



OCTAGRAM



JANUARY 1, 2017

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

ACTIVITY

AFTER THE HOLIDAYS PARTY

JANUARY 7, 2017 AT 6 PM

Doug and Ann Hart's home

1912 Twin Lakes Dr
Jarrettsville MD21084

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.

Note the Chili Run, Feb 11 at 2 PM at Long's home.

From El Presidente:

I want to wish the members a Happy New Year! We have the Annual MGOB "After the Holidays" Party coming up on **Saturday, January 7th**. This year's party will be hosted by Anne & Doug Hart starting at 6:00 p.m. The club will supply drinks and sandwiches. We ask you to bring along a dish to share.

Anne & Doug Hart
1912 Twin Lakes Drive
Jarrettsville, MD 21084

Please R.S.V.P. Anne & Doug and let them know you are coming and what you'll be bringing at: Anneski6160@aol.com or call 410-557-6042

Next up is the Annual "Chilly Run" hosted this year by Jack & Liz Long on **Saturday, February 11th** starting at 2:00 p.m. **PLEASE NOTE: SATURDAY DATE.** This is a change from the typical Sunday date for this event. Bring along your favorite chilli or non-chilli dish and enter it in the contest for fabulous prizes.

Jack & Liz Long
343 Spenceola Parkway
Forest Hill, MD 21050

You can R.S.V.P. Jack and Liz at: unionjackparts@gmail.com or call 410-420-1385

Finally, 2017 Club dues are now due for those that owe them. Please, note that **IF** you owe club dues for 2017 **you will be notified**. If you receive a notice, dues are now \$20.00 per year. If you don't receive a notice, don't worry



listed as: on FaceBook

<— — — Mooi MK 2 2.4.3.4



MGs of Baltimore Ltd. Membership Registration
Please fill out the registration form.
You'll want to enjoy all the benefits of membership!

Your Name (MGing is a family activity, Please include those of family members)	
Address	
City/State/Zip	
Home Phone/Work Phone	
e-mail Address	
Occupation	
MG's or Other British Cars Owned	
Areas of interest: Technical, Rallyes, Social, Restoration	

Dues for MGOB are a blazing \$20 Bucks a year. (January through December)

Mail your check made out to: MG's of Baltimore Ltd.

To: Kathy McHenry: 5237 Glen Arm Road, Glen Arm, MD 21057



**NORTH AMERICAN
MGA REGISTER**

And this note from club member Norm Peacey:
This is a picture of one of the Continental tires on our "B". I bought them new, from Frisby Tire in August 2004. The picture of the tire clearly shows the manufactured date immediately to the left of the tire size markings, the date says 0602 (6th week of 2002). They were already more than 2 and 1/2 years old when I bought them. Paid full price as well as taxes, install and balance. However, I was surprised when I looked at them as 2 of them have cracks in the tread grooves that run completely around the circumference of the tire.

Needless to say we will be putting new tires on before next season. As I said in my response to your first query, I plan to use Motomaster tires which were recently on sale for about \$300 plus tax but including install and balance. That is less than half what I paid for the Continentals. If they last the same 8 years I will be way ahead of the game.

I have read subsequent articles in MGB Driver on this issue and it is very controversial with many different views.



The Standard



Page

If you see both a red and a yellow dot on the tire, the red dot takes priority. An easy way to remember this is the phrase "Red Rules." Ignore the yellow dot and match the red dot to the wheel low point dimple as some vehicle manufacturers do or, if no dimple is marked on the wheel, align the red dot with the valve stem.

If you see any other color dots, ignore them. They are there for factory purposes. Once the tire leaves the manufacturing plant, dots of those colors have no use.

Some manufacturers do not put any dots on their tires. A tire with no dots does not indicate a lack of tire uniformity or factory inspection. It simply means that those tire companies didn't want to put any dots on their tires. So you are on your own. If you find imbalance to be a problem after mounting the tire, rotate the tire 180 degrees on the rim and then recheck the balance.



