



# OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

June 2020

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

From El Presidente:

## BREAKING NEWS!

Weather permitting we will be holding our next MGOB meeting at Randy & Sheila Kegg's house (in the backyard) on **Tuesday, June 2<sup>nd</sup>, 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](mailto:Randell_Kegg@msn.com)

Well, finally some good news on the COVID-19 front, we can now start getting back to normal, slowly things are opening up, but are still limitations to what we can do and the number of people that can do them together. Hopefully, the majority of people will continue with washing their hands and maintaining social distancing, bringing an end to this pandemic and we avoid a second outbreak in the fall.

Once again RJ (Richard Jefferson) has come thru with his daily PEU (Prisoner Entertainment Update) to those on the MGOB e-mail group, his suggestions of things to do whilst on house arrest have entertained the members immensely.

The 31<sup>st</sup> 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](http://www.mgsofbaltimore.org) **Please note we are still on for now, but this may change.**

43<sup>rd</sup> Annual Original British Car Day has been canceled for 2020.

TRAC's Annual Brits By the Bay **is still** scheduled for June 28<sup>th</sup>, 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.

Save the Date for MG International 2021 June 14<sup>th</sup> - 17<sup>th</sup>, in Atlantic City. This is the every five years "All Register" Event; more info will be forthcoming in the future.

41<sup>st</sup> MGs "On the Rocks" British Car Show is set for Saturday, September 26<sup>th</sup> at Rocks state Park 4-H Camp. For a flier go to [www.mgsofbaltimore.org](http://www.mgsofbaltimore.org)

Safety Fast!

Richard

MGs of Baltimore – Octagram

# **Tribute to Hank Rippert**

## **MG Enthusiast & Former Chair of the T Register**

On May 15<sup>th</sup> Hank Rippert joined the great speedway in the sky. His loss was felt around the MG community. Richard first met Hank at MG 96 and began working with him closely when he became the NAMGBR Chairman in 2009. I first met Hank at MG 2011 in Reno. Richard always said Hank was the driving force of keeping the MG all register meets going. I am going to miss our talks as we looked at cars at the conventions and seeing him walking around with his pipe.

Below is an excerpt from his obituary:

His passion in life was his 1951 MG TD #8888, an exquisite antique car that provided endless pleasure, entertainment, and adventures on the road for over 54 years of ownership.

Hank was a treasured friend to people across the country who shared his enthusiasm and love of the hobby. Hank often said how thankful he was for the many friends he had - just because of a little black car. He was called upon for advice frequently, as his knowledge of MG's was vast and highly respected. As one friend said so succinctly, "If you knew Hank, you loved Hank. It was as simple as that!"

Highlights of Hank's lifelong commitment to the MG hobby:

- Founder of The Delaware Valley Chapter of the MG T Register 1970
- Organizer of the Ocean to Ocean MG T Tourist Trophy 1986
- Representative of The New England MG T Register on the North American Council of MG Registers since its founding in 1992
- Organizer of the Skyline Soiree 1993
- Founder of the Knudson Churchill Scholarship Trust 1996
- Chairman of The New England MG T Register 1997-2005
- Former Editor of The Sacred Octagon



# **An MG For All The Family**

## **By: Adam Sloman**

### **Published in: Safety Fast! May 2020**

The arrival of the Mini in 1959 changed the way small cars were perceived. Created by BMC after an edict from Leonard Lord to take microcars and bubble cars off the streets, the Mini offered everything you would expect from a 'proper' car, albeit in a much smaller package.

Fast forward three years to 1962 and the Mini had become an established and popular choice in Britain and Europe – fears in the trade about the Mini's revolutionary transverse engine set-up had quickly been calmed as in practice the mini was easy to work on, both for garages and dealerships, but also for the home mechanic.

BMC and Sir Alec Issigonis had created something special with the Mini, and with this success still fresh in his mind, he set out to create something bigger, more innovative and more sophisticated.

Acting as a successor for the Austin A40, the car codenamed 'ADO16' would launch in August 1962 as the Morris 1100, but in the brave new world of the British Motor Corporation, variants of the ADO16 would wear almost every nameplate from the company's stable.

The first variant after the Morris (and arguably the most important for the likes of us) came just over a month later, at the end of September 1962 with the launch of the MG 1100.

#### **An MG from Oxford**

Unlike the rest of the MG range at the time, the 1100 would be built at the nearby Cowley, sharing production with the Morris version of the car.

Priced at £758 for the two-door and £812 for the four-door (including purchase tax), the MG gained a traditionally styled chrome grille, not dissimilar to that found on the Farina Magnette, chrome stripes running the length of the car and circular indicators and sidelights. The MG would be offered in a choice of eight colours and in a move that drew further similarities with the Magnette, was offered in seven different 'duotone' finishes, allowing customers to choose a variety of colour combinations.

