



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

MAY 1 2018

IT'S DRIVING SEASON !

WHAT EVER YOU HAVE, GET IT OUT
AND LET IT HAVE SOME FUN !
OH YEAH. YOU CAN HAVE FUN TOO

ATTENTION MGOB MEMBERS
DUE TO CIRCUMSTANCES
BEYOND OUR CONTROL,
THE MAY MEETING HAS BEEN
CANCELLED. JOHNNY DEE'S
LOUNGE CANNOT HANDLE OUR
MEETING DUE TO MATTERS
BEYOND THEIR CONTROL.

From El Presidente

The 29th Annual “Get the Dust-Off” Rallye is scheduled for Sunday, May 6th, 2018. Please note that we have a new starting and ending location at Gunpowder Lodge, 10092 Bel Air Rd. (US 1), Kingsville, MD 21087 <http://thegunpowderlodge.com/> Look for the event flier in this issue or on line at www.mgsofbaltimore.org

MG 2018, the 27th Annual North American MGB Register Convention, hosted by the MGs of Baltimore, Ltd Car Club this June 17th – 22nd, at the Gettysburg Wyndham Hotel.

Update - We are now sitting at 305 registrations, 350 banquet tickets have been sold and seating has been expanded to 500. The 1863 Tea seating was expanded to 75 and we have sold 57 seats, this event is capped at 75 persons. We have 25 cars signed up for the TSD Rallye and we only have 10 spots remaining for the funkana.

This event is going to be fantastic and based on the current numbers I am going to say that we could easily see 350 cars. The Wyndham is now full; however we have rooms available at the adjacent Courtyard Marriott.

For MGOB Members Only, we have a special waiting list for any Wyndham cancellations, here how you can get a room at the main hotel, go to the website, register and pay, then contact us at info@mg2018.namgbr.org and we will provide you with the link to book your room at the Wyndham if available. For more information and to register go to www.mg2018.namgbr.org

Safety Fast!

Richard





The MGs of Baltimore, Ltd.
and
Washington D.C. Region SCCA
Present the 29th Running of the
**GET THE DUST OFF
RALLYE**

Sunday, May 6, 2018

First car off at 11:31 a.m.

Dedicated to the memory of Richard W. Murphy



This will be a fun, low-key event. While traversing seventy-five miles of Harford County Maryland and York County Pennsylvania you will be looking for answers to various clues/questions. If you wish, you may also compete in correctly navigating five do-it-yourself timed sections. Competition classes are answers only or answers plus timed sections. **All vehicles welcome.**

START and FINISH: Gunpowder Lodge, 10092 Bel Air Rd. (US 1), Kingsville, MD 21087

<http://thegunpowderlodge.com/>

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

Contact Rallymaster Eric Salminen at (443-453-3071) or mgobrallymaster@gmail.com for additional rally information.

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

\$25 per car to April 25th - \$30 per car afterwards

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

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

Driver: _____	Navigator: _____
Address: _____	Address: _____
City/St/Zip _____	City/St/Zip _____
Phone: _____	Phone: _____
e-mail: _____	e-mail: _____
SCCA region: _____ Member# _____	SCCA region _____ Member # _____
Vehicle Information: Make: _____ Model: _____ Year: _____ Color: _____	
Member: MGCB? _____ TRAC? _____ SCCA/Branded Rally? _____ Other: _____	

Class: Select one! Clues/questions only _____ Clues/questions plus timed sections _____

I hereby warrant that the entered vehicle is on the road legally, is being used by the entrant with the owner's permission and is covered by liability insurance of not less than \$20,000/\$40,000/\$12,000 or the minimum requirements in the state of registry, whichever is higher.



Behind the Wheel by Rick Mills Kansas City MG Post

Well, April showers here in late March have kept our MGs high and dry in our garage. But for us, that's ok. After putting the engine and transmission back in the GT and taking it for a drive on one of those dry days, we backed it into the garage so we could check out the rear suspension and rear play in the differential. So we dropped the rear end out of the car. Monica and I cleaned up the rear axle assembly and rear springs and then painted them. I have had a set of polyurethane bushings for the rear end for some time; just waiting for the right time to put them in the car. Well, now was the time.

My thoughts were to put new differential thrust washers in the differential assembly. Others had mentioned interest, so Rob Camblin, Denny Hale, Dean Wheeler, and Christ Armacost all came over to witness this event. With the axle on the work bench, we started surgery. With the axles already out, getting the spider gears out was really pretty easy; the top and bottom gears are just floaters. They float on those copper shims. There is a big pin that locates them in the differential area. With that big pin driven out, the gears will rotate out to reveal the copper washers. Then they'll glide on. The two side gears are located over a lip which are supposed to have a fiber washer behind them. This is what we discovered: the copper washers were scored pretty bad, the fiber washers were totally gone, and the spider gears were chipped. This differential was toast.

