



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

July 2020

www.mgsofbaltimore.org

From El Presidente:

Since we had such a good turnout at our June MGOB Meeting, weather permitting we will be holding our next MGOB meeting at Randy & Sheila Kegg's house (in the backyard) on **Tuesday, July 7th, 2020 starting at 6:30 p.m.** You will need to **bring a chair and any items you would like to eat or drink.** Their address is:

Randy & Sheila Kegg
4304 Meadowcliff Road
Glen Arm, MD 20157
410-592-3733
E-mail – Randell_Kegg@msn.com

On the car show front, even with Covid-19 restrictions being eased we still have a number of events being cancelled or postponed.

The 31st Annual "Get the Dust Off" Rallye has been **rescheduled for Sunday, July 12th**. This year's rallye will start and end at the Dejon Vineyards, located at 5300 Hydes Road, Hydes, MD 21082. Cars assemble starting at 10:30 a.m. for more information checkout the flier in this issue of the Octagram or on line at www.mgsofbaltimore.org

DVCCMG Club's Pennypacker Mills British Car Show has been postponed until 2021.

LANCO's annual "Taste of Britain" British Car Gathering has been postponed until 2021.

The MGOB Summer Party will be hosted by Duff & Barbara Fowler on Sunday, August 9th, starting at 2:00 p.m. The Club will supply drinks, burgers and hotdogs, we ask you to bring a dish to be shared and your swimsuit. 913 Saint Anne Dr.; Street, MD 21154 - R.S.V.P. at 410-399-0070 or bfk88@aol.com

Central PA British Car Club's 26th Annual British Car Festival in Altoona, PA featuring John Twist will take place August 28 - 30th. Go to pabritishcar.com for more info or to register.

British Car Club of Delaware's Fall Car Show at Bellanca Airfield is scheduled for Saturday, September, 19th, 2020 at 2 Centerpoint Blvd. New Castle, DE 19720 – Look for an event flier in this issue of the Octagram.

41st MGs "On the Rocks" British Car Show is set for Saturday, September 26th at Rocks state Park 4-H Camp. You can either print off the flier in the newsletter or download one from our website www.mgsofbaltimore.org

TRAC's Annual Brits by the Bay **has been Re-scheduled** for Sunday, October 4th, 2020 at the Harford Winery, Forest Hill MD. See the event flier in this issue or go to <https://www.tracltd.org/> for more info.

The North American MGB Register's AGM (Annual General Meeting) will be held at the site of MG International 2021 Atlantic City on Saturday, October 24th, 2020 at Harrah's Conference Center. The meeting is open to all NAMGBR members. More info will follow.

Now, mark your calendars and Save the Date for MG International 2021 Atlantic City next June 14th-17th, in Atlantic City, NJ. This is the every five years "All Register" Event, so make plans to join the Triple M Register, the New England MGT Register, the North American MGA Register and the North American MGB Register for four days of fun. For more info will be forthcoming in the future.



Safety Fast!

Richard

I'd Do It All Over Again (part 2)

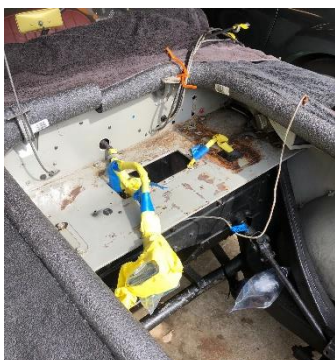
See the February Issue of the Octagram for Part 1

By: Doug McCoach

Chapter 3 - Plan your work....

Boy, Did that sound optimistic in January,
.... and then the world stopped.

I remain optimistic, and I pray that the impact of the Pandemic is minimal on you and your families. It's early May and unusually chilly. As I write this, the Sun Paper tally is 57 days since "The End of Sports as we know it; and its week 8 of Maryland's stay at home order. Unemployment is @14.7% - a level unseen since the great depression. Drive your MGA day would have been a week ago. That DID NOT happen. Parts should have been ordered for the car from Moss. That DID NOT happen because Moss closed their distribution centers. The pace of our lives has slowed dramatically; this includes the overhaul project. But it's provided time to consider the approach to this really important job, and as a result, the MGA project has taken on a different complexion.



We are only stewards of these machines, hoping that someone else in the world finds them interesting enough to want to carry them forward. In this case, with the cost of repairs, the phrase "Paying it forward" takes on new meaning. Now, that I've been presented with an opportunity to secure the future of this car, priorities need to be established to guide how to invest time and money into the repairs. After much consideration, here are the principals I identified to guide the decision-making:

1. The project is best described as an engine rebuild and engine bay refresh.
2. We should take this opportunity to repair, rebuild, or as a last resort replace all mechanicals and system components requiring engine and transmission removal, because we're only doing this once.
3. The car should remain stock with no changes that fundamentally alter the design of the vehicle. Wherever possible we should look to optimize the mechanical operations of the vehicle including balancing the motor internals, porting and ceramic coating the manifold
4. With the engine out, we should prep and paint the engine bay, and refurbish the wiring harness.
5. Lastly, and perhaps most importantly, this endeavor will only be as successful as the commitment of the individuals participating in it.