Under the bonnet, the MG gained twin SU carburetors, and developed 55 bhp, giving a top speed of 85 mph and a 0-60 time of 18.4 seconds.

Inside, the MG was equipped with a full-length walnut dashboard with glovebox (something absent on the Morris, which made do with a more utilitarian storage pocket) and a new strip speedo that was also home to the fuel and temperature gauges.



## Innovative things come in small packages ....

The 1100 took everything that made the Mini so popular and added two things that were arguably at a premium in the smaller car – space and comfort. A family of four could happily tackle even the longest journey in the 1100, with the extra space for luggage, all while riding on the magic carpet of hydrolastic suspension.

Hydrolastic had originally been intended for the Mini, only for BMC's accountants to deem the system too expensive, and while it did briefly see application in the Mini, it was on the AD016 that it became best known.

Developed by Dr. Alex Moulton, the system swapped traditional springs and dampers in favour of more space-efficient displacers, connected by pipes running the length of the vehicle. Similar to systems employed by the likes of the Citroen, but was simpler in its implementation, but gave it genuine 'big car comfort'.

The 1100 range underlined BMC's credentials as a technically innovative manufacturer – the use of a transversely mounted engine with front wheel drive made the car incredibly space efficient just like the Mini, and the addition of hydrolastic suspension gave BMC another big technological advance to promote the car with.

*Autocar* put the car through its paces and it was quick to praise the car: "Impressive through the straight-line performance may be, it is on corners where the MG comes into its own. On dry roads, the car could be hurtled through the bends at almost incredible speeds with almost no qualms." High praise indeed. They were less complimentary about the interior which they suggested had a finish "more suited to a kitchen dresser".

They concluded their test by underlining the MG's technical excellence, calling the car "difficult to fault" and stating that the road-holding and ride comfort were in a class of their own. Their closing statement summed up the thoughts of any MG 1100 owner – "Even the most ardent dyed-in-the-wool MG enthusiast would deem the 1100 a very worthy bearer of the Octagon:"

With Britain's continuing support export drive, and the popularity of the MG in the USA, it should come as little surprise that the 1100 would arrive stateside, a few months after the UK launch, in late 1962 as the MG Sports Sedan. It launched the two-door soon followed by the four-door version.





## Overseas success

Like other MG products, it sold well in the US and so BMC followed it with a MG-badged version of the luxurious Vanden Plas 100, dubbed the MG Princess 1100. Just 150 MG Princess 1100s were built and in 1968 both the MG Sports Sedan and the MG Princess 1100 were dropped from the US market to make way for the patriotically-named Austin America.

BMC found themselves with a genuine sales success on its hands – the car went toe-to-toe with the Ford Cortina and for almost a decade was Britain's best-selling car and ADO16s were on every street corner.

The summer of 1967 saw the 1275cc A-series find a home in the car, and so the MG 1300 was born. Early cars boasted little improvement in power over the 1100, with 58bhp, but by the time the mk2 model arrived in 1968, power increased to 65bhp, lowering the 0-60 to 17.3 seconds.

The strip speedo made way for a simpler, three-clock set up that was similar to the other members of the ADO16 family.

As well as the larger engine, the 1300 saw the end of the four-door MG, with the two door body style being offered through the autumn of 1971, when the range was simplified for the 1972 model year.

The arrival of the 1300 GT had eroded the MG's place as 'the sporty one' in the ADO16 family and by the dawn of the 70's its time was done.

Over 116,000 MG 1100s and MG 1300s were built between 1962 and 1971, but despite its sales success the MG 1100 and 1300, and indeed all the members of the ADO16, are relatively rare today.

A perfect storm of rust-prone body shells and relatively complex construction compared to the Mini made it a tougher car to repair and keep on the road, and those ever-popular 1098cc and 1275cc A-series engines were a popular, low-cost option for Mini owners looking for a Cooper-esque boost in performance.



## Why no MG Mini?

Legend has it that BMC did indeed consider an MG version of the Mini, in the same vein as the Riley Elf and Wolseley Hornet. David Knowles' excellent book *MG: The Untold Story* expands the story. The variant, based on a standard Mini saloon was costed by BMC in 1961 and a single running prototype, based on a Morris Minor Mini, was built. The incredible success of the Mini Cooper put paid to any need for any other sporting Minis, and the project was shelved. The alleged prototype did survive for some time, but its fate today remains unknown.

The unusual combination of standard Mini saloon and upmarket styling did see the market eventually – South Africa saw the Wolseley 1000 arrive in 1967, combining the Hornet nose with the Mini saloon's rear. Less than 500 were produced before the model was discontinued in 1969.

No race on Sunday, still sell on Monday

With the likes of the Mini, MGB and Austin Healey dominating BMC's Competitions programme, there was no room for the 1100 and 1300 at the famous Abingdon Works. That said, an MG 1100 did contest the Monte Carlo Rally, driven by *Tomorrow's World* host Raymond Baxter. The MG's biggest success on the track came in 1962 when Andrew Hedges and Alan Foster won the 1300 class in the Brands Hatch Six Hour race. Supported with input from Stuart Turner, the MG completed 157 laps of Brands just weeks after the car had gone on sale.