As I look back, I remember when we took the rear axle assembly out of the car, the breather assembly was totally gone. Debris had entered this differential for who knows how long. I have driven the car about 135,000 miles and I have no idea how long this breather has been missing. You can see by the pictures the wear had taken its toll on the internal parts of this rear differential assembly. For years, I have had another rear axle assembly just collecting dust under my work bench. So we drug it out and checked the markings on the axle tube. Both axle tubes read the same: 11 over 43, or 3.90 rear axle ratio. Now we must pull the gear out of the spare rear end to find all parts were in much better shape. Do we swap center sections from the better to the bad? The repair manual says we need an axle spreader. What does the manual know? The five of us decided let's do it. So we did. No axle spreader needed. The picture shows just how bad the copper washers were, and in final assembly, we find small pieces of the side fiber washers. With the new side fiber washers and copper top and bottom washers installed, we now have very minimal play in this rear axle assembly. Now it's time to turn my attention to the new spring bushings and reinstall the axle assembly back in the GT. A few days later, and now that's all done. Our test drive was a 400- mile test drive of the SLIM Run coming up this May. Oh, did I mention my new aluminum radiator on this 70-degree day kept my temperature gauge two needle widths BELOW 'N'?

Carburetor Koozies - keeping your SU floats frosty to prevent vapor lock

JACK LONG, MGOB

My 1954 TF-1500 has experienced issues with vapor lock in hot weather ever since I have owned it. If I shut it off after any kind of lengthy drive, it is very hard to restart until it sits for 15-20 minutes. Opening the bonnet after stopping, and using the choke, haven't helped a lot. Typically, this problem is caused by heat from the exhaust manifold boiling the fuel in the float bowls. Apparently this has been a known issue since these cars were new as my carburetors (SU H-4) are equipped with a spring loaded "tickler pin" on top of each float bowl that you can depress to allow vapor to escape. I added a stainless heat shield a couple years ago which did help some, but the problem still occurs in hot weather.

I saw this new product from Joe Curto that I am going to try out. Joe calls them "Float Bowl Koozies" since they wrap the float bowls with insulation much like a beer can koozie. These are made out of a product called Koolmat that is supposed to provide continuous protection to temperatures up to 650 degrees F and up to 1000 degrees F for short term exposures. They look like the material used to make the fire suits used by airport crash-fire-rescue teams. Joe custom makes these to fit most SU carburetors. When I talked to him he said he originally developed them for a Big Healey running 3 large bore SUs, and they worked very well. Since my TF is about as tight under the hood as a Healey I figured it was worth the try.

Here are some photos of them before installation. They go on with Velcro and do not require the jet tubes to be detached for installation, but still look to be a challenge to install on the TF with its tight under hood clearances.

I have not yet installed them since it has been too cold so far this Spring for much TF driving, but I will keep you all posted as to whether these help when we get into the hot weather driving season. Stay tuned...



At Speed

rj of MGOB

Well technically I'm not late. We haven't started this year's race season and so my report on last year's racing is on time as far as I'm concerned. Let's see if I can sum it up: good racing, interesting developments, and a shortened season.

Pete Carroll started the season with a refreshed engine making this fast guy even quicker. I started with an engine that already had too many hours on it last season and tried to get just a little more out of it - not my best move.

We had an opportunity to race in early April down at VIR, but we passed this up. Just too damn cold and not the best track for a Spridget.

The season started this year at perhaps our favorite track. It's in the rolling hills of Summit Point in Charles Town, WV. This track is less than two hours from Baltimore and is considered by all to be a gem of North America. The Jefferson 500 event (named after Uncle Tom not me) always has a huge paddock with over 200 vintage cars. One of the highlights was a Formula Ford race with about 40 cars in the pack. Pete and I are use to big grids and always have over 40 in our race groups. Large groups make racing that much more fun, lots of passing and lots of strategy in maintaining a lead. After some initial fine-tuning on Pete's car (ask him why his car was lemon fresh) it was clear that the new engine work had revived his ponies and that mine were acting more like Clydesdales. While Pete was P1 in class almost every race, the best I could do was a 2nd once and a couple of 4ths. If you want to see real racing mark you calendars for May 18/19 when we return to Summit.

continued on next page

Next we were off to Jersey to run the “Lightning” course. This track has some really interesting corners and we always have a good time here. Again, Pedro was in the front of the pack with me chasing. I had my best racing with a fellow I know in a very quick MGA (really a B in disguise). He would give Pete fits, but once Pete polished him off, he and I traded places a bunch. I really got him good once and was holding position even with his HP advantage on the long straight till I took too much curb on the uphill/blind/90 degree right at the end of the straight. Many turns of the wheel later and a lot of sideways rubber on the track, and I lost my advantage and he walked away. (Driver error). Pete took lots of P1 in class and I got seconds and thirds.

