FROM EL PRESIDENTE

Well, for those of you that were not at the November 2015 meeting I have big news. The MGs of Baltimore, Ltd. Car Club has the distinct honor of having been awarded the North American Nuffield Trophy for 2015 by the MG Car Club U.K. This is the second time our club won this prestigious award for our efforts in maintaining the MG marque, the Marque of Friendship in North America. Look for the grand unveiling of the trophy at our “After the Holidays” Party this upcoming January 9, 2016.

The MGs of Baltimore will soon be coming up on our 40th year, having been founded in 1977. It’s hard to believe that what started as a group of men and women looking to have some fun with their LBC’s would still be at it 38 years later. I want to thank the many volunteers that over the past 38 years that have stepped up to the plate and helped make the club one of the best. We have been lucky to have them, people like Kurt Nagl, Steve Williams, Bill Stran, Tracy Trobridge, Kenny O, and the countless others that I could go on and on about.

Moving on and speaking about volunteers, I’d like to thank Anne & Doug Hart for hosting our “After the Holiday” party and Carol & Richard Jefferson for hosting our Annual “Chilly Run”. I also want to thank the volunteers that have stepped up to help with MG 2018, look for more information about this mega-event in this issue of the Octagram.
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 at Pappas’ Restaurant, located at 1725 Taylor Avenue, Baltimore, Maryland. The restaurant is located off the 695 Beltway and Perring Parkway. Come early (around 6:00 p.m.) and have dinner 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 Site
Thank You

We always want your feedback on the Technical Articles - What do you want or need to know?

Looking for Ideas
We always welcome your ideas or input. Feel free to contact your Newsletter Editor at Mark.deeds@gmail.com.

Thank you for your compliments on my initial edition of the Octagram, I will work to put your newsletter together with the information you want and with you highlighted front and center.

Any input or insights you provide will be greatly welcome. Please let me know via my email at mark.deeds@gmail.com.

Thank you for your support

Mark

What's New

MGOB Officers and Chair Persons

President
Richard Liddick
410-817-6862
Rgl2mgbgt@aol.com

Vice President
Ken Olszewski
410-893-1661
Kenmgob@comcast.net

2nd Vice President
Mike Lutz
410-592-8610
Mglutz@verizon.net

Secretary
Tracy Trobridge
410-489-7444
Tracy21794@yahoo.com

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

Rocks Chair
Jack Long
410-420-1385
Jackandlizlong@comcast.net

Newsletter Chair
Mark Deeds
410-674-2096
Mark.deeds@gmail.com

Regalia
Ken Olszewski
410-893-1661
Kenmgob@comcast.net

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

Tech Sessions
Randy Kegg
410-592-3733
Randall_kegg@msn.com

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

Webmaster
Richard Liddick
410-817-6862
Rgl2mgbgt@aol.com

Things Happening in the Near Future

December 1st . . . . . . . MGOB Meeting
January 5th . . . . . . . . MGOB Meeting
January 9th . . . . . . . ‘After the Holidays’ Party
February 2nd . . . . . . . MGOB Meeting
February 21st . . . . . . Annual ‘Chilly Run’

Thank You Newsletter

Thank you for your compliments on my initial edition of the Octagram, I will work to put your newsletter together with the information you want and with you highlighted front and center.

Any input or insights you provide will be greatly welcome. Please let me know via my email at mark.deeds@gmail.com.

Thank you for your support

Mark
2016 Winter Gatherings

Annual MGOB ‘Chilly Run’

The Annual MGOB ‘Chilly Run’ will be held on Sunday, February 21, 2016 starting at 1:00 p.m. The Snow date will be Sunday, February 28 at 1:00 p.m.

This year’s host will be: Richard & Carole Jefferson
2520 Overlook Court
New Freedom, PA 17349
Phone: 410-374-6330
E-mail: mgobjefferson@msn.com

The Club will supply drinks, you bring along your favorite chili recipe for judging or non-chili item for that matter. Desserts are always welcome.

Please R.S.V.P. the Jeffereisons and let them know that you are coming.

Don’t forget the coveted, Hunka, Hunka Burning Love Award is up for grabs, (the Hottest Chili) which the winner must also eat. Along with other awards of the host decides to choose.

‘After the Holidays’ Party

The 2016 MGOB ‘After the Holidays Party’ will be held on Saturday, January 9th, 2016 starting at 6:00 p.m.

This year’s host will be: Anne & Doug Hart
1912 Twin Lakes Drive
Jarrettsville, MD 21084
Phone: 410-557-6042
e-mail: Anneski6160@aol.com

The Club will provide drinks and a deli tray. We ask that you bring along your favorite dish to share.

Please R.S.V.P. and let Anne and Doug know what you will bring.

