



# OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

October 1, 2019

<https://www.mgsofbaltimore.org>

From El Presidente:

The 40<sup>th</sup> Annual “MGs on the Rocks” British Car Show the was once again a smashing success, what is one of the longest running, in the same location British Car Shows in the Mid-Atlantic Region had well over 200 cars on the show field and hundreds of spectators along with various parts vendors and Uncle Moe’s Famous Soul Food and Gill’s Italian Ice.

A big thank you goes out to all of the MGOB volunteers from Jack Long, the event’s chairman, Tracy Trobridge the registrar, Richard “Jammin with Jefferson” the DJ, Duff Fowler spectator parking, Tom Orisich show field layout, Steve Meisel vendor wrangler, Larry Heaps and his oddities table, Kenny Olszewski’s haberdashery, Glenn Abbott the golf cart man, Anne Hart, Steve Sharpe and the vote counters and all of the other countless unnamed volunteers that have helped make the show a success for 40 years. We couldn’t do it without them. The Ruby Edition of the show is now in the history books.

We also have some other events coming up in October and later they are:

Philly MG Club’s - Brits at The Village 2019 Saturday, October 12<sup>th</sup>, 2019 - Peddlers Village in Lahaska, PA - For More info <http://www.phillymgclub.com/index.php/brits-at-the-village>

MG Car Club Washington D.C. Centre’s 24<sup>th</sup> Annual Hunt Country Classic British Car Show – Sunday, October 13 – Field opens at 9:00 a.m. For Registration & more info [https://www.mgcarclubdc.com/hcc/hcc\\_main.html](https://www.mgcarclubdc.com/hcc/hcc_main.html)

TRAC’s Fall Foliage Poker Run – Saturday, October 19<sup>th</sup> Registration Starts at 10:00 a.m. Open to ALL Cars - Cash Prizes – Starting point is Shawan Plaza ( York & Shawan Rds) For More Info & To Register <https://www.tracltd.org/poker-run.html>

MGOB will once again participate in The Mayor’s 47<sup>th</sup> Annual Hampden Christmas Parade on Sunday, December 8<sup>th</sup>. Meet at Poly-Western on Falls Rd at 11:30-noon. Parade starts at 1:00 p.m.

MGOB Annual “After the Holidays” Party will be hosted by Richard & Carole Jefferson on Saturday, January 4, 2020, starting at 6:00 p.m. with a snow date of January 11. Bring a dish. The Club will provide drinks and assorted munchies. Where:

2520 Overlook Ct.  
New Freedom, PA 17349  
443-605-8197  
[mgobjefferson@yahoo.com](mailto:mgobjefferson@yahoo.com)

Safety Fast!

Richard

# OFFICERS AND CHAIRPERSONS

PRESIDENT - | RICHARD LIDDICK 410-817-6862 [RGL2MGBGT@AOL.COM](mailto:RGL2MGBGT@AOL.COM)

1ST Vice Pres Ken Olszewski 410-893 - 1661 [KENMGOB@comcast.net](mailto:KENMGOB@comcast.net)

2ND Vice Pres Mike Lutz 410-592-8610 [MGTLUTZ#comcast.net](mailto:MGTLUTZ#comcast.net)

Treasurer Randy Kegg 410-692-3733 [RANDALL\\_KEGG@msn.com](mailto:RANDALL_KEGG@msn.com)

Secretary Tracy Trobridge 410-489-7474 [tracy21794@jahoo.com](mailto:tracy21794@jahoo.com)

Newsletter Roger Marshall 410-747-3586 [S10Blazer@aol.com](mailto:S10Blazer@aol.com)

Membership Kathy Liddick 410-817-6862 [themgbabe@comcast.net](mailto:themgbabe@comcast.net)

Rally Master Eric Salminen 443-463-3071 [mgoBrallymaster@gmail.com](mailto:mgoBrallymaster@gmail.com)

MGs on the Rocks Jack Long **202-746-8252** [unionjackparts@gmail.com](mailto:unionjackparts@gmail.com)

Tool Meister Randy Egg 410-692-3733 [Randall\\_Kegg@msn.com](mailto:Randall_Kegg@msn.com)

Web Master Richard Liddick 410-816-6862 [RGL2MGBGT@aol.com](mailto:RGL2MGBGT@aol.com)

**note change for Jack Long's phone number above.**

## RANDY'S TECH SESSION

Randy talked about coils, distributors and plugs and wires.

