



OCTAGRAM

OCT. 1, 2017

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

38th Annual MGs on the Rocks Winners

September 30, 2017

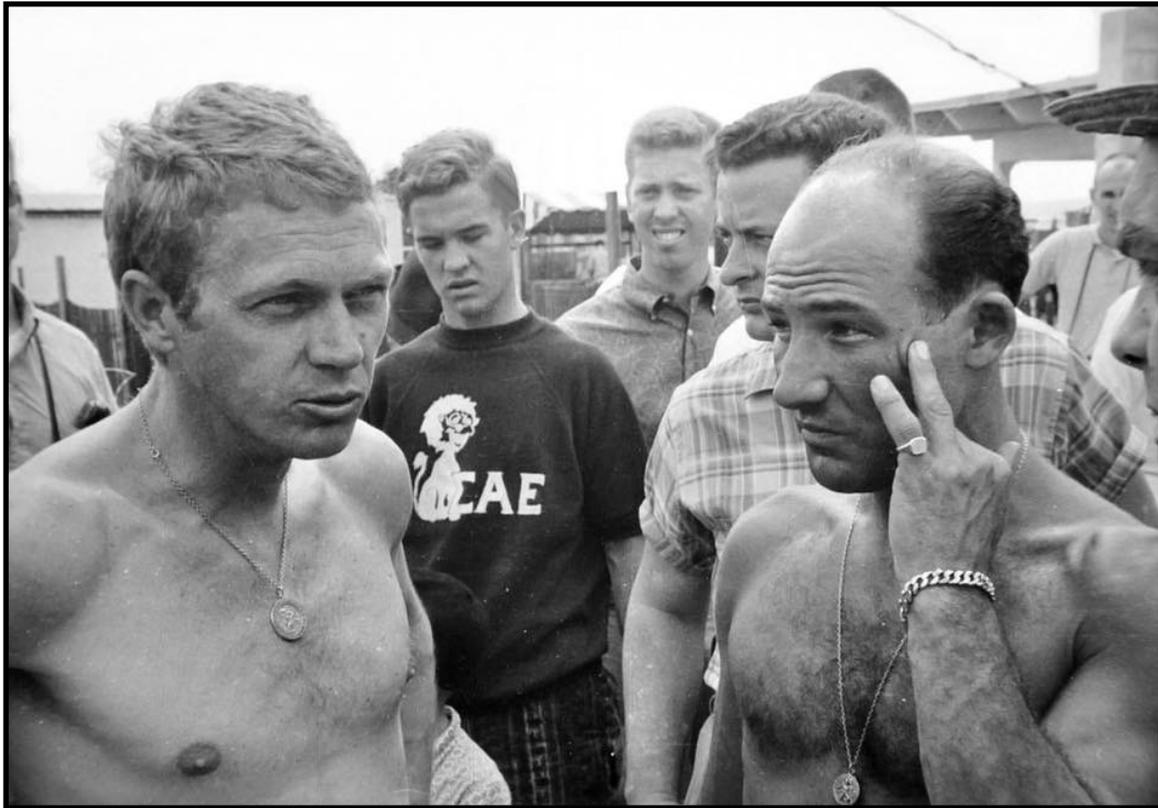
<u>Class</u>	<u>Description</u>	<u>Place</u>	<u>Name</u>	<u>Car</u>
100	MGB Roadsters 1962-1967	1 st	Robert Stutzman	64 MGB
		2 nd	Richard Moure	65 MGB
		3 rd	Jeff & Bert Shank	67 MGB
200	MGB Roadsters 1968-1974	1 st	Joe Rizzo	73 MGB
		2 nd	Thomas Orisich	72 MGB
		3 rd	Tom & Emelie Bridges	71 MGB
		4 th	Mark Spaulding	70 MGB
300	MGB Roadsters 1974-1/2-1980	1 st	Mike & Betsy Lang	76 MGB
		2 nd	Elvin Davis	80 MGB
		3 rd	George Partlow	78 MGB
		4 th	Scott Haller	80 MGB
400	MGB/GT	1 st	Ralph Spayd Jr.	71 MGBGT
		2 nd	Forrest & Kay Collier	67 MGBGT
		3 rd	Brooks Thompson	74 MGBGT
500	MG Midgets 1961-1974	1 st	Ray & Tracy Westergard	66 Midget
		2 nd	Darrell Lutz	64 1/2 Midget
		3 rd	Jeff & Connie Wertman	74 Midget
600	MGC, MGC/GT All Years	1 st	Mary Goodman	69 MGC
700	MGA All Years	1 st	Tom Ensminger	62 MGA
		2 nd	Jack Dagilas	62 MGA
		3 rd	Jack Stern	57 MGA Coupe

