



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

FEB 1, 2018

ANNUAL AFTER CHRISTMAS PARTY HELD

Thanks to Mike and Mary Lutz for hosting the After Christmas Party at their home.

Seems everyone had a good time and enjoyed the usual good food provided by each other. The next event will be the Chili Run at the home of Len and Lee Picton.



2018 MGOB CHILLY RUN

The 2018 Chilly Run will be held at the home of Len and Lee Picton on Sunday, February the 18th starting at 2pm.

Please bring a chili or some other food to share. For new comers, chilis will be judged by members and awards will be given to winners of a variety of style to be chosen by the host. There will be a major award for the hottest chili and the maker must eat a bowl of that chili.

Most recent winners have been Patti Shields, Mike Lutz and Alec Ollerman. There are two awards, on the Elvis doll and the plaque. See if you can unseat these heat fiends.

Len and Lee live at 2765 Westminster Road, Ellicott City, MD 21043

Please RSVP in February to Len and Lee so she can prepare for the crowd.

Phone 410 - 461 - 6927, Email LenPicton@aol.com

See you there !

The snow date for the event will be February 25, same time, same place.

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.

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From El Presidente

We first off I would like to thank **Mary & Mike Lutz** for hosting the MGOB “After the Holidays” Party. A good time was had by all and despite to freezing temperatures we had a good turnout. One brave person even drove their MG. Can anybody guess who that was? Yes, Tom Orisich and somehow he even managed to talk Karen into riding along.

Our next major bash is the Annual “**Chilly Run**” hosted this year by Len & Lee Picton. The event is scheduled for Sunday, February 18th starting at 2:00 p.m. with a snow date of Sunday, February 25th. **Please R.V.S.P. Len & Lee at LenPicton@aol.com or by calling 410-461-6927.** Bring your favorite chili or non-chili dish and enter to win one of the coveted prizes, like the Hunka, Hunka Burning Love Award. Look for more information in this issue of the Octagram.

MG 2018 update - We currently are approaching 200 registrations, there are less than 100 banquet tickets remaining, the 1863 Tea is almost sold out. There are spaces left for the TSD Rallye and Funkana, tech sessions and more. We have met are room requirements at the Wyndham and some rooms do remain, however have opened up rooms at the adjacent Courtyard Marriott. Please note that Early Bird Registration closes on April 30th so register now and save. To register and for more information go to WWW.MG2018.NAMGBR.ORG

Eric Salminen and Dennis Blevins have been busy not just working on the MG 2018 Rallye, but on the 29th Annual “**Get the Dust-Off**” Rallye. This year’s rallye is scheduled for Sunday, **May 6**. More information will be forthcoming once things are finalized. Look for it here, on our Facebook page and our website www.mgsofbaltimore.org

Wendy Stahl - Update - I spoke to Wendy last week and her condition has improved greatly, but she still has a ways to go before she can go home. Her spirits are great and she is determined to make a full recovery. How about we all put a word in for her with the Big Guy, it may help and it couldn’t hurt.

Finally, MGOB Club **dues are now due** for 2018. If you have not already paid, please do so by either paying at the next club meeting or sending your \$20.00 cheque made payable to:

MGs of Baltimore, Ltd.

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

New Members

WELCOME TO ALL

**Will & Renee Davenport - '77
Midget**

Ji & Donna Lucas - '72 MGB

MGs of Baltimore Affiliations

North American MGB Register North
American MGA Register
American MGB Association MG Car 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 next month's issue

LEL ACTIVITY

The **League of Extraordinary Loafers** of MGs of Baltimore met on Thursday, January 18 at Coal Fire Pizza in the Hunt Valley Shopping Center to enjoy food, drink and good friendship. About 17 members and wives attended the event at 1 PM. The staff were very cordial and helpful in accommodating the growing crowd.

LEL ACTIVITY # 2

The **League of Extraordinary Loafers** of MGs of Baltimore met on Thursday, January 25 at Stewartstown BBQ at 12:30. The staff were very cordial and helpful in accommodating group.

