



# OCTAGRAM

July 1, 2017

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD



Just a reminder, there will be no meeting in July since our date falls on July 4. We hope you enjoy the 4th with good friends and food. We'll see you on August the 1st for our next meeting.

## A post card From Karel An MG 'Auto' Biography of History

A card from the Black Swan Hotel in Helmsley, Yorkshire, with an MG +ZA in the foreground.

Note from Reinout:  
Based on the MG ZA, the photo must be from around the late 1950s. I checked Google street view and, as you can see, the cars parked in front of the hotel have changed: Jaguar, Peugeot, and a Land Rover. But the hotel and adjacent buildings are exactly the same (except for the vine of the facade). That's England! Why would you tear down a century old, perfectly good, building for a new, perfectly good, building, right?



# CLUB INFORMATION

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## 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  
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Glen Arm, MD 21057    410-817-6862  
themgbabe@comcast.net

## TECH SESSION

NO MEETING SO NO SESSION

## New Members

Jimmy Millard & Nina Gilkenson -1977 Midget.

## 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.\*

## Quadrille News, The North Carolina MG Car Club

### **It's Always the Fuel Pump, Maybe**

On a recent trip things were going along swimmingly, it was raining alittle, when one of our group texted, no CB radios were present, "We are stopped-car just died", or words to that effect. We wheeled about and flew back to where they were parked on the shoulder and created a small parking area with the rest of our cars, two, I said a small parking area, pay attention.

The hood was already up on the offending vehicle, alright it was an MG, by this time. We all gathered around for a small prayer service, and looked for a virgin to sacrifice. Not finding one, a virgin that is, we dove into the engine bay in an attempt to discern why this beautiful LBC had decided to suddenly turn recalcitrant, (quit running for those of you in Rio Linda).

Being an MG, with an electric fuel pump, our first thought was Lucas strikes again, but that was wrong because the fuel pump is an SU brand. Upon further examination we could see fuel in the clear fuel filter so we ruled out the pump. Our attention now turned to the sparky making things, we knew that we had the other two components of the combustion process, fuel, and since none of us had passed out, oxygen, so it must be those much maligned Lucas sparky things.

Aha, the car was equipped with an external ballast resistor sourced from one of the chain auto parts stores. These things haven't been used on modern cars since the 1980's so certainly the resistor must have been old stock and now had decided it was time to retire. Unplugging the wires from both ends of said resistor we twisted them together and gave the engine a spin. Amazingly it fired right up. We shut the engine off, and after congratulating ourselves on our brilliant trouble shooting skills, wrapped some electrical tape around our twisted together wires and closed the hood. Next we attempted to start the engine and get on our way. You guessed it, we turned out not to be as brilliant as we thought because the engine refused to start.

Still focused on the sparky things we next accused the coil, another of those infamous Lucas parts, of having given up the ghost. While the owner and our other caravanning members headed off to find a new coil, I stayed behind and removed the offending part, preparing for a quick switch like our NASCAR brethren upon their return. Return they did, the coil was installed in record time, my record not NASCAR's, and we spun the engine over again. You guessed it, still no vroom noises from the engine bay.

Stymied, we turned to the only other thing it could be, and prepared to measure the oxygen content of the air. Cooler heads prevailed however and it was suggested we try one of the spare fuel pumps we always carry with us. It can't be the fuel pump we thought, see paragraph three above, but we dug the fuel pump out of the tool box and in a couple minutes had it installed in the fuel line under the hood. Switch on, the little pump clicking away merrily, we anticipating fuel squirting out of the open end of the line any second, we waited. And waited. And waited. No fuel appeared, how could that be? We knew we had fuel since we had filled up a mere 25 miles previous and had observed no leakage, but the fuel wasn't getting to the business end of the car. Could the line have fallen off the tank?

Walking to the rear of the car we looked in the trunk where the fuel tank is kept expecting to find, I don't know what. What we found was, in the words of Artie Johnson, "Very interesting". The rubber fill pipe to tank connector was collapsed, flat as the proverbial pancake, the tank was being evacuated and a vacuum was being created in the tank not allowing our little fuel pumps to draw fuel to the engine. Opening the fuel cap gave a very audible whoosh as air rushed into the vacuum that had been created in the tank.