Page # 1

800 MG Midgets 1974-1/2 up	1 st	Jonathan Allen	79 Midget	
	2 nd	Mike Pavese	79 Midget	
	3 rd	George Reisinger	78 Midget	
900 MGTC, TD, TF - All Years	1 st	Jim Orrell	51 MGTD	
	2 nd	Tom Fairchild	53 MGTD	
	3 rd	Bob Astor	47 MGTC	
1000 MG Other - All Years	1 st	Mike Lutz	50 MGYA	
1100 MG V8 - All	1 st	Daniel Musselman	74 MGB V8	
	2 nd	Michael Egliskis	73 MGBGT V8	
	3 rd	Joseph Collins	77 MGB V8	
1200 Other British - All Years MKI	1 st	George Hartenstein	66 Lotus Cortina	
	Tie for 2 nd Place this year	2 nd	Joe Adamchak	51 Nash Healy
	2 nd	Dale B Wright	62 Daimler SP 250	
	3 rd	Lillian & Joe Jason	57 Morris Minor	
1300 Triumphs - TR2, 3, 4,	1 st	Dennis Morrison	60 Triumph TR3A	
	2 nd	Mark Alexander	60 Triumph TR3A	
	3 rd	Steve Hunter	66 Triumph TR4A	
1400 Triumphs Others	1 st	Terry Kahl	69 Spitfire	
	2 nd	Philip Snyder	76 Spitfire 1500	
	3 rd	Dave Deninson	77 Spitfire MK3	
1500 Triumphs TR-250 & TR6	1 st	Don Tate	76 TR-6	
	2 nd	Ray Mclver	75 TR-6	
	3 rd	Tim Koller	73 TR-6	
1600 Healeys All	1 st	Bob Quickel	62 3000 BT7	
	2 nd	Jon Arndt	64 3000 MKIII	
	3 rd	Del Border	62 3000 MKIII	
1700 Jaguar	1 st	Simon Bate	74 V12 E Type	
	2 nd	Brent Dumkle	63 E-Type	
	3 rd	Dennis Blevins	70 E-Type FHC	
	4 th	Michael Courtney	70 XKE OTS	
1800 Healey Sprites	1 st	Chris Becker	59 Bugeye	
	2 nd	Andrew Seville	67 Sprite	
	3 rd	Chris Becker	60 Bugeye	

Premier Class (Winners in their class at last year's show)

1 st	Steve Williams	60 MGA
2 nd	Randy & Sheila Kegg	58 MGZB Magnette
3 rd	Ed Mallon	65 Sunbeam Tiger
Best of Show -The Murphy Cup	Robert Stutzman	64 MGB
Farthest Distance	Elvin Davis	80 MGB
Club Participation Award	LANCO MG	
Diamond in the Rough	Suzie Boltz	66 MG Midget



Sterling, that was some show that MGs of Baltimore put on at Rocks State Park eh !

Precisely Steve, Well done !

From El Presidente

The 38th Annual “MGs On the Rocks” British Car Show was another smashing success thanks to the efforts of the volunteers. I would like to get a big shout out to Jack Long the show chairman and to our long time Registrar Tracy Trobridge. I would also like to point out that events like this cannot take place without the work of all of the members that help and there are so many of you that do. Please take a moment and thank one of them, you know who they are. Look for pics of this years winners. They will be posted on the club’s website soon.

Next up, the MGs of Baltimore will be hosting the North American MGB Register’s AGM (Annual General Meeting) on Saturday, October 28th at the Gettysburg Wyndham Hotel. We could use a good showing of members and cars at this meeting. As many of you know, the Wyndham is the site for MG 2018 next June 17th - 22nd. We will be showing off the hotel and car show location during the AGM along with filming a promotional video, so it’s important that we have a number of MGs on hand. Bring your MGB, GT, MGC, Midget or for that matter your MGA or T Series and get in the film. Below is the basic scheduled for the AGM.

Friday, October 26 Meet in the hotel lobby between 5 and 6 p.m.

Diner & Drinks - 6:00 til ? Location TBD

Saturday, October 27 - Meet in the hotel lobby at 9:00 a.m. for a tour of the hotel facilities Hotel campus and car show field.

