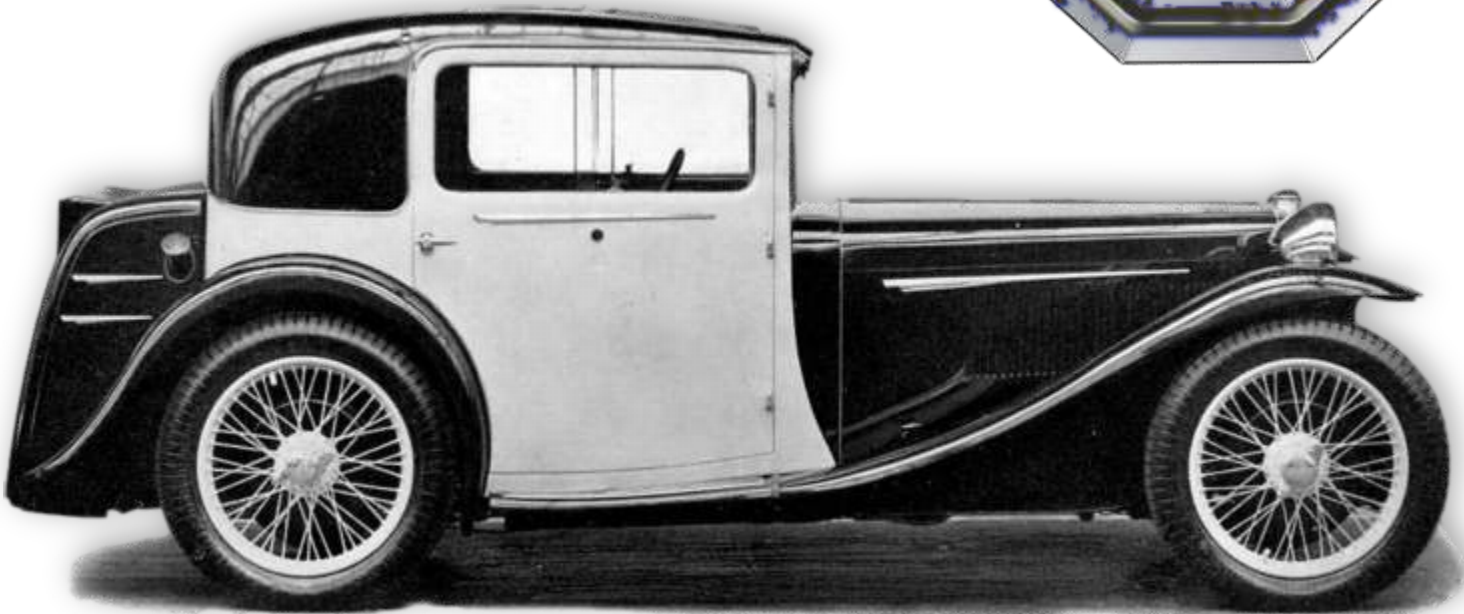


MG L-Type 'Magna' - 576 produced between 1933 - 1934

Octagram



MG L1 'Magna' - 486 produced between 1933 and 1934

Featured Articles



Rockville Show



Thanksgiving
Recipes



Winter Storage
Prep



Happy Halloween!

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From 'El Presidente'



From El Presidente

Well, the first thing I have for the month is the elections, no not the one for the politicians, the one for the MGs of Baltimore Officers. November of each year marks the nomination of club officers at the meeting. Any member interested in serving on the board has the opportunity to have their name put in the hat by being nominated and seconded by a member in good standing. The current officers are not stepping down, as far as, I know, but we are a democratically run club and we serve at the pleasure of the membership for one year terms. Now as I learned as a young lad growing up in Baltimore, your vote does count and regardless of whom you vote for in this election, vote early and vote often.



Moving on, this is the final edition of the Octagram for Mark Deeds; he's landed a job with the Times of London and is taking his creative style with him. I want to thank Mark for stepping up in our time of need and doing a fantastic job with the newsletter. I also want the welcome Roger Marshall back as the editor of the Octagram. Let's all of us try and help make Roger's job easy by supplying him with articles and pictures from the events we attend.