Disassembly and inspection revealed the following: Beyond boring the cylinders and replacing pistons and rings, the Block is sound, the camshaft needs replacing but generally the head is in good shape. The transmission is showing age appropriate wear. The Plan then is as follows:

- Motor - Magna flux block & head. Bore and hone cylinders, Harmonic Balancing for moving parts, Replace pistons, rings, bearings, camshaft, valves, seals & gaskets
- Transmission - Replace layby, 1st gear, and reverse gear assemblies, rings and seals.
- Engine Bay - Clean and repaint, Refurbish Wiring Harness, Master cylinder, Wiper Motor, and Heater box

Generally, costs are distributed as follows:

- Machining - \$1,000
- Motor Rebuild - \$2,500
- Transmission Rebuild - \$2,000.00
- Everything Else - \$ 1,500
- Gifts for Supportive Spouse and Friends - Priceless

So that's the plan. We pulled the motor in Mid-February. I just finished spaying the heater deck, and the Pistons & Rings have just arrived from Great Britain. I continue to be optimistic that the car will be running like new in time for the 2020 MG's on the Rocks "Social Distancing Edition" this September.

Stay tuned.....

FLYWHEEL WOES – 1967 MGB

By: Graham Dix

Published in: Safety Fast! May 2020

If from the time I have left my B for more than a couple of months without starting her up, I always have the annoying situation whereby I cannot select a gear because the clutch plate has 'welded' itself to the flywheel.

I'm sure this has happened to many of us over time and there is more than one solution, the most common being to bump start in gear and then 'blip' the throttle whilst disengaging the clutch. I have tried this and it works fine IF you have assistance, but invariably I don't. Another solution, I have no practiced many times, is to run the engine until both the engine and gearbox are thoroughly warm. Usually about 30 minutes at tick over. Only then do I depress the clutch and 'blip' the throttle before engaging a gear. This has worked for me every time but is still frustrating and thus I have been wanting to replace the clutch plate for some time, in the hope that a new one would be less inclined to stick.

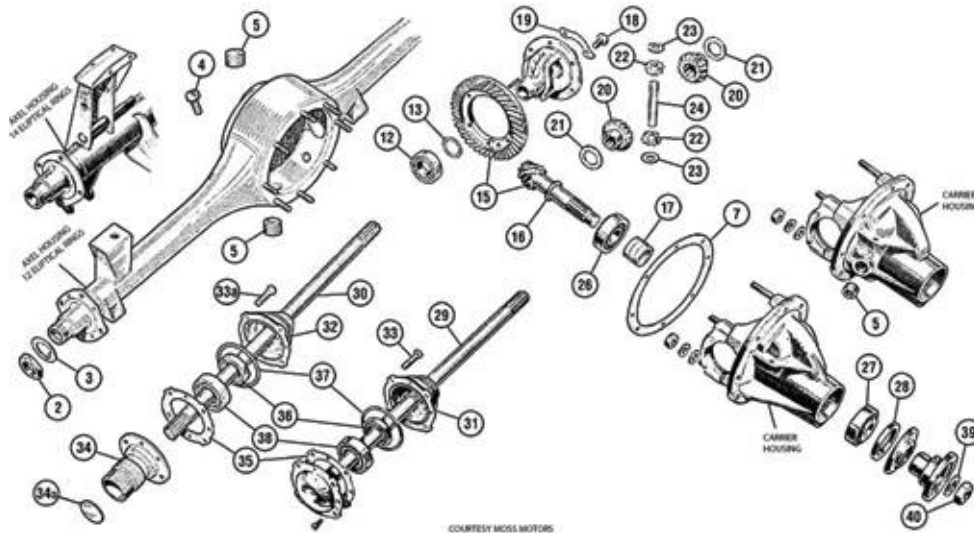
The opportunity arose recently due to another set of unfortunate events. My starter motor jammed. No problem, use the age-old method of hitting it with a hammer. It worked – the first time. A couple of weeks later, it jammed again. No amount of hammering would shift it, nor rocking the car backwards and forwards in gear. It was jammed solid. This time it was a trailer ride home for an engine-out session.

Once the engine was out of the car the problem was obvious. The starter ring was very badly mauled in a couple of places. The ring is an interference fit on the flywheel, so either has to be heated to temperature far higher than I could achieve at home or drilled through the ring to weaken it before 'breaking' it with a Hammer and cold chisel. This is what I did. I then had Richard at 'Manor Garage, Wantage' fit the new ring for me.

The starter motor had wear on the shaft and the spring return on the "Inertia" drive was failing to return properly. Both issues I considered were the main cause of the motor jamming in the first place. I took it apart, ever optimistic that I could repair it, only to find that the power terminal that is soldered to the windings had a dry joint and camp apart in my hands when I removed the rear end plate of the motor. This surprised me, as the motor was definitely well and truly jammed into the starter ring and wasn't just failing to turn over. A future cause of a failure to start, I suspect. I took the decision to order a refurbished starter motor, along with a new clutch assembly.

