



OCTAGRAM



DECEMBER 1, 2016

THE MONTHLY NEWSLETTER OF THE MGBs OF BALTIMORE, MD

So here we go again after a year off. Thanks to Mark Deeds for his work on the Octagram during the past year. I'm not sure where this will go but probably similar to what I use to publish. Roger



ACTIVITY

MGOB WINTER PARTY

JANUARY 7, 2017.

Doug and Ann Hart's home

1912 Twin Lakes Dr
Jarrettsville MD 21084

RSVP
410-557-6042
anneski6160@aol.com

Get here however you can.

Bring food to share.
The club will provide drinks and
a deli tray

NOTICE

At the November meeting we held the annual election of officers. The floor was opened to anyone interested but no one accepted the offer. The existing officers were re-elected.

From El Presidente

December is upon us and the temperatures have taken on a chill. We may still have a few MG days before most of us put our cars away for the winter. I have been known to take mine out on one of those rare 50 degree days we get in February, but for the most part they just sit with the tanks full, gas additive in the tank and the rotating battery charger from time to time and waiting for spring to arrive.

Just because it's cold outside doesn't mean the club not doing anything, we have the "After the Holidays" Party coming up in January and the Annual "Chilly Run" slated for February. Check the Events Calendar for the dates and location of these MGOB gatherings.

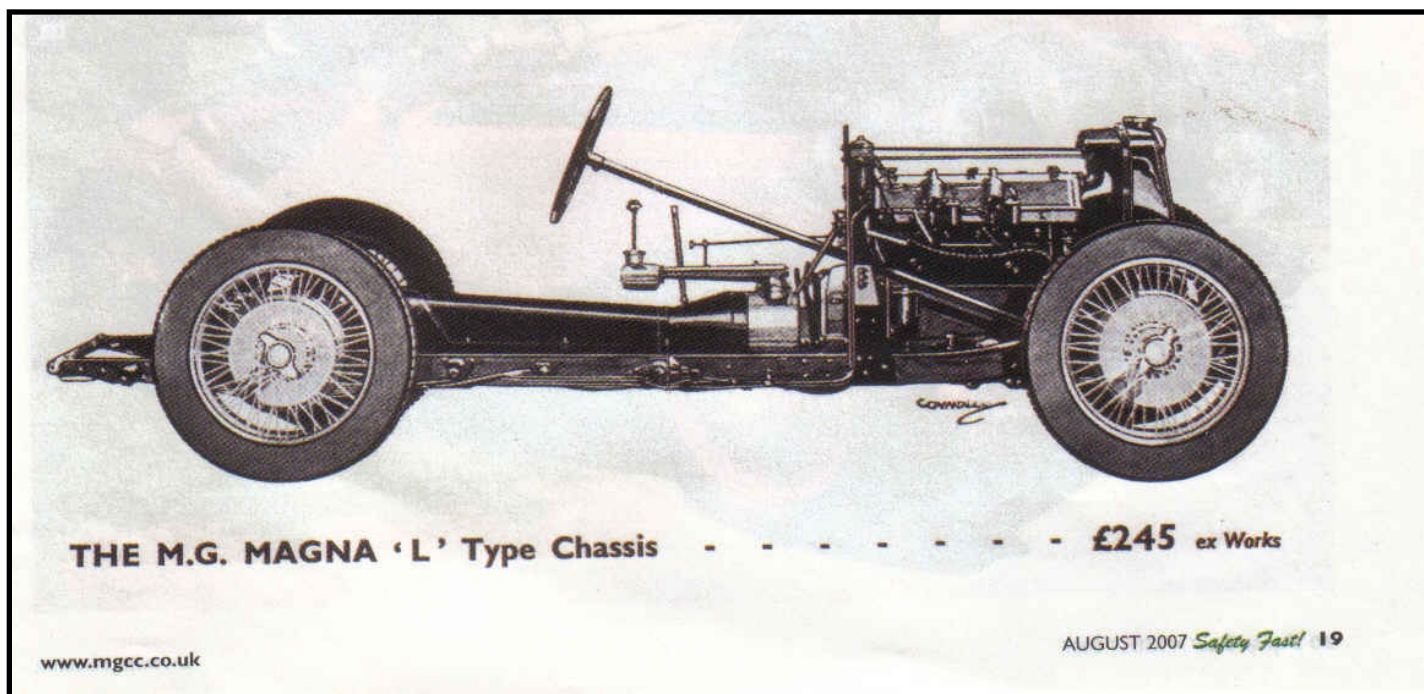
MGOB Club dues will be due starting in January. There are still some members who fall under our old multi-year membership program, if you will be notified by postcard and e-mail, if you do not receive a notice that means your dues are current. **Due are now \$20.00 per year** and we no longer offer a multi-year discount, however if you want to pay for more than one year we will be happy to take your cheque.