# Sir Stirling Moss, OBE

By: Ron Gammons  
Published in: Safety Fast! May 2020

Sir Stirling, all-around gentleman, sportsman and one of the greatest racing drivers to have lived and one of the Club's most senior honorary members has sadly passed away, after a long illness bravely borne and looked after by his devoted wife, Susie.

His passing loses on of our last direct links with the dangerous world of motor sport of the forties and fifties.



Stirling's competition motor racing career started in 1948 in a Cooper Jap; almost needless to say he won his first race. The early years were spent barnstorming around Europe along with Alf Francis as his mechanic, latterly taking on the works teams with a privately run Maserati 250F. Later, Maserati offered him a semi-works drive. In the mid-fifties Stirling was invited to drive the all-conquering Mercedes Benz cars alongside the incomparable Juan Manuel Fangio. That included his amazing win on one of the last great open road races, the Mille Miglia, 1,000 miles, when along with Denis Jenkinson; Stirling averaged over 97 mph for the entire race! Yes, averaged! For the whole race!

Subsequently he had a halcyon time with both Vanwall and then Rob Walker's privately owned cars, often defeating the manufacturer's own teams, which gave Stirling great pleasure!

In all, his record was a staggering 529 races entered, 220 with him taking the honours, an amazing record. That he never won the Formula One Championship didn't weigh heavily – he often referred to preferring to be known as the person who had not won the Championship.

It was, however, the manner that he conducted himself as a competitor, that set him apart, exemplified by his testifying to the Portuguese officials in 1958 that Mike Hawthorn had not been on the circuit when he push started his Ferrari and therefore should not have been disqualified, thereby giving Mike the Championship points for finishing the race. That year, Mike won the Championship by just a single point from Stirling who never once complained or rued the day!

Such was his international recognition that the standard phrase from a policeman on being apprehended for speeding was: "Who do you think you are? Stirling Moss?" It is reported that on a number of occasions he was able to say "I am!"

Stirling was game for any form of motor sport and regularly took part in rallies and speed events, as well as often racing more than one car at a meeting. Once, questioned about the difficulties of swapping from say a Grand Prix car to a Austin Healy Sprite, his reply was that it was far more difficult transferring from similar performance cars such as a Ferrari to an Aston, say, since the performance was virtually the same with slight variations in handling and engine output that could lead one astray, whereas the smaller cars were a complete contrast and therefore easier.

Stirling's involvement with MG began in a spirited fashion when he owned his third car which was a MG TB Tickford. Stirling, recorded later, said it was ideal for catching "crumpet", but then Stirling lived in a less PC age!

Stirling continued his involvement with MG in 1957 in the factory EX 181, the Roaring Raindrop, when at Bonneville in 1957 he set five new International Class F records, the highest speed being 245mph, reportedly some 50mph faster than Stirling had ever driven before at the time!

Tragically, in 1962, Stirling's glittering career as a driver was cut short by an unexplained crash at the Easter event at Goodwood. For weeks the nation held its breath, with hourly and daily bulletins from the hospital. Slowly Stirling pulled through, but his front-line career was over, he feeling that the automatic reflexes that had been so important had gone. Privately, later, he admitted that he had perhaps called time too early. He, thence forth, concentrated on his property business and on Stirling Moss Ltd, always a professional and his word was his bond.

In 1989 he was tempted by Philip Young to enter the Pirelli Classic Marathon and had an MGB as his mount. His first test drive before the event, within minutes, had him highlighting the B's understeer, propensity to overheat, and that the steering wheel was too close to his chest ... remember Stirling was the first of the post-war drivers to pioneer the leant back driving-style! There were a number of other points requiring attention, but once you had his confidence he allowed you to solve any problems. But to be driven by him, or to follow him in a similar car, only emphasized how smooth his fluid style was and how to carry speed through the corner. He continued to compete in the Marathon events in MGBs and on one, with a shortage of the brake pads that Stirling particularly liked, he started with only one set, determined to make them his last. His control of speed into corners without touching the middle pedal was just a joy to watch and he finished the event with more than half life left in the pads!

With the Marathon running much mileage in Italy where Stirling had spent so much time when with Maserati, to travel with him was truly a delight. Having been stopped by police while in convoy with him for perhaps going a mite too fast, he was always recognized immediately and his autograph and a picture was the due paid; this some near-forty years from his time with Maserati, spoke volumes of the respect in which he was held by everybody.

More latterly he continued to use an MGB on the Tour Auto with Susie, his wife, in the hot seat, while his motor racing, in historic races, was with Osca sharing with Ian Nuttal. One of his last events a few short years back was to take part in the Retro Bahama Speed Week. Stirling had first competed in the Speed Week back in the early Fifties and, naturally, he was the guest of honour and was feted throughout!