Using a cheap clutch alignment tool from eBay I fitted the new clutch assembly. Once all back together, I craned the engine back into the engine bay using a 'Tilt' attachment (from eBay) that made aligning the engine and gearbox considerably easier than past experiences. Now reconnect to the gearbox, all seems absolutely fine.

I'm not planning on leaving the car a couple of months between start-ups, so hopefully will never know if the new clutch plate will 'weld' to itself. We will have to see. I also had issues with clutch thrust bearing, but that is another story.



Differential Rebuilding

Article by Barry Rosenberg, British Car Service
 As published in The MG Driver, Volume 30, No. 3

A customer of mine with an MGB/GT has a differential that has howled for a while. At a Peachtree MG Registry tech session, we took it apart after the owner removed it from the car. The tech session was showing how to replace the spider gear thrust washers and disassemble the entire diff. It was going well until we tried to remove one of the axles that really wanted to stay attached to the diff.

I have a slide hammer, a real big slide hammer, that we attached to the axle and several hard slams later, the axle came flying out of the housing. This could have been a real nut buster to the owner as he was slamming the hammer when the axle freed itself. Once the axle was out, we began removing the ring and pinion and carrier assembly.

As we wanted to show that the spider gear thrust washers can be replaced with the diff still under the car by removing only one axle (and draining the fluid first) those gears were already on the bench. The carrier is held in with four bolts and two bearing caps or retainers. The retainers must be put back on in the orientation they were removed.

A word of caution and warning before we go any further; unless you have some very special tools and micrometers, do not try to rebuild your own rear end. Let a specialist do it. I mark each bearing cap before removing them. I like a sharp chisel and place one small nick in a cap and the housing. The other cap gets two nicks and the housing next to the cap gets two as well. This way, no matter how you clean the parts, the caps are easy to install correctly.

Before you remove the caps, use a dial gauge to measure the backlash. On MGBs, each differential can have a slightly different backlash. Your set has the backlash etched onto the back of the ring gear. Ours measured .010" but the gear called for .005". Ours was off by .005" which does not sound like a lot, but in differential speak, it is huge. Once this measurement is written down, the carrier bolts and caps can be removed. Now, here is one place I differ from the factory; I do not own a case spreader.

A case spreader can actually spread the case a few thousandths so the bearing pre-load is released on the carrier bearings and the carrier slips right out. I did not need one for this diff as there was insufficient pre-load to start with. The carrier slipped out with just a gentle lift with a pry bar. It should be tight and take a little grunting to get out.

Once the carrier lifts out, the bearing races and adjusting shims will fall into the housing. Do not let this happen. The bearing races need to stay with the bearing they have been running with and should never be mixed up. It can shorten the life of the bearing if you are planning to reuse them. The spacer behind the races are what set the bearing pre-load and the location of the ring gear from side to side. Once the carrier and bearings are out, I measure the depth of the pinion gear relative to the case (another place I differ from the factory).

If you are replacing the pinion bearings, this is critical. New bearing should be the exact, and I mean the exact, same as the originals, but you just never know. Once the new bearing is installed, I temporarily assemble the pinion gear with both inner and outer bearing and torque to the factory spec and check to see that the pinion depth is the same. If it is, that is great. If not, you get to remove the inner pinion bearing and change the thickness of the shim between the bearing and the gear. And this showed up one of our problems.

A previous rebuilder had put the shim on upside down. What difference does that make you ask? About .012" in raising the gear in the housing. How, you ask. When a shaft and gear or flange is machined from one piece of material, the area where the flange or gear gets bigger in diameter than the shaft has a small fillet or curved junction machined into it. This is for two reasons. One, it is very difficult to cut an exact square junction. The other is strength; a round or curved fillet is much stronger than a perfect square cut. The square cut will become a perfect spot for a fracture to occur.

Since there is this fillet, the washer or spacer has one side with a slight angle cut in the inner hole to allow the spacer to sit flat with the gear or flange. The other side is cut square. He put the square cut side of the spacer against the fillet and this left a .012" gap. I installed the spacer correctly and installed the new bearing. I also used a new crushable spacer between the inner and outer bearings.

I mentioned torquing the pinion nut earlier in the article. This isn't quite correct. There is not a specific torque. The bearings need some pre-load to keep them running perfectly true and centered and to make sure the rollers will rotate and not slip along the race as the shaft spins. There is a specific amount of pre-load listed in the book; it is about 12 lb. inch. There is a special tool to measure this but having done a lot of these over the past 46 years; I have a pretty good feel for it by hand. Tightening the pinion flange nut collapses the collapsible spacer you should have installed between the two bearings.

Once you get the correct pre-load, you will need to remove the nut and flange to install a new seal. I also go ahead and remove the pinion for now. Next, I put the carrier back into the housing with the races, shims and caps. Using a dial gauge, I measure the end play of the carrier assembly. It should be zero as the bearings should be under pre-load. I measured .0005" end play. Next, I removed the carrier assembly and measured the

thickness of the shims. Having some end-play meant I needed at least on thicker shim. I went with one about .005" and reinstalled the carrier to test again for end-play.