I just returned from San Diego, California site of next year's North American MGB Register Convention, where I promoted MG 2018 "A Gettysburg Address" during their AGM (Annual General Meeting). MG 2017 will be held there, next June 25th – 28th, 2017 and it is shaping up to be another most excellent adventure. The convention headquarters will be Paradise Point Resort, for more information go to <http://www.MG2017.NAMGBR.ORG> for you MGA owners, NAMGAR's GT-42 will be the week before Solvang, California, a Danish style village along the coast for more information on that event go to <http://www.GT42.namgar.com>.

Safety Fast!

El Presidente

NEWSLETTER NOTE

To assist you, I will always hook the web link to email addresses and icons or emblems to ease your discovery of and research of articles and events. So if you want more information while viewing the newsletter click the associated icon.

Your Editor

MGS OF BALTIMORE AFFILIATIONS

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



Editor's Corner

We are at the end of this car season, some of us are prepping our LBCs for their winter nap and most of us are preparing for the upcoming Holiday Season.

For the past year I have had the pleasure and honor of being your newsletter editor. Beginning next month your permanent editor, Roger Marshall, returns. I am sure you will welcome Roger back as the Octagram editor and he will produce the quality Octagram that you enjoyed for the over the last decade.

My last issue focuses on the end of the car season and the upcoming holidays. Sandy and I hope you will have a wonderful holiday season and a happy new year and we look forward to seeing you next spring.



It is the 80th Anniversary of the MG T Model



The MG Car Club T Register created a logo to celebrate this historic and momentous event. Your editor will posting this celebratory logo often in the Octagram as an anniversary reminder.

ABOUT US

The MGs of Baltimore, Ltd. Car club was established in 1977. The club represents over 150 members in the Metro Baltimore area. As the name implies, the club centers its activities around the preservation and enjoyment of the cars that bear the classic MG marque.

The club is affiliated with the following national organizations: The North American MGA Register, The North American MGB Register, and The American MGB association. Internationally, the club is affiliated with the MG Car Club and The MG Owners Club.

The clubs activities include sponsorship of the nationally known “MGs on the Rocks” car show, a series of challenging (and FUN) historic car rallies, as well as numerous fun gatherings all through the year.

The club membership meets at 7:30 PM the first Tuesday of every month Johnny Dee's Lounge, 1705 Amuskai Rd, Parkville, MD. Come early (around 6:00 p.m.) and have dinner at the restaurant.

The meetings are about sharing experiences, taking care of club business and normally include a monthly tech session provided by our MG “technical guru” Randy Kegg.

Many members of MGoB are owners of the other classic British marques and all are welcomed to join the club.

Copied from the MGoB Web

MEMBERSHIP

New Members:

- Marty & Michele Reid with their 1971 MGBGT

You can join anytime and membership applications are available on our web page.

Submit your address changes and membership applications to:

Kathy McHenry
5237 Glen Arm Rd E
Glen Arm, MD 21057



Upcoming Events



MGOB Meeting	Nov 1 st
MGOB Meeting	Dec 6 th
MGOB Meeting	Jan 3 rd
After the Holidays Party	Jan 7 th
MGOB Meeting	Feb 7 th
Chilly Run	TBD

'After the Holidays' Party

Will be on January 7, 2017 at: Doug & Anne Hart's
1912 Twin Lakes Dr.
Jarrettsville, MD 21084
Phone: 410-557-6042
E-mail: Anneski6160@aol.com

Bring a dish. The Club will supply drinks and deli trays.

Remember Our Meeting Location

On 5 July 2016 MGs of Baltimore moved a new meeting home.

The meeting location is:

Johnny Dee's Lounge
1705 Amuskai Rd.
Parkville, MD 21234

www.JohnnyDeesLounge.com



The easy way to get there, is to take the Loch Raven Blvd. Exit off of I-695. Head south to Joan Ave. Turn left onto Joan Ave. Park in the upper parking lot and walk down the steps to the meeting room. Food & drink will be served in the meeting room. There is also a bar and lounge area for the ladies that do not wish to stay for the meeting. Come early and have dinner. Same as the old place get there between 5:30 and 6:00 p.m.



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OCTAGRAM



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 reader's own risk. The Club, officers, or newsletter staff will not be responsible for any misinterpreted or incorrect technical information. If in doubt, consult with a certified technician. Articles appearing herein may be used by other automobile clubs and organizations in their newsletters and for other informational purposes provided appropriate credit and recognition of the source is given.

Classifieds: Items for sale or wanted may be advertised at no cost to MGoB members .