Lunch 11:30 a.m. - 1:00 p.m. - (On your own)

AGM (Annual General Meeting) Salon F- 1:00 pm 5:00 pm

Diner & Drinks - 6:30 til ? - Location TBD

Please note that all meals and drinks are at your expense.

TO BRAKE OR NOT TO BRAKE

by Roger Marshall

Well I prefer braking than not to brake. My '61 A had been having problems with braking quite as fast as I wanted it to do. Also the clutch had a mind of it's own, which meant sometimes it did not engage unless I double pumped the clutch pedal.

I had already bought replacement rear wheel cylinders based on a hunch from Randy Kegg, but had not installed them yet. I also went ahead and ordered a new master cylinder. It arrived without pushrods so I had to order those too since mine were pretty rough.

In order to remove the old master cylinder, I found it easier to just cut the lines that sent fluid to the clutch and brakes and install compression fittings to put them back together later. So, now to take out the old master cylinder.. Heh, not so fast Bub The bolts that hold the master cylinder in place also have nuts- (that's what I said when I found them) The nuts and lock washers were way back under the cowl where only someone with rather small hands like mine can reach them. OK, it's a guessing game as to what size the nuts were (Dummy they are the same as the bold heads). I removed the fittings from the old master cylinder and put them on the new one and installed it in the bracket. Oh no, those hard to reach nuts again.

I also installed the new wheel cylinders in the rear brakes. Getting the shoes back on is as hard as standing on my head. I got one side right, the other side has the springs on the front of the pads.

Great ! now all I have to do is bleed the brakes and clutch. My granddaughter had not gone back to school so I recruited her to help by pumping the pedals as I bled things. I also taught her how to jack up a car, change a tire and how the brake system works in the process. We had a good time and she seemed to enjoy it. I took her to lunch and back home. I came home and cleaned things up and decided to try the brakes. I opened the garage door (no dummy here - I've seen those photos).

Well it's good thing I opened the door. Three pumps on the pedal to stop, hand on the parking brake in case. backward and forward...Not much brake but the clutch worked.

continued on next page.

Page # 5

continued from previous page

Now what Ducky ? now what ! Aww maybe if I take it down the driveway.....?
NO, bad idea. So I played with it off and on to see if I could figure out what was wrong. The front brakes were new caliper types. Joe Auer helped me put those on a while back and they did work at one time but why not now. Gotta be fluid. I kept plenty of fluid in the master cylinder.

So yesterday I decided to call Joe for help again. (Joe is a MGOber) He came over this morning with ideas. I had taken the new master cylinder off again. Everything seemed tight. Hand pressing the push rods allowed fluid to come out of both ports so no problem there so I reinstalled the master cylinder and was hooking up the compression fitting when Joe arrived.

Joe suggested (and I had tried this a few days ago with my compressor run bleeder) to bleed the right front brake since it's the closest to the master cylinder and we might get most of the air out easier than forcing it all the way to the back. Done. Right side, then left side. No more air, just fluid. Job done. Now to attack the full bleed. I had taken off the left rear hub so put it back on so those pads didn't move. Something I had not realized but Joe did so we put the back on.

So we started there, on the left rear. Eventually it seemed to be done. Note that I had disconnected the hand brake from the left rear. On to the right rear. That seemed to work fine also. Joe said we had about half a pedal. Yes Joe kept adding fluid to the master cylinder as we went. At this point Joe had to leave for an appointment so we said our goodbyes and he said if I needed him to come back later, just call and leave a message.

I finished up putting the wheels back on where needed. Put the tools away. Studied the car for a bit hoping it would cooperate. I opened the garage door again. Yep I remembered those photos. Got the car started up and moved it very gingerly. Screech. It stopped very quickly. Out of reverse, into first, eased forward and braked. It stopped as expected, Same process again but moved farther and a little faster. Job done, thanks to Joe for his help; I called Barbara, Joe's wife, and said tell Joe it stopped on a dime. I took it out a few blocks to test the brakes. . So far it has braked without breaking anything. Clutch bled next , just a bit. Whew!

end

The Flat Cap

By Dan Shockey

With the longer and more intense winter we have had this year, I have worn a cap nearly every day. Due to my waving hair (waved "goodbye"), a cold head makes my nose run. I am like my father in that. But he claims he is just backwards, "My nose runs and my feet smell."