The funny thing was that my car (aka Timex) acted like it was overheating, which it has never done. I started seeing fluid collecting in my normally dry catch bottles. The car seemed to be running fine even though down on power, so I just monitored the situation. Sometimes your car is trying to tell you something.

We passed on a few more races, including the two races associated with the Pittsburgh Vintage Grand Prix. It’s a longer story, but lets just say that this organization it not know for efficiency.

Now we’re off to Dominion Raceway in Virginia. This is a very tight narrow complex, which makes passing a real challenge. So, we greased up the sides of the cars and passed anyway. Pedro is still the hot-shoe and I’m still watching his taillights. Everything goes OK the first day and then on the first session the second day, I’m coming out of a corner when the power goes away and the steam rises. A tow to the pits and a quick compression check and it appears that number 4 cylinder has left the building with Elvis. For some, that would be game over, but I figured I have nothing to lose and start tearing parts off. he head removal reveals one of the most blown gaskets I’ve ever seen on the backside of number 4.

continued on next page

I gave myself a pep talk and with the aid of my beautiful crew chief (Carole), I had the head removal reveals one of the most blown gaskets I've ever seen on the backside of number 4. I gave myself a pep talk and with the aid of my beautiful crew chief (Carole), I had the gasket replaced, timing and valves set, and was back (Formula One Teams are now sending Carole and I recruiting messages weekly.)

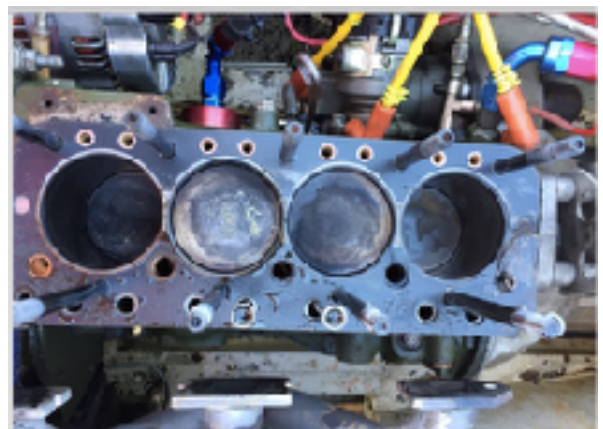
As the races continue, Pedro is again running the front of the pack fighting with cars that are really above his class. I'm in my usual spot it seems this season. I can see the leaders, but have no chance of catching them.

Sunday racing was looking good and the pack was a little tighter. Coming out of the lower esses, I hear an engine note change and immediately pull the plug and stop the car. It seems Dominion is just a place where cars give up. It was Pete's last year and me this year.

My season is over and I don't get to race the Glen as we had intended. So a short, but competitive and interesting season is in the books.

Upon engine rebuild this winter, what I actually heard was a piece of the windage tray in my oil pan give way and hit the crank! At around 7000 RPMs, this piece of aluminum turns into a crushed beer can quickly. Luckily MOWOG builds even tougher blocks and cranks and absolutely zero damage was done; my race budget saved!

Hope to see you at Summit Point May 18/19!



HOW MUCH IS MY MGA WORTH: PRICING REVIEW - FEBRUARY 2018

HOWARD QUAYLE: ARCHIVIST, MGA REGISTER

The first MGA pricing survey was carried out in January 2016, and (as far as I am aware) was the first attempt to analyse the value of our cars in the marketplace. As I commented at the time, the sources were probably not exhaustive, but came through a reasonably wide variety of advertisers. The majority of the MGAs were taken from the website: www.carandclassic.co.uk – which is generally a good indicator of the state of the classic car market. I also searched eBay for other MGAs for sale and not on the Car and Classic website, and finally augmented the list from classified adverts both from *Safety Fast!* and from *Enjoying MG*. The January 2016 survey covered 79 MGAs (63 roadsters/16 coupes), while the latest review covers 284 vehicles (218 roadsters/66 coupes), which hopefully will allow for greater pricing accuracy. There are, however, a number of caveats to be taken into account in any survey of this type.

Most entries cover UK vehicles only (with some European and US vehicles included if their licence plates could be identified).

Any vehicles requiring restoration (or not identified as being ready for road use) were excluded, as these would "skew" the pricing tables.

The pricing data is based on the

advertised price only and, in this survey, does not differentiate between dealer vehicles and private sellers. (The 2016 survey showed that 75% of MGAs were being offered by dealers – this aspect will be covered more fully in the next survey, as a brief analysis suggests that the number of private sales is rising).

It might be thought that an incremental 205 MGAs coming on to the market, over a two-year period, is not a substantial number, but care has been taken to ensure that only new entries are added to the database each month – it is interesting how many cars have been offered for sale, by the same vendor, for more than two years! Equally, this survey may have missed MGAs being advertised and sold within a few days, particularly if this has happened mid-month.