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 62897-0876

Toll-free phone: 800-NAMGBR-1

www.namgbr.org



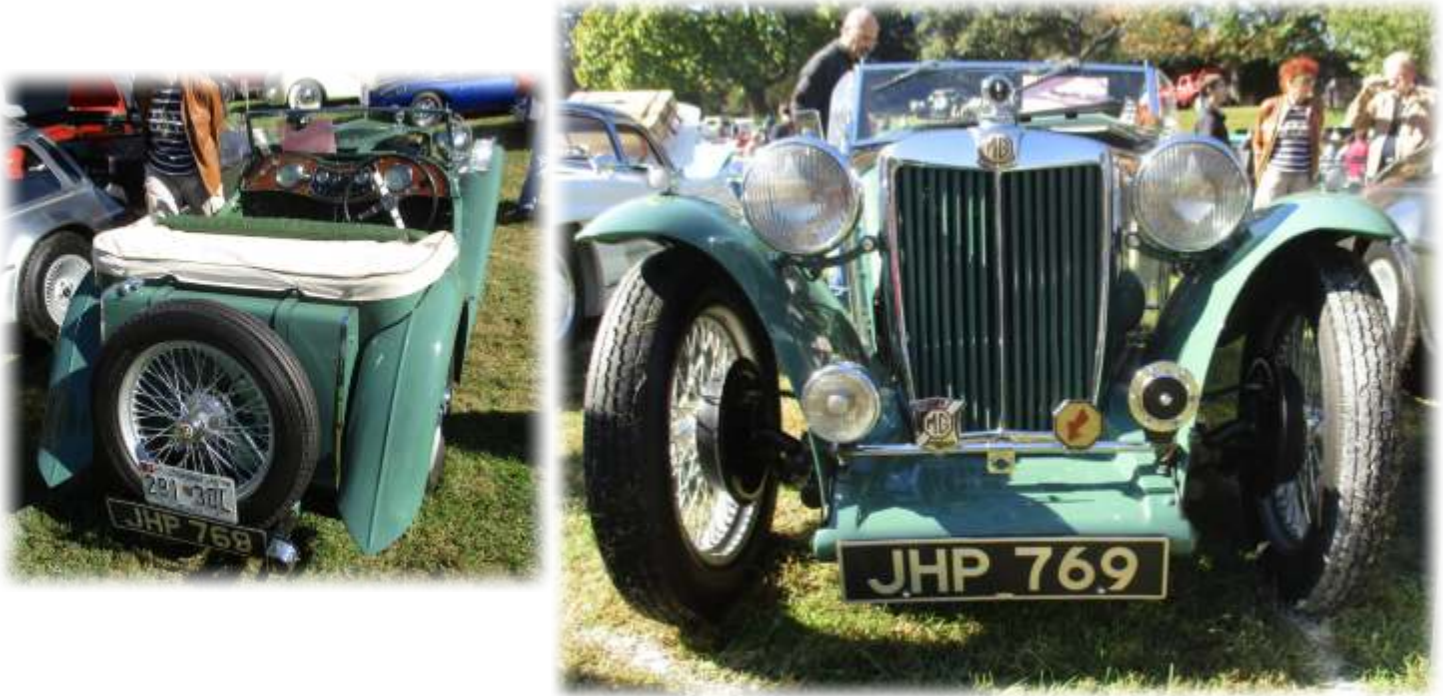


BLONDES BE LIKE...



The City of Rockville held its annual car show on 15 October and British car manufacturers were well represented. I am providing a few pictures from that show (Mostly British and a couple of notable non-British) for your enjoyment. You will probably recognize some of them.

Rockville Show



Rockville Show



Rockville Show



Thanksgiving Dinner

As in my first edition, I am including some Anglo-American Recipes from a British cooking web-site. These recipes will create a little challenge because all the measurements are in metric format. They all appear very interesting and we plan to try some of them ourselves. Sandy and I hope you and your families have a wonderful Thanksgiving whatever recipes you choose.

Velouté of Potimarron Pumpkin with Roast Chestnuts and British Ceps

Ingredients (serves 6)

400g Potimarron pumpkin (or onion squash) in 3cm chunks

100ml olive oil

70g unsalted butter

¼ Spanish onion, finely diced

700ml chicken stock

200ml milk

Sea salt and freshly ground white pepper

2 large fresh Ceps Mushrooms

12 chestnuts, roasted and peeled

1 tbsn chopped curly parsley

2 tsps pumpkin seed oil



Method:

Step 1 - Put the pumpkin on a baking tray and roll it in the olive oil. Place in an oven preheated to 160°C/Gas Mark 3 and bake for one hour. Melt the butter in a large saucepan and sweat the onion for five minutes. Add the pumpkin and stock, bring to the boil and simmer for five minutes. Remove from the heat and add milk.