On many of our cars the fuel tank is vented through the gas cap, very late models have a more elaborate system, but most MGs use the cap in some way. On this model there was a rubber diaphragm serving as the cap gasket which had somehow completely blocked the air attempting to enter the tank. It had probably never before gotten positioned just right so had never caused a problem.

With air now replacing the fuel being drawn out of the tank the car immediately started. After button- ing everything up we were on our way and experi- enced no other problems.

I guess it's not always the fuel pump.      END

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### **Roger Marshall**

No, it's not always the fuel pump. I was rushing to get a car ready to take to the Original British Car Day in Adamstown during the first few days of June. The A was not ready by any means due to a stupid move on my part. So I spent the afternoon trying to get the TF ready to go. I had cleaned it up a lot. Checked the oil and water. Got in the car, inserted key pulled the start button. Cl i ck.. No thing. No fuel pump noise. Now this is a case of "it ran when I parked it." I got out the starter fluid, sprayed the filters on the carbs, Pulled the start button - RRRR oh it sounded like it was going to start. NO IT WOULD NOT !! OK, are the dampers working. NO oil. Add oil. I'm still not hearing the fuel pump. Maybe it's the battery so I charged the battery.

Still no start. Just RRRRR. Next I took off the flat bowl caps - no gas. I unhooked the fuel line from the carb - hit the starter, no gas flow. HMMM I still don't hear the fuel pump. Could the filter be clogged? Wheel off, jack stand under the car. Slide under to find the fuel pump. First try is to disconnect the fuel line from the tank to the filter AT the filter. NO GAS. Yeah is should have been flowing out that tube. Open the cap on the fuel tank. No vacuum stopping gas flow. Crank up the compressor and attach the air blower nozzle and stick it in the hose from the tank. Oh Lord what did I do. Gas came gushing out the top of the tank like a fountain. Remove the compressor hose and jam the now flowing tube back to the filter.. Grab kitty litter that I keep in the garage for leaks and cover that gasoline on the floor. Wipe off the car. Sheesh. OK Try the engine again and Boom it started as soon as the gas got to the carbs and it ran like it knew it had to. Next is to back the car out of the garage and work on cleaning up the gas on the floor and the kitty litter. NO, leave the litter for another day. I did get the car ready and went to the show in Adamstown the next day ( Sunday) Yeah whatever I blew out of the hose or the bottom of the tank is still in there but it isn't clogged anymore.

RIGHT IT'S NOT ALWAYS THE FUEL PUMP !!

ROGER

Ned wants all MGOB members to know that they will also get two free box seats for the game. Those planning to attend need to notify Ned, email or home phone, so he can make the tickets available. Please notify Ned Shields by AUG 10.

**Notify Ned @ 301-855-2044 or [g\\_bratwater@yahoo.com](mailto:g_bratwater@yahoo.com)**



# **AMERICAN MUSCLE NIGHT**



**Sunday,  
AUGUST 13@  
2:05pm  
Pregame Car  
Show 12:00pm to  
1:30pm**

To register for the event, please email  
[Orangeambassadors@baysox.com](mailto:Orangeambassadors@baysox.com)  
Questions? Call: 301-464-4853

**REGISTRATION DEADLINE** Is Friday,  
**AUGUST 11 @ 5:00 PM**

**Registration is FREE & Includes 2 Tickets to  
the Game on August 13!**

## **PREGAME CAR SHOW**



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



**VS**

**PORTLAND  
Sea Dogs™**



Boston Red Sox Affiliate

BACKROADS from the Texas MG Registry

**Pertronix or No Pertronix?** That is the Question... By Ed Sass

As many of you know, Colleen and I will be driving our MGA from Wisconsin to Chicago, then do the entire Route 66 this summer, ending in Solvang, CA for NAMGAR's GT-42. Afterward we will be traveling up the Pacific Coast Highway to Washington to visit friends, then finally back across the northern US to Wisconsin. We expect to be gone the better part of a month.

Do to the lengthy trip I have started some repairs on the MG that were due. Besides a new valve job, I decided to rebuild the carburetors and have the distributor worked on. I chose **Jeff Schlemmer of Advanced Distributors** to rebuild and recurve the distributor. I also asked him to install the appropriate Pertronix unit to replace the points. As you also know that I am 'old school' on some things. I have never been too keen on Pertronix, but I thought now is the time.