Right or wrong?

These are the dots that piqued my interest. Each of the four tires in this set had a yellow dot and a red dot on its sidewall. In each case, the red dot lined up with the tire's valve stem indicating the tire is properly aligned on its wheel.

2017

MGs of Baltimore Ltd.

CHILI RUN



When: **Saturday, February 11, 2017, 2 PM - ?**

Where: Jack and Liz Long's house

343 Spenceola Parkway

Forest Hill (Harford County) 21050

(410) 420-1385



email change unionjackparts@gmail.com

Bring your favorite chili, corn bread, salad, dessert, or whatever dish you care to bring, but come and join us! Prizes will be awarded in a number of categories including the coveted annual **Hunka Hunka Burnin' Love** traveling award for the hottest chili!

ACTIVITY

The Original British Car Day (OBCD)

40th Annual Meet

Sunday, June 4, 2017

Lilypons Water Gardens - Adamstown, Maryland

The Chesapeake Chapter of the New England MG "T" Register is proud to invite you to the 40th meet of **The Original British Car Day**. This very special annual event is held for the enjoyment of all British car and motorcycle enthusiasts. A portion of the proceeds will be donated to the Benedictine School which provides educational, residential and vocational services for children and adults with disabilities.

This year's Featured Marque will be the Jaguar. In honor of this marque we will be featuring a very rare 1936 Jaguar SS 100 model which will be on display for all to enjoy.

Our honored guest this year will be John Davis. John is an Emmy® Award-winning host, executive producer, and creator of MotorWeek, television's longest running automotive series. He is one of the most trusted and recognized automotive journalists in the nation and will be available to talk with participants and car enthusiasts throughout the day. John will also be posing for photographs with participants' vehicles and signing autographs, and will present the Best in Show Award.

Our event will be held from 8:00 AM until 4:00 PM at the beautiful grounds of Lilypons Water Gardens. Come and enjoy this gathering of all British marques in one setting and the beauty of the water gardens. Bring your leashed pet and picnic lunch or partake of the food and drink offered by various food vendors.

Whether you are displaying your car, or just coming to enjoy the event, the drive is beautiful no matter which direction you come from. Lilypons Water Gardens is located in Adamstown, Maryland on Lilypons Road. It is accessed easily from North I-70 or I-270 via Route 85, or from the South via Route 28. Please visit their web site at www.lilypons.com for directions and more information about their establishment.

The contact person for OBCD is John M. Tokar, Chairman, who can be reached at 410-775-0500, or by email at jtoker51@verizon.net. For more information please visit our website at: www.chesapeakechaptermgclub.com

RANDY'S TECH SESSION AT THE DECEMBER MEETING

Part of the discussion dealt with controversies regarding ZDDP in oils, particularly when dealing with a newly rebuilt engine. Randy said Moss has written a 25 page paper on oils after being faced with new part failures.

Break-in oils, ZDDP content, and initial rpm when first running the engine.

Part of the discussion dealt with buying good lifters. It's worth the money.

Randy also discussed transmission oils and differential oils. Be sure to use the right gear oil in the differential.

Also discussed was brake fluids and converting to silicone. "Synthetic" oil is not the same as "Silicone".

Uses of Stabile and other gasoline protectants were also discussed.

One last thing discussed was the use of oil stop leak, similar to the use of stop leak in radiators.



1936 STOUT SCARAB

photo from the ENMGR

←-----



North American MGB Register



June 19-23

2017

June 25-28

Salvang
California

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

San Diego
California

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



THIS IS WHAT HAPPENS

When you fart in a Smart Car



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

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SMART CARS

Ironically, they seem to attract stupid drivers.

fakeposters.com

The T SERIES!