## NEW MEMBERS

**40th Annual MGs on the Rocks Winners  
September 28, 2019**

<u>Class</u>	<u>Description</u>	<u>Place</u>	<u>Name</u>	<u>Car</u>
100	MGB Roadsters 1962-1967	1 <sup>st</sup>	Jeff & Bert Shank	67 MGB
		2 <sup>nd</sup>	Richard Moure	65 MGB
		3 <sup>rd</sup>	Dave & T Trout	65 MGB
200	MGB Roadsters 1968-1974	1 <sup>st</sup>	Gloria Ciarrocca	70 MGB
		2 <sup>nd</sup>	Brooks Thompson	74 MGB
		3 <sup>rd</sup>	Tom & Emelie Bridges	71 MGB
		4 <sup>th</sup>	Ned & Pattie Shields	68 MGB
300	MGB Roadsters 1974-1/2-1980	1 <sup>st</sup>	Stephen McDowell	79 MGB
		2 <sup>nd</sup>	Alex Ollerman	76 MGB
		3 <sup>rd</sup>	Lillian & Joe Jason	80 MGB
		4 <sup>th</sup>	Don Boudwin	77 MGB
400	MGB/GT	1 <sup>st</sup>	Forrest Collier	67 MGB-GT
		2 <sup>nd</sup>	Clint Davis	71 MGB-GT
		3 <sup>rd</sup>	Lem Burnett	71 MGB-GT
500	MG Midgets 1961-1974	1 <sup>st</sup>	Andrew Seville	62 Midget
		2 <sup>nd</sup>	Alex Grant	69 Midget
		3 <sup>rd</sup>	Michael Redmond	61 Midget
600	MGC, MGC/GT All Years	1 <sup>st</sup>	Mary Goodman	69 MGC-GT
		2 <sup>nd</sup>	Jim Buckmeier	69 MGC-GT
700	MGA All Years	1 <sup>st</sup>	Jack Stern	57 MGA Coupe
		2 <sup>nd</sup>	Doug McCoach	56 MGA
		3 <sup>rd</sup>	T & M Emsminger	62 MGA
800	MG Midgets 1974-1/2 up	1 <sup>st</sup>	Jonathan Allen	79 Midget
		2 <sup>nd</sup>	Mike Pavese	79 Midget
900	MGTC, TD, TF - All Years	1 <sup>st</sup>	Glenn Abbott	53 MG-TD
		2 <sup>nd</sup>	Cliff & Diane Maurer	54 MG-TF
		3 <sup>rd</sup>	Chris Hostage	50 MG-TD
1000	MG Other - All Years	1 <sup>st</sup>	Mike & Mary Lutz	48 MG-YT
		2 <sup>nd</sup>	Paul Gass	96 MGF
1100	MG V8 - All	1 <sup>st</sup>	Wayne Shaffer	75 MGB V8
		2 <sup>nd</sup>	Glen Gimbel	79 MGB V8
		3 <sup>rd</sup>	Joseph Collins	77 MGB V8
1200	Other British - All Years	1 <sup>st</sup>	Ralf Grant	65 Morgan Plus 4
		2 <sup>nd</sup>	Bob Clark	60 Riley 1.5
		3 <sup>rd</sup>	Darrell Lutz	60 Morris Minor
		4 <sup>th</sup>	Kurt Johnston	59 Morris Traveller