When I finally got zero movement and was happy with the pre-load, I pulled the carrier out again. This time I measured the two shims, added them together and divided by two. This gave me the thickness of my starting point to set the backlash. Finding the correct shims is getting difficult as a lot of them are no longer available. Luckily, I had the two I needed. Next, and this is interesting, the factory has stamped the additional thickness you need to add to get the pre-load they want. Each side of the diff has either the letter A or B stamped. Next is a "+" or a "-" sign and finally a number. The unit I was working on called for A+2 and B+3. This meant I needed to add .002" to one side and .003" to the other shim.

I installed the ring gear back onto the carrier and corrected my shim requirements. If I do not have nor can I get the thickness I need, I can make my shims. In this case, I was able to fabricate the shim I needed on one side and I had the correct shim for the other side. After I assembled the complete carrier in the housing, with no oil or grease on the bearings or gears, I measured my backlash. It came in at .0055", just .0005" too much. Close enough! Lastly, I sprayed some flat black paint on just a few teeth of the ring gear and rotated the unit several times. This will show you exactly where the ring and pinion touch. It should be pretty centered in the teeth and mine were very nice. I might say perfect if I were to brag.

Now, I took everything back apart, re-cleaned all, used Vaseline to lubricate all the bearings and seal and did a final assembly. Checking the backlash one last time, it showed I still had .0055" and I was happy. I did not dance a jig but would have if my knees did not hurt so bad. The final stuff to do was fit new bearings and seals into the axles and install them. I like a nice thick fluid in a street differential, so I use a combination of STP (yes, the very slippery stuff), and GL4 140 weight gear oil.

We installed the chromed rear cover with a new gasket and loaded it in the back of the customer's car. He gets the fun of installing it in the MGB/GT. I hope it is quite now. But, whenever gears are not properly set up and are run for several thousand miles, they can get a bad wear pattern on them and still make a little noise. This is something you can never predict. You can only set it up correctly and pray or hope if you aren't religious. But building differentials can make one become religious very quickly.

Writing about this does not confer how much work and time goes into rebuilding differentials. I did not mention the effort to clean the housing, all the different times I measured, took apart, reassembled, and measured again and again. Don't build a differential, buy a used one. Preferably one under a Miata as you sell the MGB and buy a Miata. Let me admit, not every differential I build comes out perfect. If you have any questions about differentials, please find someone else to ask. And when you start getting conflicting answers, give me a call and I will see if I can confuse you some more.

MGB Steering Wheels

Article by Denny Hale

As published in Kansas City MG Post, Volume 39, Issue 6

Have you ever seen a nice steering wheel for sale and wondered if it would fit your car? I have no idea why there were three different diameters in the shaft/hub, two different spline counts, and three different shaft/nut threads, but as far as I can tell, here they are. Make sure you know which model years are common with your car before you buy a different wheel.

MGB Model Year	Hub Hole Dia	# Splines	Nut Threads
1962-67	3/4"	48	11/16" x 27 tpi
1968-69	5/8"	36	9/16" x 27 tpi* *unusual thread
1970-80	11/16"	35	9/16" x 18 tpi

From 1962-69 the wheels were the large, 17" diameter wheels with the hard, Bakelite rim, and two/three rods forming each spoke. Some folks refer to them as 'banjo' style wheels. They were big to give more leverage for steering. Unfortunately, the rim is a smaller diameter, slick to grip, and they were prone to breaking because the Bakelite was brittle and would snap when the wheel flexed when you were steering hard in an autocross.

The other wheel shown is from an early '70s B. By this time they had reduced the wheel diameter to 15", made the rim larger and wrapped it with leather (or something better to grip). The designs on the three solid spokes had several different configurations including the five holes shown, a single slot, or a solid spoke with just an indentation of a slot.

Besides personal preference, the hub hole diameter is the most crucial part of buying a different wheel, and they're almost impossible to measure down to 1/16" with a ruler down in a hole. Below are pictures showing using a pencil rubbing of the hub hole, then measuring the rubbing. If you can establish the hole diameter, you don't need to try to count the splines.



5/8" Dia – '68-'69

MGs of Baltimore – Octagram



11/16" Dia - 70-80

Garage Tips

by: Richard Jefferson

With all this spare time at home, I've had time to tackle the entropy monster that is always attacking the garage. Some of you may remember this subject from the "**Prisoner Entertainment Updates**" I did in the first months of the lockdown, but this is a more extensive exploration of that subject.

My simple solution to some clutter involved two favorite things. First it employed in true MGOB fashion the use of very little cash. Second, it required a trip to one of our favorite places, Harbor Freight. **(Where every tool eventually also can be used as a hammer.)**

I use to have a lot of those little cabinets with little drawers that you can use to organize your nuts, bolts, and assorted other bits. The trouble with them is that they require a lot of organization and the practical fact that you can't see what's in them till you pull out each little drawer. We don't have time for that! This came to me when Randy Kegg and I were hunting for a particular nut/bolt combination. Now Randy is organized and his garage is neat, but the time it took to secure the proper bolt was too long for two guys with less sand in the hourglass.