Zephyr Six and Austin Westminster



MG Body Work

by Tom Orisich, MGOB member

On Saturday November 4th tragedy struck my beloved 1972 Red MGB (not really a tragedy but another vehicle). I was in the Dutch Market parking lot and being a considerate driver, after I pulled out of my parking space I waited for the car in front of me to pull into my vacant spot. As I was sitting there, Boom! an Acura SUV backed into my rear quarter panel. We both were very cordial as we exchanged the necessary paperwork and went on our way.

On Monday I contacted her insurance company and started the “fun” process of getting my car repaired. The first insurance person told me to go out and get a couple of estimates and we’ll go from there. That task was easier said than done. I proceeded to contact the local Cockeysville body shops, most of them wouldn’t even talk to me about fixing a 1972 MG or didn’t even know what a MG was. I found one shop that would give me an estimate but said they would not fix my car. I finally made contact with a promising shop, the woman answering the phone said that their shop would fix my MG. So, I take my car to the shop for an estimate and the first thing the owner tells me is that they do not work on older cars but since the woman answering the phone agreed he would provide me an estimate. (\$1886) Later I received a call from the insurance company’s “claims professional” saying that he was to inspect the vehicle and provide an estimate for the repairs. Naturally he lowballed the estimate at \$1033. After numerous discussions (arguments) with the insurance adjuster pleading my case that I could not find a local body shop to fix my MG, I succumbed to their argument that once the car gets into the body shop that they will pay whatever it takes to fix the vehicle. (It felt like hearing the lines “This won’t hurt, I’ll marry you, the check is in the mail...)

Now the happy ending, in comes Vince. I asked the shop owner who repairs my company vehicles and who is a classic car collector if he knew of any local body shops that would repair my MG. He said Vince in Towson will take care of you. So, I called Vince and he gave me an estimate of \$960 and said it would only take about a week. I not only had Vince fix this repair but also some other body work, the mangled rear spoiler from a tangle with a speed bump and the front headlight / fender from the unfortunate accidental crash into my garage door jam. (Both good stories and not totally my fault.) He was also working on a classic Porsche and a Mustang. I later found out that our fellow club member Sergio Zarbin is a long time “paisano” of Vince and that his family has used Vince’s services for years. Vince did a great job in a timely manner but I told him that I hope that I would not have another unfortunate incident requiring me to use his services again. He understood.

So, if you are contemplating have some body work done on your classic car give Vince a call, his contact information is: ***Vince Schittino AABSCO Body Shop 30 East Susquehanna Avenue***

Towson, MD 21286 (410) 321-011 aabsco@verizon.net

photos on next page

Tom's car before and after



Damage to my MG.



My MG in happier times.



FEATURE

Why Should I Use a Battery Conditioner?

By Colin Grant

With Spring just around the corner our thoughts turn to preparing our cars for the forthcoming season of MG Car Club events. But misery is at hand when we come to turn the key and the car won't turn over; the cause being battery problems related to winter storage.

Batteries which are standing for an extended period will inevitably slowly discharge over time, which is something commonly experienced by classic cars during their winter hibernation.

To avoid the dreaded click when turning the key in the ignition there are a few points you should observe:

Firstly make sure the battery terminals are clean and secure. A smear of conductive grease, such as Vaseline, is a good idea. Check the charge levels with a digital meter. You should be looking at around 13/14v for a battery in good condition. If the reading is under 12v you will need to recharge the battery. It's a misconception that starting a car with jump leads and then going for a long drive will fully charge the battery, in actual fact the alternator will only partly charge the battery and it will still need a full charge. The ideal thing to do to save issues after the winter layup is to connect your battery to a conditioner, such as one of CTEK range of conditioners which are sold via the Club website and in the Club shop.

What is a Battery Conditioner?