During his life Stirling felt that the manner of succeeding was more important than the success itself, that being a gentleman and a sportsmanship was more, by far more, important. Always with a word for marshals, fellow competitors and spectators, a true gentleman.

RIP Stirling

## Basic B ~ Care & Feeding of Wire Wheels

Images and article by Patrick Garrity, San Diego MG Club  
As published in The MG Driver, Volume 30, No. 3



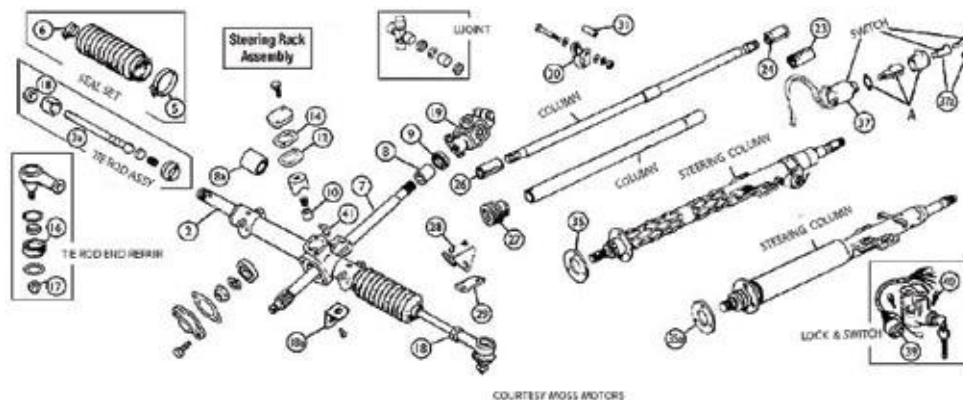
My involvement with these funny British cars has exposed me to the fabulous Dunlop wire wheel. Cool spokes like my bicycle and those sweet knock-offs like real race cars. The first experience was with my dad's pal's Alpine. The wheel would not come off. Winters back east had exposed the car to snow and rain. The wheel center was rusted solid on the hub. Pounding and pounding finally got the wheel off the car and the spare was installed. Should have been serviced, but who thinks of that enough?

My poor 73 MGB has a set of beautiful wire wheels; but there is an annoying clunk from the left front wheel caused by a previous owner to insure his nice new chrome knock offs were not dented, he left them a little loose, so now the splines on the hub and the wheel centers are shot. The solution is a new wheel and a new hub.

To insure it won't happen again I make sure the knock- offs are tight often. I have one of the original hammers that was supplied by the factory to make sure the knock-offs are tight, but it mushrooms the ears on the nice new chrome. What to do? One of those wooden tools sold by the usual suppliers? No way! I have a small rawhide hammer, but it's way too light. An alternative to the hard-to-find heavy rawhide hammer is a poly mallet from Tandy Leather. Their polymer hammer heads resist wear and protect your knock-offs, too! They give the power of a regular mallet with minimal bounce.

To keep rust at bay, I apply a thin coat of Permatex silver anti-seize on the hub splines. If it manages to leak out on the spokes the color is a match with the chrome so less clean-up concerns.

So, if you are driving with knock-offs that aren't properly tightened it's time for your annual spring- time wheel service. Get busy or you'll be visiting your local shop to discuss your options for ailing wire wheels.



## Steering Rack Rebuild

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

The play in a rack is often a subject of complaints. They are very easy to rebuild and adjust. Pulling the rack out can be one of the hardest parts of the rebuild. Before pulling it; however, break the nuts that lock the outer tie rods ends loose. Once you have it out, clean it as best as you can for now. With the lock nuts loose, you can unscrew the tie rods from the shafts. You can count the number of turns and write down the number because you will not remember it and use the same number when installing new ones. This part on steering racks applies to most of our LBCs because all the racks are about the same design.

Remove the rack boots and dis- card because they are probably torn. Now comes the hard part. This is only hard if you do not have large crescent wrenches or pipe wrenches. The inner tie rods have a lock tab that you need to straighten. Do it carefully and you can reuse them. Hold the inner most nut and turn off the outer nut/ball socket. Inside there, you will find some small adjustment shims and a ball cup and a spring. Then break the lock nut on the rack shaft loose and remove it.

Do this to both ends. Next, there is a large plug on top of the rack, most will have a plug in it, remove this. Inside you will again find thin shims. Some racks have them inside a cup under a spring and some have them under the large nut you just removed. Pull the plunger out. The plunger has a curvature in it that matches the diameter of the rack. The spring on top pushes down keeping the rack and pinion gear in proper contact. Too much pressure and you cannot turn the steering. Too little and you get play or backlash (just like a differential gear set).