Vancouver: The first Mustang built with serial number 5F08F100001 was a white convertible originally sold to Newfoundland pilot Stanley Tucker. It is now on permanent display at the Ford Museum in Dearborn, MI. The first Corvette to roll off the General Motors assembly line in Flint, MI and introduced to the public at New York's Waldorf Astoria Hotel in January, 1953 had experimental serial number EX 122. It is part of the private collection of New Jersey car dealer Charles Kerbeck. The first two-passenger Ford Thunderbird was discovered languishing in the back of a body shop by San Francisco enthusiast George Watts in 1986. It was subsequently purchased by the Ford Motor Company for display and in 2009, the car was sold at the Barrett Jackson Auction for \$660,000.

The first production T Series MG that started the sports car craze that spread across the world is in Burnaby, Canada! The caretaker is long-time enthusiast Colin Fitzgerald. He saw the car advertised in a British magazine 40 years ago, and bought it.

Colin's MG TA was built in March of 1936 as the first of the iconic low-slung production sports cars. It features a folding convertible top, reliable four-cylinder Morris engine with twin SU carburetors, floor-shifted four-speed transmission, leather-covered bucket seat bases with full back rest, multiple gauges in the dashboard, a

long louvered hood and wire wheels. It is the father of the sports cars that have been loved and enjoyed for generations. Being the first of a run of 10s of thousands of T Series sports cars, Colin's TA is a hand-built one-off example. It is the only T-series car without an external rear fuel tank and has a unique number of hood louvers. Colin can trace its ownership back to 1954 when it was owned by an enthusiast in Devon, England.

"Prior to 1936, MG was building specialty custom and high-end cars for affluent buyers," Colin says. "The T Series cars marked the beginning of full production of the MG sports cars."

The MG T Series is a range of sports cars that were produced by MG in Abingdon, England from 1936 to 1955. The series includes the MG TA, TB, TC, TD and TF Midget models. The last of these models, the TF, was replaced by the MGA.

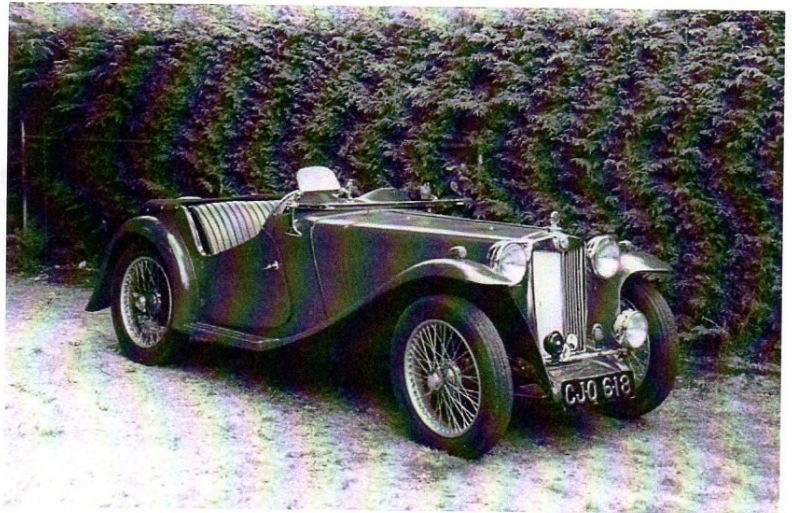
MG manufactured 3,300 TA models between 1936 and 1939, a time frame in which they also produced 5,000 big cars including sedans and four-passenger convertibles. WWII limited production of MG TB cars to only 300.

Following the war, 10,000 MG TC sports cars were produced and there were 30,000 TD models built from 1949 to 1953. These sports cars were largely exported because post-war England desperately needed revenue.

Although Colin Fitzgerald's 1936 MG TA is the first T Series MG built, it carries serial number TA 0251. He explains that the company's General Manager Cecil Kimber was into numerology. The MG symbol is an octagon with eight sides. The numbers 2-5-1 sum to eight. The MG plant telephone number was 251 and so was its post office box. And so, the first MG TC was serial number TC 0251 and the first TD was number TD 0251.

Alyn Edwards is a classic car enthusiast and partner in Peak Communicators, a Vancouver-based public relations company.