Finally, the website for MG 2017, the North American MGB Register's annual convention which will be held in San Diego, California this upcoming June 25th - 28th should be live soon.

Checkout: <http://mg2017.namgbr.org/> for more info and to register. By the way, mark your calendars for MG 2018 which is hosted by MGOB and will be held in Gettysburg, Pennsylvania June 17th - 22nd. We have the "Save the Date" site up now at <http://mg2018.namgbr.org/>

Safety Fast!

Richard



TECHNICAL SUPPORT

The following is part of an email exchange that followed as Alan Tucker response to a query about an MG having no oil pressure after an engine having been worked on. Ed.

If you're really into it, you can "port" your oil pump as you would a cylinder head. Place the gasket on the block and note the large opening (oil passage). Usually this is right on the money. Now put the gasket on the pump. 9 times out of 10 the pump outlet is smaller or off center. Use a pencil or fine tip sharpie to trace the hole on your pump. You can remove some material to "port match" the pump to the block. You can also open up the hole at the base (entering the gear area) slightly to increase flow. If you go too far, there's no going back! You're looking for the perfect balance between oil pressure and oil flow. There's no replacement for experience when porting an oil pump.

OK, here goes..... unless it's an NOS oil pump, the castings are not properly finished. Like a lot of machined parts from the aftermarket world they seem to skip the last step. Open the pump, inspect the passages for "flashing" not removed from the casting process. 5 main pumps are the worst. This flashing restricts flow (although usually gives great oil pressure). The rate of oil flow is important. You can have 60 lbs of oil pressure but poor flow rate which will cause premature wear. The intake side of the pump relies on diminishing ID to increase intake flow. The outlet side must be restriction free to provide maximum flow. Using the proper o/p gasket is also critical.

You can use sand paper rolls, a die grinder or whatever to open up and smooth out the passages. DON'T get carried away....bigger is not always better !

I use assembly lube to coat the gears and pump housing, this helps create suction. Proper priming of the engine is crucial. I make up a fitting that temporarily replaces the fitting in the block that feeds the oil pr. gauge. The OE fitting has a VERY small hole (maybe .015"). This is so when/if the hose to the gauge fails, you don't empty the sump too quickly. The Moss supplied replacement has a much larger hole, not a good choice for replacement but perfect to modify and use as a priming port. If you open the hole up to 3/16" and fit a length of brake tubing, solder or braze in place, using a "squirt gun" you can force oil into ALL of the passages, fill the oil cooler and filter (if your squirt gun has a removable tip, remove it to increase flow). This usually takes about 2-2.5 quarts. DON'T let the reservoir go empty as this will introduce air into the system. After priming, remove spark plugs, top off sump, and spin the engine with the starter. You should see the o/p gauge move within a few seconds. NOW you're ready to start the engine.

We all know how harmful a "dry start" can be. I was once told the 30 seconds without oil pressure equals about 10,000 miles of wear on the bearings. I don't know how accurate this statement is but I've seen my share of trashed crank journals through the years.

This method may be a bit time intensive for some, but works EVERY TIME !

Hope this helps, Alan T

MGB Gearbox Mount!