Once you have the plunger out, you can remove the pinion gear. Some are held in with a circlip; others may have something different. Remove the circlip and pull out the pinion gear. Some racks have a small seal on the pinion and some don't. Then, you can slide the rack out the end where the pinion is. Clean all the parts well. Take the rack and insert the end without teeth into the non-pinion end of the tube. Most have a bushing there. You want to see how much play you have. If very little, continue rebuilding. If it has lots of slop, then a new bushing is called for. Our racks do not have a bushing on the pinion end. A bushing would not allow you to increase the pressure of the rack on the pinion gear, it has to "float".

On some of the racks, you do not need to pull the old bushing. Just drive the new one in and the old one slides down the tube. Since it is worn out, it should add no drag to your steering. Not all racks will allow this. Measure the new bushing and see how far it will push the old one down the tube. Make sure it does not interfere with anything, such as the teeth on the rack, once assembled.

You can assemble each end of the unit, the inner tie rod ends, separately from the whole rack. Grease all pivoting joints with good wheel bearing grease. Assemble the ball shaft into the ball socket nut, then the cup, shims (if any) then the spring and the nut that held it all together. Tighten the two nuts together and see how much play there is in the joint. You want the rod to move around easily without binding but not just flop around. You adjust this with the small shims. Remove some or add some to get the proper feel to the assembly.

Left and right side should be the same so do both now. Grease the rack and slide it into the tube, make sure it goes back and forth easily. Next, insert a greased pinion gear and replace the seal and circlip. Grease the plunger and place it in position with the spring and shims. Install the big nut and tighten. Turn the pinion with a pair of pliers (I like to use small vice grips clamped loosely on the splines) and rotate back and forth. With a small vice grip, you should be able to rotate it around with your finger.

You can adjust the feel by removing or adding shims. Once you are happy with the feel, feel is a subjective thing, you can replace the lock nut and lock tab on each end of the rack and screw the inner tie rod assembly back on the rack. Tighten as tight as you can with your big wrenches. You may be surprised at how few threads are on these parts but know that they must be tight. If they come loose, you have no steering!

Once tight, bend the lock tabs back. You can use Loctite if you want, I do, but you need to make sure you have no grease on the threads. Now, try to turn the pinion again and make sure it is still smooth. Install new rack boots and you are done. Most racks call for some form of a gear lubricant installed thru the small plug in the big nut on top of the rack assembly. Pour some in and work the rack back and forth. Of course, once your new boots start to split, the fluid will leak out and your rack will run dry. New boots will crack within two years no matter who supplies them. The rubber used today is crap, pure crap. So, replace the small plug with a large grease fitting and use grease in the rack, I do.

Grease will survive years of use without leaking out. Your boots will still crack but grease will stay inside the rack. To understand some of what I say, refer to a parts book such as Rimmer or Moss. You can see the parts I mentioned and understand a little more about how it goes together. Do not be afraid of building your rack, it is not that difficult. And if you screw it up, new ones are not that expensive.

Yes, you could buy a new one but where is the fun and adventure in that? Get a little dirty and have some fun with your car. Learn what makes it tick, and rattle. Well, this is enough information for y'all to digest.

# Oil Pressure Delay – 1967 MGB

By: Graham Dix

Published in: Safety Fast! May 2020



Oil Canister Conversion Kit



Original 'Teclamet' Filter Assembly

Following an extensive engine rebuild back in 2005 I have always had a two-or three-second delay in the pressure rising on the gauge. This is prevalent when the engine is started from cold or having been left for a couple of hours. As you can imagine, this has led to concerns about bearing wear, not to mention the heart-stopping three seconds every time I start it from cold, awaiting the gauge rising. The pressure once reached has always been around 60psi which is a good average for the engine, dropping to around 25psi when hot.

My initial suspicion was that the original paper oil filter was of poor quality, but that together with an inspection of the 'Teclamet' Filter Housing for correct assembly and new paper filter produced no improvement.

In desperation I removed the pressure relief valve on the nearside (UK) of the engine and checked that it was functioning correctly and not allowing oil to drain back into the sump. Again, no change.