Step 2 - Purée the mixture in a blender, pass through a sieve into a clean pan, reheat and season with salt and pepper. Clean any dirt from the Ceps, give them a rinse in cold water. Trim 1cm off the stalks, then cut into slices. Cut the chestnuts into quarters.

Step 3 - Heat a teaspoon of oil in a frying pan, add the Ceps and sauté over a high heat until golden. Season and add the chestnuts, then add the chopped parsley. To serve, pour the soup into bowls, spoon the ceps and chestnuts on top and finish with a drizzle of pumpkin seed oil.

Editor's Note: Ceps Mushrooms may be difficult to find - several sources state the more common Porcinis are a good substitution



Thanksgiving Dinner

British roast turkey with lemon, parsley and garlic

Ingredients (serves 8–10)

1 free-range turkey (ideally Norfolk Black or Bronze), about 5–5.5kg

Sea salt and freshly ground black pepper

2 onions, peeled and halved

1 lemon, halved

1 head of garlic, halved horizontally

6 bay leaves

Olive oil, to drizzle

8 rashers of smoked streaky bacon

For the herb butter:

375g butter, at room temperature

1 tbsp olive oil

Finely grated zest and juice of 2 small lemons

3 garlic cloves, peeled and crushed

Small bunch of flat leaf parsley, leaves only, chopped



Method:

Step 1 - Preheat the oven to 220°C/ Gas Mark 7. Meanwhile, prepare the herb butter. Put the butter into a large bowl and season with salt and pepper. Add the olive oil and mix well. Add the lemon zest and juice, crushed garlic and chopped parsley. Mix well to combine.

Step 2 - Remove the giblets from the turkey cavity. Season the cavity then stuff with the onions, lemon, garlic halves and two bay leaves.

Step 3 - With your hands, loosen the skin on the breast from both ends of the bird, making sure you keep the skin intact. Repeat with skin on the legs.

Step 4 - Stuff half the butter mix under the skin making sure that the meat is evenly covered. Finally, insert the rest of the bay leaves under the skin of the breasts.

Step 5 - Place the bird in a large roasting tray breast side up. Spread the rest of the butter over the skin. Season well with salt and pepper, then drizzle with a little olive oil.

Step 6 - Roast the turkey for 10-15 minutes. Take out of the oven, baste the bird with the pan juices and lay the bacon rashers over the breast. Baste again. Lower the setting to 180°C/Gas Mark 4 and cook for about 2½ hours (30 minutes per kg), basting occasionally.

Step 7 - To test whether your turkey is cooked, insert a skewer into the thickest part of the leg and check that the juices are running clear. Check your turkey about 30 minutes before the calculated roasting time. If the juices are pink, roast for another 15 minutes and check again. Repeat as necessary until cooked.

Step 8 - Place turkey on a warmed platter. Leave the turkey to rest under foil for at least 45 minutes. Remove the bay leaves before carving. Serve with hot gravy and stuffing.



Thanksgiving Dinner

Potato and Black Pudding Dauphinoise

Ingredients (serves 6-8)

- 1 kg potatoes, peeled and sliced into 1cm thick slices
- 500g of sweet potato, peeled and sliced into 1cm thick slices
- 250g black pudding, sliced into 1cm thick slices
- 1 onion, peeled and finely sliced
- 600ml double cream
- 75g cheddar cheese, grated
- 1 small bunch of thyme, leaves picked, no stalks
- 2 cloves garlic, peeled and finely chopped



Method:

Step 1 - Preheat your oven to 180°C/ Gas Mark 4.

Step 2 - Place the potatoes, sweet potato, black pudding slices and onion into an earthenware baking dish, layering them nicely.

Step 3 - Mix the cream with $\frac{3}{4}$ of the cheese, $\frac{3}{4}$ of the thyme and the garlic. Season, then pour the mixture over the layers and leave it to settle in.

Step 4 - Sprinkle the remaining cheese, and bake for 50 minutes, or until tender and golden. Use a sharp small knife to test for any hardness and sprinkle over the remaining chopped thyme before serving.