Reprinted pictures are from the 2015 MGOB Annual Parties courtesy of Facebook postings by MGOB Members
The MG Car Club in 1930 was but a few months old when Lord Nuffield (as he later became) agreed to be their Patron. In the manner of good and conscientious patron he took an interest in his clubs and supported them in many ways. One such was that, in 1936, he donated a gold Cup to the committee to employ for a purpose that “will enhance the Clubs prestige, assist its growth, and add to the enthusiasm of its members.” This is the Nuffield Gold Cup, a truly magnificent pot, which really is made of solid gold and for which Lord Nuffield personally wrote out a cheque for £163, an amount that would have bought a brand-new Morris car at the time. Today, this gold version of the Cup remains in the care of the MG Car Club, UK and four silver versions were created to recognize the best centres in each of Europe, the United States of America, Oceana and Africa. These trophies are presented by the MG Car Club to centres which have shown the most meritorious growth, enthusiasm and enterprise during the previous year. The additional trophies remain the property of the MG Car Club.

This is the second award for the MGs of Baltimore, LTD. They received the award in 1998 for their outstanding achievements and their work in maintaining the breed and promoting the use of MG’s in the spirit friendship.

The United States Cup was first presented in 1954 to the Long Beach Centre (California) and then in 1955 to the DC Centre. These initial selectees were chosen by MG notables, Russell Lowry and John Thornley. From 1962 to 1985 the Cup was on holiday (i.e., missing) and since then has been awarded pretty much every year and now it has come to the MGs of Baltimore … 60 years after it was first awarded to a North American club.

The MG Car Club U.K. awarded the MGs of Baltimore, LTD the North American Nuffield Cup for 2015. The picture of the trophy in does not do the Trophy justice – the Cup
itself is sterling silver and stands 15 inches tall when in place atop its 12 inch tall base. It is engraved with “The M.G. Car Club” over the MGCC logo and under which it reads “Nuffield Challenge Trophy for Annual Competition between All Centres of the Club in The United States of America.” The scope of its award expanded to North America in 1992 when it was awarded to the MG Car Club of Toronto, Ontario, and again in 2005, a complete history of the clubs that have received the award is below:

THE M.G. CAR CLUB Nuffield Challenge Trophy FOR ANNUAL COMPETITION BETWEEN ALL CENTRES OF THE CLUB IN THE UNITED STATES OF AMERICA

Long Beach Centre -1954 Season
Washington DC Centre -1955 Season
Elmira N.Y. Centre -1956 Season
Long Beach Centre -1957 Season
Long Beach Centre -1958 Season
Chicago Centre - 1959 Season
Western New York Centre -1960 Season
Western New York Centre -1961 Season
Retained by the Western New York Centre -1962-1985
Northwest Centre Seattle Washington - 1988-1989 Season
Retained by the Northwest Centre Seattle Washington -1990-1991
MG Car Club of Toronto - 1992
Hoosier MG Car Clubs of Indiana -1996
Retained by the Northwest Centre Seattle Washington -1997
MGs of Baltimore Ltd. Car Club -1998
Houston MG Car Club The Millennium Club - 2000
*Minnesota MG T Register *MG Group - 2001
Western Michigan “Old Speckled Hen” MG Car Club Grand Rapids MI - 2003
North American MGB Register – 2004
Toronto M.G.Car Club - 2005
MGCC - NW Centre – Seattle, WA - 2006
MGCC – St.Louis Centre - 2007
MGCC – Rocky Mountain Centre - 2008
MGCC – NW Centre – Seattle, WA - 2009
Emerald Necklace MG Register, Cleveland, OH - 2010
MGCC - Washington DC Centre - 2011
MGCC – San Diego Centre - 2012
MGCC - Western NY Centre - 2013
MGCC - Chicagoland MG Club - 2014
MGs of Baltimore, Ltd Car Club - 2015

Nuffield Award history excerpted from the Internet and an article authored by Charlie Scott & Christopher Kintner of the MG Car Club Washington, D.C. Centre
MG 2018 “A GETTYSBURG ADDRESS” UPDATE

The MG 2018 Committee has been hard at work with the planning for the 27th Annual North American MGB Register Convention set for June 18, 2018 to June 22, 2018 at the Gettysburg Wyndham Hotel (Starting on Monday and Checkout on Friday)
The following members, non-members and clubs have volunteered to help:
- Show Chairman - Richard Liddick
- Treasurer - Randy Kegg
- Registrar - Kathy McHenry & Tracy Trobridge
- Regalia - Ken Olszewski
- Rallye Master - Eric Salminen & Dennis Bevins
- Website - Simon Dix & Richard Liddick
- Banquet MC - Mike Lutz
- Program & Advertising - Steve Sharpe
- Signage - Michael Egliskis
- Car Show Parking - Jack Long
- Scenic Drives - Carroll & Alan Tucker
- Art Work & Logo - Peter Charles
- Tech Sessions - ???
- Ladies Events - Vicky Hineline
- Sponsor Coordinator -
- Funkanna – Glenn Abbott?
- Promotion - Richard Liddick
- Vendor Coordinator - Steve Miesel
- Music DJ - Richard Jefferson
- Hospitality - Larry Heapes
- Keystone MG Club - as needed
- Lanco MG Club - as needed

Tentative schedule:
- Monday: Registration opens at 10:00 a.m.
- Tuesday: Registration, Tech Sessions, Battle field tours, BBQ (site TBD)? Or Parking Lot Party?
- Wednesday: Registration, Tech Sessions, John Twist’s Rolling Tech Session TSD Rallye, Funkanna, BBQ or Parking Lot Party
- Thursday: Car Show on the Hotel grounds, Awards Banquet.
- Friday: Head home.