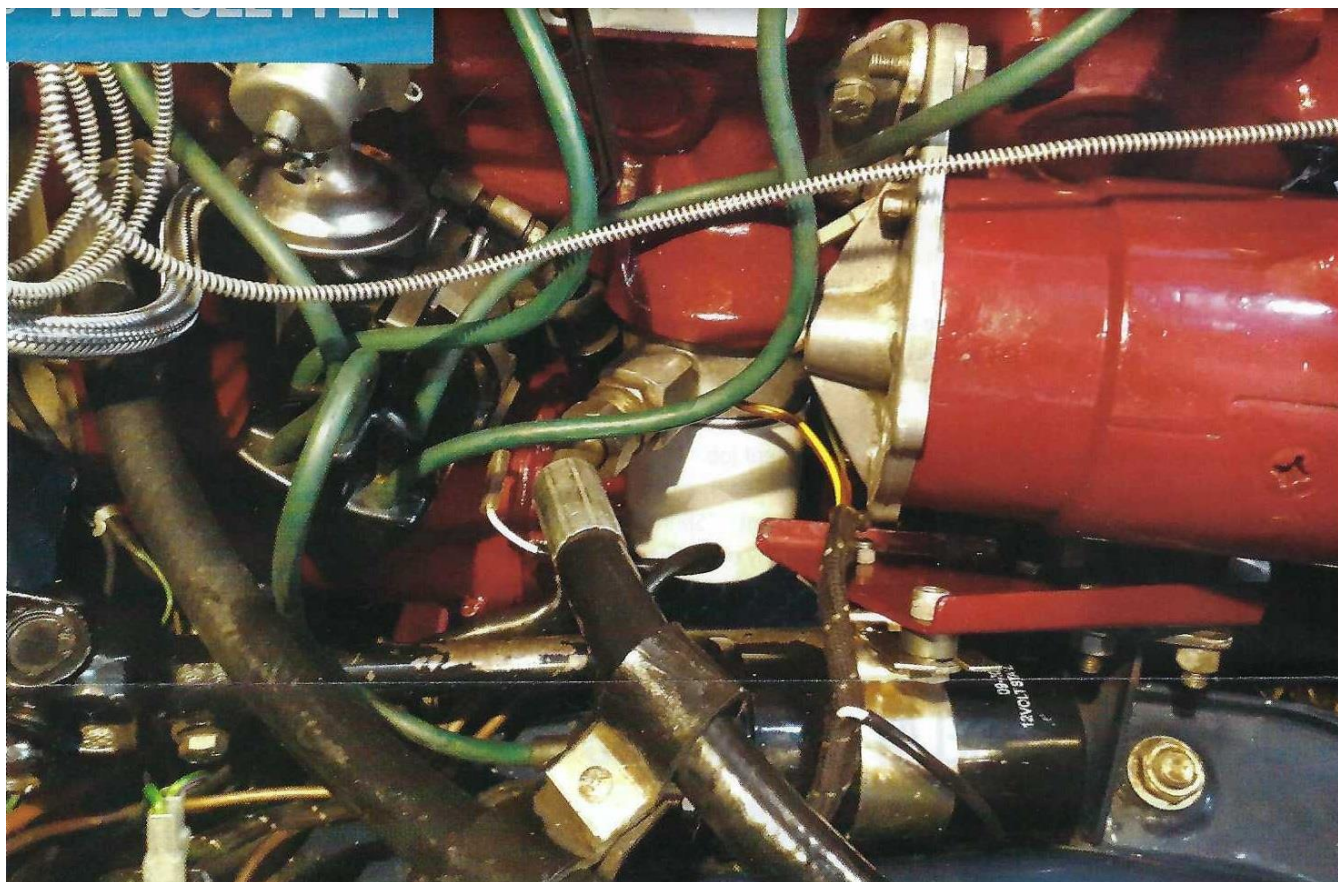
Could it be the oil pressure gauge itself? I happened to have a spare pressure gauge from an older classic which connected up to the flexible pipe at its junction by the pedal housing. Same delay was apparent. Next, I suspected that maybe the oil cooler was partially blocked, as although I flushed it during the original build it is possible that some sludge remained. A new Oil Cooler made no difference.

Due to a need to replace the starter ring (another story), I decided to pull the engine thus giving me an opportunity to investigate the oil pump. Could it be that the pump was allowing oil to drain back into the sump? I checked the pump by removing it and leaving it filled overnight in a vice. There was no loss of oil. Incidentally, I checked the main and big end bearings and found there was no appreciable wear, so the delay to the gauge did not seem to have an adverse effect on the engine. The engine was reassembled with new gaskets, oil and filter, and fitted back in the car. The oil pressure delay still persisted!

Whilst looking for other parts I came across an oil canister conversion kit supplied by MGBHive, suitable for MGAs and early MGBs (up to 1967). I suspect other retailers also supply this product. I am a stickler for originality but for my own mental health I couldn't resist buying it and trying it out. The kit, as shown in the photo, consists of a replacement for the 'Teclamet' filter housing which is first screwed into the oil filter protrusion in the engine block. A new seal ring is supplied to fit between them. Once the tab washer is secured the new disposable canister filter can be fitted. The oil cooler pipe is refitted to the new filter housing and that is all that is required. The only tricky bit is bending the tab washer as it is quite hard to reach in situ, unless the engine is out of the vehicle. I managed it with long-nosed mole grips.

Guess what, problem solved! The oil pressure gauge immediately springs to 60psi on a cold start.

My original filter housing is the hanging down type and retains oil without the need for a one-way valve. There are other models that have the same 'Teclamet' filter housing but fitted in an inverted position that would not surprise me if they drained out to the sump over time. I suspect that I am not the only person to have this problem, so I hope this article is of use to others. You live and learn.



