



OCTAGRAM

MAY 1, 2017

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

MGs of Baltimore Celebrates It's



40th



ANNIVERSARY

Yes, the members of the MGs of Baltimore celebrated the club's 40 year history at a breakfast luncheon at Mountain Branch Golf Club on April 23rd. Plans originally had made space for 40 members. That quickly expanded the total registered to 69 and 66 showed up at the event.

Plenty of good food was available at the buffet and members made sure to put a dent in the containers. After most had finished eating, Richard Liddick took the opportunity to thank a lot of people who keep the club running through various offices and jobs. State Senator Wayne Norman made a presentation to Richard for the clubs work.

REMINDER OF THE GET THE DUST OFF ON MAY 7

More on the 40th anniversary Breakfast



More on the 40th anniversary Breakfast



THE SENATE OF MARYLAND



Official Citation

*Be it hereby known to all that
sincerest congratulations are offered to the*

MGs of Baltimore, Ltd. Car Club

*in recognition of their
40th Anniversary*

*representing over 150 members in the Metro Baltimore area
centering activities around the preservation and enjoyment of
the cars that bear the classic MG marque.*

Presented on this 23rd day of April 2017

by Senator Wayne Norman
Wayne Norman

of District 35 - Harford and Cecil Counties

From El Presidente

The MGs of Baltimore, Ltd. Car Club just celebrated our 40th Birthday with a brunch at the Mountain Branch Golf Course. I want to thank the 69 members that attended to mark this grand occasion. I would also like to especially thank our long time member and State Senator, Wayne Norman for presenting the club with a Maryland State Senate Citation in recognition of our 40th birthday.

Looking ahead, Rallye Master, Eric Salminen and his band of helpers has a fantastic 28th Annual "Get the Dust-Off" Rallye planned for us on Sunday, May 7. Please note that the start location has moved to Mariner's Point Park in Joppa. (See the flier in this issue of the Octagram) It will end at Dejon Winery in Hydes around 2:00 p.m.

As you read thru the May issue of the Octagram you will notice there are numerous MG/ British car events coming up in the region. As you attend these events, please help get the word out about the MGs of Baltimore and our events. The rallies, the parties, the 38th Annual "MGs On the Rocks" British Car Show set for Saturday, September 30 and MG 2018 set for June 17th - 22nd, 2018 in Gettysburg, PA.

Finally, while we are on the subject of MG 2018, the planning committee has been meeting once a month since the end of winter and I am happy to report that the website is coming together and should go live after MG 2017 is finished and open for registrations after NAMGBR's AGM in October. A special thanks goes out to Simon Dix, NAMGBR's Treasurer for assisting us with it. Randy Kegg is now setup to process credit cards for the event, Vicki Hine and Pattie Shields are working on "Ladies Events" and Kathy McHenry is setup to receive registrations and regalia orders from the website. Final designs have been completed for the event logo and the preliminary event t-shirt is in production. I want to thank, Peter Charles, Charles de Bourbon and Jackie Kahl of Cogar Printing for the work that each one of them has done to get us to this point. I am hoping to have these in time for our next planning meeting. I will be taking a bunch of these to MG 2017 in San Diego to sell and promote MG 2018 while there.

Safety Fast!

Richard

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

Randy's tech session was about spark plugs, types, lengths, heat ranges etc.

New Members

Tom Sweeney - no car yet

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.*

Tee Shirt Front



Tee Shirt Back



MGOB CLUB CALENDAR

MAY 2nd - MGOB meeting, 7th, Get the Dust off. flier

13th - Clustered Spires Brit Car Show & Celtic Fest. Mt Airy MD *see flier.*

17th - 19th - Carlisle Import & Performance Nationals. Carlisle PA

JUNE 6th - MGOB meeting — —

4th, ORIGINAL BRITISH CAR DAY at . Lilypons Water Gardens. *flier*

4th, Red Mill Brit Car Day, *flier.*

10th- LANCO Britfest 2017 MD POLO GROUNDS,

JULY 4th - MGOB meeting NOTE THE DATE!

9th British Invade Gettysburg - *see flier*

AUG. 1st - MGOB meeting.

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

Bentley "Blue Train" Recreation.1930 ->



At Speed (2016)

rj



Only three weeks to go 'till our first race of the season and I remember promising Roger an article during the last season. Well you know how busy "Loafers" get - so you're getting the 2016 update just in time for the 2017 season. Maybe I'll write on time this year, probably not.