The CTEK battery conditioners are computerised devices that will charge,

maintain and prevent sulfation from occurring in a lead battery. Sulfation occurs commonly in batteries that have sat around for long periods of time between uses and is the most common cause for battery failure. The CTEK system maintains optimum charge levels to extend battery life and most importantly ensure that vehicles are able to start first time. It can even charge a fully drained battery (model dependent). They are intended for unsupervised use, are foolproof to connect, spark proof and reverse polarity protected so there is no need to regularly connect and disconnect batteries.

How a Battery Conditioner Works

A CTEK smart car battery charger not only charges, it undergoes a series of other stages, such as reconditioning. This is done by sending small, resonant electronic pulses through the battery to break down small levels of lead sulphuric crystals that have formed, which prolongs its life and keeps it in optimum condition. They also move into a pulse maintenance mode once the battery is fully charged. Rather than sending in a charge and estimating the battery's needs, a CTEK charger will stay in constant communication with the battery, reacting and charging only when it is needed. When in pulse maintenance mode, the battery will be allowed to naturally self-discharge to a certain level before being fully charged once again. Not only does this form of battery charging avoid the risk of overcharging but, as the battery is being exercised as it would be during normal use, the lifespan of the battery is extended considerably.

Why Does Sulfation Occur?

Sulfation occurs when sulphuric acid breaks down, causing lead sulphur crystals to coat the lead plates inside the acid battery. This then interferes with the battery's ability to convert chemical energy to electricity; it also weakens the electrolyte solution, causing the battery's ability to accept a charge to weaken. If the battery becomes too sulfated (and this can happen in as little as six months to a year) it will render the battery useless, causing you to have to buy another battery to replace it.

Why would you use a battery conditioner instead of a Trickle Charger?

A trickle charger will, once a battery has reached its optimum charge levels, simply send in a level of charge for a certain amount of time and then switch itself off, continually repeating the process until it is removed from the battery. This way of battery charging can potentially overcharge the battery, causing it to dry out, or even start to gas, and ultimately kill the battery.

Battery conditioners, on the other hand, are ideal if you have batteries that spend a lot of time not being used. The latest technology in battery conditioners is now measuring the temperature of the battery, along with selecting the appropriate settings to charge the battery most effectively, so you get the optimum performance life possible from your battery and it will be kept in a fully charged state until you need to use it. This way you can be sure the battery won't let you down when it is needed.

Winter is the time of the year when your battery is most at risk. The cold drains the battery more quickly and can shorten its overall life. Using a battery conditioner over this time will not only keep your battery charged when it needs to be, but will also keep it in top condition. ●

Conclusion

If you want your battery to last longer, hold its charge for longer periods and stay in better condition than the life of most batteries, then you should be investing in a battery conditioner.

For more information on the range of CTEK chargers and to find the one most suited to your requirements go to: www.hamiltonclassic.co.uk/acatalog/CTEKBatteryChargers.html

To order a CTEK battery conditioner, which are available from Kimber House stores, go to www.mgcc.co.uk/shop/product/ctek-08-conditioner/ or phone 01235 555552 to place your order.

Generator Charging Circuit

Hi John, Wonderfull and immensely helpful page!!! My TD (5 post) charging system is giving me fits...Gen cuts out at around 3800 rpms. Light comes on. Slow down to 2000 rpms and it comes back on line. This is a newer Lucas regulator. Voltage was high...charging at almost 16 volts. I turned it down to 14 volts max, but it still cuts out at the same engine speed, so not voltage related. Any thoughts?? Also, I would like to convert my rearend to 4.3 and have a ring and pinion set from an MGA. Could you estimate cost if I supply the gears?