New Conversion Kit Fitted

## Membership News

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

Art & Lynn Johnson to the club. They have a Jaguar XJ & a Jaguar XJ8.

Charles Harris & Andy Harris. They have a 1997 BMW 318i convertible they are restoring.

Ed & Laura Spada. They have a 1960 MGA.

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

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### 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

President	Richard Liddick	410-817-6862	<a href="mailto:rgl2mgbgt@aol.com">rgl2mgbgt@aol.com</a>
1 <sup>st</sup> Vice President	Ken Olszewski	410-893-1661	<a href="mailto:kenmgob@comcast.net">kenmgob@comcast.net</a>
2 <sup>nd</sup> Vice President	Mike Lutz	410-592-8610	<a href="mailto:mglutz@comcast.net">mglutz@comcast.net</a>
Treasurer	Randy Kegg	410-592-3733	<a href="mailto:randell_kegg@msn.com">randell kegg@msn.com</a>
Secretary	Tracy Trobridge	410-489-7444	<a href="mailto:tracy21794@yahoo.com">tracy21794@yahoo.com</a>
Newsletter	Kathy Liddick	410-817-6862	<a href="mailto:themgbabe@comcast.net">themgbabe@comcast.net</a>
Membership	Kathy Liddick	410-817-6862	<a href="mailto:themgbabe@comcast.net">themgbabe@comcast.net</a>
Rallye Master	Eric Salminen	443-463-3071	<a href="mailto:mgobrallymaster@gmail.com">mgobrallymaster@gmail.com</a>
MGs on the Rocks	Richard Liddick Eric Reitz	410-817-6862	<a href="mailto:rgl2mgbgt@aol.com">rgl2mgbgt@aol.com</a>
Tool Meister	Randy Kegg	410-592-3733	<a href="mailto:randell_kegg@msn.com">randell kegg@msn.com</a>
Web Master	Richard Liddick	410-817-6862	<a href="mailto:rgl2mgbgt@aol.com">rgl2mgbgt@aol.com</a>
Regalia	Cheryl Reitz	410-336-2584	creitz@dap.com

## 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

## JUNE

- 2<sup>nd</sup> – Monthly meeting (at the home of the Keggs)
- 28<sup>th</sup> Brits by the Bay – Harford Winery – See flier

## JULY

- 7<sup>th</sup> Club Meeting (location to be determined)
- 12<sup>th</sup> Get the Dust off Rallye

## AUGUST

- 1<sup>st</sup> Pennypacker Mills Car Show (see flier)
- 4<sup>th</sup> Club Meeting (location to be determined)
- 28<sup>th</sup> A Taste of Britain Car Show (see flier)



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

## Register Your MGA With NAMGAR!



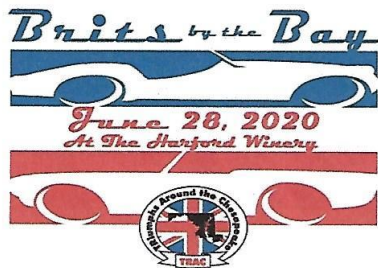
Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color,

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](mailto:registrar@namgar.com).



## MGs of Baltimore Affiliations

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



**"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, June 28th 11am – 3 pm Gates open 10:30am Rain or Shine**

**Pre-Register by May 19 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 May 19) \$20 per car \_\_\_\_\_

Registration (Registration postmarked after May 19) \$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: \_\_\_\_\_



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](http://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](mailto: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.

# The DVCMG Presents the 16<sup>th</sup> Annual



In Association With The Pennypacker Mills Historic Site  
"In The Good Old Summertime" Festival

**Saturday, August 1st 2020**

This year not only marks the 16th year of our car show, it also marks the 50th anniversary of the founding of the DVCMG!

The Pennypacker Mills Historic Site, located aside the Perkiomen Creek just below Schwenksville, PA off of Route 73, is an ideal and picturesque location to display your British car. Plan also to attend and enjoy the sights and sounds of the Pennypacker Mills Historic Site's "In The Good Old Summertime" Festival adjacent to the car show field on the mansion's grounds. There's a lot to see and do for the whole family including vintage big wheel bicycles, live music, and Victorian lawn games. Refreshment service is available so you can relax under the stately trees and enjoy both the car show and the festival.

Car show registration opens up (rain or shine) at 10 AM with general admission starting at 11 AM Voting begins at 12 Noon. Trophies will be awarded by popular vote based on marque and there will also be "Best of Show", "Ladies Choice", "Diamond in the Rough" and "Club Participation" awards.

Entry fee is \$20/car and includes a dash plaque. Participants who preregister before July 25th receive a \$5 discount at the gate. (Please do not send payment with your preregistration.) Free entry to "In The Good Old Summertime" Festival and a tour of the mansion are included. The Pennypacker Mills' British Car Show pre-registration form is available at [www.DVCMG.com](http://www.DVCMG.com) or call 610-792-1158 for information. Don't delay, pre-register now. See you on the car show field!