From MG Car Club Toronto [Reprinted from the July 2011 edition of eChatter]

August 2011

If you are like me, you just love to work on your B, but there are some jobs that are a royal pain to do. I am talking about those tough tasks that absolutely frustrate the hell out of you, and make you question – “Why did I start this anyway?” I am sure that each of us has a short list of these Olympian winners that would make the podium of frustration. So, I decided to share some of the ones that have challenged me and will write about one in each of the next few issues and try to give you a tip or two to help out if you are planning to attempt it.

For me, the bronze medal goes to the attachment of the gearbox mounts and crossmember for my 73B overdrive gearbox. I had the engine and gearbox out to add the overdrive and to do some reconditioning. The mount system consists of a butterfly shaped piece that bolts along with the rubber mount at a 45-degree angle into the gearbox. The crossmember saddle bolts to the rubber mount and to the center post of the butterfly piece.

The problem is, if you assemble the whole crossmember and mount together and then try to bolt it to the gearbox, it is practically impossible to insert and tighten the rear bolts because of space constraints from the overdrive sump and the crossmember mount. Ask me how I know – I laid on my back and struggled for several hours with it. Tip – when you are tired, exhausted and ticked off, give it up for a while, have a rest, have a beer, or leave it till tomorrow. Usually, when I’m tired is when I injure myself.

I then thought I would try a different approach. I attached the butterfly mount and the rubber mount without the crossmember in the way. It worked! Then, all I had to do was raise the crossmember up to the mounts and put on the nuts. WRONG! The bolts from the rubber mounts are at 45-degrees. You can put one through the hole in one side of the crossmount saddle, but the other side won’t go in due to the angle. Tried prying it over but no space for lever and hate prying anything as that’s how you break stuff.

Darn! Another hour on my back, another rest and another beer. Next tip is to check the threads on the Internet sites to see how some other poor soul might have solved it. Bingo! The trick was to drill a second hole on one side of the saddle above the original hole and cut a slot with the jigsaw.

When I then presented the crossmember and saddle up to the mount bolts, it went right on. Tightened up the mount nuts, attached butterfly base to the crossmember and jacked it all up to bolt the crossmember to the body and it is finished.

There are different mounts fro different years of MGB’s. John Twist has a good YOU TUBE video describing the variations – well worth a view. Cheers – till next time. –end-

For sale

1979 MGB roadster with ~60k miles from new. Originally from Texas. She runs nice. 98% orig. nos match. Fundamentally tight body, interior, orig. paint. 4cyl, 4 sp. Dual carb conversion; manual choke conversion for reliable starts; new top; new rear shocks; new fuel pump & hoses; new master cylinder; **new brakes front & rear; new starter;** trans. rebuilt. Orig. tools, manual, service booklet. Has spare parts including **AC. Kept covered. Winter special: \$5,800.** Email Jerry: jappelbaum@verizon.net or call 410-303-5218.

From El Presidente

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Richard

ACTIVITIES

Mayor's Christmas Parade
John T. Kerr, Chairman
4207 Edgehill Avenue
Baltimore, Maryland 21211

November, 2016

Dear Participant:

This will acknowledge your participation in this year's Mayor's 44th Annual Christmas Parade, to be held on Sunday, December 4, 2016. We are pleased to have you join us in this festive occasion.

Your entry has been assigned to Division II and will form in the **4600 Block of Falls Road** (see attached map). You are urged to be in position no later than 12:00 P.M. The parade will start promptly at 1:00 P.M.

Vehicles used to transport your entry to the assembly area should unload members and equipment at your designated location and proceed immediately to the parking area at the end of the parade route.

Upon arrival at the assembly area, a representative of your entry should report to a Division II Marshal. This parade will be held **RAIN OR SHINE**. In the event of extremely severe weather conditions on December 4th, call (410) 218-0569 after 8:00 A.M., especially if you decide not to participate.

Many trophies will be awarded to the most outstanding entries in various categories. The winners of these trophies will be contacted by phone in the week following the event.

