sometimes it would give only a mild twitch of the solenoid, requiring a push and jump start in second. Several times during the journey, Barbara had to locate a couple of strapping young lads and press them into service for a push so that she could jump start the beast. We had systematically worked our way through, tightening the starter cable, cleaning the mounts for the ground strap, and were checking the starter terminals when we noticed that the entire front end of the starter could be rotated a half inch or so with a twist of the wrist. Aha! Mechanic extraordinaire, Charlie Carroccio, discovered that the long screws passing through the length of the starter motor were loose, depriving it of the necessary ground. A quick tightening of those screws and the problem disappeared. In some perverse way, having a mechanical problem and fixing it is satisfying, but everything in moderation...

So-- it was another excellent trip and a healthy change of scenery. At this point, the plan for next year is to change it up again and explore the gulf coast in February. New adventurers are always welcome!

Milt Babirak also took some videos and photos of the Winter Tour 2019 – the link to them is:

https://www.dropbox.com/sh/mupwfxg6ewlw4br/AADAzGM0T2_5B8iN-17Nws3Va?dl=0

Contact Milt Babirak at mbabirak@icloud.com or look for our announcement in the Sacred Octagon.

UPCOMING CHAPTER & CHAPTER RELATED EVENTS



SPRING Mini-GOF - May 3-5, 2019

Maryland's Eastern Shore

Historic Wades Point Inn, McDaniel, Maryland

Our plans are all set, all we need now is you and good weather. We are expecting some 25 T's over the weekend, (5 TC's, 13 TD's, 6 TF's, and a YT) and 40 guests at Saturday night's banquet. So, be sure to pack your name tag and your pride and joy for a fun filled time on the eastern shore of Maryland.

See ya soon, this year's event planning committee, Ruth, Dale, and Ralph.

This year all registrants will receive a unique commemorative plaque to add to their memorabilia collections. For your registration form and to RSVP contact Ralph Cattaneo, 410-979-6060, dps6060@aol.com.



05/19/2019 - Old Town Festival of Speed & Style

ALEXANDRIA, VA - March 14, 2019 - The inaugural Old Town Festival of Speed & Style is scheduled to take place on May 19, 2019 in Old Town Alexandria, VA. This single-day, swift and stylish event will combine 100 rare and unusual supercars from around the world, with the elegance and style of Old Town, to celebrate the heart and spirit of the community.

Planned for the unique lower three blocks of King Street in classic Old Town, this day will include a magnificent display of high performance street and racing cars from the 1950s, '60s, '70s and '80s, along with a fabulous exhibition of fashion

presented by the Old Town Boutique District.

www.festivalspeedstylealex.com

All proceeds generated by this event will go to ACT for Alexandria – a community foundation focused on increasing charitable investment and community engagement specifically for Alexandria, VA.

The Old Town Festival of Speed & Style is expected to garner national and international attention because of its blending of elegant cars with high fashion to highlight the character of the community. Cars such as Ferrari, Jaguar, Porsche, Lamborghini, Aston-Martin, Cobra, Corvette and Mercedes will be on display for close-up viewing. In conjunction with the cars, fashion demonstrations will be conducted hourly to display the diverse style and elegance provided by the Old Town Boutique District.

Highly accomplished local musicians will be performing throughout the day and there will be many vendor booths and other sights to be seen and experienced. The Old Town Festival of Speed & Style is free and open to all.

This is a must see, must do event to support the community and celebrate what makes Old Town and Alexandria so special.

Date and Time:

- Sunday, May 19, 2019; 10:00 a.m. to 3:00 p.m.

Benefits:

- Raises money for ACT for Alexandria
- Increases business/foot traffic for restaurateurs, shop owners and merchants
- Elevates the stature of the city on the global map
- Brings together exquisite cars and car enthusiasts, fashion, art, music and style to create a festival of good energy and fun
- Generates widespread interest and visibility for Alexandria, draws crowds to its restaurants and shops, and attracts new visitors

www.festivalspeedstylealex.com www.festivalspeedstylealex@gmail.com

Points of Contact:

Rick Myllenbeck

rmyllenbeck@yahoo.com

*The Original British Car Day (OBCD)
42nd Annual Meet, Sunday June 2, 2019*

*The Barn at Serra Valley Farms
5601 Ridge Road, Mt. Airy, Maryland*

Greetings to all!