Sprouts wrapped with British Pancetta

Ingredients (serves 4)

- 200g Brussels sprouts, stalk trimmed and outer leaves peeled
- 100g pancetta slices
- 2 tbsps of vegetable oil

Method:

Step 1 - Bring a medium-sized pan of salted water to the boil. Add the sprouts and cook for one minute. Remove, strain and place in iced water until cool (approximately five minutes). Drain well and pat dry.

Step 2 - Wrap each sprout in the pancetta and set aside. Heat a large frying pan with two tablespoons of vegetable oil. When hot, add the sprouts. Brown well then drain on absorbent paper. Serve while hot.



Thanksgiving Dinner

Anglo-American Pecan-Plus Pie

Ingredients (Makes approximately 12 slices)

- 225g plain flour
- ½ tsp salt
- 125g vegetable oil
- 60ml full fat milk
- 150g golden syrup
- 100g soft butter
- 200g soft light brown sugar
- 1 tsp vanilla extract
- 3 large eggs
- 350g mixed nuts

Method:

Step 1 - Preheat your oven to 180°C/ Gas Mark 4. In a large bowl, mix the flour, salt, oil and milk to form a rough dough.

Step 2 - Put the dough in a 25cm/10in diameter flan dish, and patiently press the dough over the base and the sides of the dish, slightly coming up over the top if possible. Put in the freezer.

Step 3 - Melt the syrup, butter and brown sugar over a lowish heat in a saucepan. Add the vanilla, stir, then take off the heat and let it stand for 10 minutes.

Step 4 - Take the pastry-lined flan dish out of the freezer, and arrange the nuts on it.

Step 5 - Whisk the eggs into the slightly cooled sugary syrup until it looks like a caramel mixture, then pour it over the nuts.

Step 6 - Bake in the oven for 40 minutes, or until the filling has set and the pastry is golden. Save stress on Thanksgiving Thursday by making two days in advance and keeping in an air tight container.



For you reference these recipes can be found at <http://www.stylist.co.uk/life/recipes/how-to-cook-a-thanksgiving-feast>



I know you have been lying awake at night wondering why baby diapers have brand names such as "Luvs", "Huggies," and "Pampers", while undergarments for old people are called "Depends".

Well here is the low down on the whole thing.

When babies crap in their pants, people are still gonna Luv'em, Hug'em and Pamper'em.

When old people crap in their pants, it "Depends" on who's in the will!
Glad I got that straightened out so you can rest your mind.



**What did our
parents do to kill
boredom before the
internet?**

**I asked my 26
brothers and
sisters and they
didn't know either.**

Preparing Your LBC for Storage

In Preparation for the coming winter, I am including a couple of articles to help you prepare you LBCs for the upcoming Winter.

How to Store Your Classic for the Winter *“The Condensed Version from the Niagara British Car Club”*

- **Gas and Engine** - Keep the fuel system protected by adding a container of fuel stabilizer to the gas tank and also filling the tank completely with ethanol free premium gas. Once the stabilized fuel has been added, take the car around the block a few times, to let it work through the system. Do this just before you store that
- **Oil and Engine** - Change the filter as well as the oil itself, and be certain that you choose an oil that contains ZDDP and offers corrosion protection like Kendal GT1.
- **Battery Charger** - Keep the battery from dying over the winter by hooking up a trickle charger like Battery Tender.
- **Tires** - For best results through winter, store your car on jacks. Stack the tires in a corner and place cardboard between each one and cover.
- **Paint and body** - Protect your paint by thoroughly washing, drying, and waxing your car. As well, wash and dry any of the vinyl, leather, or rubber inside the car, and consider coating the seats and armrests with preservative to prevent cracking if you live in a cold, dry climate. Rust inhibitor can be applied to any unpainted metal surfaces, as well.
- **Furry Stowaways** - To keep small furry animals from turning your car into their castle, stash mothballs inside the car and under the dashboard, and make sure you cover the tailpipe as well.



Putting Your Car Into Storage (Cont.)

“The Condensed Version from the Niagara British Car Club”



- **Insurance** - Make sure your car is adequately insured. There are discounts for low-use, low-mileage vehicles that will help offset any premiums charged because the car is a classic and has extra value. Consult your insurance agent for the best plan, and if your car is over fifteen years old, be sure to ask about special collector policies.
- **Clutch** - Put something heavy on the clutch pedal and keep it down. Over the winter the clutch plates can stick together.
- **Cooling System** - Drain the cooling system completely and leave the petcock open and the radiator cap off so air can circulate. Disconnect the heater hoses and drain the heater too.
- **Cover** - Before you encase your classic in its winter cocoon, the last things to do are:
 - Roll down your windows to allow for circulation
 - Place opened boxes of baking soda in various places to absorb moisture
 - Put a plastic bag over the carburetor to keep moisture out Stuff an old rag up the tailpipe to keep vermin out.