Solution: I found some containers that Carole buys rice and pasta in and then tosses out. They are perfect for accumulating lots of bits. A simple label Bolts/Nuts/Washers/etc. is all that's needed to complete the solution. Now for the amazing price of \$0.99 Harbor Freight sells the perfect sorting tool a bright yellow tray with large sides now if you have a 20% discount coupon your solution can be had for only \$0.79!



Need a nut or bolt, just pour the out into your new Harbor Freight sorting tray and in seconds you can find what you need. The tray even has a funnel lip to assist in pouring the remaining stuff back into the appropriate jar. You're done.

When I first wrote this up I got some feedback that yes somebody's grandpa use-to-use baby food jars screwed to a board to accomplish this organization. Well like most guys I like Big Jugs that hold more which as we all know are more fun to hold.

For A Few Dollars More (good spaghetti western)

Of course when I'm racing time is important. Repairs that are needed are needed quickly and searching for stuff takes too much time. Racing also requires a lot of equipment and so you can't take your whole garage with you to the track, so you try to be as compact as you can.

Solution: Back to Harbor Freight: For a few dollars more you can get these cases that organize things very well. They are compact and best of all you can see immediately what's in each case. That's real important when you're sending someone to get something for you that of course you need immediately **(everything at the track happens fast)**.





NIGEL'S INFERNO

BY Phil Frank & Joe Troise



Excuse me, my good man... I seem to have made a wrong turn-

That's what they all say!



Wait a minute! These flames... the sounds of torment... Am I in... in...

WAL-MART? Nah... just kidding!



There's been a terrible mistake! I don't belong here!

Let's see... Shiftright... Shiftright... Waddaya know. We screwed up!



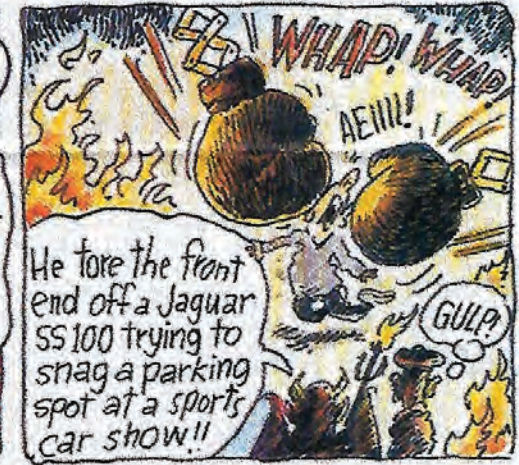
Oh, swell... and my car is over-heating!

Relax! What's your rush? Come on! I'll give you the VIP tour before you leave!



The... er... "facility" is divided into 9 increasingly horrific levels of torment...

...from cell phone abusers... to red light runners... to road ragers...



He tore the front end off a Jaguar SS100 trying to snag a parking spot at a sports car show!!



Would you like to see some dishonest mechanics being whipped with fan belts?

Oh, look!!... the people who invented talking dashboards!!



Here's level 9... the pits... Those are British car execs who ordered the MG factory at Abingdon torn down... Care to toss a brick?

Oh, yes- YES!



Ahh... Nigel is sleeping so peacefully...

It's like he died and went to heaven.

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Membership News

We would like to welcome the following new members to the club:

Drew & Linda Paren with a 1951 MG TD

I hope they will join us out our upcoming events.

MEMBERSHIP CHANGES

Submit any changes to:

Kathy Liddick
5237 Glen Arm Road
Glen Arm, MD 21057
themgbabe@comcast.net

Tools Available for Club Members Contact Randy Kegg to Borrow

- Engine Stand (2)
- Engine lift with tilt device (2)
- Whitworth wrenches & sockets
- Whitworth thread file
- MGB Kingpin Reamer
- Sandblaster (Suction from a bucket type)
- Rostyle Wheel Paint Mask (MGB)
- Midget King pin reamer
- SU Carb throttle shaft reamer for MG T, A, B carbs
- SU Carb throttle shaft reamer
- Midget carbs
- Torque Wrench Click Type 0-150 ft lbs
- Standard 12" socket set
- Hub Puller
- Compression tester
- Harmonic balancer puller
- Camshaft Degree Wheel with TDC finder.
- Timing light
- Dwell/Tach Meter
- Differential flange removal tool
- Brake line bender - tubing cutter, bubble type flaring tools
- Slide hammer for bushings, bearing caps and axle extraction tool
- Lift-A-Dot Upholstery Punch tool
- SU Carb Synchronizer
- Pickle Fork for Tie Rod Ends
- Mob Clutch Alignment tool
- Front Suspension Toe-In adj tool
- Rear Hub Sockets for MGA and early and late MGB.
- Cylinder Leak Down tester

OFFICERS AND CHAIRPERSONS

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DISCLAIMER

The OCTAGRAM is published monthly by the MGs of Baltimore car club. Opinions expressed herein are not necessarily those of the Club, Club officers, or the newsletter staff. Technical information is believed to be accurate. However, any repairs or mechanical advice is attempted at the readers own risk. The Club, officers, or staff will not be responsible for any misinterpreted or incorrect technical information.

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

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 club's 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.