It was decided that we were due for a change in venue as the new location is now closer to the population center of the British car clubs and their owners. It is a very nice facility that offers some real advantages that I know you will enjoy. It has a wide expanse of level grassy fields for car displays and vendor set-ups and has plenty of on-site areas for spectator parking. We believe that this new location will improve both the participant and spectator's experience for all who attend. The Featured Marque will be the Mini!

I have also taken a new path and will no longer serve as your Chairman. It has been a rewarding experience for me but the torch has now been passed to Tom Renda, your new Chairman. His contact information is thomasdrenda@gmail.com and his phone number is 410-804-7017. I wish him success in this new undertaking and hope you will support him, and our show, as you have done in the past.

We are continually thankful for the support of all the car clubs over the years and look forward to your participation in OBCD 2019 and in the future!

Best regards,

John M. Tokar

**Tech Session at Vintage Restorations, Ltd.
52 North Main Street
Union Bridge, MD 21770**

On Saturday, July 20th from 9:30 a.m. to 3:30 p.m. the Chapter will have a tech seminar covering areas that should be of interest to most members. The session will be in two sections.

First, John Tokar will discuss a General Maintenance Schedule for the T-Series, looking at where and how often the lubricants and additives available today should be used vs. those recommended when the Ts were new. Thoughts on current fuel types will also be evaluated.

The second part of the seminar will show what is involved overhauling the brake system on a T-Series car. As many of you know John has a wealth of knowledge on details concerning our cars. I'm sure all members can benefit by attending.

Please send me an email to let me know if you are planning on coming so I can have a head count.

Thanks,

Charlie Adams

Technical Advisor

charlieadamsmg@gmail.com



SUMMER SOJOURN 2019 TO NEW ENGLAND; August 10-24, 2019 - REGISTER NOW

A few adventurous members of the Chesapeake Chapter will tour New England in their MG T Series cars for two weeks from August 10 to 24, 2019. This year's participants in the "Summer Sojourn" are Shaun English, John Debelius and Milton Babirak. (One of Milt's neighbors, Phil and his family, will also join.) They will trailer their cars to New England to cruise some of those beautiful backcountry roads in Connecticut, Rhode Island and coastal Maine.

Some exciting activities are planned including visits to Sebasco Harbor Resort, Boothbay Harbor, Bar Harbor, the New England Auto Auction at the Owls Head Museum, the Seal Cove Museum, a drive up to the top of Cadillac Mountain on Mt. Desert Island, a boat cruise around Mt. Desert Island, another boat cruise on Penobscot Bay and much more.

The Summer Sojourn will not only include exciting activities and wonder scenic drives. We will also savor some of that wonderful Maine cuisine, including fresh seafood, Maine lobsters, lobster rolls and some terrific craft beers.

Our plans are nearly completed. If you are interested in finding out more and perhaps joining, please contact Milt Babirak at mbabirak@icloud.com or 703-501-7924.

Please watch for our advertisement for the Summer Sojourn 2019 in the next issue of *The Sacred Octagon*.





Fall Ramble 2019 Planning is Underway! October 25-27, 2019

Fall Ramble Plans Well Advanced!

Planning for the Chapter's traditional Fall Ramble, 2019 version, is well in hand. Plan to join us the weekend of October 25/27 for what promises to be a wonderful visit to historic and picturesque Dorchester County, Md.

Centered on the quaint town of Cambridge, the Ramble itinerary will include numerous historical and scenic points off interest in and around that area of the Eastern Shore. Lodging will be at the Holiday Inn in Cambridge, where the Chapter has reserved twelve rooms. Dining plans are also well advanced, with the more formal Saturday night affair scheduled for the Cambridge Yacht Club.

Look for further details in upcoming issues of the Square Rigger. The Ramble organizing committee--Shaun English, Nanci Edwards, Milton Babirak, John Williams, and our Eastern Shore representative, Bill Burnette, encourage you to register early for this year's Ramble, as it's certain to be popular. Contact the Holiday Inn Express in Cambridge and mention your participation in the Ramble to reserve your room(s) for the weekend. Also, let Nanci (nanci.edwards@verizon.net) and John Williams (jwilliams@ndia.org) know of your participation. See you there!



MG enthusiast plays with trains – large-scale miniature ones

What does oceanography, British car restoration and large-scale miniature trains have to do with John Tokar? Well, just about everything.