From our Friends at "The Octagon"; Volume 61, Number 3. / "driving.ca / Alyn Edwards



TECHNICAL SUPPORT

from the AZ MG Club.

The MGB Rear Axle Clunk

I'm writing this month not so much to share any new information on what appears to be a well-covered topic, but rather to share my experiences in this procedure, and what resources I found useful. There are multiple articles and videos on this topic across the internet, which I will link to below.

In case you are unfamiliar, the clunk is a truly awful sound coming from the rear of the car that almost sounds like something is hitting the underside of the car repeatedly. The cadence of this clunk increases on acceleration. When I first began hearing it, I thought perhaps my recently installed handbrake cable was not fitted correctly & had been flinging around? Or perhaps the new exhaust hangers had worked loose and the muffler had been banging against the underside?

A quick Google search of "MGB rear clunk" brought up a wealth of information. I first found this Moss Motoring article <http://www.mossmotoring.com/mgb-rear-axle-clunk/>. I found this article to be a great starting point. It described the possible and likely causes of the sound I was hearing, and provided a drawn diagram and required parts list, as well as a written description of the procedure.

Ultimately, the cause of the clunk is typically worn thrust washers in the differential. This primarily affects tube axle cars from 1967+.

The second link I found useful was this one [http://www.the289register.com/stuart/Declunkin your MGB rear axle.pdf](http://www.the289register.com/stuart/Declunkin%20your%20MGB%20rear%20axle.pdf) which opens as PDF document. It has a slightly more detailed written instructions and some great pictures that helped me gain the confidence to attempt this job.

Finally, I used the three linked videos (first two are a series) <https://www.youtube.com/watch?> to help get me over the hump. I took the opportunity to replace both rear oil seals since I was going to be back there anyway, which is why I used link 3 above.

continued on next page

TECHNICAL SUPPORT

REAR AXLE CLUNK - continued.

So on to my experience. I found there were really only two parts of the project that were very challenging. The first was getting the axle half-shaft out of one side. I have the advantage of pressed disk wheels on my '74 B, so I could use the hub and castellated nut, plus some nuts and bolts as seen in the first video above to effectively pull out the shaft. I didn't really need to fabricate anything! You can see this setup in picture 1 below. *(MGOB editor could not copy/paste picture 1)*

As stated in some of the write-ups and the videos, you don't need the shaft to come out very far. This is illustrated in picture 2 below *(MGOB editor could not copy/paste picture 2)*.

The second difficult task was actually getting the pinion pin out. I was VERY careful not to drive it out too far aer read- ing and watching the videos, as I knew that would cause me much more trouble. Unfortunately, that le me with a rather long and tedious fight with twisting & pulling on the pin (using a screw driver or awl through the roll pin hole as seen on videos & pictures above, and my picture 3 below). Eventually, very MUCH fighting, I was able to pull out the pin. *(MGOB editor could not copy/paste picture 3)*.

Once out there was a minor struggle to get the new washers to align correctly, but generally, reassembly went smoothly. I was able to get everything back together, and the diff cover w/ new gasket back on rather quickly. Then it was just top off the diff oil and take it for a test drive.

After all that messy, hard work, there was never anything as sweet as the sound of silence from the rear of my MGB!!!

MGOB Editors's note. When I used copy /paste this article into text edit, several errors occurred. I hope I managed to get them all sorted out correctly. Sorry I could not copy and paste the photos. Roger

Why Do We Drive on the Right Side of the Road?

Simple Stuff from Bob Vitrikas

Turns out there is not a simple answer to this simple question. Almost as long as there have been roads, travelers have kept to the left side. It is only in the last couple of hundred years that driving on the right has become the accepted practice in the majority of countries. Keeping to the left has been traced back to Roman times. The Romans were great engineers and road builders. You are likely familiar with the expression, "All roads lead to Rome." Romans liked to have rules to govern their empire and it was logical that they would have a rule regarding which side of the road to travel on. Evidence for the "keep to the left" rule was found in 1998 near Swindon, England where archaeologists discovered a Roman road leading to and from a quarry. Grooves from carts hauling stone from the quarry were much deeper on the left side of the road when compared to those on the right side, cut by unladen carts going to the quarry. Simple enough. How fitting that this discovery would be made in England.