**NOTE: Due to the COVID-19 situation, we may be forced to cancel the show. Please watch our website for updates.**



Thirty-first Annual

# "A Taste Of Britain"



## British Vehicle Show

Hosted by the LANCO MG Club

Dash Plaques to the first 150 vehicles - No Judging



# SUNDAY, AUGUST 23, 2020



Forney Polo Field - 70 Church Street, Rothsville, PA 17543

Lancaster County

FIELD OPENS AT 10:00 AM - 5:00 PM

**Polo Match** starts at 2:30

*-FOOD and DRINK AVAILABLE-*

A portion of the proceeds are donated



### 'NEW' Proper English Hat Contest

Ladies and gentleman, We are offering a prize to the best men's and best ladies headwear.

So come wearing your best English hat. FREE to enter  
**NOON at Regalia tent**

**FREE**

Directions: Exit 286 of PA Turnpike, South on Rt. 222, 9.5 miles to Brownstown Exit, Weston Rt. 772 Approx. 2.5 miles. Left on Church Street .3 mi. Polo Field on the Right.

For further information Call Larry (717) 285-7379  
or Dennis (717) 548-2457

Larry - lcsoftball@comcast.net



Rain or Shine

Club internet address - [www.Lancomgclub.com](http://www.Lancomgclub.com)

PRE-REGISTRATION DEADLINE AUG. 14, 2020

Please PRINT Clearly

NAME \_\_\_\_\_  
STREET \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_  
CAR CLUB AFFILIATION \_\_\_\_\_  
E-MAIL \_\_\_\_\_

#### WAVIER OF LIABILITY

(MUST BE SIGNED TO ENTER, NEITHER I NOR MY HEIRS WILL HOLD LANCO MG CLUB OR CO SPONSOR LIABLE FOR ANY DAMAGES DONE BY ME OR MY CAR WHILE ENGAGED IN OR TRAVELING TO OR FROM THIS EVENT IT IS UNDERSTOOD THAT THIS RELEASE IS GIVEN IN CONSIDERATION FOR PERMISSION TO ATTEND THIS EVENT)

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_  
(MUST BE SIGNED)



Mail form and check made payable to **LANCO MG CLUB Inc.**

to: **Larry Ciarrocca, Registrar,**  
**3079 Todd Lane**  
**Lancaster, PA 17601**



Pre-registration by Aug. 14  
\$15.00 per vehicle (2 persons) \$

Registration day of show  
\$20.00 per vehicle (2 persons) \$

\$5.00 per extra person \$  
Children under 12 FREE

Entering hat contest (Free)

Check box to enter ☐

#### NEW Membership

Single \$20 \$

Joint \$25. \$

**TOTAL AMOUNT ENCLOSED \$**

Official Use Only

## **“A Taste Of Britain”**

**SUNDAY, AUGUST 23, 2020**

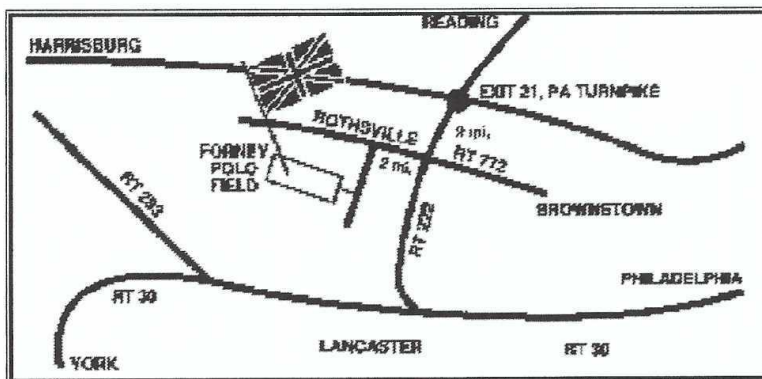
### **NEW TIME !**

FIELD OPENS AT **10:00 AM** FOR VEHICLES  
and REGISTRATION - **NOT BEFORE**

Pre-registration by Aug.14  
\$15.00 per vehicle (2 persons)

Registration day of show  
\$20.00 per vehicle (2 persons)

\$5.00 per extra person  
Children under 12 FREE



**Directions:** RT. 222, To Brownstown Exit, West on RT. 772 for Approx. 2.5 Miles. Left on Church Street .4mi., Polo Field is on the Right 70 Church St., Rothsville, PA 17543

# **“A Taste Of Britain”**

## **SUNDAY AUGUST 23, 2020**

### **‘NEW’ Proper English Hat Contest**

Ladies and gentleman, We are offering a prize to the best  
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So come wearing your best English hat. FREE to enter  
**NOON at Regalia tent**  
**FREE**



Lanco MG Club  
P.O. Box 7721  
Lancaster, PA 17604

Place  
Stamp  
Here