We have plenty of time to put this event together and as you can see planning is well underway, but we will need each and every one of you to help out to make this event a success. Look forward to more updates as we continue to work out the details.

MG 2018 “A GETTYSBURG ADDRESS” UPDATE

THE MOURNING PERIOD IS OVER ! I’m parting out my 1970 MGBGT. Those that know me, or this car, know that it always got the best of everything. Most all is for sale; power brake set up, crossflow cyl head w/manifold, carbs, filters, Suffolk leather faced seats, custom “O.E." style dash (paint to suit, fits 68-76 B), overdrive trans fitted w/MGC gears, wire whl rear axle (3.9) w/exc hubs, 3/4” O.E. style sway bar, Spax rear shock conversion, Peco big bore header/exhaust system, extremely nice brightwork/lamp assys., split rear bumpers, Securon seat belts, nice tinted glass, much more! Sorry, the bottom end (engine) and wheels are spoken for.
CALL or EMAIL with your needs/wants.
ALAN TUCKER, (717) 632-1778 or actucker@centurylink.net Thanks !
Holiday Season in Baltimore

It’s the most wonderful time of the year on the Baltimore waterfront with merriment, free, fun-filled festivities and bountiful good cheer! From mid-November through the end of December, we’re making it a holiday season you and your family will always remember. It’s a wonderful life… on the waterfront.

Holiday Events
Inner Harbor Ice Rink
Harborplace Amphitheater
November 13 – January 18
More Information
Break the ice at Waterfront Partnership’s Ice Rink at the Inner Harbor, complete with a skate shack, rentals, concessions and entertainment, as well as special events like SkateFest, a learn-to-skate program and more.

National Aquarium’s Holiday 4-D Experience – The Polar Express
National Aquarium
November 13 – January 3
More Information
Ring in the holiday season with the magic and wonder of The Polar Express in 4-D at the National Aquarium! Feel the gentle snowfall, smell hot cocoa in the air and see images leap from the screen as you experience a skeptical young boy’s extraordinary train ride to the North Pole. Follow along as he embarks on an epic journey of self-discovery and learns that the wonder of life never fades for those who believe. Tickets to the Aquarium’s 4-D films are just $5 and can be purchased with general admission online at aqua.org.

Santa’s Harborplace Holly-Jolly Holiday Home
Light Street Pavilion & Promenade
November 20 – December 24
More Information
Santa, shopping, and holiday cheer! Stop by for those treasured holiday photographs with you, your family, and Santa. Visit www.harborplace.com for additional information, hours, and pricing.

Christmas Village
West Shore Park
November 26 – December 27
More Information
West Shore Park will be transformed into a traditional German Christmas Market, complete with more than 40 vendors selling traditional European crafts, arts, jewelry, holiday gifts, food, sweets & drinks. Special holiday-themed programming will take place each weekend. For more information visit www.baltimore-christmas.com

Gobble Cobble Turkey Trot
MAC Harbor East
November 26, 8am
More Information
Join MAC Harbor East and Falls Road Running for a 7k turkey trot in downtown Baltimore on Thanksgiving morning!

Sounds of the Season – Saturday Afternoon Serenades
Harborplace Light Street Pavilion Promenade
November 28, 1pm – 3pm
Carolers and merry music-makers will be strolling the Waterfront to entertain and put you in a festive holiday mood.

Pet Photos with Santa in Harbor East
Harbor East
November 29, 12pm – 4pm
More Information
Harbor East and the Baltimore Animal Rescue and Care Shelter (BARCS) host the 3rd Annual Pet Photos with Santa! Sunday, November 29th from 12pm – 4pm

German Christmas Village
November 26 - December 27
Holiday Season in Baltimore (continued)

12-4PM bring your furry friends to celebrate the holidays with complimentary pet photos. We will provide on-site print outs of your pet photo, as well as a link to download the digital file after the event (and yes, humans are welcomed, too!). Get into the spirit of giving by making a donation of pet food and toys to BARCS; staff will be on hand to collect your charitable donations to help animals in need of a little extra love this holiday season.

Merriment & Melodies in Harbor East
Harbor East
December 2, 5:30pm – 9pm
More Information
Join us for starlight performances from Baltimore’s brightest choral groups, street entertainment, complimentary sweets and shopping events Wednesday nights in December. Featuring melodies by: Pride of Baltimore Chorus (12/2), Children’s Chorus of Maryland (12/9) and Heart of Maryland Chorus (12/16). Shop merrily, give blissfully at Harbor East this holiday season!

Dollar or Less Days
December 5 & 6
More Information
Visit the Science Center, National Aquarium, Top of the World and the Christmas Village for just $1 at each location. Tickets must be purchased onsite at each location.

Carolers and merry music-makers will be strolling the Waterfront to entertain and put you in a festive holiday mood.

Merriment & Melodies in Harbor East
Harbor East
December 9, 5:30pm – 9pm
More Information
Join us for starlight performances from Baltimore’s brightest choral groups, street entertainment, complimentary sweets and shopping events Wednesday nights in December. Featuring melodies by: Children’s Chorus of Maryland (12/9) and Heart of Maryland Chorus (12/16). Shop
Holiday Season in Baltimore (Continued)

merrily, give blissfully at Harbor East this holiday season!