**40th Annual MGs on the Rocks Winners  
September 28, 2019**

<u>Class</u>	<u>Description</u>	<u>Place</u>	<u>Name</u>	<u>Car</u>
1300	Triumphs - TR2, 3, 4,	1 <sup>st</sup>	Kim Barnes	55 Triumph TR-2
		2 <sup>nd</sup>	David Hankins	59 Triumph TR-3
		3 <sup>rd</sup>	Dan Mazzolla	60 Triumph TR-3
1400	Triumphs Others	1 <sup>st</sup>	Richard G Anderson	78 Spitfire 1500
		2 <sup>nd</sup>	Philip Snyder	76 Spitfire 1500
		3 <sup>rd</sup>	Stephen Swift	80 TR-8
		4 <sup>th</sup>	Leo Handerhan	70 Spitfire
1500	Triumphs TR-250 & TR6	1 <sup>st</sup>	Mark Ambush	75 TR-6
		2 <sup>nd</sup>	Matthew Altobelli	74 TR-6
		3 <sup>rd</sup>	David Williams	74 TR-6
1600	Healeys All	1 <sup>st</sup>	Frank & Lynn Custis	67 3000 MK III
		2 <sup>nd</sup>	Robert Quickel	62 3000
		3 <sup>rd</sup>	Jon & Arndt	64 3000 MK III
1700	Jaguar	1 <sup>st</sup>	Michael Courtney	70 XKE OTS
		2 <sup>nd</sup>	David Colvin	98 XJ8
		3 <sup>rd</sup>	Bob Skelly	68 XKE
1800	Healey Sprites	1 <sup>st</sup>	Terry Barnes	69 Sprite
		2 <sup>nd</sup>	Sam Weigard	59 Bugeye Sprite
		3 <sup>rd</sup>	David Morris	59 Bugeye Sprite
Premier Class (Winners in their class at last year's show)		1 <sup>st</sup>	Randy Kegg	58 MG Magnette
		2 <sup>nd</sup>	Paul Hanley	64 MGB
		3 <sup>rd</sup>	Dennis Morrison	60 TR-3A
<b>Ruby Award – Best of Show 40<sup>th</sup> Anniversary Special Award</b>			Kim Barnes	55 TR-2
<b>Murphy Cup – Best MGB of Show</b>			Ned & Pattie Shields	68 MGB
<b>Diamond in the Rough</b>			Deborah Eckert	48 MG-TC
<b>Farthest Distance</b>			Bob & Gloria Cook 485 Miles from Strongsville, Ohio	74 MGB
<b>Club Participation Award</b>			Darrells Garage	











# Tech Talk

Bruce Woodson



Technically speaking, you might say Mike Ash and his predecessors have written about all there is to know about the MGA, Magnette, and variants of the MGA. After forty-plus years of technical articles, there's just not a whole lot left to say about replacing or rebuilding a carburetor or repairing a steering rack...or is there?



I work on vintage cars for a living, and there's hardly a day that passes in which I don't discover something new. And I'm not alone. Glenn Lenhard, John Mangles, Tucker Madawick, John Twist, and many other shop owners in North America work hard each day to help make our cars safe and enjoyable. Many of these shops, parts suppliers, and manufacturers are members of the British Motor Trade Association. I am also a proud member, and enjoy sharing knowledge and learning from each of these craftsmen. As such, it is my goal to bring their talents, stories, and advice to NAMGAR so that we may learn a bit more about new technology and how it impacts or improves our MGs. Of course, any of your questions are welcome, as are your own tips. This forum will also discuss customization topics in addition to authenticity tips. Feedback is always appreciated. As former Editor Hal Roeth used to say, "A little controversy gets the membership involved!" So let's start with something that came in my shop a few weeks ago.

A customer brought in a freshly restored MGA 1500 that he had just purchased. It truly was a well restored car...body off, powder coated frame, and everything apparently rebuilt or replaced. It could easily contend for a top award at any show. However, the customer complained of it having very stiff steering. And stiff it was! I could hardly guide the car into the shop!

Stiff steering can result from several different causes. The usual cause is simply lack of lubrication in the steering rack. But other things, such as tight or bent swivel pins, a bent steering rack, stiff u-joints on the steering column, or misalignment of the rack to the upper column can all contribute to a car that is hard to steer.

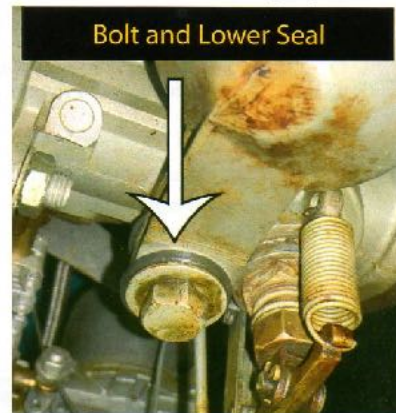
In this case, everything checked out okay...until we removed the lower pinion bearing cap on the steering rack. No oil came out. Instead, we noticed about a quarter cup of another type of liquid that dripped out. It took a moment to realize the liquid was GASOLINE! Now, who would have lubricated the steering rack with gasoline? Then I got to thinking how I had smelled

gas when we pulled the car into the shop. I traced that smell to a leaking rear carburetor. The banjo bolt, that holds the float chamber onto the main body of each carburetor has two rubber seals. The seals had deteriorated and gas was dripping (almost pouring) out around the seal of the back carburetor... and onto the steering column below...and running down the column to the steering rack...and past the felt seal in the upper pinion of the rack. Thus, the gas inside the steering rack!