I just received my re-worked distributor from Jeff this week. It still had points. No Pertronix. I immediately sent him an email and here is part of his reply:

***"I don't stock pertronix anymore.** I've had too many problems with them the last 3-4 years. Not only failures, but plaguing issues that cause drivability problems. Misfires, weak spark, loss of hp and tq, in a way that's very difficult to diagnose. At least try the points so you have a baseline and can tune before you put electronics in it."*

Now I am back to square one. I know a lot TMGR members have had Pertronix issues. I thought this might be due to our extreme summer heat. Jeff works on hundreds of distributors each year from all over the country. I guess the problem is much bigger than I thought. I guess it is back to points and condenser again. At least the problems are easy to troubleshoot while on the road.

Jeff also sells a "red rotor". Whether you use electronics or points, the red rotor is the way to go.

*Ed. Note: Thanks Ed! Hey TMGR... Ed and Colleen are hosting the 2018 Silly Chilly Rallye... should be a blast!*

# The \$50 Car Paint Job

courtesy of Dan Shockley MINNESOTA MG GROUP

"That man is the richest whose pleasures are the cheapest" - Henry David Thoreau

As I was preparing to sell my MG TD this past year, I did some minor body and paint work on it. I found it frustrating to match the paint and avoid spraying more than I needed. I was intrigued by the reports of a method to paint a car by hand for only \$50.

The interest was sparked by a hobby magazine and on-line blogs reporting on the successful use of hardware store Rust-oleum paint on a Corvair. And most enthusiasts have heard of or seen other brush-paint jobs. With the difficulties of obtaining easy home use automotive spray paint and safety equipment, a revival of such a technique is very welcome.

Several successes have been reported on the MG blogs. It was used sometimes for painting inside trunks, under bonnets, and individual parts but also for entire cars. The photos and testimonials provided undeniable proof.

An example:

"I used Home Depot Rust-oleum for my engine bay last spring and it turned out perfect...helped me win 1st place at the Portland, Oregon All British Field Meet!"

The favored technique involves using either the standard Rust-oleum or the professional grade version, spread with foam brushes & rollers or a mix of foam and really-good bristle brushes.

The paint is diluted and enhanced with products for better leveling and faster drying. There are many recommendations for maximizing the technique. I will only introduce the subject here. Color can be changed by mixing or by using paint tints. Two reds can be mixed, for example. One standard Rust-oleum red is very close to MG red.

Check the web sites and the u-tube videos for more information. The original article is an important first reference and may be found here: <http://horsepowersports.com/paint-your-car-with-a-roller-for-under-100/>

## Batteries By Denny Hale

I thought I'd share a positive experience I've recently had with my MG. To set the stage; my MG is a 1968 MGB that was born with two 6V batteries, one behind each seat, wired in series to give 12V, as all MGBs were until 1975 (I think). Anyway, as with most driver MGBs, mine was converted a long time ago to a single 12V battery behind the passenger seat. A few years ago, I put a battery box in each hole, one to hold the battery, and the other to hold parts. It's amazing how many parts you can get in a battery box. A couple of years later, I switched from the stock battery cover that covers both batteries, to a cover that has two hinged lids, one over each hole, to make it much easier to get to the parts bin behind the driver's seat.

So that's my car's configuration; now the positive experience. In June of 2011, I was getting the car ready to drive to Reno for MG2011, and I was having alternator/ battery trouble, and was in a panic a week before the departure date to get it fixed, so I went to a local Olathe alternator shop and enlisted their help. In the process they sold me a new battery, a Continental Battery type 26R (26 is the size, R indicated reversed terminal locations from normal). Bottom line, the car made the Reno trip without issue.

My normal habit for batteries is to go to a big-box store and buy the cheapest one I can find. You know those stores buy the least expensive battery they can find, so you're probably not getting the best quality when you do that. Now in preparation for the trip to San Diego for MG2017, I realized I had finished my 6th driving season with that Continental battery, and it was still going strong, ready for a 7th season. Wanting to have a trouble-free trip over the mountains and across the deserts, I decided to put in a new battery, so I went back to the alternator shop and bought another Continental battery. The extra \$10-\$15 it cost is worth the peace-of-mind. When I pulled the old one out, I stress tested it with a load tester and found it still had 90% of a good full charge. It might very well have made a 7th season, but I didn't want to push it out in the wild, Wild West.