Milk & Cookies Social at MAC
Harbor East
MAC Harbor East
December 9, 5:30pm – 7:30pm
More Information
Families don’t miss this special event just for kids including holiday activities in the lobby of The MAC, hosted by Harbor East & (cool) progeny.

Sounds of the Season – Saturday Afternoon Serenades
Harborplace Light Street Pavilion Promenade
December 12, 1pm – 3pm
Carolers and merry music-makers will be strolling the Waterfront to entertain and put you in a festive holiday mood.

Rock the Dock Family Holiday Bash
Power Plant
December 12, 3pm – 6pm
This free, family-friendly event features live music, holiday stories, photos with Santa, holiday-themed arts and crafts, food, drinks, giveaways, and more!

Merriment & Melodies in Harbor East
Harbor East
December 16, 5:30pm – 9pm
More Information
Join us for starlight performances from Baltimore’s brightest choral groups, street entertainment, complimentary sweets and shopping events Wednesday nights in December. Featuring melodies by Heart of Maryland Chorus. Shop merrily, give blissfully at Harbor East this holiday season!

31st Annual Merry Tuba Christmas
Harborplace Amphitheater
December 19, 3:30pm – 4:30pm
Over 200 festively dressed tuba and euphonium players will capture the spirit of the holiday as they blend their unique styles, rhythms, and progressions for all to enjoy.

12 Days of Science
Maryland Science Center
December 20 – 31

New Year’s Eve Events

New Year’s Eve Spectacular
Baltimore Inner Harbor
December 31, 9pm – 12:30am
More Information
Be part of a giant holiday celebration with a night of music, the official countdown to 2016 and an amazing, colorful midnight fireworks display.

New Year’s Eve at Power Plant Live!
Power Plant Live!
December 31, 9pm – 1am
More Information
Ring in 2016 in style at Power Plant Live! Premium top shelf open bar, gourmet foods, all access to every bar and nightclub and a huge midnight celebration.

Midnight Noon
Maryland Science Center
December 31, 10am – 2pm
More Information
Ring in the New Year at the Maryland Science Center! Or should we say, Noon Year? Join us for the 7th Annual New Year’s Eve celebration, Midnight Noon, where children can enjoy the ball drop before bedtime.
Traditional British Christmas Recipes

Christmas is always a feast as well as a celebration and there are many traditional English recipes you'll dig out only once a year.

That’s not an ideal situation for a cook, because how do you mean to remember from one year to the next how many raisins produced the best pudding mix or how much salt you really added to the sauce?

So in this section I’m trying to collect some tried and tested traditional English Christmas recipes - as a useful lookup come the time.

But I'm also keen to try some of the more unusual ones I've found on my trawls.

And if your family has an unusual take on a Christmas recipe, I'd be very interested to hear of it!

So here are three recipes for enjoyment or amusement

Bread Sauce

A Great English Sauce for Chicken or Turkey

Bread sauce is an English classic. Traditionally served alongside the roast Christmas turkey, it’s equally good with roast chicken or duck. When well-made, it’s a velvety, creamy concoction of milk and breadcrumbs delicately flavoured with bay leaf, nutmeg or cloves.

It is not complicated, but it cannot be made in a hurry. Or leastways if it is, it will be but a pale, tasteless imitation of a delicious sauce. So allow some time. (It does not mean any more kitchen work for you!)

Ingredients

- 400ml / 14 fl oz milk
- 1 onion, peeled and cut in half
- 2-3 cloves
- 1 bay leaf
- 5 black peppercorns
- 1/2 teaspoon of salt
- Grated nutmeg to taste
- 50g / 2 oz breadcrumbs
- 25g / 1oz butter

You’ll also need a heavy bottomed pan with a tight-fitting lid.

Preparation

Ideally, start your bread sauce the day before you want to serve it. The flavour will really be soooo much better!

Pour the milk into the pan. Add the salt, peppercorns, bay leaf and nutmeg.

Push the cloves into the halved onions and add these to the milk, too.

Bring the milk to the boil, then remove from the heat, clap on the lid and leave to infuse; the longer the better, but at least for half an hour.

When ready to continue, lift out the onion and spices with a slotted spoon, or strain the milk through a muslin or fine sieve.

Return the milk to the pan and add the breadcrumbs.

Bring the mix to the boil, then turn down the heat and leave to simmer for 10 minutes or until the mixture is thick and creamy.

Stir in the butter and keep warm until ready to serve.

Safety first!
Chestnut Soup

Once the Preserve of England’s Stately Homes

Chestnuts roasting on an open fire...

That's the most likely way many of us eat chestnuts these days. They may also be served alongside the sprouts during Christmas dinner or be turned into stuffing for the Christmas turkey.

But England's great stately homes used to have a different way of using the chestnut harvest that is so tasty, it really should not be forgotten.

Chestnut soup with its delicate taste and smooth, velvety texture makes a great starter to any meal.

And it’s neither difficult nor extremely time-consuming to prepare. So next time you're looking at a net of chestnuts at your local supermarket, pick up a pound or two!

You can use pre-cooked and vacuum-packed chestnuts for an even faster soup (in the UK, Merchant Gourmet have the best ones), or you could even use a tin of chestnut puree. Just make sure it's unsweetened!