Nothing was damaged internally, so a simple cleaning and refill with about six ounces of 80-90W gear oil, and one pump of grease to the upper Zerk fitting had the steering working nicely. Having made the steering smooth again was only half the repair. Preventing the gas leak from causing further havoc now had to be addressed.

Pushrod MGAs were fitted with two styles of carburetors, pertaining to the float bowl attachment. The earlier 1500 style used studs and nuts, while the later style incorporated a banjo mounting bolt. Both used rubber washers, which acted as seals while allowing a bit of dampening from engine vibration.

This car was fitted with the later banjo-style bolt set-up. Access to the float bowl bolts is the hardest part of the job. Plus, they will be a British Standard wrench size, in this case 5/16BS. Use caution as any remaining gasoline in the float bowl will pour out! After removing the bolt, you can lower the bowl enough to swap out the old seals for new. When ordering replacement sealing washers, be sure they are of the Viton type, which will resist deterioration from modern gasoline. Also, be sure that the lower concave steel washers are in place so as not to overly compress the new rubber on reassembly. S.U. expert, Joe Curto also warns that the retaining bolt can be overtightened, resulting in the bolt burrowing itself into the carburetor body. This results in the rubber seals being overly compressed upon tightening the bolt. He also recommends assembling the rubber seals dry (no sealer or lubricant).

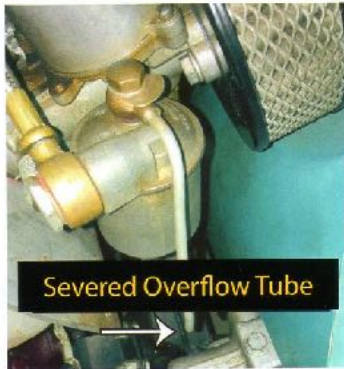


While attending to the float bowls, it might be a good time examine the floats. If yours are of the original brass type, scrub them with a Scotch Brite pad to clean the surface. Carefully look for any stress cracks, usually running vertically above and below the solder line. If cracked, now is a good time to replace



them with modern "unsinkable" nitrophenyl floats. If nothing else, I suggest carrying a spare float as part of your regular travel kit. If a float should fail while on the road, it's pretty hard to do much else than call it a day and order a new one!

Lastly, the overflow tubes at the top of the float bowls are a very important part of safety, as well as proper functionality of the carburetors. Most cars have suffered from severed overflow tubes, resulting in any overflow potentially landing on the hot exhaust. Replacement tubes are available, and alternatively, you can repair your own rather simply.

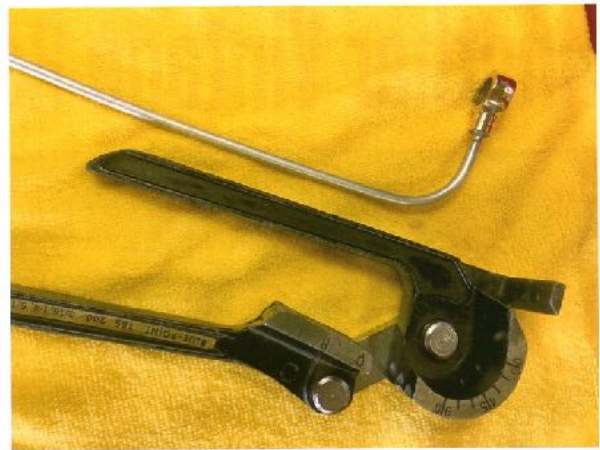


Remove the overflow tube by loosening the top bolt on each carburetor float bowl. Again, this will be a British Standard wrench size, 5/16BS. Once the retaining bolt is off, be careful not to lose the two washers, one on each side of the overflow tube. Be sure the lower washer is of the fiber type, with three slots on the inner perimeter of the washer. This washer is very important to proper operation of the carburetors. The slots allow excess gasoline to be expelled around the retaining bolt, and into the overflow tubes. But maybe more important, it allows air to pass along the same path. Without this passage, trapped air would hinder the rise and fall of fuel in the float chamber, causing the engine to run poorly!