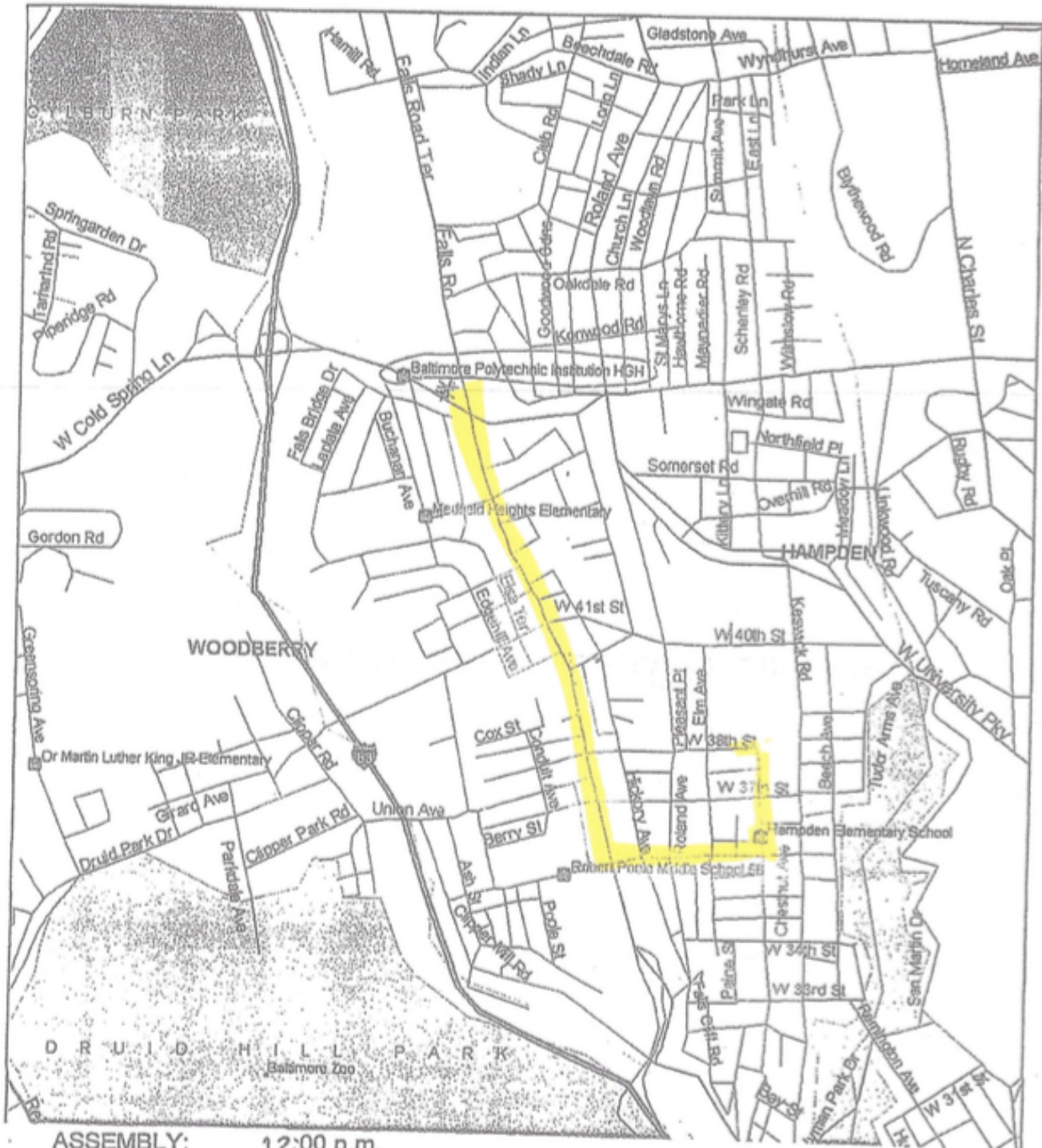
Thank you very much for your participation, and we are looking forward to seeing you on December 4, 2016.

For more info contact Rob Stahl
@410-327-0211

Sincerely,

Lisa Davis and John T. Kerr
Parade Co- Chairman

Mayor's Christmas Parade



ASSEMBLY: 12:00 p.m.

STARTING TIME: 1:00 p.m.