**Ingredients**
This recipe will feed four people as a starter, but the quantities are easily increased. Water makes a very delicate soup, while game stock will give your soup a richer flavour.

- chestnuts
  - 1lb / 450g fresh OR
  - 8oz / 225g ready cooked OR
  - 1 tin of pureed chestnuts
- 1 oz / 25g butter

- 8oz / 225g onions, peeled and finely chopped
- 8oz / 225g potatoes, peeled and diced
- 2 sticks celery, de-stringed and finely chopped
- 1.5 pints / 900ml water or game stock
- 1 clove
- salt and pepper
- a sprig of fresh thyme or 1/2 teaspoon of dried

**Preparation**
If you're using fresh chestnuts, prepare these first.

Bring a pan of water to the boil. Cut a cross into the base of each chestnut and drop them into the boiling water. Steep for
CHESTNUT SOUP

about a minute, then drain and peel off the shells.
Now melt the butter in a large pan and add the chopped onion, celery and potatoes. Turn to coat in the butter, then add the chestnuts. (If you're using chestnut puree, don't add this just yet!)
Add the clove, pour over the stock or water and season with salt and pepper.
Cover and bring to the boil. Then reduce the heat and simmer until the chestnuts are soft. This will take about 20 minutes. (If you are using chestnut puree, check the soup after 10 minutes. If the potatoes are soft, add the chestnut puree to the soup, stir and simmer for 5 minutes).
Now take the soup of the heat. Fish out the clove if you can find it. Puree the soup in a blender or liquidiser until perfectly smooth.
Check the seasoning. Sprinkle over the thyme and serve with croutons.

MULLED WINE

I love mulled red wine: the comforting smells of orange and cinnamon, the bite of the cloves, the warming glow with which it takes the cold away. Given that, I really don't know why I only ever make it when the nights really draw in.
I don't have it in the spring or the autumn. Only in the winter does it really come into its own.
Make sure you choose a good red wine, something rich and spicy. My favourite choice is Cabernet Sauvignon, with a good Rioja a close second.
You may not always find this in other recipes, but I like a base of strong tea for my mulled wine. I find it gives a deeper flavour to the finished product. English Breakfast tea or Kenya tea make a good, full-flavoured base, but you can use any black tea that you like.
Try Earl Grey or Lady Grey tea when you're in the mood to experiment. The bergamot flavouring of the tea will come through in the mulled wine and the effect can be quite unusual.
To my mind and tastebuds Chinese teas don't make such a good base for mulled wine, but judge that for yourself.
It's always difficult to judge how many people a mixture will 'feed'! It depends very much on whom you've invited and how large the cups or glasses are that you serve the wine in. The recipe below makes just under 2 litres, but it's easily multiplied for a larger crowd.

Ingredients
- 3 tbsp loose-leaf tea (or six teabags)
- 1 litre of boiling water
- 1 whole orange
- 2-3 cloves
- 1 stick of cinnamon
- 1 bottle of red wine
- sugar to taste
- lemon slices to serve

Preparation
The most important thing to remember about mulled wine is that it must not boil! Otherwise you lose all the warming effects of the wine and most of the flavour.
The second most important thing is not to use an aluminium pan. There are fewer and fewer of them around anyway. Go for stainless steel or something non-stick.
Cut the orange in thick slices and place in the pan. Add the cinnamon stick, cloves and tea.
Add the water and bring to the boil. You want the spiced tea to be very strong. Strong enough, at any rate, to make your mouth feel furry.
When it's at that stage, turn the heat down and add the wine.
Stir and add sugar to taste. Just heat it enough for the sugar to dissolve. Serve with sliced lemon.

All this month’s recipes courtesy of http://www.essentially-england.com/
The 1955 MGA - Considered by many as one of the ten greatest British classic cars. The MGA became the archetype of the modern sports car.

The 1937 Delahaye 135 Figoni etFalaschi Torpedo Cabriolet - Considered one of the most beautiful cars in the world.

A pile of cars left in a Swedish forest by returning US World War II soldiers. Our Veterans left Europe in great condition but sadly had to leave these potential classics behind.
It seems that one of the best kept secrets in the engine building world is how to fit and run a new camshaft in properly. This is despite the information being printed on the sheet that accompanies nearly every cam kit sold and in every supplier’s brochures.

Most of the failures that take place when a cam is fitted are not the fault of the design, manufacture or materials but of the person who fitted it and first started the engine.

The camshaft is the most heavily loaded component in the engine. It has to cope with far higher point loads than the crank bearings, pistons or connector rods. An average valve spring needs a person’s full weight to compress it and each cam lobe applies that much force thousands of times a minute. All that force is transmitted through an infinitesimally thin contact line between the cam lobe and the follower. The contact force is many thousands of pounds per square inch. To have even a hope of surviving the cam has to be made out of the right material, fitted properly, lubricated properly and run in properly at the start of its life. Never fit a new cam on worn followers or vice versa. If there is wear on one of the two components then the assembly will never bed in properly. The only exception is with overhead cam engines with flat faced bucket lifters made of hardened steel. These, if unworn, will usually be ok to use with a new cam. With pushrod and rocker type engines or engines that have finger followers like the Ford SOHC, the follower MUST be replaced with the cam. The Ford CVH is notorious for cam wear and many an owner has tried (and soon regretted) a cheap fix to quiet it down by fitting just a new set of followers on the old cam. The new followers have no chance of bedding in on the worn cam lobes and go the same way as the old followers in very short order.