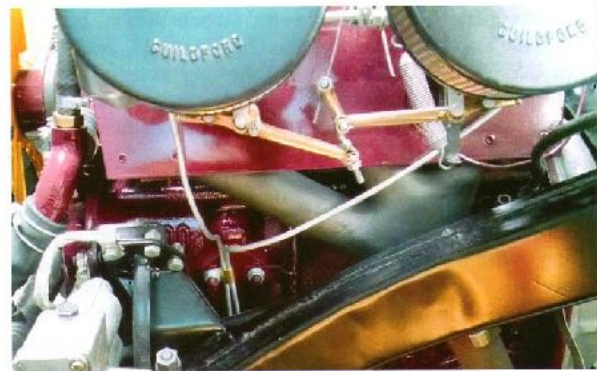
Replacement overflow tubes are readily available, but have a slightly different appearance, as some suppliers offer copper tubes as opposed to steel as original. It's a fairly simple task to repair your existing overflow tubes. First, ensure all gas remnants are gone, and then cut or grind the old tube off flush at the banjo fitting. Next, drill the banjo, using the original hole as a guide. A 3/16" bit will be used. No need to drill all the way through. Leaving a slight shoulder works well. Next, insert a new 3/16" brake line, available from NAPA or other local parts stores. Solder the tubing in place. After allowing to cool, bend and cut the new tubes to fit your car. Most brake tubing can be bent without a tubing bender. But be careful



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when making a full 90-degree bend, as it may want to collapse. Be sure to check that the new overflow tubes are not blocked internally. The tubes should make their way down to the lower edge of the left side of the engine, secured by a brass P-clamp under a stud just to the rear of the engine displacement marking. The two overflow tubes should be cut just below where the oil pan meets the engine block. Once installed, you will have a very safe and proper overflow system in place!



I look forward to hearing your feedback, the direction you wish to go with future tech articles. Above all, be Safe...not Fast, when it comes to repairs! •

*Ed Note: Hey Bruce...welcome back to the pages of MGA! magazine and thanks for a great article! Readers can reach Bruce at [tech@namgar.com](mailto:tech@namgar.com).*

## JOIN THE MGA! TECH TEAM

MGA! is building a team of MG experts to cover technical topics under the banner of Tech Talk. We're looking for mechanically minded NAMGAR members to step forward and share their knowledge with our readers. Contact Bruce Woodson for more information.

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THE PHILADELPHIA MG CLUB, Inc.  
Presents Our Twenty-third Annual British Car Show  
**"Brits at The Village"**  
**October 12<sup>th</sup>, 2019**



The "Brits at The Village" British Car & Bike Show is an informal, popular-vote show for owners of all British Cars and Bikes. It is designed to "finish off" the car show season. Bring your car, bike and family and enjoy the surroundings. See what **Peddler's Village** has to offer in shopping and fine dining at many of its specialty shops and restaurants.



**Show Dash Plaques to the first 150 Pre-Registered Cars.**

Pre-Registration by October 1<sup>st</sup> • Cost \$15.00

Day of Show Registration • Cost \$20.00. \*NEW\* pay by credit card (DAY OF SHOW ONLY)

For more information, **award classes** and directions:

go to [www.phillymgclub.com](http://www.phillymgclub.com)

For Car Show or Registration Information please call or email Kristi at 484-686-3305 or [kliebel@phillymgclub.com](mailto:kliebel@phillymgclub.com). \*This event is Rain or Shine - please plan accordingly!

**2019**  
"Featured Marque"  
MG A



Saturday • October 12, 2019

Show Field Opens at 9:00am  
Voting from 10:00am to 1:00pm  
Awards at 2:30pm

Peddler's Village - Parking lot  
behind Bank of America, 167  
Carousel Ln, Lahaska, PA 18931

Pre-Registration Form: To be received by **October 1, 2019**

**Mail Form & Check payable to: "The Philadelphia MG Club, Inc." to "Brits at The Village" 1366 Randy Drive., Pottstown, PA 19464**

Pre-Registration \$15.00 by October 1<sup>st</sup> •  Day of Show \$20.00

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Car Club Affiliation: \_\_\_\_\_