ROUTE: The parade will form at Falls Road and Coldspring Lane, proceed South on Falls Road to West 36th St. East on 36th St. to Chestnut Avenue, at which point it will go North to West 37th Street. It will proceed East (left) on 37th Street to Elm Avenue. It will continue North On Elm Avenue and disband at 38th Street and Elm Avenue at the lower parking lot

THE LAWS FOR BRITISH SPORTS CARS

By Don Hayward

Distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man.

Most of us are familiar with the physical laws thought up by Sir Isaac Newton, the guy who invented gravity. He said things like "For every action there is an equal and opposite reaction" and "if you sit under a tree long enough, an apple will eventually fall on your head provided you are sitting under an apple tree."

Isaac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large, protective hats.

Newton's Laws made sense for hundreds of years, and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws were going to be needed.

Many distinguished scientists with names like Morris, Healey, Leyland, Mowog and Murphy shook the scientific community when they published their new theory of mechanical behavior called "THE LAWS FOR BRITISH SPORTS CARS". Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

1. LAW OF PECULIAR RANDOM NOMENCLATURE

"The name of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning". This law explains why British cars always have spectacularly bad names like "XKE" or worse yet, "MGBGT".

2. LAW OF CRYPTIC INSTRUCTIONS

"Any book, manual, pamphlet or text dealing with the maintenance, repair, or restoration of a British Sports Car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect".

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual. "Before rebushing the lower trunnion banjos, you must remove the bonnet fascia and undo the A-arm nut with a #3 spanner".

All attempts to publish an English language version of this manual have failed.

3. LOVE OF HARDSHIP LAW

"The more a British Sports Car malfunctions, breaks and/or falls apart, the more endearing it becomes to the owner".

You buy a British Sports Car. You have had it a year and a half and have replaced every item on the car at least twice. When the engine is started it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because "It is like part of the family" and besides, "It is so much fun to drive." British Sports Car owners often stare into space and smile a lot. This is referred to as the "Foolish Person Syndrome".

4. LAW OF NON-FUNCTIONAL ATTRIBUTES

"All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis". The famous Lucas Electrics Law.

5. RECENTLY DISCOVERED COMPONENT FAILURE LAW

"Any component of a British Sports Car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of the component's existence, when it shall instantly fail".

Case in point, I have owned a rather natty MGB for six years. I never knew there was such a thing as a "Gulp Valve" until I saw new ones offered for sale by Moss Motors. The next day while driving my MGB to work, the Gulp Valve fell off the engine and was run over by a truck.

I do not know what the Gulp Valve gulps, nor do I particularly care to know since it sounds messy and dangerous. But I figured I would buy a new Gulp Valve and install it myself. One look at the shop manual and I decided to have somebody else install it (see LAW OF CRYPTIC INSTRUCTIONS, above).

While I'm driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did, and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. I figure this is due to the NON-FUNCTIONAL ATTRIBUTE LAW, which means that the Gulp Valve probably wasn't gulping anything anyway, so I decide not to replace it after all.

Three days later the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the LOVE OF HARDSHIP LAW, offered to take the car off my hands for \$100.00. I just smiled.

PRINTED COURTESY OF THE MORRIS MINOR REGISTRY

ACTIVITIES

LEL Lounges and Lunch Lately

rj

OK, first I guess we should explain the LEL to those not in the know. The LEL or League of Extraordinary Loafers is an unofficial sub-group of MGOB members dedicated to the pursuit of recreational waste of both time and money. This group has in the past been accused of associating with SPAM (Society for the Preservation of MOWOG) and OOGM (Order Of the Other Gray Meats). However I can assure you that association is purely culinary and are not for consumption in this communication.

Anyway, as with many of the LEL outings, this recent November event took place in a pub (*“The Hoddle - New Freedom PA” - a favorite haunt of the LEL located on the Rail Trail*) and consisted of a rapacious lunch, quaffing of grain based beverages and much jocularly on a range of subjects many of which your Mother warned you about.

