

# THE SQUARE RIGGER



QUARTERLY NEWSLETTER OF  
THE CHESAPEAKE CHAPTER OF THE NEW ENGLAND  
MG-T REGISTER

[CHESAPEAKECHAPTERMGTCCLUB.COM](http://CHESAPEAKECHAPTERMGTCCLUB.COM)

SUMMER 2013

## Thoughts from Our Chairman

Since the last issue of The Square Rigger (TSR) we have added a new editor, our own Stephen Woodall, who took over for retiring Editor, Tom Carolan. He has been a member of The Chesapeake Chapter of the New England MG-T Register (CCNEMGTR) since 1981, and previously served as Editor of our TSR newsletter in 2003 and 2004.



At the end of April, we had a tech session put on by several members of the Club, who shared their technical expertise with others. As a club we have a wealth of knowledge waiting to be shared with fellow members. Let's do it again! We give credit to Bob Eicher for spearheading planning for this event, to Milton Babirak for helping in the planning, and to Stephen Woodall for hosting it in his beautiful Carriage House.

Following right on the heels of the tech session, we had our annual mini-GOF at the beginning of May. It was held in Solomon's Island, MD, beautifully planned and hosted by Ralph and Michelle Cattaneo. They ordered excellent weather as well as coordinated the entire affair, which was much enjoyed by all members present.

On the 2<sup>nd</sup> of June, our Original British Car Day (OBCD) was held for the 36<sup>th</sup> consecutive year. According to John Tokar, there was an excellent turnout and the weather held out for most of the day. As usual, because this is a fully volunteer endeavor, it takes an entire team effort to make this happen correctly. It is also a fund raiser for the Club and we need to thank all those who contributed to making it happen.

Later this autumn will occur our third Fall Ramble. This year, in addition to enjoying the foliage, we will also enjoy another club participating. The Central Virginia British Car Club (CVBCC), another member Chapter of the NEMGTR, will be joining us in October. The details summed up by Milt Babirak are to be found within this issue of TSR. I encourage you to sign up and go, as past Fall Ramble events have been a great deal of fun.

Finally, there is a club event or gathering almost every weekend for the balance of the summer. **Let's Get our MG-T's out there!**

**Safety Fast!**

**Your Chairman, Shaun English**

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### Editor's Work Space

In this Summer issue of The Sacred Rigger, I am hereby, once again, reporting for duty as your Editor. I have held these duties once before, for the years 2003 and 2004. I am replacing Tom Carolan, who has done a wonderful job as our Editor of the TSR for over five years, and who was a most worth replacement for the years of effort given to our club by Louise Tucker, who replaced me as Editor late in the Fall of 2004.

Tom Carolan consistently gave to his duties as our editor his very best efforts --- I know that I will have to work hard even to come close to his standards and constant creativity. Wish me luck --- but more importantly, send me lots of brilliant, interesting written material and pictures to publish, of interest to our readership!

**Flexibly yours, Stephen Woodall**



Your elderly Editor in his elderly MGTC

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## Welcome to New Members

We send a warm welcome to the following new members:

- Arty & Phil Williams / [hawk.flyer@verizon.net](mailto:hawk.flyer@verizon.net) / Phil's cars include a 1949 MGTC EXU, 1949 MGYT EXU, 1950 MGTD EXR, 1950 MGYT EXR, and a 1961 AN5 "Frogeye" Sprite --- not to mention Arty's bright red 1955 Ford Thunderbird!
- Paula & James Elliott / East Berlin, PA / their car is a 1954 MGTF.

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## Recent Chapter Events

### Spring Tech Session

As Shaun noted in his Chairman's remarks, our Chapter held a Spring Tech Session on Saturday, the 27<sup>th</sup> of April. The lead planner for this event was Bob Eicher, with support from Milton Babirak. It took place at Steve Woodall's Carriage House in Fairfax Station, VA, where we could work both in a classroom setting and in a shop setting. Many thanks to Nancy Woodall for making sure that lunch was ordered, and picked up in time for the lunch and story-telling hour. Even for experience LBC mechanics, there was much of interest to learn! Events of the day included:

- Inspection & Repair of Front Leaf Springs on the MGTC – Bob Eicher
- Electroplating Car ID Plates and a Functional Lube Schedule – Milton Babirak
- Inspection and Repair of Fuel Pumps for the T-Series – Shaun English
- Complete Approach for Wiring for the MGTF – John Padgett & Charlie Adams
- MGTD Front End Alignment – John Hambleton
- Inspecting an innovative Covered Car Trailer design – Mike Lutz
- Inspection and Adjusting of SU Carburetors on the MGTC – Charlie Adams
- Starting A Model T Ford (just another kind of "T-Series") – Steve Woodall

Based on the success of this event, and past, similar events, we'll plan to continue such events in the future -- perhaps even plan another event where (the world famous) John Twist can teach us new tricks!