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Batteries, continued from previous page.

I went to some length to keep the old battery clean and well charged through the winters, as I've written about in other articles, and it paid off. A well cared for; good quality battery will give my MG years of good service.

One last tip: the 26R batteries have a hold-down lip at the bottom to allow 'normal' cars to bolt them down, which is unnecessary in an MGB battery box. To fit better in the box, I shaved off the lip with a grinder to give that extra 1/4" clearance, and it slipped right in. END

## **TECH TIP**

from Tommy Baker: Homemade Gear Oil Dispensing System.

Ok – we've all been there. Trying to get the gear oil into the rear end (or oil into the tranny) only to be obstructed by emergency brake cables, gas tanks, exhausts and the like. You could go out and purchase a cute hand pump that mounts to the bottle for \$10 or so, or you could struggle and attach a hose to the spout of the bottle and squeeze away. Why not use something you probably have around the house? Has anyone in your family ever purchased a bottle of shampoo or hair conditioner with that handy little pump dispenser on top? All you have to do is clean the container, fill with gear oil, attach a PVC hose and pump away. In no time, your axle will be full, you will retain your sanity, and you can use the bottle as a storage container until its time to top it all off again. I have used this several times and it is particularly useful when you can't raise your car to a comfortable position to work. Just place the container on the ground and go to work!



When the MGA arrived in 1955, it must have come as quite a shock to MG aficionados who had become used to the pre-war look of the company's sports cars. Even the revamped TF left nothing to doubt about its 1930's-style design. The MGA was a complete departure in styling for MG.

Its beautiful streamlined body was right up to the minute in terms of appearance, and it was powered by a new engine, as MG had decided that the old XPAG unit had had its day. The MGA was powered by the much more modern B-series engine that had made its debut in the recently announced Magnet saloon.

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MG enthusiasts had been given a hint of what was to come as early as 1951 when George Phillips drove a re-bodied TD Midget in the Le-Mans 24 hour endurance race. The car had been built for him by MG following his successes with his own TC, which had been fitted with a lightweight two-seat race car style body. So different was the appearance of his new TD racer, that it must have been difficult to believe that it was actually a venerable TD Midget underneath!

It was a road-going version of the Phillips car which had been proposed to BMC in 1952 as a replacement for the TD Midget, but which had been turned down because of the corporation's decision to build the Austin-Healey 100. MG had gone as far as building a full prototype of the MGA by using TD running gear, the 1250 XPAG engine, a re-designed chassis, and the MGA bodywork.

When it eventually became clear that the TF Midget was a bit of a lame duck and that it would have to be replaced, the new MG sports car was finally given the chance it deserved. The delay in production had one advantage in that it allowed MG to refine the design and install the much newer 1489cc four cylinder B-series engine and its transmission from the Magneet saloon.

Before the official launch of the MGA in 1955, three aluminium bodied prototypes of the new sports car, coded EX182, were entered into Le Mans. Fortunately for MG, they acquitted themselves well, finishing fifth and sixth in their class.

Thus, when the MGA was finally announced shortly after this, the car already had a companion background as testimony to its pedigree. No doubt this did much to ensure its acceptance by enthusiasts who were reluctant to say goodbye to the old fashioned traditional looks of the MG.

### A Change of Style

The chassis for the MGA was a development of the TD Midget's unit, but with more widely spaced side rails to allow for a lower seating position to fit in the new sleek bodywork. This not only put the driver and passenger in a more sensible position in relation to the proportions and height of the body, but it had the added advantage of lowering the centre of gravity, thus improving the cornering ability of the car.

continued on next page.

The two-seat open body was unmistakably a development of the earlier Philips racer design, being of the full width type, the wings blending into the bodywork and each other to produce a beautiful and aerodynamic design.

Other than a shortened, stylised and widened version of the now familiar MG grille, there was very little about the MGA which bore the slightest resemblance to any of its predecessors. From the scale, the body fell in one constant curve to the radiator grille, blending into the full swept front wings on each side. The line of the front wings was taken back past the cockpit with its cutaway doors, to where it merged into the rear wings. These tapered almost to a point at the rear and were blended into the rear portion of the bodywork that curved down from the back edge of the cockpit.

A pancake-style bonnet provided access to the engine, and a separate boot for luggage was able to provide a reasonable amount of space despite the fact that the spare wheel was mounted to the boot floor.