So you may ask how do you join the LEL or as Groucho said; “Why would I want to belong to a club that would have me as a member?” Choosing to belong is up to you, so what is the process of joining? One would expect that you would send your membership application to the membership chairman and a committee would approve or blackball you as the case may be. Trouble is the LEL has no membership chairman or any officer for that matter, so you’re in luck, you’re immediately accepted. Now all you have to do is show up to the next event; or not since we also don’t do minutes or roll calls.

In fact you can even organize the next event. Here are some guidelines for thinking about holding a meeting.

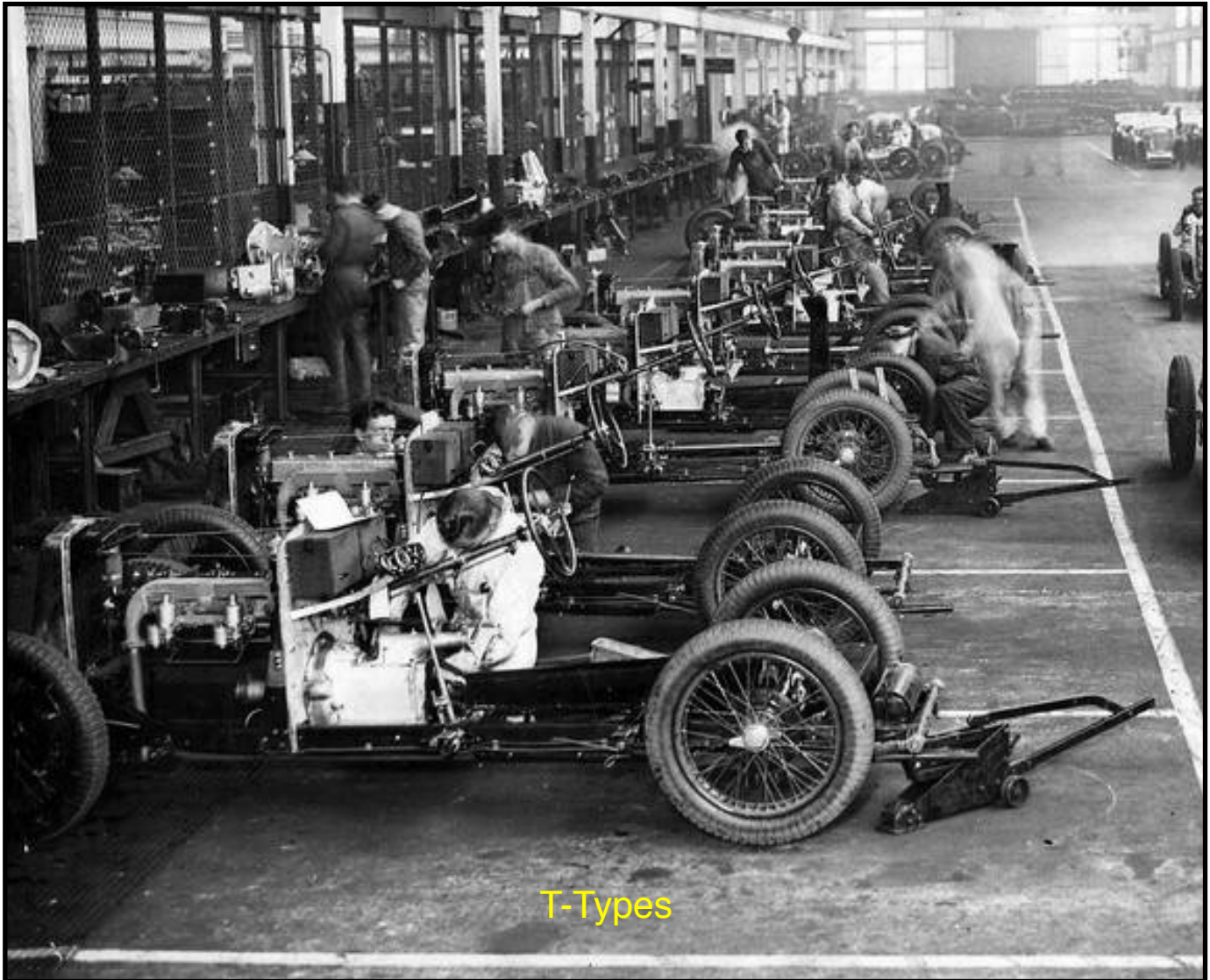
- Food is a must, and do I really have to tell you that beer is food?
- Communication of the event is through the MGOB email list.
- Firearms and shooting are acceptable events.
- Car related gathering are also acceptable, but don’t think you can get this group to come to your garage and fix your hunk of rusting British steel; see the second “L” in LEL.
- Interesting museums etc. are approved venues