The Classroom Environment



MGTD Wheel Alignment



Inspecting the Covered Trailer

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### [Mini-GOF 2013 --- Solomons Island, MD](#)

Thanks to the efforts of Michelle and Ralph Cattaneo, we had a wonderful Chesapeake Chapter Mimi-GoF this spring at Solomons Island, MD, over the weekend of 3-5 May. Based at the Hilton Garden Inn, we had a weekend packed with great food, story-telling time with good friends, and lots of driving past beautiful scenery. Friday evening, we had dinner at the Ruddy Dick Brewery, a short walk across the hotel parking lot.

After the warm-up dinner, we got a good night's sleep, arising to the Display of MGs arrayed in the hotel parking lot. After deciding which were most beautiful of all, we headed off in column to visit the Calvert Maritime Museum, sharing in the sights of a local fair, and enjoying all the history of the Solomons Islands area displayed in the museum. We had a great seafood lunch at the nearby Captain's Table restaurant, right on the water in the harbor. Next, we climbed in our cars and drove off for the winery tour, at the nearby Perigeaux Winery. It was a very beautiful setting, and the wine tasting and tour was enjoyed by all.



The Display of MG-Ts



View of the Maritime Museum



Lindsays at the Winery

From the winery, we headed back to the hotel to rest a bit before dinner. At 6:15, the first bus picked up a group of us (it was hard to believe we were hungry again, after the huge lunches we ate!), and off we went into town to Stoney's Solomons Pier restaurant. Yet another super dinner was enjoyed by all, in a truly picturesque waterside setting, watching the sun go down over the Patuxent River as we dined. Not to mention the fun of seeing those beautiful young couples at the next tables, in their prom clothes!



Smiling Faces at Dinner



A Well Deserved Award



Lined Up Sunday Morning

After the amazing dinner and the comfy bus ride back to the hotel, we slept very well, and got up Sunday morning to another good breakfast at the hotel. After breakfast, we squeezed all our stuff back into the MGs, and headed our separate ways home. Many thanks again to Ralph and Michelle for making this Mini-GoF happen, and so much fun! As all planners know, it takes a lot of hard work to make fun-packed weekend events like this “look easy!”

Wonder what we’ll do next year? Volunteers?

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### [Original British Car Day Number 36](#)

Our 36<sup>th</sup> Original British Car Day show was held at Lilypons Water Gardens in Adamstown, MD on Sunday, the 2<sup>nd</sup> of June. We had 50 classes available over the field, including one for British motorcycles, with 29 of them having sufficient representatives of the class shown to make awards. There were none or insufficient numbers of cars present on the field in the following classes to be able to make awards: 2, 8, 12, 15, 16, 17, 20, 21, 24, 25, 31, 36, 37, 40, 49, and 50.

Although the weather was mizzly from time to time, as a front came in, there was also a fair amount of sunshine, so most folks and their cars remained for the day and supported the awards ceremony. Many spectators joined us, as well, enjoying the beautiful cars, the bagpipers, and the Scottish Dancers. Our Featured Marque for this year was Class 38, which includes “All Other British Marques & Vintage Racing.” Our Featured Marque top award for this year’s show was a tie between Geoffrey Griffiths, with his 1956 AC Aceca Bristol and David & De Menseh, with their 1967 Marcos 1600 GT.

Here is the summary of our other award winners for this year’s show:

- Class 1 / Aston Martin / 1<sup>st</sup>: Eric A. Lampe, Joe Savona
- Class 3 / Austin-Healey 3000 Mk I/II/III / 1<sup>st</sup>: Don Crouse / 2<sup>nd</sup>: Paul Gnatt / 3<sup>rd</sup>: Joe Foster / Hon Mention: Mike & Karen Callison
- Class 4 / Austin-Healy Bug-Eye Sprite / 1<sup>st</sup>: Larry Roberts / 2<sup>nd</sup>: Gregg Bachner
- Class 5 / Bentley / 1<sup>st</sup>: Bill Elliott
- Class 7 / Jaguar XK 120/140/150 / 1<sup>st</sup>: John & Alice Feser
- Class 9 / Jaguar XKE 6/12 Cylinder Series I/II/III / 1<sup>st</sup>: Jeff Pulford / 2<sup>nd</sup>: Michael Courtney
- Class 11 / Jaguar XJ6/12 Series I/II/III / 1<sup>st</sup>: Paul Verchinski
- Class 19 / Land Rover Series I/II/III / 1<sup>st</sup>: Steven S. David
- Class 23 / Lotus Classic, Through 1980 / 1<sup>st</sup>: Jim Gordon
- Class 23a / Lotus 1981 to Present / 1<sup>st</sup>: Phil Mitchell / 2<sup>nd</sup>: Mark Habicht
- Class 26 / MGTD / 1<sup>st</sup>: Milton Babirak
- Class 27 / MGTF / 1<sup>st</sup>: Edward Fitzsimmons
- Class 28 / MGA / 1<sup>st</sup>: Don & Mary Kesler / 2<sup>nd</sup>: Lou Hegler / 3<sup>rd</sup>: Susan Snyder / Hon. Mention: Larry Newman
- Class 29 / MGB 1962-1967 / 1<sup>st</sup>: John G. Bunch

Class 29a / MGB 1968 through 1974 1/2 / 1<sup>st</sup>: Gloria Ciarrocca / 2<sup>nd</sup>: Michael Courtney / 3<sup>rd</sup>: Matt Hegler / Hon. Mention: Ken Gossett  
 Class 30 / MGB from 1974 1/2 / 1<sup>st</sup>: Mark Ellicott / 2<sup>nd</sup>: Doug Wilson & Dennis Keplinger / 2<sup>nd</sup>: Richard Liddick / Hon. Mention: Ken Nagel  
 Class 30a / MGB GT / 1<sup>st</sup>: Mark Deeds / 2<sup>nd</sup>: Todd Miller / 3<sup>rd</sup>: David Krebs / Hon. Mention: Ray Easterly  
 Class 32 / MG Midget / 1<sup>st</sup>: Edgar L. Moss / 2<sup>nd</sup>: Jim & Nancy Sheats  
 Class 33 / Classic Mimi (Austin & Morris) / 1<sup>st</sup>: Miranda Bernard / 2<sup>nd</sup>: Michael Scheg & Ginny Parsons / 3<sup>rd</sup>: John Cubbage & Chuck Viggiani / Hon. Mention: Jason Witter  
 Class 34 / Mini from 2002 / 1<sup>st</sup>: Rab Martin  
 Class 35 / Morgan / 1<sup>st</sup>: Javin Sher / 2<sup>nd</sup>: Lee DeBrish & Marline Riehle / 3<sup>rd</sup>: John Elliott / Hon. Mention: Steve Sayer  
 Class 38 / All Other British Marques Including Vintage Racing / 1<sup>st</sup>: Harry Kraemer / 2<sup>nd</sup>: Mike Davis / 3<sup>rd</sup>: Wyatt Rinker / Hon. Mentions: Jim Arnett, Bill Loewy, & Robert Dove  
 Class 39 / Rolls Royce / 1<sup>st</sup>: Ginger Garbarini & Skip Ronsaville / 2<sup>nd</sup>: Brian O'Connell  
 Class 41 / Sunbeam Tiger / 1<sup>st</sup>: James Linder & Clyde McLaughlin  
 Class 43 / TR3/TR3A/TR3B / 1<sup>st</sup>: Ron Gordon / 2<sup>nd</sup>: Bill Bowman  
 Class 44 / Triumph TR4/TR4A/TR250 / 1<sup>st</sup>: Bob Rothstein  
 Class 45 / Triumph Spitfire & GT6 / 1<sup>st</sup>: Renee Diggs  
 Class 46 / Triumph TR6 through 1973 / 1<sup>st</sup>: Dave Sanders & Doris Deaver / 2<sup>nd</sup>: Doug Christian / 3<sup>rd</sup>: Scott Smith / Hon. Mention: Brian Brennan  
 Class 47 / Triumph TR6 1974-1976 / 1<sup>st</sup>: David Williams / 2<sup>nd</sup>: Mark Ambush

Congratulations to all our winners! We look forward to seeing you back again next year! Here are a few pictures of the day!