The car had bolt on steel disc wheels as standard, but centre-locking wire wheels were available as an optional extra, along with a removable hard-top with rigid sliding windows to replace the soft-top's sidescreens.

### A Change in Performance

The MGA engine was updated very shortly after the initial production from 68bhp to 72bhp. Our thanks to Steve Foster, the owner of a 1956 MGA 1500 with 72bhp for bringing this to our attention.

### MGA Variants

On its launch the car was extremely well received, which was no doubt helped by its previous common successes, and its impressive performance in standard road-going form. It also offered very good value for money in the MG tradition and it sold very well, with a large number going to the USA where it did much to revive MG's flagging reputation.

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A year earlier, the original cars launch, a coupe version of the car was announced. It had a high curved roof line and a larger windscreen than the so-top version of the car. The doors were fied with wind-up windows and opening, hinged quarter lights, which made the car a very civilized sports car indeed!

There were also a number of other variants of the MGA which were produced through its lifeme :

### The MGA Twin-Cam

The MGA continued in these open and closed forms unl 1958 when another high performance version was added to the range. This was the MGA Twin-Cam, which was essenally aimed at competition use rather than everyday road use.

In appearance, there was very lile to distinguish this car from the other standard MGA models, apart from its special centre-locking steel disc wheels. However, there was alot more to this car than met the eye...

The engine was a development of the B-series unit which was being used in the standard car. Essenally, the cylinder block and boom end were strengthened B-series components, but the cylinder head was a new aluminum unit incorporating twin overhead camshaft. Twin SU carburetors were fied as standard, giving a power output of around 110bhp which was sufficient to propel the Twin Cam to a maximum speed approaching 115mph. At the same me it slashed acceleraon mes by a considerable amount. With all this power available, it was considered that the old drum brakes inherited from the TD Midget were no longer up to the job, so they were dropped in favour of four-wheel disc brakes.

### The MGA 1600's

Shortly aer the introduction of the MGA Twin Cam, the standard cars were given a 1588cc version of the standard pushrod version of the B-series engine, becoming the MGA 1600 in the process. They were also equipped with disc brakes on the front wheels, but continued with drums at the rear. The MGA 1600 continued to be offered in both open and coupe versions.

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By 1959, Abingdon was hard at work producing nothing but sports cars, since the ZB Magnet had been dropped from the range, and the MGA was selling well and they were also busy producing the six cylinder Austin Healey. Furthermore they were about to go into production of a new small sports car called the Austin Healey Sprite, the future looked promising!

However, all was not well for the MGA Twin Cam. Despite its very good showing in a wide range and large number of competition events, it was a car that needed sympathetic treatment from the driver. Unfortunately the increasing "civilisation" of sports cars had led to a new breed of sports car driver who was not quite as in tune with the car as his contemporaries had been with the earlier sports cars. The MGA Twin Cam was a highly strung thoroughbred and was easily damaged through misuse. As a result of this it got a bad reputation, and in early 1960 it was dropped from the range.

A year later, in 1961, the MGA 1600 MkII appeared. This had a 1622cc version of the standard B-series engine together with other minor changes, which included new rear lights and a redesigned grille with inset vertical slats. The engine now developed 93bhp, which was an increase of some 25bhp over the original MGA's. In this form the car was capable of traveling well in excess of 100mph, offering similar performance to the Twin Cam but without the temperamental nature of that car.

A few remaining Twin Cam chassis were also given the 1622cc B-series engine, but retained the four-wheel disc brakes and centre-lock steel disc wheels. In this guise they were known as MGA 1600 MkII De Luxe, which ridiculed MG's reputation for short names for its cars!

### The End of the Line

By now, despite the fact that it was a very good sports car, the MGA was getting a bit long in the tooth and was not offering the level of interior comfort which was being demanded and could be found in its direct competitors. Sales were now beginning to tail-off, in spite of the car continuing to prove itself well on the race track.