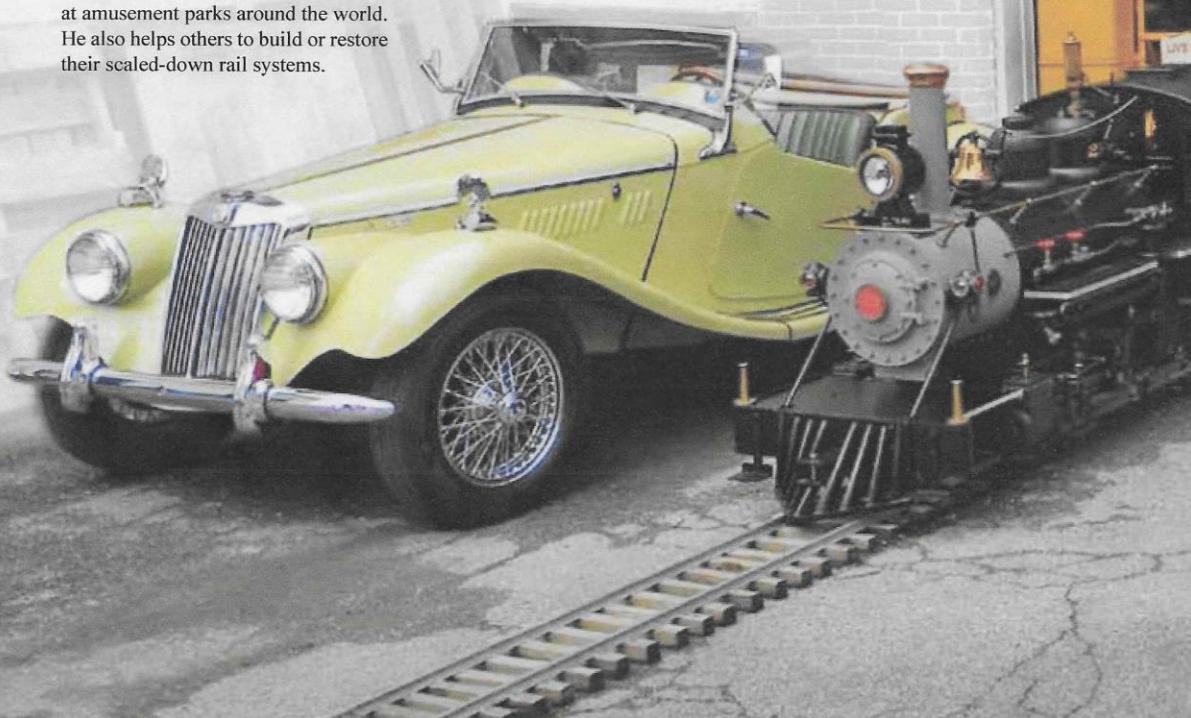
After retiring from the federal National Oceanic and Atmospheric Administration, the former scientist and longtime MG enthusiast launched a new career and opened Vintage Restorations Limited in Union Bridge, MD.

Now, as a hobby, he builds one-eighth scale steam locomotives that are capable of pulling similarly sized rail cars, with people aboard – the kind of train you might have seen decades ago at amusement parks around the world. He also helps others to build or restore their scaled-down rail systems.

Those same railroads are making a comeback at miniature train parks across North America, as well as the homes of hobbyists who build or buy their choice of scaled-down diesel, electric or steam locomotives and cars.

Tokar's fascination with miniature rideable trains began during a visit to a museum in Delaware, where he discovered a working one-eighth scale steam locomotive.

"I was fascinated by it," he said. So fascinated in fact, he joined a railroad museum closer to home and began working on full-size steam equipment. That was a dozen years ago and during





that time his interest has “evolved,” he said, and he’s now hooked on “scaled-down” steam trains.

If you search for “Sandy River First Steam” on YouTube, you can see Tokar’s homemade miniature steam locomotive on a short section of rail outside his restoration shop in Union Bridge, MD.

It’s the Sandy River and Rangeley Lakes Railroad, which operated from 1879 to 1935, that drove Tokar to build a locomotive of his own – in miniature, of course. A newly restored Sandy River and Rangeley Lakes Railroad, built to original specifications, was opened a few years ago and is a popular tourist destination today.

The original railroad, located in the

mountainous region of Franklin County, used two-foot railways – a miniature gauge itself. The standard gauge, or width between two rails, in the U.S. is 4 feet, 8.5 inches.

“I took the engineering drawings from the Board of Boiler Works and scaled them down and made this miniature version of a working steam engine,” he said.

“That engine essentially does everything that a full-size one does... and it uses regular fuel-size coal too,” he explained. “You can pull 10 cars and 20 people ... and the locomotive weighs over 3,000 pounds.”