Before you encase your classic in its winter cocoon, the last things to do are:

- Cover the car with a breathable cloth cover - not plastic, as the latter will only trap any condensation and encourage rust.
- Also, if your vehicle is a convertible, make sure you store it with the top up. This adds protection for the inside of the car, as well as preventing the soft top from shrinking

Putting Your Car Into Storage

(The Long Version Courtesy of Moss Motors)



Overview

You can't really talk about bringing a car out of storage without talking about how to put it up for an extended period. The process of bringing a car out of storage will depend to some extent on how long the car has been idle. It is obvious that a car that has been sitting in a barn for 30 years will need more than a car that has been up on blocks for 6 months. It is perhaps less obvious that much depends on how the car was put away.

Putting a Car Into Storage

If you're covering the vehicle, use a car cover that will allow moisture to escape. Any plastic or other waterproof material will trap moisture on the paintwork. If you are storing the vehicle outside, be advised that no car covers exist that will replace a garage. Cars stored outside also become a haven for all kinds of creatures, most of whom will be lousy tenants. Make a list of the steps taken to ready the car for storage, and leave it in the car. Not a bad idea to include your notes for "bringing it back to life." That way, you won't be searching high and low for the information when that time comes.

Tune Up

Why on earth would you tune a car that is not going to be driven? The purpose here is to stop the guessing games that come next time you try to start the car. If everything is in good working order when you stop driving the car, sorting out a problem next season will be easy because you know the basics were in good order.

Battery

Disconnect the battery, and remove it from the car. Inspect the area where the battery lives. Clean the area carefully with a solution of baking soda and water (2 tablespoons in 2 pints of water) to neutralize any battery acid. Rinse it well. Dry the area completely with a hair dryer. Take care of any rust you discover. Back to the battery. Clean the battery case and terminals with the baking soda solution. Find a place that will remain cool (but not freeze) and dry. If you have a non-sealed battery, top up the electrolyte level with distilled water if needed. Do not overfill. Use a battery maintenance device (like the 386-245) to keep the battery(s) fully charged. These are essentially small battery chargers (about the size of a paperback book) that plug into a normal 110V outlet. If the battery voltage drops one volt, it will come on and stay on until the battery is fully charged again. The alternative would be to hook the battery up to a "regular" battery charger once or twice a month for an overnight charge at 4 amps. Either way, keeping the battery fully charged



Putting Your Car Into Storage (Cont.)

(From Moss Motors)



will prevent sulfation, which can render a battery useless in a matter of months, and it will eliminate the possibility of the battery freezing, which would also ruin the battery.

Brakes

Release the handbrake and chock the wheels. Brake shoes can become firmly rusted to the drums in a matter of months. If you are using glycol based brake fluid, be aware of the incredible ability it has to absorb moisture out of the air. Glycol based brake fluid should be completely replaced every 18 to 24 months. If the fluid has been in the car for over a year, drain and refill with fresh fluid before you put the car in storage. (For a comprehensive article on brake fluid, [click here.](#))

Cooling System

The coolant should be no more than 30% to 50% antifreeze. Pure water transfers heat much better than any antifreeze/water mix, but antifreeze raises the boiling point and, as the name implies, prevents the coolant from freezing. The protection provided is dependant on the age of the coolant; as it ages, it becomes less effective. If the coolant is over 1 year old, drain and refill the system using a name brand antifreeze designed for use in older cars. (Some modern anti-freeze formulations designed for aluminum engines or radiators adversely affect old British engines.)

Body & Paint

Carefully remove accumulated road grit and dirt from the nooks and crannies in the fender wells. Left alone, rust and corrosion will be the inevitable result. Wash the car thoroughly, including the underside of the car. Dry the car completely. Use a top quality automotive wax and apply it to all the painted and chrome surfaces, polishing with a soft clean cloth. The wax is essential to keeping moisture away from the chrome and the bodywork. Use wax on the chrome trim, not a "chrome polish." Most commercial chrome polish has some abrasive elements and they are to be avoided. Minute scratches in the chrome are where rust and corrosion attack first.