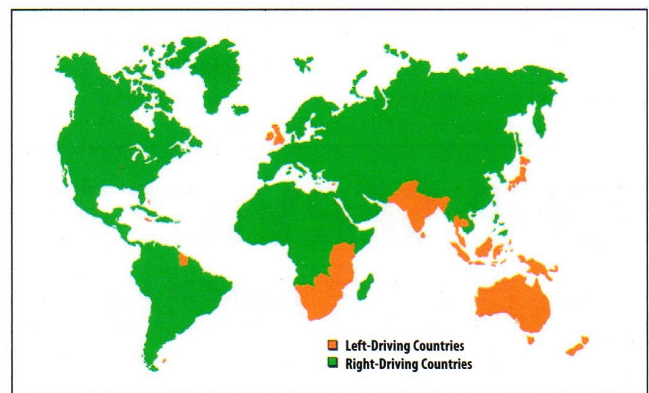


But why keep to the left? Back in those early times, travelers commonly rode on horse back and carried a sword for defense. As today, most people were right handed, so it was logical that they would prefer to stay to the left and be able to draw their sword, usually strapped on their left hip, using their right hand and be prepared to defend themselves from travelers approaching from the right. It was also convenient to offer your right hand in greeting to more friendly travelers. No less a personage than Pope Boniface VIII decreed in 1300 AD that pilgrims going to Rome would keep to the left.

So why did we switch sides? It all started in the late 1700s with American teamsters who drove large lumbering wagons along our rudimentary roads, pulled by a team of horses. (Now you know where the term "teamster" comes from.) Typically these wagons didn't have a seat for the driver; they sat on the rear left- most horse where they could more easily control the team with the lashes in their right hand. The teamsters wanted to avoid colliding with other travelers and since they rode on the left side of their rig, having oncoming traffic pass on the left made it much easier to avoid sideswiping them. Revolution was in the air in the late 1700s, so it seems fitting that in 1792, the Pennsylvania legislature passed a law directing that all vehicles must drive on the right side of the road. This practice soon spread to the other states. Surprisingly, not all U.S. drivers keep right. Huh? Yup, in the U.S. Virgin Islands drivers drive on the left side of the road. Ironically, the U.S. Virgin Islands have to comply with U.S. Department of Transportation regulations which means cars sold there have the steering wheel on the left.

Okay, so far so good, but what about Europe?

France was undergoing its own revolution in the late 1700s so perhaps they were simply rebelling against the instructions of the Pope to drive on the left. Or maybe they didn't want to follow British practice of driving on the left. Or maybe it's because they are French and naturally want to be contrary. Who knows? Despite the reason for the switch, Napoleon adopted the practice of keeping to the right on his empire's highways and spread the rule across his European empire, an empire which included Germany. Germany in turn enforced the keep right rule in the countries they conquered during the 20th century and so it went on. England, of course, was neither subjected to French or German rule so they kept to the left as they had for centuries, a practice codified in British law in 1756. As the British Empire expanded, so too did the practice of keeping to the left in the lands they conquered. Not all kept the rule after the sun finally set on the British Empire, but some, such as India, kept the "keep left" rule in place. After 2,000 years of switching sides so to speak, this is how our driving world looks today....