He estimated he built 60 to 70 percent of the engine and cars by scratch. Fortunately, he has a full-scale machine shop in his Vintage Restorations Limited shop.

“The tender is completely scratch built from 11-gauge steel.” He relied on a

CULTURE

fellow in Michigan to build the boiler. Altogether, it took him 10 years "and maybe 30,000 to \$40,000" to build his train system. As for its value in today's market, he estimates about \$100,000.

He's also in the midst of restoring a steam-powered rail car. It's significantly larger than his steam locomotive and seats about two people. Unlike a typical rail car that is pulled by a locomotive, a steam railcar does not require a locomotive since it contains its own steam engine.

Rail cars, also known as road motorcars and speeders were most commonly used by railroads to inspect track for defects and to handle track maintenance. Most of them

were phased out in favor of Hy-Rail Vehicles, which are standard road vehicles with retractable guide wheels that can operate on road or rail.

The North American Railcar Operators Association consists of railroad enthusiasts who collect and restore rail cars and use them on specially prepared excursions along railroad tracks across North America.

Tokar hopes one day to be among those railcar riders. He also is hoping to offer rides on his steam trains on the 3,200 feet of track at Leakin Park, in Baltimore. Fellow railroaders and members of the Chesapeake & Allegheny Steam Preservation Society operate similar miniature steam

locomotives there.

Although it's still a hobby, Tokar said he occasionally helps other steam locomotive collectors with sheet metal fabrication and welding. "We've painted some live-steam equipment in our shop, which is equipped with a paint booth."

This fascinating man has a way of transforming interests into reality. While in high school, he became involved in the Sea Scouts and became hugely interested in boats.

That, in turn, led him to NOAA after he graduated with a degree in chemistry. As a commissioned officer, he captained research vessels on



scientific expeditions in the Atlantic Ocean, Gulf of Mexico and Intra Coastal Waterway.

With the help of NOAA, he completed a master's degree in engineering, which furthered his involvement with the federal agency and its oceanographic studies. He has a number of peer-reviewed scientific papers to prove it.

But all the while he worked with NOAA, he also had a passion for British sports cars. His first car was a Hillman Minx, which he acquired from an uncle, followed by a Triumph Spitfire followed by a long, long list of MGs.

His collection includes lots of MG

TDs, MGAs and MGBs, some of which have been restored by his staff. "I'm fortunate to have a very capable and loyal staff... with more than 100 years of experience."

His car restoration business was intended to be a hobby after retiring from NOAA, he said. But as it grew, he found himself without an outlet from his daily chores.

"Once I had the business going, I didn't have a hobby." That's where his interest in miniature trains evolved. Will it become his next business endeavor? Not even John Tokar can tell. ◎

For more information about the Sandy River and Rangeley Lakes Railroad, visit

www.srrl-rr.org.

For more information about the North American Railcar Operators Association, visit

www.narcoa.org.



WORDS: LARRY SANATA
PHOTOS: JOHN TOKAR

Don't let the old man in!

<https://www.youtube.com/watch?v=Xw0NpFdEme4>

Corny Joke Corner:

Q: What do you call a thieving alligator?

A: Crookodile

Q: What do you call a bee that can't make up its mind?

A: Maybee

Q: What do you call a pig that does karate?

A: Pork chop

Q: What do you get when you cross a snake with a tasty dessert?

A. A pie-thon!

Q: What do you get when two giraffes collide?

A: A giraffic jam

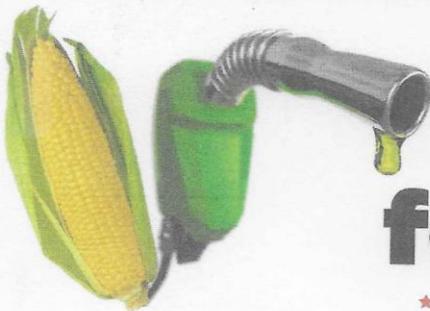
Q: What happened when the frog's car broke down on the side of the road?

A: It gets toad away.



ENGINES 2014

DINGHY OUTBOARD ENGINES ★ A GOOD LAW, FOR YESTERDAY ★ GOOD STUFF TO KNOW



A Good Law, for Yesterday

by Nicole Palya Wood, courtesy of BoatU.S. Magazine

Aturkey farmer, an environmental activist, and a boater walk into a congressional hearing on Capitol Hill. That may sound like a joke in the making, but it actually describes a few of the diverse witnesses who marched up to a hearing on a hot, muggy June 5 to tell Congress that a once well-intentioned national fuel policy has outlived its usefulness. Add to this unlikely group a motorcyclist, a gasoline refiner, and a classic-car col-

lector, and you start to put a new face on the nation's renewable fuel debate.