When folks at work teased me about wearing these caps, I became curious about the origin and history of this type headgear. They are popular for use in open sports cars, of course. The flat cap is a simple joining of cloth with short sides and a short stiff brim in front. They are made of wool, tweed, cotton and even leather, and are usually lined for comfort.



Wikipedia claims the style dates to the 14th century in England and Italy. In 1571, an Act of Parliament required that males over 6 years of age must wear wool head cover on Sundays and holidays. This was intended to stimulate wool consumption and trade. Nobility and "persons of degree" were exempted. The act was enforced with a fine of 3 farthings. The bill was repealed in 1597 but by then the practice was firmly established.

The caps were and are called by many names, golf caps, driving caps, cab driver or cabbie hats, newsboy or newsie caps, cheese-cutters (New Zealand), dunchers (Ireland) or 'bunnets' (Scotland) derived from its original name of bonnet in England. The Tudor bonnet used in academic dress came from this cap. Greek fisherman's caps are rather similar but with a high front and the style varies a bit.

My sister got me one recently from Christys London, completely hand made in Italy. Flat caps were commonly worn throughout Britain and Ireland in the 19th and 20th centuries. Immigrants brought them to the United States where they became common by 1890 and remained standard wear for boys until the 1930s, usually with knickers. Finer cloth versions were accepted for casual use by the upper crust, thus the name of "golf cap." They are still worn by some popular musicians and other celebrities.

Flat caps have a strong identification with certain classes and occupations in the UK and in the US. Taxicab and bus drivers, Andy Capp, East End dockworkers, and city newsboys, especially in the States, often are portrayed wearing the "cabby hat." When I was a lad, my father's brother had a second job in downtown Chicago, and was occasionally accompanied by me. He got up at 2am to supervise the young newsboys who rolled their papers and filled their pushcarts—usually wearing these caps. I like that they crumple and store easily and stay on the head well in a strong breeze and when working in the shop. These caps are usually inexpensive and last well. I have picked them up at thrift shops. Be stylish. Try one!

Thanks to Northern California Centre of MG Owners Club newsletter

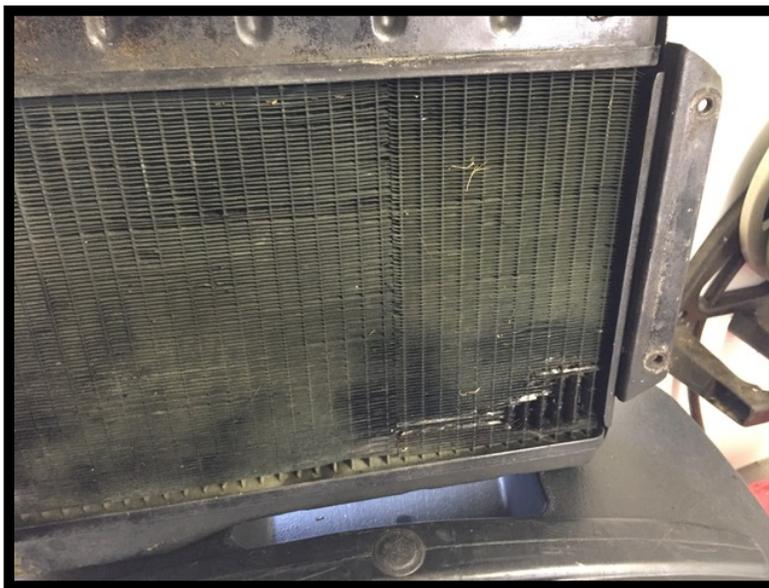
“Cool Runnin” Part 2

Richard Jefferson

When you have had a car as long as we’ve had Carole’s B you just know it. Strange sounds, vibrations or observations just tell you “*Sometings not right Mon*”. I find this usually happens after the long winter’s nap.

I always try to drive the car anytime there’s a break in the weather and Penn DOT hasn’t made the roads look like the Salt Flats. In February we had a break in the cold so I went out for a quick scoot. I had only gone a few miles when I notice the temp gauge was headed to the high side, which of course never happens. I zipped home only to find the problem was the caretaker. It was about 55 degrees and I forgot I had the oil cooler and radiator almost fully blocked off. Duh! Problem solved or so I thought.