It was a full and very eventful 2016 season. It started out at VIR in Virginia. Pete Carroll didn't go to this event; known as the "Wild Hare", so just Carole and I motored down to the track. The Sprite class field was, as usual, large. This event draws lots of racers from down south as well as up the entire east coast. Pity for those southern gentlemen because it was cold; I mean damn cold with a very nasty crosswind. Thankfully it didn't stay below freezing too long overnight, since you can't run antifreeze at the track. Being the first race of the season, we had to shake some cobwebs off, but the car was running great and the driver wasn't holding it back too much. Friday's practice I did OK, but on Saturday and Sunday I must have been in the mood. I finished third overall and second in class on both days. The ride home was very nice.

The middle of May found both Pete and I at our favorite track in the world, Summit Point outside of Charles Town WV. We are blessed to have this world-class natural contour road course in our own backyard.

The Jefferson 500 as it's called, is the work of Brian Redmond and the staff at the Point. It draws even more cars so the race groups are even bigger than the "Hare". Racing is always a learning experience and I was about to get a good lesson in how long tires last. The set I was on were on their third season and although the tread and sidewall looked OK, the heat cycles were starting to accumulate.

continued next page

At Speed page 2

The “Jeff “always brings out fast cars and in the wet or dry, I was slipping away. The best I could come away with was 12th



while Pete was smoking hot with a third place. As bad as this was, it got worse. Sunday was dry but with wet edges. I got a great start and Pete and I took off from the pack. I was ahead on lap two when I went a little wide at turn three. Three is probably the most technical turn on the track; an uphill lefthander over a blind crest (Exciting!). I pulled a little gap on Pete, but when I went wide in the wet I soon was going backwards doing about 70 mph. Luckily the track has put down large areas of green ball bearings (wet grass) so I slid all the way to the tire wall, not doing my bodywork any favors.

The next day the car was OK so I raced. I think Pete moved up and so did I, but I can't find the timing sheet for the official results of the last race.

Next Pete and I are off to Pitt Race, the first race weekend of the Pittsburg Vintage Grand Prix. Pete ran strong that weekend and would have been on the top step of the podium except for two factory sponsored Mini's that were in a league of their own and a Lotus 22 Formula Junior. Pete wasn't really in a fair fight, but he still captured fourth overall. I, on the other hand, was still learning a tire lesson, running my now very over-the-hill set. This is another great track, but the surface is probably the most abrasive we race. Still I made it to sixth place, but by the end of the weekend there was cord showing on all four tires.

As we race off into October traveled to the Mecca that is Watkins Glen. Lap times are long and you really think you're driving somewhere. I finally get new tires and head out to my first practice. Pete knows the Glen well and is of like a flash. In the mean time I think my car is shaking apart and is barely drivable?

continued next page

At Speed page 3



Mystery solved; I got new tires, but I didn't have them balanced- they were way out – an easy fix. We go out for another practice. Pete zooms away and while my car is no longer shaking, there are a couple of corners where I just can't get any grip? Oh well ,no time to worry about that just drive through it since we have a race almost immediately after the qualifying practice . I'm about 12th on the grid and Pete is up front in clean air. At the green flag, I get a great start and move up immediately, but nowhere close to Pete who has entered a new zip code. I keep the Sprite floored and just try to hold on in the two corners that are fighting me. I'm doing well and the 5th place car, a Big Healey, is in my sights when they drop the checkered flag on me. We get back into the pits and I tell Carole I've got to get under the car that there has to be something wrong. Well it didn't take a brain surgeon to find out what it was.. The entire A-arm on the right front had split and so the wheel was just being held on by the shock. When I think about all that blue armcoat at the Glen and the speeds we hit; well let just say I am a firm believer in God taking care of dumb animals.

Meanwhile Pete is so fast that he is asked to join the next race group where Porsche is the marque to beat. While not a top finisher, this gave Pete some better competition. And he did compete! I'm sure he shocked a couple of 914's as he passed them on the inside and the outside of the bus stop chicane; what a move!!!! Oh and did I mention it was raining too!

It's now late October and the last race of the season and it happens at the brand new Dominion Raceway facility right outside of Washington DC. We were the first club to run a race weekend here.

continued next page

At Speed page 4

It's a nice track, but there's just no place to pass other than the straightaway. Now that doesn't mean we didn't pass. In fact Pete and I at the front of the pack past each other and others frequently; you just had to squeeze by and out brake like crazy. The facility is pretty special with a road course, drag strip and a ¼ mile oval. So we raced during the day and then watch the modified hot rods run under the lights. All in all, it was a great finishing weekend. How'd we finish, perfectly! We lead the field with Pete beating me three times and I beat him three times. Now were both ready for the next season.