So you’re asking now when can I join you and start down the path of wasting my time and money. You’re in luck the next event is being scheduled now. We will be meeting for our annual Christmas lunch either Wednesday 12/14 or Thursday 12/15. The site is the ‘Holy Hound Taproom’ in beautiful downtown York, PA, just a short drive up I83. The Hound is right down in the “Old Town” part of York with lots of shops for the ladies in the group and I can vouch for the food and drink.

Hope to see you at the next LEL event.

Thanks to Richard Jefferson.

GENERAL INTEREST PHOTOS



T-Types



Daimler Works, Coventry Eng.



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

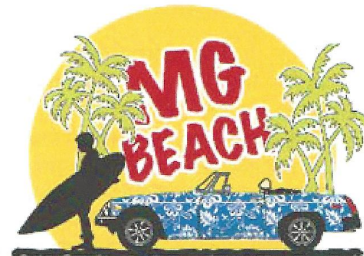
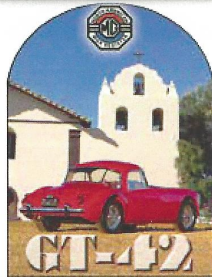
PO BOX 876 • Downers Grove, IL 60515-0876

Toll-free phone: 800-NAMGBR-1

www.namgbr.org



North American MGB Register



June 19-23

2017

June 25-28

*Solvang
California*

http://www.namgar.com/events/calendar_details/gt-42/

San Diego
California

<https://namgbr.org/events/namgbr-mg2017/>

CLUB INFORMATION

Officers and Chairpersons

President - Richard Liddick
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RGL2MGBGT@aol.com

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MGTLUTZ@Comcast.net

Treasurer - Randy Kegg
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RANDELL_KEGG@msn.com

Secretary - Tracy Trobridge
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tracy21794@yahoo.com

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themgbabe@comcast.net

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jackandlizlong@verizon.net

Tool Meister - Randy Kegg
410-592-3733
RANDELL_KEGG@msn.com

Web Master - Richard Liddick
410-817-6862
RGL2MGBGT@aol.com

MGOB meets on the first Tuesday of each month at Jimmy Dee's Restaurant and Lounge at about 6 PM for dinner and the meeting starts about 7:30 PM

MGs of Baltimore Affiliations

North American MGB Register
North American MGA Register
American MGB Association
MG Car Club UK
MG Owner's 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

Welcome to New Members

No new members to report.

TOOLS TOOLS TOOLS

The club maintains a variety of tools that may be borrowed by members of the club. Randy Kegg is the tool mister and borrowed tools must be returned to HIM unless otherwise agreed.

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 other car clubs or organization in their own newsletters, providing appropriate credit and recognition of the source is given.*

CALENDER FOR 2017

JANUARY

3rd MGOB meetinG, 7th **Winter Party**. See page 1

FEBRUARY

7th - MGOB meeting...TBD ?? **MGOB Chilli Run**, At Jack and Lis Long's home. .

MARCH

7th - MGOB meeting,.

APRIL

4th - MGOB meeting.

MAY

2nd - MGOB meeting, 17th - 19th - **Carlisle Import & Performance Nationals**.
Carlisle PA Fairgrounds - 717-243 - 7855

JUNE

6th - MGOB meeting.

JULY

4th - MGOB meeting.

AUGUST

1st - MGOB meeting.

SEPTEMBER

5th - MGOB meeting, 30th - **MGs On The Rocks**

OCTOBER

3rd - MGOB meeting.

NOVEMBER

7th - MGOB meeting.

DECEMBER

5th - MGOB meeting.