Always use cam lube on the lobes and follower surfaces whenever a cam assembly is fitted. Even if the same components are being reused during a rebuild it is still good practice to do this. Most quality cam kits will come with a sachet of lube in the box. If not then you can buy lube from engine
reconditioners or cam companies.

If an old but still good cam and followers are to be refitted after a rebuild then ALWAYS keep the parts in order so that the same follower goes back against the same cam lobe.

If a cam is being replaced because of gross wear then stop and think for a moment about where all those worn off metal particles are. Down in the sump playing havoc with the crank bearings and oil pump. At the very least, flush out the engine with flushing oil and use new oil and a new filter before fitting the new components. Also make sure that all oilways in the cylinder head and block are clear or remove the head and get it chemically cleaned at an engine reconditioners. Replace the oil pump if in any doubt about its condition. If oil pressure is still low then consider the need for a crank grind and/or new crank bearings.

The most critical part of the rebuild process is starting the engine for the first time and down and split the process into several shorter intervals.

So why are these loadings highest at low speeds? This may seem contrary to common sense but I’ll try to explain. The cam lobe throws the valve open and it is the valve spring that has to apply enough force to keep the valve and follower in contact with the cam lobe as it passes over peak lift and back down the closing side. As rpms increase, it takes more and more spring force to stop the valve flying off down the cylinder bore which is where its initial velocity is trying to send it. If the spring rate is not high enough we get "valve float" which is where the valve loses contact with the cam.

this is where many well meaning mechanics go fatally wrong. You MUST NOT let a newly fitted cam run at idle speed for the first 20 minutes of operation. Always keep the rpms up at about 2000 during this period. At idle speed the loadings on the cam 'nose' (that's where the cam is at full lift) are at their highest and the new cam can suffer permanent damage if it is allowed to idle before it has bedded in and work hardened properly. Sitting on the driveway with your foot on the accelerator for 20 minutes can seem like an eternity. Also if the engine starts to overheat it may be necessary to switch off, let things cool
CAMSHAFT FITTING & RUNNING IN (cont.)

nose and catches it up later in the cycle or even after the lobe has reached the closed position.

So imagine we stop the engine with a cam lobe in the full lift position. The valve spring is fully compressed and applying its maximum force to the cam lobe. As we run the engine at higher and higher speed, more of this spring force is used up in controlling the motion of the valve train. So the contact loads over the cam nose actually fall with increasing rpm. The loads at the start of the cam lobe where it lifts the valve off the seat work in the opposite fashion. Here the lobe has to do work both against the mass of the valve train and also against the force of the spring as it opens the valve. So loads increase as rpm increases. In other words:

- Contact loads on the peak of the cam lobe are high at low rpm and low at high rpm
- Contact loads on the base of the cam lobe are low at low rpm and high at high rpm

When we run a new cam in, it is matter of finding an engine speed that is a compromise between high loadings on the cam nose and high loadings at the start of the lobe. A speed somewhere in the middle of the rpm range is what we need to achieve this. Everyone has a different opinion on the best speed and time to do this running in process. Some manufacturers specify 2,500 rpm, some 2,000 rpm etc etc. The key thing is not to let the engine idle. Letting the engine idle can wear the peak of the cam lobes away before they have had chance to bed in. The bases of the lobes will not be affected though so the wear pattern is very distinctive.

On race engines with strong valve springs and high lift cams, this running in process can even be a two stage affair. The engine is initially built with weak springs (or just the inner springs if dual springs are fitted) and run in for 15 minutes or so to start off the bedding in process without suffering excessive contact loadings. Then the proper springs are fitted and more running in done to try to get the cam surfaces to their final hardness and bedded in condition.

Thanks To David Baker At www.PumaRacing.co.uk For This Information
2016 Car Season

As this year comes to a close, we can look forward to and begin planning for next year’s car season. I’ve thrown some highlights of old favorites and maybe some different ones to start the car season off. And if you are in for a day trip, maybe a museum would be good. Just consider them windows of opportunities.

This list is not all inclusive and does not yet include our 26th Annual Spring Get the Dust-off Rallye.
Do You Know the Answers to these Simple British Car Questions

1. Which small four door saloon was introduced by Hillman to compete with the very successful Ford Escort?
   A) Allegro
   B) A40
   C) Avenger
   D) Anglia

2. Which medium-sized family saloon became the best selling car in the UK during the 1970s?
   A) Cortina
   B) Chevette
   C) Consul
   D) Cresta

3. Which small, two door saloon was the only British-designed competitor to the Mini during the 1960s?
   A) Impi
   B) Imp
   C) Indy
   D) Inchy

Answers in January

If one or more of these is true, unfortunately, you are driving a Triumph:
- You look in your rear-view mirror to see two people with their hands on your bumper.
- You constantly receive sympathy cards from the Department of Transportation.
- When you are walking across the parking lot, you see a priest performing last rights on your car.
- While stopped at traffic lights, other motorists offer to help push to get you started again.
- You have preferred customer status at Pep Boys Auto Parts.
- You have to stop alongside the road at least once a day to pick up parts that have fallen off.
- You leave your keys in the ignition and a $20 bill on the dash for gas money in hopes that someone will steal your car.
- When you drive through town, people stop what they are doing and just start laughing.
- In place of a spare tire, you find a pair of running shoes.