It's All In The Timing

Spring is just around the corner so now is a good time to review the basics. Let's start with ignition. When most of us were taught how an internal combustion engine works, we learned about the 4 stroke cycle. Intake, compression, power and exhaust, pretty basic stuff to most of us. We also learned that if you have compression, fuel and spark and if all of these things happen at the proper time the engine will run. Again, all basic information. It's when we ask ourselves: "how can we make this thing run better?" that the true mysteries of engine operation becomes interesting.

The least understood function of any car engine is the ignition.

A common misperception is that when the spark plug fires, an explosion takes place forcing the piston down the cylinder bore generating the power that drives the car. The fact is that if the engine is tuned properly there will be no explosion, instead a very rapid controlled burning of the air/fuel mixture takes place. This may seem like a distinction without a difference, but there is a difference and it's a very important difference. An explosion, by definition, is the instantaneous reaction of all combustible elements in the cylinder. If that happens real damage can be done to the engine. The engineers who design the engine go to great lengths to keep this explosion from happening. The goal is a rapid uniform burn where the flame front expands to create the maximum pressure in the cylinder just as the piston passes top dead center (TDC). If the pressure peaks before the piston gets to TDC the engine will be working against itself; if peak pressure occurs too much after TDC the power is wasted. In extreme cases, if the mixture is still burning when the exhaust valve opens, the engine will run hot, produce limited power and use more fuel than it should.

Since the burn time of the fuel air mixture is pretty much fixed, it means that a method must be found to light the fire sooner and sooner as the engine speed increases. This is why our engines have an advance mechanism built into the distributor. The XPAG engine in our cars relies on a mechanical advance system using flyweights and springs to move the point plate relative to the cam to advance the ignition as engine speed builds. This advance begins at engine speeds as low as 300 RPM, a speed at which our engines will not run smoothly (or at all). Since most of our engines idle somewhere between 800 and 1,000 RPM the spark is already advanced to around 5 degrees after top dead center (ATDC). This is the reason that the MG shop manual requires that we set the timing when the engine is not running.

So, where should we set the timing on our engine? If you read the owner's or shop manual you will find a spec that requires the timing to be set right at top dead center. This was a good setting when the cars were new and were expected to run on very low grade gasoline called "pool" (around 70 octane). Because the fuel we run today is much better (80+ octane) we can get a little more out of our engines if we set the static timing slightly advanced. I have heard numbers as high as 10 degrees static advance, but I really think this may be a little too much. Based on generally accepted standards, for a cylinder head shape like the one in our cars, a maximum advance of around 38 to 40 degrees is optimal. Since the maximum standard advance when the timing is set to factory settings is 32 degrees BTDC we can safely add 5 to 8 degrees to the static setting. To do this, find the timing mark on your front pulley and measure 1/4" clockwise and make a mark. Time to this mark and your maximum advance should be so close to 39 degrees BTDC as makes no difference. If you prefer a little less, (as I do), use 3/16" as your mark; the final advance will be around 37 degrees. If you experience "pinging" you may have gone too far and you must back off slightly. That's why I prefer the 3/16" setting.

All of the above assumes your points are set correctly and your distributor advance is in good working condition. It also assumes that your carbs are properly adjusted. If not, all bets are off.

You may have to back off your idle a bit when you are done, but you should find that the engine is a bit more responsive and should deliver better gas mileage. This exercise shouldn't take you very long and will be worth it. Even if you can't feel the difference when you drive your car you got to spend some quality time in the garage with your MG and your tools.

See you on the road (soon)

Steve Blomberg – Past President and a regular

contributor to The Tattler striumph77@aol.com

THREADS

“THE STANDASRD” CAPITAL TRIUMPH REGISTER, LTD.

Pete “The Cross Threader” Philips

If you have taken your Triumph apart you know the fasteners are either coarse threaded or fine threaded. You also know your 7/16th and 1/2” wrenches and sockets will not gather rust. Have you ever wondered why?