CALENDAR

JULY

- 7th Club Meeting (Randy & Sheila Kegg's House)
- 12th Get the Dust off Rallye (flier attached)

AUGUST

- 4th Club Meeting (location to be determined)
- 9th Summer Picnic (at the home of Barbara & Duff Fowler)

SEPTEMBER

- 1st Club Meeting (location to be determined)
- 19th Brits at Friends of Bellanca Airfield (flier attached)
- 26th MGs on the Rocks (flier attached)

OCTOBER

- 1st Club Meeting (location to be determined)
- 19th TRAC Poker Run (Flier in next month's newsletter)



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

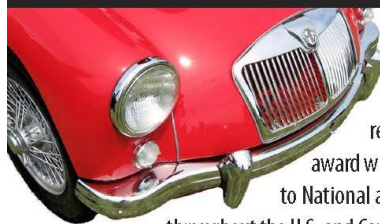
PO BOX 876 • Downers Grove, IL 60515-0876

Toll-free phone: 800-NAMGBR-1

www.namgbr.org

MGs of Baltimore – Octagram

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 *MGA!*, 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 registrar@namgar.com.



MGs of Baltimore Affiliations

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



Washington D.C. Region SCCA
and

The MGs of Baltimore, Ltd.

t the 31st Running of the

GET THE DUST OFF RALLYE

Sunday, July 12, 2020

First car off at 11:31 a.m.

Dedicated to the memory of Richard W. Murphy



\$30 per car to June 30th - \$35 per car afterwards

To register complete the entry form below and mail it with a check payable to "MGs of Baltimore, Ltd."

SEND TO: Eric Salminen, 12321 Jerusalem Road, Kingsville, MD 21087

This will be a GTA (Game, Tour, Adventure) style rally of approximately 60 competitive miles. No unpaved sections. **All vehicles welcome.** Classes will be provided for Historic up to 1981 and modern 1982 and later.

START & FINISH: Dejon Vineyards, 5300 Hydes Rd., Hydes, MD. www.dejonvineyard.com. Bring along your picnic basket lunch and tailgating supplies. Food truck will be available on site. Wine tasting will be provided for entrants (MGOB hand stamp required).

REGISTRATION: Opens at 10:30 am. Drivers' meeting at 11:15. Please plan to arrive early.

Contact Rallymaster Eric Salminen at (443-463-3071) or mgobrallymaster@gmail.com for additional rally information

All vehicles must have no more than 2 people in the car. *If a minor (less than 18 years old) is to participate you must contact us in advance to secure a minor release form which requires the signature of both parents.*

Driver: _____	Navigator: _____
Address: _____	Address: _____
City/St/Zip: _____	City/St/Zip: _____
Phone: _____	Phone: _____
Email: _____	Email: _____
SCCA region: _____ Member # _____	SCCA region: _____ Member # _____
Vehicle Information: Make: _____ Model: _____ Year: _____ Color: _____	
Member: MGOB? _____ TRAC? _____ SCCA/Branded Rally? _____ Other: _____	
Class: Select One Historic _____ Modern _____	

I hereby warrant that the entered vehicle is on the road legally, is being used by the entrant with the owner's permission and is covered by liability insurance of not less than \$20,000/\$40,000/\$15,000 or the minimum requirements in the state of registry, whichever is higher.

BRITISH CAR CLUB OF DELAWARE

BRITS AT FRIENDS OF BELLANCA AIRFIELD

SEPTEMBER 19, 2020

- 10AM-2PM, field opens at 9:30AM
- \$25 pre-registered by 9/18/2020, \$30 day of
- Awards at 1:30
- More Car Show Information contact Sharon Kalinowski, (302) 999-7613, email sdka@verizon.net
- Visit www.bccdelaaware.org
- Located at Friends of Bellanca Airfield, 2 Centerpoint Blvd, New Castle, DE 19720
- Dash plaque to first 75 entrants
- Awards for Best in Show; Top 5 Pre-1980 and Top 5 Post-1981 by popular choice.
- Open to all years, makes, models British autos and motorbikes.

SEND CHECK PAYABLE TO BCCD To: British Car Club Delaware September Car Show, C/O Sharon Kalinowski 800 Woodland Avenue, Wilmington, DE 19808

NAME: _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

PHONE: _____

EMAIL: _____

MARQUE: _____ **MODEL:** _____ **YEAR:** _____

Waiver of liability:

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, and the British Car Club Delaware, Inc. collectively and separately, from any and all liability from personal injury or property damage incurred by me or any guests while participating in the 2020 Car Show. I understand and agree that the British Car Club Delaware reserves the right to revoke my registration and retain my registration fee should I engage in reckless, dangerous, and/or unsafe behavior.

I have read, understand, and agree to this release. No refunds. No rain date.

Signature: _____

Date: _____



MEET ME AT THE ROCKS!

MGs of Baltimore, Ltd
Registrar: Ms. Tracy Trobridge
3150 Pfefferkorn Road
West Friendship, MD 21794



The 41st Annual **MGs** *on the Rocks!*

Open to all British Marques

September 26, 2020



MGs of Baltimore, Ltd.