In 1962, therefore, after around 100,000 cars had been produced, the MGA was dropped from the MG range. Its replacement was already waiting in the wings, and would prove in its many forms to be the longest-running and best-selling MG of them all - the MGB. (Ed-errors were in original)

# TRAC POKER RUN 2017

Date: Saturday, July 22, 2017 (Rain or Shine)  
classes

Registration Opens: 4:30 pm

Driver's Meeting: 5:15 pm

First Car Off: 5:30 pm

Poker Hand Prizes in both

\$50 for Best Hand

\$30 for second Best Hand

\$20 for Worst Hand

Starting Point: Hunt Valley Town Center near Iron Rooster

Registration Fee: \$20.00 if postmarked by July 18, 2017, otherwise, \$30.00 the day of the event

**Registration now open to ALL cars, modern or vintage (1990 & earlier) max. 54 cars**

TRAC's annual Poker Run will tour Baltimore and York counties. You will follow rally style instructions through several towns while you collect your cards to make your poker hand. Instructions will be simple enough for a child to navigate. A navigator and working odometer will be helpful but are not necessary. We will end this year's event at the Nautilus Diner in Timonium.

For updated information, please visit our website at: [www.tractd.org](http://www.tractd.org)

Detach registration form below and mail with check made payable to TRAC to:

TRAC Poker Run  
2 Gunpowder Drive  
Joppa, MD 21085

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-----  
Name: \_\_\_\_\_ Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ Telephone: \_\_\_\_\_

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

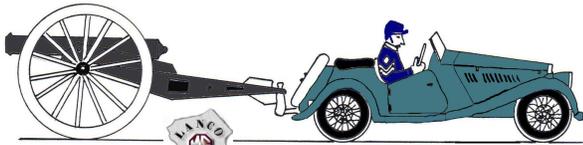
**Waiver of Liability Agreement:**

We are aware of the hazards associated with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, site owners, and TRIumphs Around the Chesapeake, Ltd., collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this event. We have read, understand, and agree to the terms of this release.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

17th Annual

# British Invade Gettysburg



British Motorcar and Motorcycle Show

**Sunday, July 9<sup>th</sup> 2017**

9:00am - 1:00pm  
(Rain or Shine)

Open to all British cars and Motorcycles.

Dash plaques to the first 250.

Venue



Shoppes at Gettysburg

Bargain Shopping at Over 70 Outlet Stores

**Pre-Registration Fee: \$10.00 (\$15.00 Day of Show)**

To receive the Gettysburg Travel Planner in the mail I need the Pre-Registration by June 17<sup>th</sup>  
Make checks payable to: **LANCO MG CLUB**  
Mail to: **Bob Arlotto**  
20 Lake Meade Drive  
East Berlin, PA 17316  
Questions contact Bob Arlotto at 717-259-6324  
E-Mail [lancobig@gmail.com](mailto:lancobig@gmail.com)

The Event Supports:  
Local Charities and

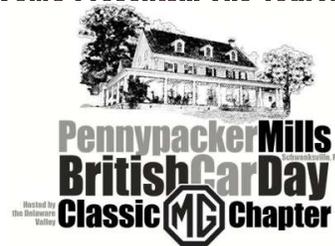


For Directions go to: [www.lancomgclub.com](http://www.lancomgclub.com)

Name(s) \_\_\_\_\_  
Address \_\_\_\_\_  
E-Mail \_\_\_\_\_  
Club Affiliation \_\_\_\_\_ Car/Bike Make-Model-Year \_\_\_\_\_

I/we agree to hold harmless the LANCO MG CLUB and/or The Outlets at Gettysburg for any damages to my vehicle or person(s) while participating in this event.  
X \_\_\_\_\_ (Driver Signature) X \_\_\_\_\_ (Passenger Signature)

The DVCMG Presents... The 13th Annual...



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

**Saturday, August 5<sup>th</sup> 2017**  
(Rain or shine)

**CAR SHOW PRE-REGISTRATION FORM**

Name: \_\_\_\_\_ Email: \_\_\_\_\_  
Address: \_\_\_\_\_ Club Affiliation: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Car: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_  
(Need trailer parking space? Yes \_\_\_ No \_\_\_)

Pre-registration fee by July 22<sup>nd</sup> : \$15.00 - Make checks payable to: DVC  
(July 23<sup>rd</sup> on: \$20.00)

TOTAL Amount Enclosed \$ \_\_\_\_\_

Free X-Large or Large T-Shirts to first 40 Paid Pre-registrants: Size Requested: XL \_\_\_ L \_\_\_