Many Thanks, Steve Tobias

I know that those charging circuits can sometimes give you fits. There are just a couple of components and a couple of important connexions -- follow me through on this: Ensure that the battery cables are tight, the fan belt is tight, and that the control box has a good earth connection

(add one if you're in doubt). Then, test the generator -- remove the YELLOW/GREEN wire from the F terminal on the control box; remove the heavy gauge YELLOW wire from the D terminal on the control box. At about 2000 rpm, hold these two wires together for several seconds, then separate them

-- you should get a BIG flashy spark. If you do, the generator is OK; if you don't the generator is faulty. Now, of course, there can be certain faults in the generator that are not evidenced in this test -- but this

gets 99% of them. If the generator is working and the control box is earthed -- and the charging is not working correctly, then THROW AWAY the old control box and purchase a new one.

John Twist



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Saab aluminum wheels

Some Saab cars had a 15" aluminum wheel with the correct offset and bolt pattern, and they have a design and appearance similar to Minilite 8-spoke aluminum wheels. These are (Carroll) Shelby-Ronal wheels from a '86 Saab 900 Turbo. The Minilite replica wheels are nearly \$200 each new. The Saab wheels used might be less than \$50 each at a bone yard (but getting more scarce with time). Then you figure out how to fit an MG emblem to the center hub. The Saab center caps that came with the wheels are octagon shaped, same as the center caps on the Saab Inca wheels. The adhesive MG logo for the stock MGB RO-Style wheels fits perfectly in the center of the Saab cap.

Look here for an article on these Saab aluminum wheels:
www.chicagolandmgclub.com

Article on procurement and fitting of the Saab wheels to an MGA. They are 15x5-1/2", with appearance similar to Minilite aluminum wheels. See photo above.

Get to Know Ken and Barby Smith

Known as Mr. MG, Ken Smith is one of the most recognized people in the LBC world. Along with his wife, Barby, Ken has shared his passion for the MG Marque throughout the world for most of his 84 years on earth. Ken worked at Moss Motors for 25 years and, with Barby at his side, traveled across the country for many years supporting British car events and representing Moss.

Ken has also been a driving force behind NAMGBR for many, many years. He is an honorary lifetime member and is the Editor emeritus of The MG Driver magazine. Enjoy this video interview that Moss Motors has published on YouTube and get to know Ken and Barby a little more!



Being a Slave To Your Clutch

Ok, so I am working on this 1958 MGA with a clutch problem. It seems that the clutch slave cylinder had puked up the piston as well as all of the fluid. Usually this means that the clutch or the release bearing is worn so severely that the slave cylinder piston has to travel farther than the cylinder will allow. It can also be caused by wear in the fulcrum points of the pedal or push-rod on the slave and/or the clevis pins that attaché these parts, or a bent or broken release arm.

Since I noticed no considerable wear in any of the obvious areas, I assumed that there was a problem inside the bell housing. Out comes the engine. To my dismay, I could not find anything wrong with anything in this area. There was some slight wear in some of the parts, but not enough to cause the slave to 'puke the piston'. Now, I am scratching my head. What the &*(is going on with this thing?

After a few posts to a bulletin that I frequent, and a few phone calls, I finally got the answer. As it turns out, there are two holes in the bottom of the master cylinder. One of the holes is smaller than the other. The smaller of the two is a fluid return hole. Somehow this hole became clogged and would not let the fluid return to the master cylinder when the clutch pedal was released. When this happens, the master cylinder keeps pumping fluid to the slave cylinder until – guess what? The piston puked out along with the fluid! So, the next time you think you have to pull the engine for a clutch problem like this, make sure the master cylinder is working correctly... FIRST!

from the Texas BackRoads

Need A Short ScrewDriver?

By Bill Brewer

I needed a short screw driver to get in to a tight place. My shortest 'stubby' Phillips was still too long. I found that a hex shank screwdriver bit for an electric drill (about 1/2" long) fits in a 1/4" box wrench. This worked great, much better than the offset ratchet screwdrivers I had. I could also get a fingertip over the end of the screwdriver bit while in the wrench to keep it from falling out. Duct tape or electrical tape can hold it in if the bit keeps falling out. It worked for me!

from the Texas BackRoads

19th Annual 2018 Williamsburg British & European Car Show

Open the 2018 car show season by visiting beautiful Colonial Williamsburg Virginia for the 19th Annual British and European Car Show sponsored by the Williamsburg British Car Club at The Shops of High Street on 4/14/18. We are very excited to announce our NEW VENUE, The Shops at High St. This new location offers close proximity to hotels, restaurants, shops and the Colonial district.