Regalia Is Open for Business



A Row of MGTDs



Our Colorful Bagpipers



MGAs All Lined Up



Beautiful Jaguar



And, Our Scottish Dancers



Some Sharp MGB GTs



Three Lovely Sunbeam Alpines



1934 MGPA – Alone & Unafraid

## Upcoming Chapter & Chapter-Related Events

### Fall Ramble 2013

Another exciting Fall Ramble is scheduled and being planned for this year on Friday, Saturday and Sunday, October 25, 26 and 27, 2013. We have organized a unique event this year. The Ramble will be held jointly with the Central Virginia British Car Club (CVBCC) out of Richmond, Virginia. The format will be very similar to the format in past years but this year, you will also get to meet new people and see new cars. The CVBCC is a British car club which started out as an MG T Series club but it now has other British marqueses as well.

Each club has agreed to have at least ten participating cars or a total of twenty cars and approximately forty people. Our Chapter will depart on Friday morning, October 25, 2013 from the Juke Box Diner in Manassas at approximately 10am. The restaurant serves a great breakfast and has a sports car suspended over the bar. We will then drive over some scenic back roads to the Inn at Kelly's Ford, a truly stunning restaurant overlooking an equestrian center. The view from our second floor dining room is panoramic and beautiful. After lunch, there are some more scenic back roads, some of which follow gently rolling hills off to the south. We then arrive at the Belmont Farm Distillery where they brew some good ol' Virginia moonshine. Warning: The driveway to this distillery is packed gravel or chip-and-tar. It is about one half mile. We will drive over it very slowly. Those who prefer not to drive on this surface can go on to the hotel. The distillery tour is given by a very friendly proprietor who has been giving these tours for twenty years and whose immediate family operated it since the 1930s.

After the distillery, we travel on a very short distance to the hotel, a Best Western in Culpeper. A group rate has been arranged of \$100 per night excluding taxes, but including a free full breakfast. We are making arrangements so you may park your car in front of your room for extra security. The CVBCC will also be arriving at the hotel this same evening. We are attempting to arrange a shuttle bus for both clubs to take us from the hotel at around 6:30pm to Foti's restaurant in the historic section of Culpeper. Dinner will be ordered in advance from a fixed menu so there will be no delays in serving our dinner. There will be separate checks for each couple. Cash bar. The shuttle bus will return us to the hotel.

After our Saturday morning breakfast at about 10am, we will depart our hotel *en masse* for James Madison's home, Montpelier, with a rest stop along the way. The drive is approximately 24 miles. We are negotiating with the Event Coordinator at Montpelier for parking on the lawn in front of the mansion. After parking, we will have a guided tour of the mansion for about an hour. After the tour, we will hold a car show in front of the mansion for the cars in both clubs. The show will be open to the public visiting the mansion. Montpelier

will serve box lunches which can be eaten at the car show or in the Visitor Center's Café. After the car show, you have a choice of returning to the hotel or going to the historic district of Culpeper for some shopping. There are a variety of shops in the historic district including an excellent cheese and wine shop. For Saturday dinner, we will leave the hotel around 6:30pm by shuttle bus for the Piedmont Steakhouse, also in the historic area of Culpeper. We will have the second floor to ourselves. There is a separate bar to mingle over drinks before being seated for dinner. Again, we will have pre-ordered our meals so there will be no delays. Couples will receive separate checks. Cash bar. Obligatory speeches and well deserved awards to follow.

On Sunday morning, the members of each club will depart for their respective homes. Members of our club will have several options for routes back to Manassas or home.

Registration for this Fall Ramble is limited to ten cars for each club. Please register ASAP by calling the Best Western at Culpeper (540-825-1253). Use the phrase "2013 Classic Cars" to receive the reduced rate. Please ask for a room in the hotel facing the nearby Holiday Inn Express. The hotel will try to grant this request but they cannot guarantee this. If we get these rooms, this will permit you to have a room with a parking space immediately in front of your hotel room. Please also register by contacting Milton Babirak at [mbabirak@babirakcarr.com](mailto:mbabirak@babirakcarr.com) or 703-501-7924. There are separate charges for the Montpelier guided tour fee (\$16pp), box lunch (\$15.26pp) and shuttle bus. These will be determined and collected at a later date. If more than twenty cars register for the Fall Ramble 2013, the Fall Ramble Planning Committee will keep a wait list and contact the hotel and restaurants to see if more can be accommodated. If one club has less than ten cars register, the other club will be able to register more than ten cars.