Send checks to: Paul Phillips, 257 Old State Road, Royersford, PA 19468  
Additional information: [www.DVCMG.com](http://www.DVCMG.com) or call 610-792-1158

Release: Neither my heirs nor I will hold the Delaware Valley Classic MG Chapter, any of its members, or show staff liable for any personal injuries or damages sustained by me, my party, or my car while traveling to and from this event, and while participating in this event.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## BRITISH CAR CLUB OF DELAWARE BRITS BY THE RIVER SEPTEMBER 16, 2017



FEATURE MARQUE  
**SUNBEAM**



- 10AM-3PM, field opens at 9:30AM
- \$15 pre-registered, \$20 day of show, deadline 9/9/2017
- Awards at 2:30
- For questions call Don at (302)331-3075
- e-mail for information at [dhenderson@wildblue.net](mailto:dhenderson@wildblue.net)
- More info at: [bccdelaware.com](http://bccdelaware.com)
- Located in park like grounds of the Marina in Delaware City at the end of Clinton St.
- Dash plaque to first 75 entrants
- Awards by popular choice, classes to be determined by pre-registrant entries.
- Open to all years, makes, models British autos and motorbikes.
- **NEW** Separate car corral for selling vehicles, no awards.

SEND CHECK PAYABLE TO BCCD TO: SHARON KALINOWSKI, 800 WOODLAND AVE., WILMINGTON, DE 19808

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_  
PHONE: \_\_\_\_\_  
EMAIL: \_\_\_\_\_ CAR: \_\_\_\_\_  
MARQUE: \_\_\_\_\_ MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_

Waiver of liability: Neither I nor my heirs will hold The British Car Club of Delaware or Delaware City liable for any damages to my passengers and I or my car/motorcycle while engaged in, traveling to or from this event. No refunds. No rain date.



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

## **MGOB CLUB CALENDAR**

**JULY 4th - MGOB** ***NOTE THE DATE!*** no meeting.

9th British Invade Gettysburg - *see flier*

**AUG. 1st - MGOB meeting.**

5th, PennyPacker Mills British Car Day

***19th MGOB Summer Party, Duff & Barbara Fowler's***

**SEPT. 5th - MGOB meeting, 30th - MGs On The Rock**

16th Brit Car Club of Delaware Brits by the River *flier*

**OCT. 3rd - MGOB meeting.**

**NOV. 7th - MGOB meeting.** 22nd Williamsburg British Car Club

**DEC. 5TH - MGOB meeting.**

## **Restoring Old Bakelite Knobs and Dials**

The Square Rigger. 14 June 2017

**Part 1:** <https://www.youtube.com/watch?v=UDeE48dVyTw> For white markings, use Krylon 'Fusion for Plastic' White paint, 1200 grit sandpaper to clean off excess white paint

**Part 2:** <https://www.youtube.com/watch?v=H24lO63cueM> Cleaning off the excess paint in numbers and grooves with 1200 grit sandpaper --- looks nice Then, take Windex 'Original' to clean off the top, or the Mr. Clean Magic Eraser

Next, use Scratch Out for the final polishing of plastic & bakelite --- use small buffing wheel on a drill --- restoring the original luster --- clean off all the "mud"

Then, do a final polish with automotive polish / car wax --- uses Black Magic 'wet shine liquid wax'

## MGOB Tools For Member's To Borrow

**Engine Stand (2)**

**Engine lift with tilt device (2)**

**Whitworth wrenches**

**Whitworth sockets**

**Whitworth thread file**

**MGB Kingpin Reamer**

**Sandblaster (Suction from a bucket type)**

**Rostyle Wheel Paint Mask (MGB)**

**Midget Kingpin reamer**

**SU Carb Throttle shaft reamer for MG  
T,A, B carbs**

**SU Carb Throttle shaft reamer for Midget  
carbs**

**Click Type Torque Wrench 0-150 ft-lb.  
Standard 1/2" Socket set**

**Hub Puller**

**Rear Hub sockets for MGA and early and  
late MGB**

**Harmonic balancer puller**

**Camshaft Degree wheel with TDC  
finder, etc.**

**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**

**Lift-A-Dot Upholstery punch tool**

**SU Carb Synchronizer**

**Pickle Fork for Tie Rod ends**

**MGB Clutch Alignment Tool**

**Front Suspension Toe-In Adjustment  
Tool**

Winter project? ->>