Fun Facts

- 34% of the world's population drive on the left side of the road.
- 90% of the world's total road distance carries traffic on the right.
- Driving on the right side of the road dominates continental land masses while driving on the left is prevalent in island nations. Kinda makes sense since they don't have confusing border crossing points with their "keep to the right" neighbors.
- Generally water and aviation traffic keep to the right, a practice steeped in nautical tradition. Before the use of a rudder, the boat was steered by a steering oar (or steer-board), which was located on the right-hand side, hence the starboard side of the boat. The helmsman used his right hand to operate the steer-board while standing in the middle of the boat and looking ahead. Traditionally, boats would also moor with the left-hand side to the quay to prevent damage to the steering oar, and this was referred to as larboard (loading side), later replaced by port

to prevent confusion from the similar sounding starboard. By keeping to the right, boats pass “port-to-port,” protecting the steering oar. When rudders and steering wheels replaced tillers the practice of fitting the wheel on the right side continued. Well sorta. Many motor yachts and other small craft are RHD, but some boats, typically smaller pleasure craft and wooden speedboats, are built LHD to give a better view of approaching and passing traffic.

- In Afghanistan most vehicles are LHD, but some RHD vehicles are imported from Japan since they are less expensive. The catch is they are only allowed on the roads for two years so they typically are used for taxis versus private cars.

- When the Pan American Highway, running from Alaska to Argentina, was planned in the 1930s it was decided that driving on the right would be the rule of the road through all of the countries which the highway passed. As a result, Argentina had to change from keeping left to keeping right. This happened on 10 June 1945. To this day, 10 June is observed as Road Safety Day.

- In Belgium road traffic keeps to the right, but trains to the left.

- Denmark passed a law in 1793 mandating drivers keep to the right, but in their Virgin Island colonies drivers kept to the left.

- Bolivia has right-hand traffic, with the exception of the notorious El Camino de la Muerte (“The Road of Death”), where drivers keep left. The reason for this configuration is to help drivers see their outer wheel to avoid falling prey to the road’s treacherous multi-thousand foot drop offs. Check out this YouTube video <https://www.youtube.com/watch?v=8lMYPXiFQbY>

- In Brazil you can traverse the Takutu River Bridge from Brazil to Guyana, the only land border in the Americas where traffic changes sides at the border. Guyana and Suriname are the only two countries in the Americas where road traffic keeps to the left.

- In southeast Asia it’s politics as usual. In Myanmar (I still call it Burma), a former British colony, all traffic drove on the left until 7 December 1970 when the military government decreed that all traffic would henceforth have to drive on the right side of the road. However, most cars are right hand drive so it is common practice to carry a passenger, affectionately known as a “spare,” to assist the driver in safely overtaking and warning of oncoming traffic.

- In China, drivers in the American influenced north drove on the right and in the British influenced south they drove on the left side of the road. In the 1930s the practice of driving on the left was made uniform across China. That only lasted until 1 January 1946 when the Nationalist Government ordered a change to driving on the right. This was one of the few things the Chinese communist government didn’t change when they took power in 1949.

- Egypt, as in Belgium, road traffic keeps to the right (French influence) and trains to the left (British influence). If you have driven a car or ridden in a taxi in Egypt, the “auto jumble” pictured on the right will no doubt seem familiar to you. Traffic moves like water through pipes with cars creeping along inches from each other. Organized chaos comes to mind.

- Speaking of the French, life is confusing at least for trains. Road vehicles keep to the right, but it’s a mixed bag for the trains, some on the left some on the right. Don’t ask. It’s not simple.