Oil & Lubrication

Oil has an effective life, and even if a car is not driven it will deteriorate over time. Perform a complete oil change with a new filter. Drive the car for at least 30 minutes on a dry day to drive off any moisture that has collected in the crankcase before putting it up for the season. We rec-



Putting Your Car Into Storage (Cont.)

(From Moss Motors)



Recommend oils that are formulated for classic cars that are idle for long periods. These special oils will coat and protect the internal surfaces of the engine better than modern oils. For an article on oil and classic cars, see this tech article.

Lubricate the suspension in accordance with the factory workshop manual.

Upholstery & Interior Trim

Clean the interior thoroughly. If any of the carpets or padding are damp, take them out and dry them. Treat all leather with Connolly Hide food or AutoGlym Leather Care Cream. Vinyl trim can be treated with AutoGlym Vinyl & Rubber Cream. Put the top up and give it a good cleaning, and treat it with a suitable protectant. The line of Renovo cleaning and preservative products for both vinyl and fabric tops are excellent. Leave the top up and either roll up the windows or fit the side curtains. Leaving the top up will help prevent the development of permanent creases in the material and plastic windows.

Belts

Slacken the tension on the fan belt and any auxiliary belts.

Tires

If the car will be sitting for the winter, jack the car up and place jack stands under the rear axle and the front suspension. With the tires off the ground, they will not develop the flat spots that cause an unpleasant vibration when the car goes back on the road. If you choose to place the jack stands under the frame instead of the suspension, take a look at the bump rubbers up front. After several months of being compressed with the full power of the front springs, the bump rubbers will be ruined. Depending on the car, you may be able to fit wooden spacer blocks between the upper arms and the frame to keep the bump rubbers from being squashed. In the rear, if the axle is left hanging from the limit straps, the straps may fail, and if they don't break, they certainly will not last as long as they should. Placing the jack stands under the rear axle instead of the frame will work better. Some air will leak out of the tires given enough time, so overfilling them by 10 pounds is generally a good idea. Check the tire pressures every couple of months. Keep the tires out of direct sunlight.



Putting Your Car Into Storage (Cont.)

(From Moss Motors)



Wheels

With the car on jack stands, you can leave the wheels on the car. Some people prefer to remove chrome wire wheels and bag them with desiccant to keep them clean and dry for longer term storage. If you plan to leave the wheels on, remove them long enough to thoroughly clean the splines on the hub and in the wheel. Carefully inspect the splines for signs of wear. Apply an anti-seize compound (like Copaslip) or grease to the splines and re-fit the wheels. Replace and tighten the knockoffs.

Exhaust

Plug the tail-pipe(s) with a rag or rubber ball and tape it in place. It will keep the mice from building a nest in the exhaust, or worse, in the engine. Although unusual, I know of one Healey BN2 that simply would not turn over after being stored for several years. When the cylinder head was removed, #4 cylinder was found to be packed with walnut shells, acorns, string and upholstery stuffing. A mouse (with a real need for security, apparently) had climbed all the way through the exhaust, through the open exhaust valve and into the cylinder. When the car was eventually started, the amount of debris coming out of the tailpipe was impressive.

Engine Air Intake

Depending on the length of time the car is going to be out of service, consider bagging the air cleaner and taping it to prevent moisture laden air from finding its way into the cylinders through the open intake valves. A bag of silica-gel desiccant inside the bag will absorb whatever moisture gets in, reducing the chance of rust building up in the cylinders.

Heater/Fresh Air Intake

Cover or plug any vents or openings. My 73 MGB GT had a mouse nest inside the heater box, which I did not discover until I tried the fan. The fan would not come on and when I pulled the motor I found a mouse bachelor apartment.

Fuel System

There are two basic approaches: drain the system or fill it up completely and treat the gas with a stabilizer and/or products that deal with ethanol related issues. To store a car for the winter, draining the tank is not generally done. If the car is going to be off the streets for years, I'd drain the tank and lines completely.



Putting Your Car Into Storage (Cont.)