The MGs of Baltimore Car Club is dedicated to preserving the MG Marque in the Greater Baltimore, Maryland region. We do this by hosting driving events, our annual show and parts market *MGs on the Rocks*, and providing technical training and assistance to our members. We have monthly meetings at Johnny Dee's Lounge at 7:30 the first Tuesday of each month where we plan events, hear about upcoming events and ones our members have participated in, there's also a tech session on MG repair and maintenance.

MGOB sponsors an annual "Get the Dust Off" Rallye, the first Sunday in May. We hosted both MG 98 & MG 2018, The Annual North American MGB Register Conventions in Hagerstown, MD & Gettysburg, PA

You can get more info on MGOB from our website at: <http://www.mgs of baltimore.org>

The site includes member's benefits, upcoming events, a car/parts auction and pictures of previous winners of MGs on the Rocks. For further information or to join the club you may contact the President, Richard Liddick at 410-817-6862, or by email at: rgl2mgbgt@aol.com.

*To attend our monthly meetings:
Follow the Baltimore Beltway towards Towson and take the exit to Loch Raven Blvd. South. Follow it to Joan Ave. Turn left at the light and into the shopping center. Look for Johnny Dee's Lounge, 1705 Amuskai Rd, Baltimore, MD 21234. www.JohnnyDeesLounge.com Park amongst the other MGs on the upper lot. We meet for dinner at 5:45 and the meeting is held in their meeting room at 7:30. Join us!*

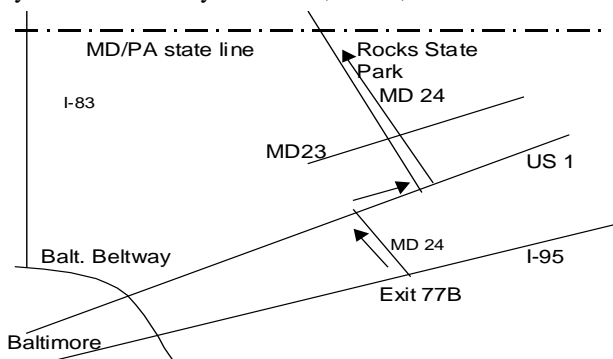
MGs on the Rocks

The 41st Annual edition of one of the longest running British Car Shows in the USA promises to be a great event, we are expecting over 200 cars with MGs of all models and 8 classes of other British Marques. Popular vote balloting by the car owners is from 10:00 until 1:00 and awards are given out about 3:00 p.m.



Winners, chosen by car owner peers, receive awards at their cars as the crowd walks around the show field at the end. This is one of the Murphy Cup winners for the Best MGB. If you place check our website for the picture!

Directions: From I-95 North of Baltimore take exit 77B, follow Rte. 24 West 13 miles, briefly merging with and then leaving US 1, then later crossing MD 23. After 13 miles, turn right across the one lane bridge at Cherry Hill. Pull into the 4H Camp and *MGs on the Rocks* on your left. Look for MG Octagon signs enroute. You can set your Navigation system to: 2 Cherry Hill Road, Street, MD 21154



MGs on the Rocks

If you love British cars this is the place to be the last Saturday in September. The Rocks State Park 4H Camp is an excellent country setting in rural Harford County, MD. Bring a picnic basket or purchase your lunch at the show and join the MGs of Baltimore for what has always been a superb show. Bring your parts shopping list for your ongoing renovation projects or your Christmas wish list for shirts and books. **See you at the Rocks!**

Our Regular Features

The things that have brought British car drivers back year after year will be there:

- ☞ A field full of British cars in a casual park setting
- ☞ Lots of vendors of new and used parts.
- ☞ A great selection of various British cars for sale.
- ☞ An unlimited supply of expertise on whatever technical or restoration problem you have.
- ☞ Classic British Invasion Music by Jamming Jefferson
- ☞ On site food by Uncle Moe's Soul Food & Gill's Ices
- ☞ A wide range of classes for awards for all British Marques, including the Murphy Cup for best MGB of the show and the Senator Norman Cup for Best of Show.

Put your car on the field! Although we have many beautiful cars, this is very much a **come as you are** gathering. Only owners of cars on the field can vote.

New Things This Year

We added a new award: The Senator Norman Cup for Best in Show

Things To Remember

Pre-register! Awards are generally 3 or more per class, but may vary as pre-registration indicates. We base our new classes on pre-registrations, so if you want to justify any new classes make sure you pre-register. Dash plaques are only guaranteed to pre-registrants. Plus you can drive right past that long line of on-site registrants!

Important times: The **field opens** at **9:00** a.m., all **vendors** should be in place by **10:00** a.m. Voting is closed at **1:00**. Awards will take place on the showfield as soon after **3:00** as vote counting allows.

Sorry, no pets please, Park Rules.