Another warmish day and a MG2018 planning meeting gave me the opportunity for a little top down ride. Car is running great as usual, but I notice the temp gauge is a little higher than normal. The next day I start to check it out, everything looks perfectly fine. I then look at the back of the radiator especially in the areas that are really hard to see. To my amazement there’s a 6 inch area of radiator fins that have left the building. DAMN!!!! Those XC%*NH<G#%&^ British parts!!!! Man you buy an old car and you should expect the original radiator to last for more than 43 years!!!



Cool Runnin' page 2

Now we face that dilemma everyone has; do we keep putting money into an old car? I guess we've grown fond of our "*Adventure Car*" over the decades we've owned it so we decide it's worth a few bucks to keep it going. I check with Moss and the Internet for a replacement radiator and see that shockingly the prices have gone way up since 1974. Then I wonder, why am I trying to keep this original when possibly I could make it better? How about an upgrade to "MUNIMULA"! (*That's aluminum spelled backwards for all of you not up on you Moose-n-Squirrel quotes.*) I'm familiar with these units from racing and have a few leads on them, but they can be pricey too. After checking the usual race parts provider, and they want real money for a unit too. I finally check Ebay. To my surprise they have a bunch of choices and the prices are MGOB compatible? You sometimes get what you pay for so I'm thinking how are the radiators? First you have to get over that yes, these units will all be made in China or some other rice-growing zone, but are they good? I checked as best I could, reviews and such, and found one unit that really looked to fit the bill so I pulled the trigger. I figured that if it were crap I'd just send it back.

To my surprise the radiator showed up the very next day and looked perfect, almost too perfect. The fittings were a perfect match for the old British brass and I was really impressed by the hand-tig-welded aluminum. Could it be that I had done the right thing? Stranger things have happened.



Cool Runnin' page 3

Some tips on the install:

- Take some cardboard and completely cover the radiator .The fins on these units have the tensile strength of a Wrigley's Spearmint wrapper. If you don't your wife will be straightening the fins you bend with tweezers; thanks Carole.
- This is an extremely tight fit, so you must get the radiator perfectly square on the frame rails to install it. A little Vaseline on the sides helps. Likewise put some on the hose end fittings to help the reinstall process.
- This unit comes with a bottom drain valve!! I filled it up and flushed it a few times to remove any workers lunchtime rice.
- You will have to drill some holes in the radiator. Dry fit the radiator and mark the spots than need to be drill using your radiator should as a template.
- Fill the rad then run the engine with the cap open adding more antifreeze/water mix as needed. Once you've got it full replace the cap. *(Hey if I don't mention it some boob will leave it off)*
- Reconnect the overflow hoses that I told you to use in the last article.
- Take a test drive a notice the difference.

After the install I took the B out for a test drive. We're "*cool runnin Mon*"!

UPDATE : *It's been several months and hundreds of miles in the heat of summer the radiator has performed as advertised. Damn, I did do the right thing it seems, these are strange days!* *end*



Fuel leaking through a fuel hose

Emerald Necklace M.G. Register. Inc

After Tammy and I returned home, I smelled gas when we got in the Suburban. It was parked next to the MGB-GT, but since I had an issue with a leaking fuel line on the 'Burb a few months ago, I thought it was the cause, although I didn't see anything underneath.

A couple days later, the same smell, but I didn't see anything under either car. Later I drove the GT to the local Ace store. Upon returning, I could smell gas. Looking under the GT, I could see it was leaking with fast drips from the area of the fuel pump.

Once I got under the car, I found that the line from the fuel filter I installed from the fuel filter I put before the fuel pump and the fuel pump inlet was leaking. The leak was in an area that's not likely to combust, which is fortunate, and it wasn't very difficult to change. It appears that the hose cracked from environmental conditions, and I suspect it ate through from the inside out. When I brought the car out of it's 17 year hibernation, I replaced all the rubber hoses. That was early 2011, and I may have used a hose that was already in the garage, so it's hard to be positive if it's alcohol resistant or not. I consider only 6 years of service to be a short life for the hose. The brand's unknown, but it's a SAE J30 R6. Also, for the picture I put the hose on the hook of a plastic hanger to open the cracks and make them more visible. They're visible, but not near as obvious when the hose was in it's original position, looking more like cracks in the outer case.

I found this article on the internet at www.underhoodservice.com/correct-fuel-hose-installation/ which does a good job of explaining some of the differences between the class of fuel hoses. It's worth a read.