Want Unusual Holiday Gifts
For anyone wanting that really unusual gift or the gift for someone that has everything, go to www.kalecoauto.com (Click on the logo). They have what your looking for.

Let me know what think of the Trivia questions. Whoever gets them correct first has bragging rights. Let me know.

A Non-Profit Advertisement from Your Editor :)
MG IS BRITAIN’S NEWEST CAR

The MG is back in Britain again. If you are intrigued go to their web site.

MG3 - - 3FORM SPORT
Go easier on the spec, but keep the top-flight looks with the 3Form Sport.
Of course, there are still plenty of great features including the side sill extensions and 16" 'Carousel' alloys

THE 2015 MG6 - - MG6 TS
Middle of the range?
Yes. Middle of the road? Not at all...
The mid-level TS has the following as standard in addition to the S model; part man-made leather seats; rear parking sensors; automatic lights; windscreen wipers; cruise control; auto dimming mirrors and more. But it’s the introduction of the all-new MG touch infotainment system, which debuts on the TS, that puts the car way ahead of all of its competitors.

From the moment you sit in the MG6 TS, to when you take the car out on the road, you know that you’re in for something special.

MG ITEMS
Bill Stran a long time MGGoB member is downsizing and needs to clear out many MG and car related items within the next week. Bill can be reached at 410-569-2753.

TECHNICAL TIDBIT

If you have owned a British car and most of you that visit this page have owned several, then the term MOWOG has likely been a part of your life for years. What does it mean, however, and how did the word find its way onto countless cars from Austin, Morris, Wolseley, MG and Healey?

Found on engine blocks, transmissions, cylinder heads, pistons, it dates back to the very origins of the British car industry. Before the merger with Morris Motors in 1935, Wolseley and MG were owned as the personal property of Lord Nuffield. After the merger with the bulk of design work carried out at Cowley, the identification number for chassis and engines on Wolseley was assigned a "W" and the letter "G" was assigned to MG (M was already assigned to Morris). Hence the use of Mo (Morris), Wo (Wolseley) and MG to mark the various components.

Club Tools are Free to Use
Tools are available via Randy Kegg and must be returned to Randy, not handed off to another member. These tools are for members of MGGoB only and a current list can be viewed on our web site.

From Moss Motors Web Site
1. Which company built a luxury Grand Tourer called the Interceptor?  
   A) Jaguar  
   B) JZR  
   C) Jowett  
   D) Jensen

The Rest of the Answer: The Jensen Interceptor offered a combination of Italian styling and British luxury motoring. It sold over 6,400 units during its ten year production run. It was the first Jensen design that was built from steel, rather than fibre glass, and in its ‘FF’ version it was one of the first production cars with four-wheel drive. A distinctive feature of the Interceptor was its curved, wraparound glass tailgate.

The Interceptor name was resurrected from an earlier Jensen car of the 1950s. A ‘special’ S4 version was introduced in the 1980s as a low-volume model with a cleaner engine and sports interior.

2. Which famous old company, more associated with sporty saloons, produced the diminutive Hornet?  
   A) Whitlock  
   B) Westfield  
   C) Wolseley  
   D) Warwick

The Rest of the Answer: As part of the British Motor Corporation, the Wolseley Hornet, along with its look alike, the Riley Elf, were luxury versions of the Austin Mini. It had a more conventional shape, thanks to its extended bonnet and boot lines. With walnut and leather interiors and a chrome upright grille, both cars were less functional in appearance than the Mini.

The Hornet was a name resurrected from Wolseley’s range of sports cars in the 19030s, that came in a variety of styles.

3. Which car was Vauxhall’s first foray into the small car market?  
   A) Vectra  
   B) Viva  
   C) Velox  
   D) Victor

The Rest of the Answer: The Vauxhall Viva was an immediate success when it first came out in the early 1960s. Thanks to its neat looks and good performance.

The MKII version borrowed its formula from Ford: simple engineering that was reliable, dressed in a body that resembled a scaled-down version of a glamorous American Car. It was bigger, too, allowing it to compete with the Cortina. By the time the Viva MKII finished its run in 1979, Vauxhall was established enough in the small family car and fleet market to introduce the Cavalier - a real rival to the Cortina-dominated world of British motoring.
We belong to a group of almost 40 British Car Clubs stretching across the United States. Roger helped get us involved with these clubs and made sure we stay connected, the club editors share articles and resources that improve the quality and breadth of information you get in our newsletter. These clubs are an invaluable resource for all of us. We are better informed because Roger and the rest of these editors had the good sense and foresight to share. *Sharing, What a concept.*

Over the next few issues I am going to identify these clubs, so you can browse, see their cars and what their up to. I will post their logos and link their web sites to them, so all you need to do is click on their logo to visit and explore.