Coarse threads lend themselves to rapid assembly, though I cannot envision the assembly lines in Coventry moving at a blistering pace. Further, to this point, coarse threads start more easily than fine threads and are less prone to cross-threading. If subjected to heat coarse threads are less likely to seize than are fine threads, think exhaust pipe to manifold. Lastly, in lower strength materials, cast iron, magnesium, brass, bronze and plastic, coarse threads are less likely to strip than are coarse threads.

Fine threads, on the other hand, are used in high strength applications, think of the half-shaft fasteners on your TR4A, 250 or 6. It is said fine threads are 10% stronger than coarse ones. Though my oil pan bolts did not know this, the smaller lead, or helix angle, of a fine thread makes it less inclined to back itself out. Generally fine threads are easier to tap.

Though I do actually have a tap and die set it is seldom used. What is used regularly is my Sears thread restorer set, model 971 2750; item 00942275000P. With this inexpensive kit it is easy to chase threads on nuts and bolts. The kit can be used to determine what thread you are dealing with. This is useful if, for instance, you want to buy a bunch of fasteners from McMaster-Carr and are not quite sure you know what to order. Mine was a bargain at \$45. At today’s \$55 that’s still true

Mike O'Connor reported in a past article that fouled spark plugs are often the cause of poor running in MGs. In his shop, he often 'saved' MG engines that could barely run by simply replacing the plugs. This often happened after the car overheated, flooded or had a rich running condition.

Get the Right Plug

Gas Engine Magazine March/April 2002

I find there needs to be a lot of enlightenment about spark plugs. I have been supplying spark plugs to restorers and collectors in all phases of the hobby for 20 years and have an extensive library and computer files dedicated to this purpose.

I am also the reference for Champion Spark Plug Co., Autolite and AC Flint customer service referrals for obsolete spark plugs, and I talk to their service personnel on a regular basis. First, let's define the problem with the new spark plugs. When automobiles became computer controlled, the spark plug did not have to have the bottom of the insulator glazed. New cars have fuel injection, and the computer will not put enough gasoline into the cylinder to flood it. If something happens to this computer control and too much fuel is injected into the cylinder, and the engine floods, this vehicle will not run right until you have replaced the old plugs. What has happened is the gasoline contaminates the spark plugs because they are not glazed on the bottom. Now, these old engines do not have a computer control, and if your carburetor is running rich or you flood the engine, the same thing happens. The bottom of the insulator where it fires the engine becomes contaminated and becomes junk. (This is similar to why ceramic mugs must be glazed to hold your coffee. – Ed.)

The solution to this problem is to find spark plugs that were manufactured prior to the time that they quit glazing the bottom of the insulator. (Prior to 1980.) In any case, do not sandblast or glass bead them. This removes the glaze and you have a short plug life just as though you had purchased one of the newly manufactured spark plugs. To get any length of spark plug life in the old engines they must have an insulator that was glazed on the bottom.

Donald McKinsey, Wilkinson, IN

Finding new old stock spark plugs to fit our engines may be a problem, of course. In the old days (1930s), English motorists always carried a spare set of plugs because of fouling due to the very poor fuel available. Thus you can readily buy a special bakelite holder with the "MG" logo. I think we have returned to needing to carry a fresh spare set of plugs. They are inexpensive. – Ed.

Washington D.C. Region SCCA
and

The MGs of Baltimore, Ltd.

Present the 28th Running of the

**GET THE DUST OFF
RALLYE**

Sunday, May 7, 2017

First car off at 11:31 a.m.

Dedicated to the memory of Richard W. Murphy



This will be a straight-forward Time-Speed-Distance Monte Carlo style rally of approximately 60 competitive miles. No unpaved sections. Timing will be scored to one-one hundredth of a minute (.01). **All vehicles welcome.** Classes will be provided for Vintage (pre-1960), Historic I (1960's), Historic II (1970-1981), Seat-of-the-Pants (let's not get too serious about this and have fun), and SCCA competitive classes - Stock, Limited, Equipped, and Novice. Awards will be based on number of entrants per class. Very nice trophies including \$100 winery gift certificate to the MGs of Baltimore team with the best score.

START: Mariner Point Park, 100 Kearney Drive, Joppa, MD. 21085 (1-3/4 miles south on Joppa Farm Rd. from US 40 (Pulaski Hwy) to Kearney Drive. Right onto Kearney Drive, 1/2 mile to park)

REGISTRATION: Opens at 10:30 am. Drivers' meeting at 11:00. Please plan to arrive early.