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### **Upcoming Events Sponsored by Others**

#### **John Twist Summer Party**

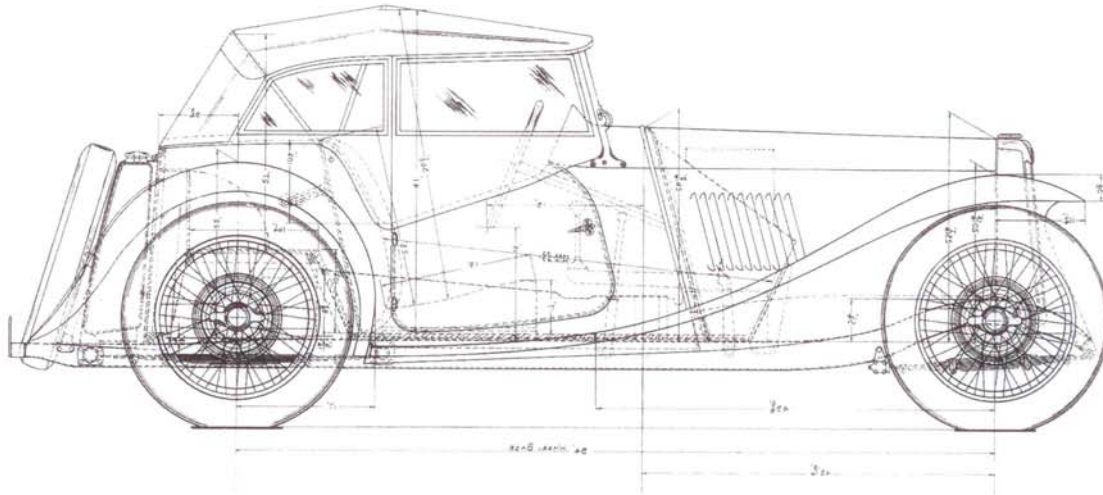
Several members of the Chapter have been discussing attending the John Twist Summer Party in Grand Rapids, Michigan on August 15 to 18, 2013. If you are planning on going or are considering this trip, please contact Milton Babirak at [mbabirak@babirakcarr.com](mailto:mbabirak@babirakcarr.com) or 703-501-7924.

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### **MG Historical & Technical Matters Articles for this TSR Issue**

Since our new Technical Editor is off with his bride this week in his MGA on a NAMGAR week-long adventure to Asheville, North Carolina, I thought I would share one of my very favorite MG-T articles, which to me covers both the historical and the technical article requirements. It comes from the April 2004 edition of The Sacred Octagon journal of the NEMGTR. It says it all about our wonderful T-series cars. Maybe the perfection in design --- *the Divine Proportion* --- is what makes them so attractive!





# The Divine Proportion

By Dick Knudson

*In Dan Brown's best selling novel The Da Vinci Code, he describes the intricacies of Divine Proportion. Imagine my surprise when I applied the theory to T Series M.G.s!*

*"Nobody understood better than Da Vinci the divine structure of the human body. . . he was the first to show that the human body is literally made of building blocks whose promotional ratios always equal PHI.*

*"One-point-six-one-eight . . . an example . . . measure the distance from your shoulder to your fingertips, and then divide it by the distance from your elbow to your fingertips. PHI again. Another? Hip to floor divided by knee to floor. PHI again. Finger joints, toes, Spinal divisions. PHI. PHI. PHI. My friends, each of you is a walking tribute to the Divine Proportion.*