I am sure Roger’s done this before, but it is be good to re-advertise our connected car clubs. The group is ever changing and growing, there are even some new members this month. I hope you enjoy these connections to other Little British Car owners.

[Links to club websites]

- MG Owners Club of Northern California: [http://www.mgocsf.org](http://www.mgocsf.org)
- Emerald Necklace MG Register: [http://www.mgcleveland.com](http://www.mgcleveland.com)
- MG Car Club - Florida: [http://www.mgcarclubflorida.org](http://www.mgcarclubflorida.org)
- Arizona MG Club: [https://www.facebook.com/azmgclub/](https://www.facebook.com/azmgclub/)
- Southern British Car Club: [http://www.southernbritishcarclub.net](http://www.southernbritishcarclub.net)
- British Car Club of Greater Chattanooga: [http://www.pbcctn.org](http://www.pbcctn.org)
- Plateau British Car Club of Tennessee: [http://www.tmgr.org](http://www.tmgr.org)
- Minnesota MG Group: [http://mn-mggroup.org](http://mn-mggroup.org)
The North American Council of M.G. Registers is pleased to announce that MG2016 will be held from June 13th-17th, in Louisville, Kentucky!

Join the North American MMM Register, the New England MGT Register, the North American MGA Register, and the North American MGB Register for four fun-filled days of MG camaraderie. Louisville is home of the “Louisville Slugger” (the official baseball bat of major league baseball), Churchill Downs (where the “most exciting two minutes of sports” is held each May), and is the source of 1/3 of the world’s supply of bourbon. Louisville will have something to offer to everyone in attendance.

Louisville is centrally located for the majority of the host registers’ members. The mid-week event will allow for travel to and from Louisville on weekends! Contracts have been secured with a group of seven hotel properties (essentially across the street from each other) that will meet your budget and expectations.

Plan to arrive in Louisville on Monday afternoon as you will not want to miss our opening ceremony that evening at Churchill Downs, home of the Kentucky Derby. (This event will have limited seating, so register early!)

Event information, registration, regalia sales, and hotel information will be available at www.mg2016.com in the fall of 2015.

Mark your calendar today to save these dates. We know that you will want to be a part of MG2016, the fifth all-M.G. Register gathering held in North America!
**Kimber Festival**

**April 8-10, 2016**  
**America on Wheels Museum - Allentown, PA**

The Kimber Festival brings together enthusiasts who are keenly interested in M.G. history. Organized as an academic conference, the program consists of presentations about all M.G.s with topics that may include design and production, technical discussions, competitors, and competitions. You do not need to be a NEMGTR member to present or attend. All MG enthusiasts are welcome!

Registration fee includes Friday evening and all day Saturday admission to the classic car museum, a wine and cheese reception on Friday evening, with the literature swap meet, the Saturday festival presentations by M.G. researchers, luncheon, and the Saturday night dinner with speaker.

Friday the 8th of April enjoy the museum in the afternoon followed by a meet and greet. Dinner on your own followed by a natter in the hotel bar.

Saturday, starting at 9:30 there will be a series of speakers. Lunch and dinner will be at the museum with a speaker at each meal. We will also feature a book show and tell where attendees can show a book that is special to them and explain why.

Registration for the event will be $75.00 and includes museum admission, the Kimber Festival day, and both lunch and dinner on Saturday.

**Location:**  
America on Wheels Museum is our host for this year's Kimber Festival.

**Motel Information:**  
Ramada Inn, 1500 MacArthur Road, Whitehall, PA, under 2 miles to the America on Wheels museum where the Kimber Festival will be held. Call the hotel at 1-610-439-1037 to make your reservation. The special room rate of $71.99 can be booked by asking for the Old M.G. rate. The hotel requests that reservations be made by March 8th to receive this special rate.

**Registration Information**  
The Kimber Festival fee is $75.00 per person and includes Saturday lunch and dinner. Register online and save a stamp! [Click here for the registration form](#).

If you wish to sign up by snail mail, click here to download a [PDF of the Registration form](#).

You may also visit the New England MG 'T' Register by [clicking here](#), for more information.

**YOUR Talk – at “Kimber Festival” Requested**

The New England MG T Register is seeking proposals for papers to be presented at its Kimber Festival to be held from April 8 through 10, 2016 at America On Wheels Museum in Allentown, PA.

This meeting brings together enthusiasts who are keenly interested in M.G. history. Organized as an academic conference, the program consists of presentations about all M.G.s with topics that range from design and production to competitors and competitions. Papers about the last MGB will be as welcome as one about the first M.G., Old Number One.

Proposals for papers on subjects related to the old car hobby will also be welcomed. A few years ago, for instance, we had a presentation about flower arranging using M.G. parts. Following the Festival, a certain number of the papers will be selected for publication in The Sacred Octagon, the Register’s magazine.

A computer projector will be available at the venue. Proposals must be received by December 31, 2015; notification of acceptance is anticipated by January 31, 2016. Proposals should be submitted online using our Call for Papers form below. Please make sure to attach a one-page abstract describing the content of the presentation in the file upload section of the form.

For More Information please go to [www.nemgtr.com](http://www.nemgtr.com)  
Questions should be directed to Richard L. Knudson at FC7900@gmail.com.