Back in 2005, Congress passed the Renewable Fuel Standard (RFS) as part of a sweeping energy package designed to reduce the country's dependence on foreign oil by blending more homegrown renewable fuel in our gasoline. The RFS is the formula that mandates the annual volume of renewable fuels refiners must blend into the nation's fuel supply, most significantly into gasoline. Ethanol,

a corn-based fuel, grew to have the lion's share of the renewable market, and currently 90 percent of the nation's gasoline contains 10 percent ethanol. Although the transition to this fuel was rocky for boaters, motorcyclists, snowmobilers, and other small-engine owners, most of the public adapted. But today the country is using less gasoline, and there's a different transition approaching, one that may prove too much for our shrinking fuel supply to bear.

"It's ironic to think that fuel efficiency is part of the problem," said BoatU.S. President Margaret Podlich. "But the combination of more stringent fuel-efficiency standards, a recession, and the growing American concern about fuel usage has decreased the amount of fuel we use. That's a good thing. But with the country as a whole becoming more fuel efficient, it means there's less gasoline to mix with increasing volume requirements of renewable fuel." According to the U.S. Energy Information Administration (EIA), gasoline consumption peaked in 2007, and has been on a slight decline ever since.

"When you no longer can add more ethanol to gas at a safe level for the public, you run right into the 'blend wall,'" added Podlich. Boaters may think that the RFS and so-called blend wall don't really affect their favorite pastime, but an odd set of factors are aligning to create a hurdle in America's fuel policy that could hit boaters square in the wallets.

E15, The Straw The Camel Feared

In 2010, the Environmental Protection Agency (EPA) approved the debut of a fuel that contains 15 percent ethanol. Under the EPA's own regulations, it can't be used in boats, motorcycles, lawnmowers, or cars built before 2001, and it will void some newer car warranties. According to the National Marine Manufacturers Association (NMMA), there isn't one marine engine warrantied to use more than a 10-percent blend of ethanol gas. Additionally, higher blends of ethanol gas deliver fewer miles per gallon and less power. So why would the EPA endorse E15 to the market?

The EPA's goal was to put more ethanol in fuel to meet rising mandates, rather than use their option or waiver authority to reduce the volume

requirements. Refiners are still able to produce boater-friendly ethanol-free gas, but it costs them more in regulatory penalties, making it more difficult to sell and adding costs that get passed down to the consumer. A recent study prepared for the American Petroleum Institute by National Economic Research Associates, a group also used by the U.S. Department of Energy, found that by 2015 the combination of higher compliance costs imposed on refiners plus a reduced domestic fuel supply could increase the cost of producing gasoline by 30 percent and the cost of producing diesel by as much as 300 percent.

Proponents of the RFS disagree that the financial impacts of the blend wall are that drastic, claiming that potential reforms to the law will limit the choice of fuel options for consumers. Bob Dineen, president of the Renewable Fuels Association (RFA), believes the blend wall has been "self-inflicted"

by the oil industry, that it's "a false facade built by the oil companies to protect their oil monopoly." Regardless of what factors have brought about the blend wall and the reality of it on consumers, the situation now has the attention of Capitol Hill.

Winds of Change

A strong new wind has begun to blow in Washington, as serious lobbying efforts from once-opposing sides mount to change the RFS. It's rare for any issue to land so many hearings in a single session of Congress, or to unite such diverse bipartisan groups. In separate letters sent in the fall of 2012, 152 members of Congress, 40 U.S. senators, and 12 state governors asked the EPA to waive the RFS mandates, citing that the recent drought had seriously impacted their state's economies,

and that continuing to keep up with the mandates would cause their states economic harm. According to their letters, 40 percent of all domestic corn is currently being used for fuel. "This means literally billions of dollars in increased costs for livestock and poultry producers, and food manufacturers," stated one letter. If Congress doesn't act, the RFS will force refiners to make tough choices ... to either sell ethanol blends higher than cars, boats, and infrastructure can safely handle, or begin limiting the amount of gasoline and diesel they sell in the U.S. (When domestic refiners export their products, the fuel does not have to be blended, nor is a penalty assessed for ethanol-free fuel, so the product subsequently costs less to produce.)

When the RFS was born, America was at its peak of dependence on

foreign oil, and renewable fuels were believed to be America's ticket to oil independence. What the policy failed to predict was the degree Americans would reduce their fuel usage, necessitating higher blends (which create the compatibility issues) in order to reach mandated renewable fuel volumes.