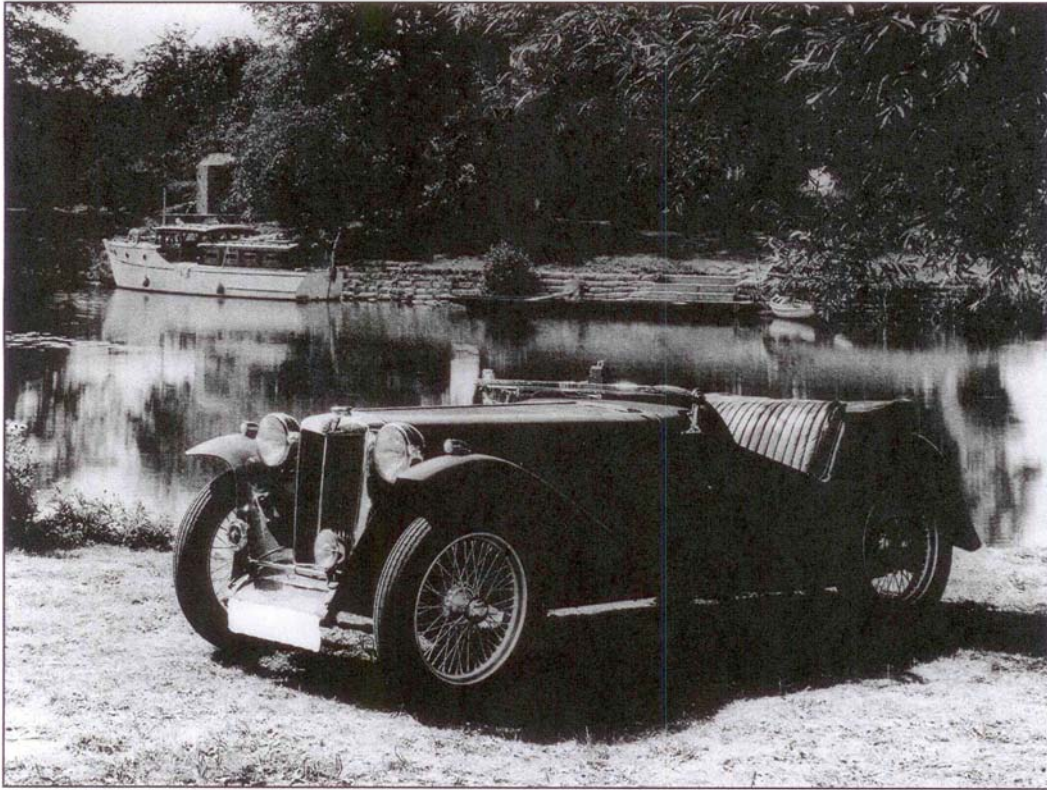
*"My friends, as you can see, the chaos of the world has an underlying order. When the ancients discovered PHI, they were certain they had stumbled across God's building block for the world." (page 95)*

The book was a Christmas present from our daughter, and I took it on a trip in early January. When I read the above words, I immediately thought of T Series M.G.s (true) and wondered if the principle of Divine Proportion would apply.

Of course, I have all the important dimensions memorized, so I fished the PDA in my pocket, took a piece of paper and my pen (pencil is only for the timid) and went to work.

I don't know if the results are more amazing or downright spooky, but we are, my friends, driving around on divine proportions.

Let's start with the TA and carefully examine the dimensions on the drawing above. The wheelbase is 94" and the track is 59.096", exactly 1.618; that's right, exactly PHI. Don't you love this stuff? The top of the hood in the raised position measures 41.194" above the top of the chassis rail, and the



bonnet top is 25.464" above the same point: once again we have PHI, the Divine Proportion.

I then started figuring the TD dimensions. I considered the engine first. The stroke on a TD's XPAG engine is 90 mm, and the bore is 55.624 mm. Even the carburettors with their 1 1/4" throttle opening have a 2.0225" diameter damper piston. Chassis dimensions were perfect. PHI, PHI, PHI!

I actually ran the numbers on virtually every pre-1955 M.G. ever made. The results were absolutely astounding. Of course, it did not work out perfectly on every single measurement except in the case of the TC which we all know to be the perfect M.G.

With these amazing statistics to consider, do you suppose it was by accident or was it done on purpose? Did the designers and draftsmen have 1.618 marked on their slide rules as they started to put their ideas down on drawing paper? Perhaps Cecil Kimber or H.N. Charles, or Syd Enever

latched on to the PHI principle at some clandestine, secret meeting where these clever men developed a conspiracy to rule the sports car world. Who knows?

Where the Divine Proportion application started to fall apart began with the MGA and later cars. Even the untrained eye can spot the blatant proportional errors that ruin the overall impression of these newer M.G.s I even considered such cars as the Farina Magnette and the MG1100. These cars actually had no measurements that I could find which came close to fitting into the Divine Proportion mold. This also proved true for the cars currently being sold in other parts of the world with the M.G. badge on them. They are so far out of scale that it truly would take a divine *intervention* to make them right.

Any way, keep the faith and enjoy your divinely proportioned T Type even more this year. By the way, if you haven't read *The Da Vinci Code*, try it.

## Advertisements

Editor's Note: Members of the Chesapeake Chapter of the NEMGTR are encouraged to submit classified ads free of charge to the Editor via e-mail or snail mail at one of the addresses shown on page 2. Photographs are also accepted --- digital pictures are the easiest to deal with, however! Please let us know the results of your ad (did you make the sale, or find what you were looking for?). Also, let the Editor know whether you want it to appear just once, or in follow-on issues of our TSR Newsletter.

**Vintage Restorations Limited**  
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