- As a British Overseas Territory, drivers in the Falkland Islands keep to the left. This practice was interrupted during the Argentine invasion of the islands, leading to the 1982 Falklands War. During the occupation, Argentines changed the traffic flow direction of the islands, forcing the islanders to drive on the right, changing the signs on all roads. This action was reversed after the war and the Falkland Islands has since driven on the left. The most recent country to switch sides so to speak, is Samoa. A German colony until occupied by New Zealand at the beginning of World War I, drivers kept to the right. The Samoan Parliament passed the Road Transport Reform Act of 2008 switching drivers to the left side of the road ostensibly to allow them to purchase cheaper right hand drive cars from Australia, New Zealand, and Japan. Seemed like a good idea at the time. Turns out 14,000 of the 18,000 vehicles on Samoan roads are left hand drive. This switching sides was anything but a smooth transition. Oh dear. Political parties and protest groups sprang up opposing the change. The “People Against Switching Sides” protest group claimed that the change violated the right to life in the Samoan constitution. Road signs were vandalized and bus drivers threatened to strike. You see bus doors opened on the right side, and now passengers had to board in the face of oncoming traffic. Preparations for the change over were pretty extensive. Roads were widened, new road markings were installed, signs were erected, speed humps added, speed limits were reduced, and the sale of alcohol was banned for three days. The Congregational Church of Samoa held prayer vigils for an accident free conversion and Samoa’s Red Cross carried out a blood donation campaign in case of a surge of accidents. A radio announcement at 5:50 a.m. on Monday 7 September 2009 ordered all traffic to stop in place. This was no ordinary Monday morning since the 7th and 8th were declared public holidays in order to allow the public to familiarize themselves with the new rules of the road. Ten minutes later another radio announcement instructed drivers to switch to driving on the left side of the road. History does not record if this was accompanied by a rash of accidents. We can only hope not.

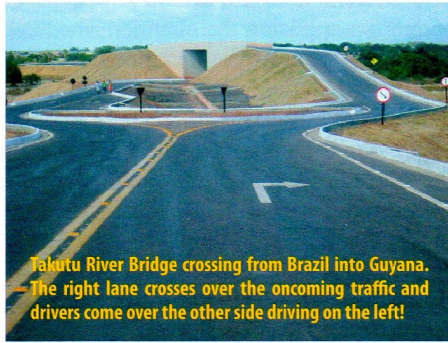
- Today Swedish drivers keep right but it hasn’t always been that simple. Starting in 1734, drivers kept to the left. This continued well into the 20th century, even though (*See Driving, p.36*)



Right side of the Road continued

(From *Driving*, p.35) virtually all the cars on the road in Sweden were LHD. One argument for this was that it was necessary to keep an eye on the edge of the road, something that was important on the narrow roads in use at the time. However, Sweden's neighbors, Norway and Finland, already drove on the right, leading to confusion at border crossings. In 1955 a referendum was held on the issue, resulting in an 82.9%-to-15.5% vote against a change to driving on the right. However, since Swedish cars were LHD, experts suggested that changing to driving on the right would be safer, because drivers would have a better view of the road ahead. The Swedish legislature agreed and despite the referendum result, in 1963 legislation was passed ordering the switch to right-hand traffic. The conversion took place at 5 a.m. on Sunday, 3 September 1967. The accident rate dropped sharply after the change, but soon rose back to near its original level. This gets even more interesting. Swedish trains have left-hand traffic, and as a change to right traffic was not considered cost-effective, trains in Sweden continue the practice of keeping left. This makes it pretty sporting at train border crossings with its "keep to the right" neighbors. Oh well, nothing is as simple as it first appears!

- Iceland switched to keep right on Sunday, 26 May 1968. The only injury was a boy riding a bicycle who broke his leg in an accident.



- Driving in Italy can be, well, chaotic at times. Driving on the right began in the late 1890s, but it wasn't until the 1920s that driving on the right was standardized throughout the country. In the intervening years (30!) it was common practice for drivers in the country to drive on the right while drivers in major cities such as Rome drove on the left. Rome made driving on the right mandatory in 1924 and Milan was the last to adopt the keep right rule in 1926. Hmmm, the famous Italian road race over public country and city roads, the Mille Miglia was first run in 1927. Do you think the timing is coincidental? If you have driven in Naples, you may believe that driving on the right is still optional as is stopping at traffic lights, stop signs, and obeying any road regulation.

- In war torn Korea, driving on the right was implemented by the Soviets in the north and the Americans in the south, changing a centuries old tradition of keeping to the left mandated by the Chinese and later Japanese conquerors.