Lodging is available at Exit 77A & Exit 80 off of I-95 to get more info go to: www.iexitapp.com

Mail-In Registration Form

Name _____

Address _____

City _____ State ____ Zip _____

Phone (opt.) _____

Email (opt.) _____

Car Make _____ Model _____

Year _____ Colour _____

Did you win your class last year at Rocks? Y N

Attending from what Car club? _____

Registration

Car show entrant \$20.00 if mailed before 9/1 _____

Car show entrant \$25.00 at show or after 9/1 _____

For Sale Cars \$20.00 before 9/1 _____

For Sale Cars \$25.00 at show or after 9/1 _____

Total enclosed: _____

Make cheques payable to "MGs of Baltimore, Ltd."

Parking fee at entry gate is \$5.00 per car,

Vendor space \$20.00 for the first 20'x20' space, \$20.00 for each additional space. Vendor registration is only at the event; no preregistrations will be taken. To have vendor information included in the registration packet contact the Chairman below before 8/22.

To register fill out the above, tear on the dotted line, enclose cheque, and send to;

Registrar: Ms. Tracy Trobridge
3150 Pfeifferkorn Road
West Friendship, MD 21794

For other information, call:

Chairman: Richard Liddick - Phone : 410-817-6862

Email: RGL2MGBGT@aol.com

Co-Chairman: Eric Reitz – Phone: 410-207-7548

Email: Reitz1@aol.com

MGs of Baltimore, Ltd

An Invitation to Attend GSBCC's Eighth Annual "Myrtle Beach Britfest"

The Grand Strand British Car Club would like to encourage all British car owners to attend our annual car show to be held on October 3, 2020, at The Market Common of Myrtle Beach!

The **Myrtle Beach Britfest** will be held at **The Market Common** located on Farrow Parkway between Highway 17 Business and Highway 17 By-Pass in Myrtle Beach. In addition to all of the beautiful British cars, only a block away is The Market Common which boasts lots of shops, restaurants, cinema, and seasonal festivals so your weekend will be packed with fun for everyone!

Dash Plaques will be given to all early registration entrants and will be available for some late and "day-of" registrations. **Award Plaques or Trophies** will be presented to winners in each class. A Special Award for the entry with the "**Best Picnic Presentation**" will be given. And back by popular demand will be an "**English Tea**" featuring a contest for the "**Best Hat**". Special "Britfest" t-shirts will also be available. Food vendors, restrooms, local restaurants, and shopping are available nearby all day!

Special Room Rates are Available at DoubleTree Resort by Hilton Myrtle Beach Oceanfront (old Springmaid Beach Resort). A block of standard guest rooms is being held at a special rate until Sep. 1.

If you would like to show off your British automotive beauty, then you need to fill out and mail a registration form today. Early registrations by Sep. 1 are \$25 first car entered plus \$15 for each additional car entered. Late registrations after Sep. 1 are \$30 first car entered and \$15 for each additional car entered. Early registrations by Sep. 1 are also eligible for a \$100 gift card drawing. There are over 30 classes from which to choose. Register early and plan to stay all weekend to soak up the fun!

For more information, contact Rod Smith, Myrtle Beach Britfest Committee Chairman, at jrodsmith22@gmail.com or tel. (843) 651-7644. Or visit our website at www.GrandStrandBritishCarClub.com. This will be a fantastic event, and we would hate for anyone to miss out on the fun!

“Brits By The Bay”
2020
Modern & Classic
British Car & Motorcycle Show

Open to ALL British Cars & Motorcycles

***** GREAT LOCATION *****

Harford Vineyards & Winery 1311 W. Jarrettsville Rd. Forest Hill, Md. 21050

www.harfordvineyard.com **NO PETS PLEASE!!**

Sunday, October 4th 11am – 3 pm Gates open 10:30am Rain or Shine

Pre-Register by Aug 23 to Receive a Free Show T-Shirt & Dash Plaque

Door Prizes, Music, & Good Ole Car Talk

Food, Snacks, Wine Tasting & Beverages Available On Site

NO OUTSIDE ALCOHOL ALLOWED

Please Contact: Britsbythebay@gmail.com

For up to date info Go to www.facebook.com/britsbythebay

Debit & Credit Card Payments Accepted Securely Online!

For More Information, Online Registration or Directions Visit:

WWW.TRACLTD.ORG

or contact

Steven Horant @ 443-827-6116

Email Us at: BritsByTheBay@gmail.com

Detach coupon below and send it with your check made payable to TRAC.

Mail to: TRAC, 902 A Cedar Crest Ct., Edgewood, Md. 21040

Name: _____ Address: _____

City: _____ State: _____ Zip Code: _____

Car Year: _____ Make: _____ Model: _____

Email Address: _____

Club Affiliation: _____

Pre-Registered T-Shirt Size: Small _____ Medium _____ Large _____ X-Large _____

2 XL (\$2extra) _____

Pre-Registration (Entries postmarked by Aug 23) \$20 per car _____

Registration (Registration postmarked after Aug 23) \$25 per car _____

Neither I, nor my heirs, will hold Triumphs Around the Chesapeake, Ltd. or the Harford Vineyard & Winery liable for any personal or vehicle loss, damages, liability or injury occurring during or as a consequence of being involved in or traveling to or from this show. Owners attending this show do so voluntarily and agree to assume all risks of any kind to their person or their vehicle. Shade Canopies are at the discretion of TRAC.

Signature: _____