FINISH: Dejon Vineyards, 5300 Hydes Rd., Hydes, MD. www.dejonvineyard.com. Bring along your picnic basket lunch and tailgating supplies. Food also available for purchase on site from [Paul's Pork & Prime](#). Wine tasting will be provided for entrants (MGOB hand stamp required).

Contact Rallymaster Eric Salminen at (443-463-3071) or mgobrallymaster@gmail.com for additional rally information.

All vehicles must have no more than 2 people in the car. *If a minor (less than 18 years old) is to participate you must contact us in advance to secure a minor release form which requires the signature of both parents.*

\$30 per car to April 28th - \$35 per car afterwards

To register complete the entry form below and mail it with a check payable to "MGs of Baltimore, Ltd."

SEND TO: Dennis Blevins, 1213 River Road, Quarryville, PA 17566 (lucas2mg@yahoo.com)

Driver: _____ Navigator: _____

Address: _____ Address: _____

City/St/Zip _____ City/St/Zip _____

Phone: _____ Phone: _____

e-mail: _____ e-mail: _____

SCCA region: _____ Member# _____ SCCA region _____ Member # _____

Vehicle information: Make: _____ Model: _____ Year: _____ Color: _____

Member: MGOB? _____ TRAC? _____ SCCA/Branded Rally? _____ Other: _____

Class: Select one! (SCCA Novice class – 6 or less total rallies run by driver or navigator)

Vintage __ Historic I __ Historic II __ S.O.P. __ SCCA –Equipped __ -Limited __ -Stock __ -Novice __

(Classes may be combined at the rallymaster's discretion for competitive purposes.)

I hereby warrant that the entered vehicle is on the road legally, is being used by the entrant with the owner's permission and is covered by liability insurance of not less than \$20,000/\$40,000/\$15,000 or the minimum requirements in the state of registry, whichever is higher.

Driver signature: _____ Navigator signature: _____



BritCarDon's Tech Article

Rust Repair Panel Fabrication

Since I recently purchased an MGB GT which needed some rust repair, I got to work getting it done. There are several ways to approach this task. The easiest is to ship your car off to a restoration shop and wait for them to call you and tell you it's done. The hard part of this method is writing out the big check at the end of the process. Many of us take the cheapskate DIY approach. There are numerous ways to perform rust repair, and you have to determine which is most effective for your situation. In most cases, the procedure is to cut out the damaged areas and then weld in new repair panels or pieces. It is generally best to only replace the bad areas and keep as much of the original metal as practical. In other cases, complete panel replacement may be the best option.

In the MGB GT, about 60% to 70% of the floor pan areas were rusted. To me, that made complete floor replacement the choice. There were also some rust through areas on the inner sill and toe board. The toe board is part of the complete firewall of the MGB, and replacement panels are not available. There are two common methods of welding in patch panels, flange and butt welds. In this case, I elected to try a butt weld. Here are the steps I went through to repair the inner sill.

1. Cut out the rusted area. The rust usually extends beyond the visible areas, so be sure you remove the affected areas back to sound metal. Because of the close quarters, I could not make a nice clean square cut. (Photo 1)

2. Cut a patch panel which is slightly larger than the opening and fits well. This is difficult for curved panels, but the inner sill is a flat piece. I used masking tape to cover the outside surface of the panel. Fit the panel in place behind the opening. Then I used a sharp point pencil to trace the opening onto the patch panel. (Photo 2)

3. I used an X-acto knife to carefully cut and remove the masking tape along the outside of the pencil line, then painted the exposed excess metal white to establish the cut line. Carefully cut away the excess patch metal. If done well, the patch should almost exactly fit in the opening with a very small gap, about 1/32 inch. Clamp in place so the patch panel is flush with the original metal, then make some tack welds to hold the patch. As you can see, I got pretty close, but did have some larger gaps. (Photo 3)