Reform Or Repeal

BoatU.S. supports renewable fuels as part of the national fuel strategy. However, the move to put higher blends, such as E15, into the marketplace creates serious problems for boaters. On June 5, BoatU.S. submitted testimony to the House Oversight Committee on Energy, going on the record to ask Congress to reduce the RFS mandate, and citing studies conducted by the U.S. Department of Energy that showed the devastating

damage to marine engines using higher blends of ethanol like E15. "Reducing the mandate will prevent the artificial stimulation and promotion of 15-percent ethanol fuel, a fuel that is poison to all existing boat engines," wrote Podlich. Since then, EPA has announced the 2014 proposed renewable fuel volume obligations or RVOs which acknowledged the impending blend wall and shrinking fuel demand for the

first time and reduced the mandates. The final 2014 numbers had not been released at press time.

Now Congress must decide to either reform the RFS to better reflect current gasoline usage and the lack of other renewable fuel options, or eliminate it all together. Hearings on the RFS are unlikely to come before the fall midterm elections. BoatU.S. will continue to engage on this issue and

work for reform as this policy moves along, and we encourage you to tune in regularly to www.BoatUS.com/gov for updates on RFS reform and other issues affecting boaters.

Nicole Palya Wood is a member of the BoatU.S. government affairs team.

PropTalk May 2014

Protect Your Engine

Ethanol can wreak havoc on your boat's engine if not carefully monitored. To limit ethanol's impact, consider these precautions:

- Don't let ethanol gasoline sit in the fuel tanks. When ethanol sits for too long in a fuel tank, it's more likely to absorb water and cause problems. Use fuel within 90 days and refuel often to prevent problems.

- Keep up with maintenance. It sounds like such a no-brainer, but with ethanol it's very important that you make sure to change fuel filters and maintain a clear carburetor to limit any sludge build-up caused by ethanol.

- Address issues quickly. When you do encounter a performance problem (such as a continually-fouled carburetor), be proactive in draining the fuel tank and refueling. Cleansing the fuel tank of any gasoline impacted by ethanol will save you from bigger issues (such as a destroyed boat engine).

- Fuel your boat at marinas. Don't risk fueling your boat with a higher level of ethanol if E15 becomes available at gas stations on land. Fuel your boat at a marina since E15 is not for sale at marinas.

Courtesy of BoatTrader.com

Technical Matters

T Series Fender Stands

By Charlie Adams

With the curved shapes of T series fenders, it's always been a challenge for me to find a way to hold them firmly in place for body work. Last month, I decided to do something about that and designed a stand to work on my TF fenders.



I made the stand from 2 x 6 lumber from a completed project and had the hardware on hand. I made two upper pieces for mounting either front and rear fenders. Also, the post has several positions for raising the work and the fenders can be tilted upward or downward.

I've found these stands really do help...the fenders are now held still and it's so much better for hammer and dolly work as well as finishing. I can now get the fenders flat and curves done smoothly. I loaned the stand to Bobby Williams as he needed to make rapid progress on a TF, and he's reported they are of significant help.

Here are basic instructions for building them:

1. Base: center joint is a cross lap. Taper base legs for work ease.



2. Upright post: Either bolt or screw to base. My second version uses an end lap joint for strength and a two piece upright to raise or lower the fenders. The upper end uses a single pivot bolt with added holes so the fenders can be rotated.



3. Fender support arms: 2 x 6s cut to length with added end pieces for attaching to the fenders which provide lateral support. On the rear fender I used the tail light holes as a fixing point and the second hole along the inside edge at the fender front for fixing to the arm. On the front fender, locate the pivot point by noting that the balance point is toward the front. I used a mortise and tenon joint on the pivot piece which is about a foot long. (A pivot piece could also be screwed to the long support.) I anchored the fender to the arm at the running light holes, and at the rear holes for the running board.



I'd be glad to lend this stand should a member wish to use it, and will make the minor modifications needed for using the stand with the TC or TD fenders.



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

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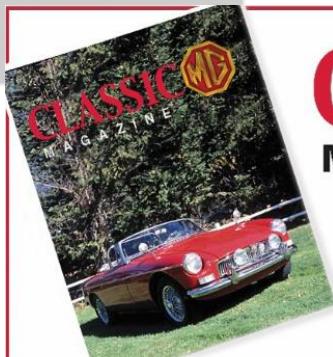
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