Registration form on our website. Featured marque is Daimler to celebrate the 40th year of the Daimler & Lanchester Owners Club of North American.

The Williamsburg British Car Club 19th Annual British and European Car Show

on April 14th, 2018 (Sat) The Shops at High St 1430 High St. Williamsburg, VA 23185

web site - <http://www.wmbgbrit.com/>

registration form on website-\$20* pre-registration now thru April 7th, \$25 day of show

*or email PayPal \$21 to rggavpbl@yahoo.com

contact – Roy Gavilan wbccregister@outlook.com 757-637-5902

Show hotel is The Embassy Suites, 3006 Mooretown Rd, Williamsburg, VA,

TECH TIP! Checking for BOND0??

One of the most frustrating things restorers have to face is the 'surprise' hidden under a fresh coat of paint. You go out looking for a reasonably rust-free project car and the seller tells you that only thin films of bodyfiller have been spread (... over properly welded patches of course).

You buy the car, take it home and strip away all the paint only to find old rust areas that were improperly repaired and a thick layer of body filler hiding everything. That means you will have to repair it correctly and it also means you paid too much for the car.

Next time you go out looking, leave the magnet at home. Magnets don't really tell you there's a thick layer of filler unless there's no metal behind it. Instead, grab that Stud Sensor out of the toolbox. Stud Sensors are densitometers. They detect changes in density of materials, so if you slide one over a bad Bondo job, its little lights will tell you there's something amiss. You might still want the car, but at least you won't pay too much.

Sincerely, Secondchancegarage.com / From "Brits 'n Pieces; Volume 20-No.12.

2018 MGOB CALENDAR

FEB. 6TH - MGOB Meeting.

FEB 18th **Chili Run** at Len Picton's home. 2PM, Snow date Feb 25th

MARCH 6TH MGOB Meeting.

APRIL 3RD MGOB Meeting.

MAY 1ST MGOB Meeting.

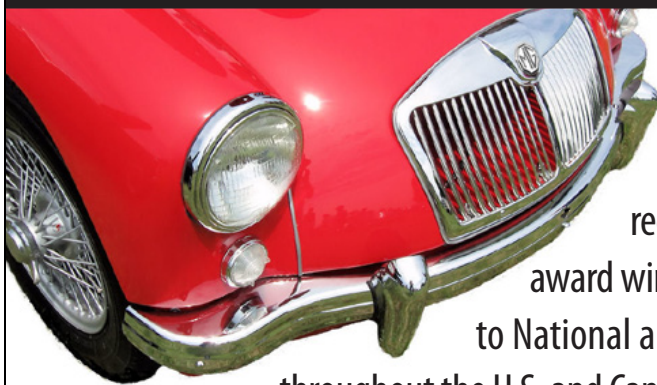
MAY 6TH GET THE DUST OFF rally

MAY 18 - 20 CARLISLE Import and Performance Nationals

June 3 Original British Car Day, Lilypons, Adamstown, MD

JUNE 17 - 22 MG 2018 GETTYSBURG PA (sponsored by MGOB)

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Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at <http://www.namgar.com>, or contact registrar@namgar.com.**