(From Moss Motors)



Gasoline is not stable, and it is common knowledge that it deteriorates over time. Volatile elements evaporate. Deposits form over time, often described as “gum” or varnish.” Modern gasoline is frequently blended with ethanol, and these fuels remain useable for 90 days in a sealed fuel system with a full tank. Sealed fuel systems were required by law in the US in 1970. (If you have a “carbon cannister” in your engine compartment, you have a sealed system). If your car was built before 1970, the fuel is exposed to atmospheric moisture and the ethanol in the gas will absorb water relatively quickly. The higher the humidity, the faster it happens. There are products designed to increase the useful life of ethanol blends (E-Xtend, E-Zorb), and products specifically engineered to prevent the formation of gum and varnish, like Stor-n-Start.

Wiper Blades

Remove them and store them inside the car. They have a tendency to stick to the glass and if left long enough, the blade edge will deform from being pressed just one way.

Humidity and Ventilation

There are two ways to go. Either ensure that the garage has a supply of fresh air and roof vents to promote air circulation, or seal the garage and control the humidity. A room de-humidifier will take less energy than actually heating the garage, which is generally totally out of the question.

Alternatives to Storage

If the preparation of the car for storage seems impractical, you have options. One is simply to use the vehicle once or twice a month in dry weather (assuming registration and insurance are up-to-date). Simply driving the car will help keep the engine and other systems fully functional. Barney Gaylord (mgaguru.com) has pointed out that the time and effort required to prepare a car for storage, plus the similar amount of time and effort required to get it back on the road make storage very unappealing. He is very much of the opinion that driving the car regularly as conditions permit is just plain easier. However, if you do decide to drive the car every so often, make sure you go for at least 20 minutes to get all the systems fully warmed up to minimize condensation. As an alternative, there are also companies that will, for a fee, store and look after your vehicle. Some enterprising shops will take your car and the list of work you’d like to have done, and they do the work and store the car, spreading the expense over several months.



Want Ads

FOR SALE -1977 MGB. \$6800 Firm - Great body no rust. Runs great. Weber carb. Soft top has tear on driver side. New brakes and bushings. Spare engine and trans included. Ellicott City area. Anytime 443-996-8238



For sale— 1979 MGB roadster with about 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; trans. rebuilt. Orig. tools, manual, service booklet. Has spare parts including AC. Asking \$8,500. Email Jerry: jappelbaum@verizon.net or call 410-303-5218.



Want Ads



1980 MGB LE -\$10,995

45,000+ miles on the odometer. Less than 1,000 miles on rebuilt engine. Weber carb and John Esposito (Quantum Mechanics) remanufactured overdrive transmission, new clutch, pressure plate, throw out bearing, pilot bearing, clutch slave cylinder, hose and master cylinder, steel clutch line, turned and balanced flywheel, rebuilt front suspension and steering, new brakes and SS braided hoses, new radiator, new battery. Previous owner had body restored to rust free condition and professionally painted. Luggage rack and LE stripes and hard top go with car. Convertible top is serviceable but could use a new one. Car is in Longmont, CO. For more details or photos please call Charley at 203-733-4421 or email charleyrob@gmail.com.



Want Ads

For Sale - 1962 MGA MKII project car - Age is different for everybody, I guess, but I'm getting too old for this project car, and will never finish it I have two MGA's ... a 1960 roadster, which is a driver (about a \$ 25K car), and the '62 MK2. I don't need both cars ... my wife can't or won't drive a 4-speed, and my sons don't really have any interest in old cars, or British cars. Better to pass this thing to someone who has an interest in them and can appreciate it for what it is.

I can send a CD with pix and detailed info on the '62 ... it should be worth 35 to 40K when completed. It is SN GHNL2/108410, shipped on 13 April 1962. Originally red with red interior and tan hood, I planned to re-do it in black with a red and black interior. The engine and interior of the the main clip has been sprayed in black, and the doors, trunk lid, and hood have all been done in black by a pro. The rest of the clip is in primer. It was at a pro body shop for over a year, finally brought back home because the body guy was putting my money up his nose, not in the car.

The carbs have been rebuilt (by Joe Curto) and are on the engine, finger-tight. Ceramic coated exhaust manifold, also loosely attached; Moss alternator; Pertronix ignition ... entire engine is now on an engine stand, stored inside a trailer with other large parts ... fenders, etc. My plan is to sell the trailer along with the contents ... this is a 12 foot two wheel utility trailer with a ramp door.

I don't want to give this car away, but there it would be a real sweet deal for someone mechanically inclined, and 50-ish instead of 70-ish like I am. Let me know if your are interested, and you send the CD with all the particulars - contact mgreener@rose.net



Octagram



MG L2 'MAGNA' - 90 produced between 1933-1934



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