- In Russia cheap RHD cars imported from Japan are very pop-

Changing Lanes

Some countries that have changed the side of the road on which they drive.

Note: All changes are from left to right. Source: Peter Kincaid, *The Rule of the Road*

Ghana	1974
Nigeria	1972
Sierra Leone	1971
Iceland	1968
Bahrain	1967
Sweden	1967
Gambia	1965
Belize	1961
South Korea	1946

Continued on next page



ROLLS ROYCE SILVER CLOUD 3

Right side of the Road continued

ular. It is estimated that 1.5 million RHD cars ply Russian streets. In the Far East regions an estimated 84% of cars are RHD. Reportedly, importing RHD cars was to be banned in Russia effective January 1, 2015.

- In 1949, The Geneva Convention on Road Traffic was adopted by 95 countries. The Convention states, "All vehicular traffic proceeding in the same direction on any road shall keep to the same side of the road, which shall be uniform in each country for all roads. Domestic regulations concerning one-way traffic shall not be affected."

Believe it or not, some countries had different rules of the road in different parts of the country. These included Canada (until the 1920s), Spain, Brazil, and others. In the U.K., drivers keep left except in the overseas territories of Gibraltar and the British Indian Ocean Territory, where they drive on the right. In China drivers keep right, except in Hong Kong and Macau. Another interesting fact about the Geneva Convention, Annex 4 defined the two and three letter black and white elliptical "distinguishing signs" affixed to vehicles in international traffic. I noticed that "OBX" (Outer Banks) was not listed.

- Traffic in the U.S. Virgin Islands drives on the left; thus, the U.S. Virgin Islands is the only American jurisdiction that still has left-hand traffic. The islanders traditionally drove on the left, a practice which continued under Danish rule despite Denmark being a drive on the right country since 1793. When the United States purchased the former

Danish West Indies from Denmark in 1917 for just \$24 million- we simply kept the practice of driving on the left side of the road, as the Danes had done before us. However, virtually all U.S. Virgin Island passenger vehicles are left-hand drive due to imports of U.S. vehicles. But wait, there's more traffic craziness right here in the good ol' U.S.A.

- In California, a segment of Interstate 5 near Castaic Lake, north of the Los Angeles area, switches to left-hand traffic as it climbs up the Tehachapi Mountains north towards the Tehon Pass. Because of the terrain, this design allows the southbound (downhill) lanes to have a better grade than the northbound (uphill) lanes, and thus help reduce runaway trucks. A section of Interstate 8 through the Gila Mountain in Arizona also has left-hand traffic because of the terrain. In both cases, the opposing roadways are so widely separated that there is no interaction between the two directions, and motorists are generally unaware of the unusual arrangement.

- Closer to home, in North Carolina, a segment of Interstate 85 between Greensboro and Charlotte features left hand traffic because a historic bridge is preserved at the rest area in the middle of the segment. The carriageways switch to the opposite sides so that rest areas for both northbound and southbound traffic could have access to the historic bridge, while maintaining the usual configuration of the rest area being to the right of the direction of travel.



Drive on the right, drive on the left, it's not so simple, really. And just when you think you have it figured out, the rule changes! •



1950 VAUXHALL VELOX

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

Web Master - Richard Liddick
410-817-6862
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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

*Dues will be due next month.
Those on the old 3-year plan may
still be covered but the general dues
program has been changed to a year
by year amount of \$20.*

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.

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CALENDER FOR 2017

JANUARY

3rd MGOB meetinG, 7th **AFTER THE HOLIDAYS PARTY, 6 PM** See page 1

FEBRUARY

7th - MGOB meeting **Sat., Feb. 11th- 2 pm Chili Run**, Jack and Liz Long's home.

MARCH

7th - MGOB meeting,

APRIL

4th - MGOB meeting. 30th -**Britain on the Green** at Gunston Hall, Lorton, VA

MAY

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

JUNE

6th - MGOB meeting— — 4th, **OBCD** at . Lilypons Water Gardens. see flier above.

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.