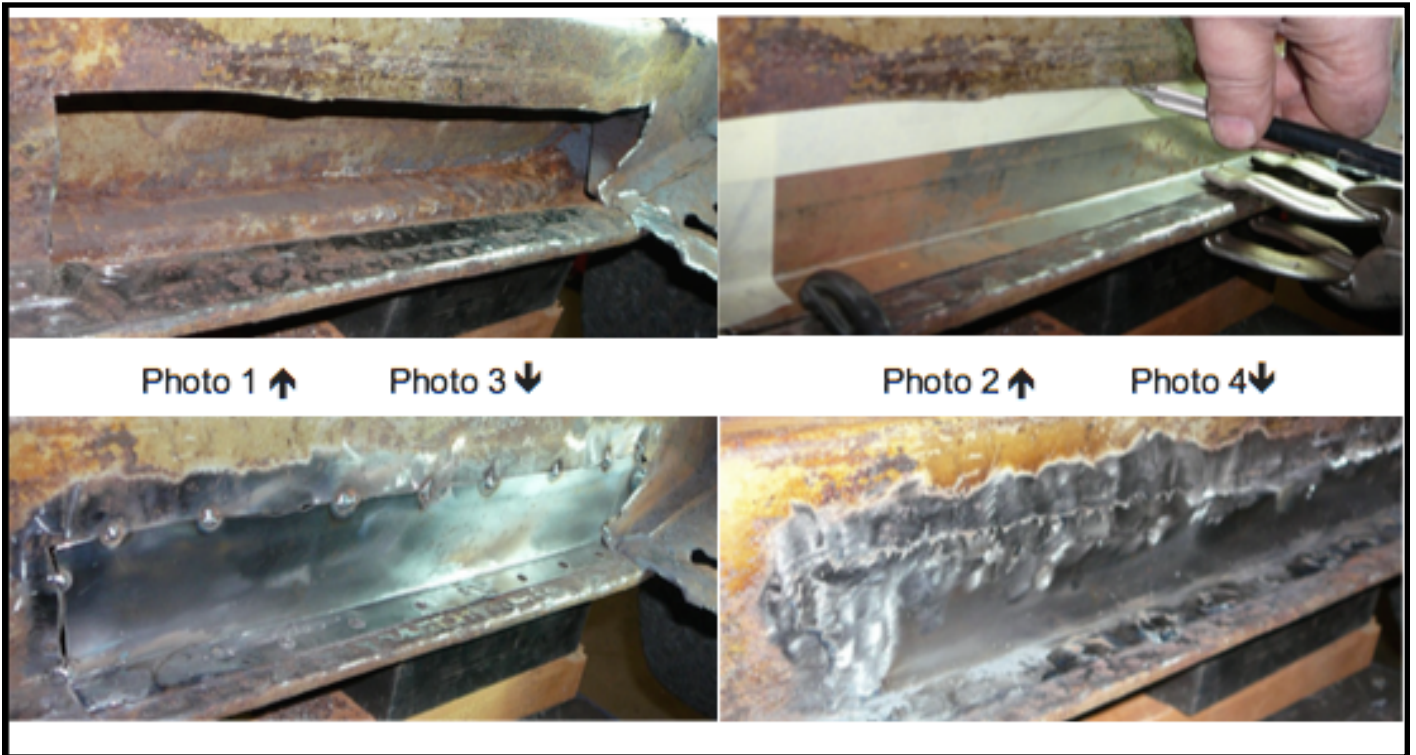
4. Continue to add tack welds until they are about an inch apart. To avoid warping, be sure to spread out the welds to allow an area to cool before making an adjacent weld. Once the panel is firmly secured with tack welds, then fill in (stitch weld) the areas between the tacks to complete the welding, again avoiding concentrating the heat in one area. After the welding is done, grind the weld bead flat, again carefully to avoid excessive heat. (Photo 4)

I'm not the best welder in the world, but the inner sill is repaired and sound. Since it will be covered by carpet, a really nice finish is not needed.

Don Stewart.

Photos on following page.

Photos for article on previous page





St. Andrews Society of Mid-Maryland



6TH ANNUAL BRITISH CAR SHOW

AT THE MID-MARYLAND CELTIC FESTIVAL



SATURDAY, MAY 13, 2017
10 AM TO 4 PM
MT. AIRY FIRE DEPARTMENT FAIRGROUNDS
1003 TWIN ARCH ROAD
MT. AIRY, MD 21771

CAR SHOW INFORMATION

- ❖ Open to all British marques; No age limitations!
- ❖ \$10 Car Show Registration (to be donated to charity)
- ❖ 2 FREE Adult Festival Admission for each British car registered
- ❖ Dash plaques for first 50 entries

REGISTRATION DAY OF SHOW ONLY!