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

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www.namgbr.org



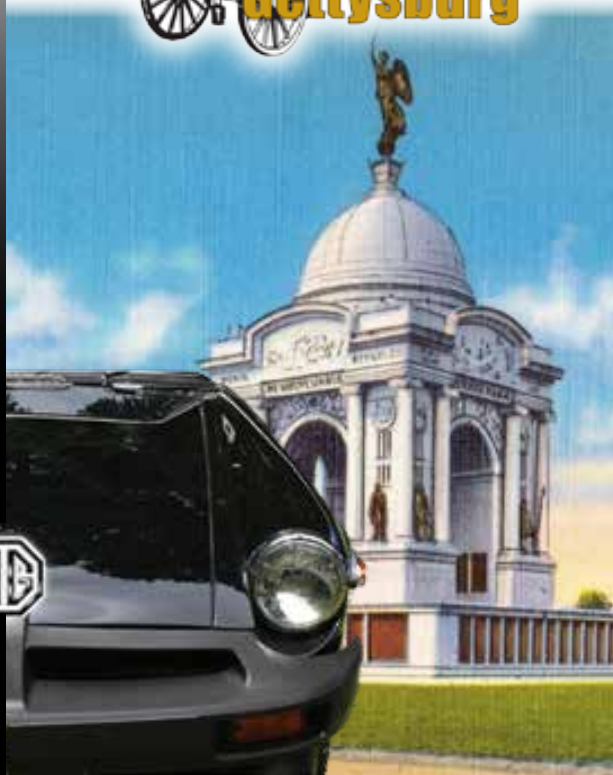
June 13-17 2018 June 17-22

Richmond Virginia

GT-43 will bring you to historic Richmond to begin your 2018 MG adventures. NAMGAR invites you to join us at the beautiful Virginia Crossings Hotel for a variety of tech sessions, driving tours, and ladies activities. Venture offsite for scenic driving tours and a special tour of Maymont Park. Explore on your own to discover all of Richmond's offerings. Then, it's only 170 miles to your next MG adventure!

Go! GT43.NAMGAR.org

www.mgsofbaltimore.org



Gettysburg Pennsylvania

MG 2018, is a Gettysburg MG Adventure, with tours of battle fields, historic buildings, haunted hotels, and local foods. Historic overload aside, there are plans for MG self driving tours, John Twist's rolling tech session, tour the Eastern Museum of Motor Racing, a variety of tech sessions, 1863 fashionable tea, rocker cover racing, parking lot parties, and even morning yoga sessions. Plus more MG related fun!

Go! MG2018.NAMGBR.org

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The Original British Car Day (OBCD)

41st Annual Meet

Sunday, June 3, 2018

Lilypons Water Gardens - Adamstown, Maryland

The Chesapeake Chapter of the New England MG “T” Register is proud to invite you to attend the 41st meet of **The Original British Car Day**. This annual event is held for the enjoyment of all British car and motorcycle enthusiasts. A portion of the proceeds will be donated to local charities.

Our event will be held from 8:00 AM until 3:00 PM at the beautiful grounds of Lilypons Water Gardens. Come and enjoy this gathering of all British marques in one setting and the beauty of the water gardens. Bring your leashed pet and picnic lunch or partake of the food and drink offered by various food vendors.

This year’s Featured Marque will be the TVR. We are pleased to serve as the TVR Club’s venue for their annual gathering. We look forward to participation from this group and welcome their members and their cars on our show field!

A special treat this year will be mid-day musical performances by the 30-piece British Brass Band! They will be set up near the Chesapeake Chapter Hospitality Tent for all to enjoy. Another change this year will be the relocation of our spectator parking lot, which is now located about ¼ mile east on Lilypons Road.

There will be shuttle bus service all day for convenient transport to and from the show field and vendor areas.

Whether you are displaying your car, or just coming to enjoy the event, the drive is beautiful no matter which direction you come from. Lilypons Water Gardens is located in Adamstown, Maryland on Lilypons Road. It is accessed easily from North I-70 or I-270 via Route 85, or from the South via Route 28. Please visit their website at www.lilypons.com for directions and more information about their establishment.

The contact person for OBCD is John Tokar, Chairman, who can be reached at 410-775-0500, or by email at jtokar51@verizon.net. For more information please visit our website at: www.chesapeakechaptermgclub.com.

MGOB Tools For Member's To Borrow By Contacting Randy Kegg

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