From this, and because R6 was listed as emission hose, (low to no pressure and little exposure to alcohol), I believe that the minimum class we should be using is R7, which is what I replaced this hose with. Also, FYI, some of the fuel injection class hose is very stiff because of the higher pressures.

I didn't expect this, and obviously haven't been checking them often enough. Learn from my example, and check your fuel hoses regularly. (Coolant too of course!)

Dave D



One of eight Type Cs built by Aston Martin; one of only six remaining in original specification



CLUB INFORMATION

Officers and Chairpersons

President - Richard Liddick
410-817-6862
RGL2MGBGT@aol.com

1st Vice Presi - Ken Olszewski
410-893-1661
KENMGOB@comcast.net

2nd Vice Pres- Mike Lutz
410-592-8610
MGTLUTZ@Comcast.net

Treasurer - Randy Kegg
410-592-3733
RANDELL_KEGG@msn.com

Secretary - Tracy Trobridge
410-489-7474
tracy21794@yahoo.com

Newsletter - Roger Marshall
410-747-3586
S10Blazer@aol.com

Membership - Kathy McHenry
410-817-6862
themgbabe@comcast.net

Rally Master - Eric Salminen
443-463-3071
mgobrallymaster@gmail.com

MGs On the Rocks - Jack Long
410-420-1385
unionjackparts@gmail.com

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

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

MGs of Baltimore Affiliations

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

MEMBERSHIP

Submit changes in address etc to
Kathy McHenry 5237 Glen Arm Road E.
Glen Arm, MD 21057 410-817-6862
themgbabe@comcast.net

TECH SESSION

Randy talked about blown head gaskets and showed a cracked (engine) head. He also talked about hardened valve seats.

New Members

none reported.

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.*



NEW SPEED CAMERA



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

SAVE THE DATE

MG 2018

“A Gettysburg Address”



June 17 - 22, 2018

Gettysburg, Pennsylvania

MG2018.NAMGBR.ORG



THE PHILADELPHIA MG CLUB, Inc.
Presents Our Twenty-first Annual British Car Show
"Brits at The Village"
October 14th, 2017



The "Brits at The Village" British Car & Bike Show is an informal, popular-vote show for owners of all British Cars and Bikes. It is designed to "finish off" the Car Show Season. Bring your Car, Bike and Family and enjoy the surroundings. See what **Peddler's Village** has to offer in shopping and fine dining at many of its specialty shops and restaurants.



Show Dash Plaques to the first 150 Pre-Registered Cars.

CLASSES & AWARDS

Will be determined by Pre-Registration, so be sure to send in your Pre-Registration Form **NOW!**

Pre-Registration by October 1st • Cost \$15.00

Day of Show Registration • Cost \$20.00. *NEW* pay by credit card (DAY OF SHOW ONLY)

For more information, pre-registration forms and directions:

go to www.phillymgclub.com

For Car Show or Registration Information please call or email Kristi at 484-686-3305 or kliebel@phillymgclub.com.

2017
"Featured Marque"



Saturday • October 14, 2017

Show Field Opens at 9:00am

Voting from
10:00am to 1:00pm
Awards at 2:30pm

Peddler's Village - Parking lot
behind Bank of America, 167
Carousel Ln, Lahaska, PA 18931

Pre-Registration Form: To be received by **October 1, 2017**

Mail Form & Check payable to: **"The Philadelphia MG Club, Inc."** to
"Brits at The Village" 1366 Randy Drive., Pottstown, PA 19464

Pre-Registration \$15.00 by **October 1st** • Day of Show \$20.00

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Car Club Affiliation: _____

Car Make _____ Model _____ Year _____

MGB Custom (circle one) Y N

Waiver of Liability: Neither I, nor my heirs will hold The Philadelphia MG Club, Inc., or any of its members, Bucks County or Peddler's Village liable for any damage to me or my car/bike while engaged in, traveling to or from this event. (must be signed by all to enter the Show)

Signature _____ Date Rec. _____

Check # _____

Reg. # _____

Car Class _____

MGOB CLUB CALENDAR

OCT. 3rd - MGOB meeting.

8th Hunt Country Classic, Willoughby Farm located between Middleburg and Marshall, Virginia.

www.mgcclubdc.com

14th Brits at The Village Philly MG Club, see flier

27th & 28th NAMGB Register annual general meeting, hosted by MGOB

NOV. 7th - MGOB meeting.

DEC. 5TH - MGOB meeting.

JAN. 2ND - MBOG meeting.

TBD - MGOB Winter Party



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