FOR MORE INFORMATION:
DON DEAN 301-663-8591
csbcc2008@live.com

CAR SHOW SPECTATORS

FREE Admission to CAR SHOW
FREE Parking

MID-MARYLAND CELTIC FESTIVAL

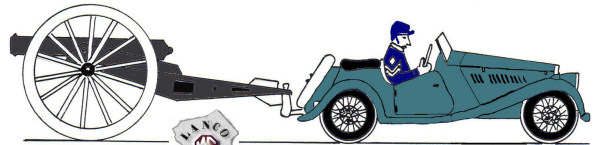
9 am to 6 pm
Admission \$20 at gate (\$15 advance on-line)
Kids 12 and under FREE

Well behaved dogs with responsible owners are welcome.

HOSTED BY

St Andrews Society of Mid-Maryland
<http://www.sasmm.com/>
Clustered Spires British Car Club
<http://www.clusteredspiresbcc.com/>

17th Annual British Invade Gettysburg



British Motorcar and Motorcycle Show

Sunday, July 9th 2017

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

Open to all British cars and Motorcycles.
Dash plaques to the first 250.

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 17th.
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

For Directions go to: www.lancomgclub.com

The Event Supports:
Local Charities and



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)

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
- More info at: bcodelaware.com

- Located in park like grounds of the Martha 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

Established 1994

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.

Cars & Motorcycles of England

at Oakbourne Mansion - Westtown, PA
Saturday June 3, 2017

Field opens at 8:30am
Judging begins at 10:00am

All-British Marque Judged Motorcar and Motorcycle Concours and A Nationally Sanctioned Jaguar Concours d'Elegance

Hosted by Delaware Valley Triumphs Ltd. (DVT) & The Delaware Valley Jaguar Club (DVJC)

Visit www.DVTR.org for more info

Follow us on facebook at "Cars and Motorcycles of England"

Registration for Cars & Motorcycles of England at Oakbourne Mansion

NOTE: For JCNA Concours Registration, visit www.jcna.com/clubs/dvjc

name _____ Pre-register - Registration before May 27th - \$20; thereafter - \$25
address _____ Motorcycle Registration \$15
Mail registration form and check to:
Steve Klein
4135 Aster Lane
Plymouth Meeting, PA 19462
telephone _____ To join DVT, include a separate check for \$25 payable to "DVT".
email _____ Show info Hotline: (610) 825-2617 or Klassicar@aol.com
Oakbourne Mansion information: www.oakbouremansion.org

SHOW VEHICLE REGISTRATION (Non-JCNA Concours) CAR CORRAL & AUTOJUMBLE - \$25

Marque _____ Year _____ Description of car/material: _____
Model _____ Award Class _____

US\$23 – US\$35

REGISTER

The Original British Car Day 2017

40th Anniversary Car Show

Sunday, June 4th, 2017 - 8:00 am until 4:00 pm

Sponsored by:

The Chesapeake Chapter of the New England MG “T”
Register

FEATURING:

Antique, Classic & New British Car & Motorcycle Displays
& Flea Market

This year’s Featured Marque is the Jaguar!

Show field opens at 8:00 am; Voting closes at 1:00 pm

Vehicles will be allowed to enter the field until show end
but latecomers will not be eligible for an award.

The Ballot Box will be located at the Chesapeake Chapter
Hospitality Tent.

LOCATION

Lilypons Water Gardens

Sun 4 June 2017

6800 Lily Pons Road

Adamstown, MD 21710

DATE AND TIME

08:00 – 16:00 EDT

See their web site and you can register online. Look for the green “Register”



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

22nd Red Mill British Car Day

Presented by the Austin-Healey Sports & Touring Club - NJ
Red Mill Museum Village
Clinton, NJ

Join Us in Beautiful Hunterdon County.
Visit the wonderful Red Mill Museum Village, shop in downtown Clinton's many quaint stores, experience the Hunterdon Art Museum and marvel at the many gorgeous British cars! There will also be a picnic basket competition.

New this Year!
Award classes will be by Make and Model of vehicles registered.
Sign up early as there is only space for 100 vehicles. **All vehicles must be preregistered.**

Sunday, June 4, 2017
10 am - 3 pm (rain or shine!)