Car Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

MGB Custom (circle one) Y N

**Waiver of Liability:** Neither I, nor my heirs, will hold The Philadelphia MG Club, Inc. or any of its members, Bucks County or Peddler's Village liable for any damage to me or my car/bike while engaged in, traveling to or from this event. (must be signed by all to enter the Show)

Signature \_\_\_\_\_

Date Rec. \_\_\_\_\_

Check # \_\_\_\_\_

Reg.# \_\_\_\_\_

Car Class \_\_\_\_\_

# CALENDAR

## OCTOBER

### 1st MGOB MEETING

4th 5th 38th annual British Car Festival in Waynesboro, VA

12th Brits at the Village - see flier

12th Brandywine Motorsport Club Autocross IV Duke  
Wilford @ BMCautox@gmail.com

13TH Hunt Country Classic- see flier or

[https://www.mgcarclubdc.com/hcc/hcc\\_main.html](https://www.mgcarclubdc.com/hcc/hcc_main.html)

18 - 20 DC British Reliability Run. [www.dcbritishreliability.org](http://www.dcbritishreliability.org)

19th TRAC foliage tour [www.tracltd.org](http://www.tracltd.org) for more info.

19th BMC Rally II Rally to the Valley <http://msreg.com/>  
BMC Rally II 2019

## DECEMBER

8TH Baltimore Mayor's Christmas Parade

2020

Jan Saturday, 4th after the holidays MGOB party @ Jeffersons.  
Snow Date - Saturday, January 11th - 6:00 p.m.

Feb TBA Chilly Run - Steve & Tina Sharpe's in  
Westminster, MD

<https://www.mgsofbaltimore.org>



## MGs of Baltimore Affiliations

North American MGB Register    North  
American MGA Register  
American MGB Association    MG Car Club UK

### MEMBERSHIP

**Submit changes in address etc to**  
Kathy McHenry    5237 Glen Arm Road E.  
Glen Arm, MD 21057    410-817-6862  
themgbabe@comcast.net

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Articles appearing herein may be used by other other car clubs or organization in their own newsletters, providing appropriate credit and recognition of the source is given.\*



North American MGB Register

The only MEMBER-RUN organization  
for MGB, MGC, Midget, 1100/1300 and  
Post Abingdon Car owners.

**ANNUAL MEMBERSHIP \$30 (\$45 overseas)**

- Dash plaque • Membership card • Window decal
- Six bi-monthly issues of *The MG Driver*, a 68-page informative magazine.
- Annual national convention – a four-day MG party!

**North American MGB Register**

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Toll-free phone: 800-NAMGBR-1

[www.namgbr.org](http://www.namgbr.org)

The MGs of Baltimore, Ltd. Car club was established in 1977. The club represents over 150 members in the Metro Baltimore area. As the name implies, the club centers its activities around the preservation and enjoyment of the cars that bear the classic MG marque. The club is affiliated with the following national organizations: The North American MGA Register, The North American MGB Register, and The American MGB association. Internationally, the club is affiliated with the MG Car Club and The MG Owners Club. The clubs activities include sponsorship of the nationally known “MGs on the Rocks” car show, a series of challenging (and FUN) historic car rallies, as well as numerous fun gatherings all through the year.

The club membership meets at 7:30 PM the first Tuesday of every month at Johnny Dee’s Lounge. Johnny Dee’s is located at 1705 Amuskai Rd; Baltimore, Md, just off of Loch Raven Blvd at Joan Ave. From I-695 Take the Loch Raven Blvd. Exit south. Go about 1 mile, turn left onto Joan Ave. Park in the upper lot. For more info go to their website at [www.JohnnyDeesLounge.com](http://www.JohnnyDeesLounge.com) Come early and have diner. We start arriving between 5:30 and 6:00 p.m.

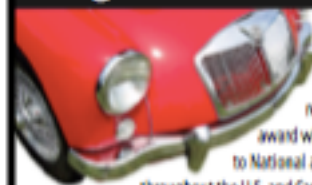
The meetings are about sharing experiences, taking care of club business and normally include a monthly tech session provided by our MG “technical guru” Randy Kegg.

More than just MGs

Many members of MGOB are owners of the other classic British marques and all are welcomed to join the club.

The Octogram, the club’s newsletter is published monthly by the MG’s of Baltimore Car Club.

## Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGAR, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact [registrars@namgar.com](mailto:registrars@namgar.com).