Spectator Admission \$10.00
(Discounts for Seniors, Vets and Children)
Benefits Red Mill Museum Village

Car show registration of \$20.00 must be received before May 22nd, \$25.00 after that date.
MAKE CHECK PAYABLE TO: AHSTC-NJ

Steve Feld
phone 973-525-9054
healey4459@gmail.com

Name: _____ Phone: () _____
Email: _____
Address: _____
State: _____ Zip: _____
British Make: _____ Model: _____ Year: _____

Complete and mail form and check to: Larry Gersten, 42 Erskine Drive, Morristown, NJ 07960. Registration acknowledgement will be sent by email if you provided an email address. THE UNDERSIGNED HEREBY RELEASES THE ORGANIZERS OF THE RED MILL BRITISH CAR DAY AND THE RED MILL MUSEUM VILLAGE FROM ANY RESPONSIBILITY FOR ANY AND ALL DAMAGES OR INJURIES SUSTAINED BY ME OR MY PROPERTY WHILE PARTICIPATING IN THE EVENT. IT IS UNDERSTOOD THAT THE ABOVE RELEASE IS GIVEN IN CONSIDERATION FOR PERMISSION TO ATTEND SAID EVENT.

Signature(s) _____ Date: _____







June 19-23
2017
June 25-28

Solvang
California

http://www.namgbr.com/events/calendar_details.jsp-42/

San Diego
California

<https://namgbr.org/events/namgbr-mg-2017/>



Wolseley

MGOB has a collection of video tapes and DVD showing the viewer how to a number of things related to our cars. With all the videos available online, not many people have asked to check out our free videos and there was some discussion at the March 7 meeting about what to do with that collection. Some suggestions were to use them as door prizes at Rocks, etc. continue holding them for member's use.

I will offer to collect suggestions from members as to what to do about the collection. If you have a suggestion, please send it to me at S10Blazer@aol.com. I will compile the suggestions and forward those to the Board of Directors. Roger Marshall

The club has some specialty tools that are available to the membership. Listed below are the tools that are currently available. **Guidelines** The MGs of Baltimore Ltd. owns certain tools, and membership entitles you to the use thereof. **You do so at your own risk.** If you don't know how a certain tool works or how it is used, seek the advice of a member proficient in the use of the equipment or tool.

1. The person borrowing the tool is responsible for it until it is returned to the club. It cannot be directly handed off to another member without the approval of the caretaker of the tools, Randy Kegg.
2. Club Tools are available only to current members of MGOB.
3. Tools are borrowed for a reasonable period of time, typically two to four weeks.
4. The club will maintain a logbook that will keep track of the whereabouts and status of the tools.
5. Persons not returning tools will be subject to unspeakable consequences. (You don't want to know.)

The person responsible for club tools is Randy Kegg. He can be reached at Randell_Kegg@msn.com or 410-592-3733.

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**

'38 Lagonda ->





MGs of Baltimore LTD Video Library

1. Body Repair – Triangle Productions
2. MG98 Convention – My Classic Car
3. MBG Video – Heritage Motoring Films
4. Paint Prep – Triangle Productions
5. Romance of Restoration – White Post Restoration
6. Rust Repair – Smart Body Shop Talk
7. Rust Repair – Triangle Productions
8. SU Carb Rebuild – Copy
9. Total MG Engine Rebuild – Dr. Doolins
10. Roadster Factory Summer Party '93
11. My Classic Car (2)
12. MG's Across America Part One – History & Racing
13. MG's Across America Part Two – Show, Passion, etc
14. Classic Car Interior Retrim
15. MGB V8 Power on a Shoestring Budget
16. Guide to MGB Maintenance – Trinity Production
17. MIG Welding – The Welding Institute
18. Patchwork & Metal Finishing – The Car Collector
19. Getting Started/Back on Track – The Collector Car
20. Shapping Alum by Hand
21. Gas Welding
22. Classic Marathon Competition Rally
23. Guide to MGB Maintenance No. 2 – Trinity Production
24. The MG Experience
25. The Story of the MG
26. MG Magic
27. Best of British MG
28. Inside the Octagon MG, 1921-1945
29. SU Carb Rebuild – Copy
30. Tour De France Auto
31. The Art of Buffing
32. Sheet Metal Fabrication 2002
33. Basic Techniques for Working Sheetmetal
34. Coffee with MGOB
35. Car Bodywork Repair by Welding
36. Color Sanding & Buffing
37. Working with Tubing – Covell



MGs of Baltimore LTD Video Library

- 38. Leadwork & Plastic Fillers – The Collector Car
- 39. Stick Welding Video
- 40. Floor Pan Repair
- 41. Autobody Patch Panel
- 42. Bodyshop Basics
- 43. Panel Alignment
- 44. Shrink Magic
- 45. Basic Tech for Working
- 46. MG is Born
- 47. Sherman's Way
- 48. Kustom Painting Secrets