The attached table gives the detailed results on a model/year/RHD/LHD basis, but the following summary will be useful, as it shows the average prices in the 2018 survey (with the same data for 2016 in brackets):

1500 Roadster:	£25,550 (£25,550)
1500 Coupe:	£22,550 (£22,000)
1600 Roadster:	£26,700 (£25,000)
1600 Coupe:	£22,250 (£17,300)
1600 MkII Roadster:	£24,900 (£24,600)
1600 MkII Coupe:	£23,650 (£28,500)

1600 De Luxe Roadster:

£46,900 (£47,500)

1600 De Luxe Coupe:

£39,450 (£40,300)

Twin Cam Roadster:

£41,250 (£36,000)

Twin Cam Coupe: £35,850 (£32,850)

The above makes interesting reading, especially in respect of the 1500 and 1600 models, which together (719 MGAs) make up 77.1% of the survey. This shows that the average price for 1500 roadsters has remained flat over the last two years – and perhaps confirms that some buyers find the 1600 roadster more desirable than the 1500. Prices of 1600 coupes have risen, although (for the 1500 and 1600 models combined), there is still a pricing differential of 14% between the coupe versions of both models.

With Twin Cams and De Luxes making up less than 10% of the survey, drawing conclusions about pricing levels of both is difficult, but De Luxes still appear to command a premium of more than 10% over Twin Cams, almost certainly on account of their rarity. As before, I hope that readers will find this analysis enjoyable and interesting.

Any thoughts or comments please contact Howard on 01284 766909 or at hquayle1947@btinternet.com.

Ed. note. As of April 16, 2018, 1
British pound equals 1.433878 USD



Axle Clonk

As you know, I have asked for topics from you all in the past, which usually leads to an empty mail box ... however, in getting out and about, a topic that did arise for discussion was that of the axle 'clonk'. More often than not, this is only experienced on moving between forward and reverse gears, or vice versa. If one discounts worn UJs and wear on the wheel or the hub splines and that the spinner is nice and tight (are you going to check them now, then?), this 'clonk' is usually down to general wear or worn-out pinion thrust washers.

Referring to the Twin Cam Service Parts List AKD 1296, what is not often investigated, or even thought about, are the thrust washers (Items 21 and 23 in the photo) that act upon the two pairs of pinions. Original washers were copper but replacements have been known to be fibre. The pinions sit within the cage. The smaller pinions act as idlers and rotate on the pinion shaft. Common thought is that, with

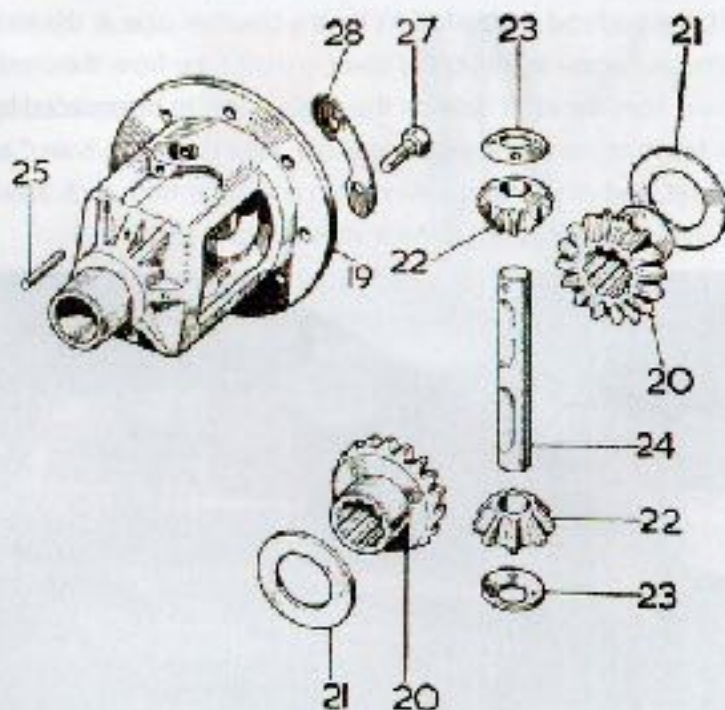


Diagram of the MGA Diff

The Editor's View

Perhaps you recall the previous Editor's View column when I regaled you with the adventures of showing my TC in my first-ever concours event, how it was great fun, and didn't approach the anxiety level I feared. Well, two months after that event I took on another adventure, my first-ever classic car auction.



I watch the Barrett-Jackson auctions on TV and wonder how and where the buyers of multi-million dollar exotic classics get the money they spend on marques like Ferrari, Aston Martin, and Alfa Romeo. Do they just whip out their checkbooks and scribble off an eight figure sum, kind of like I do when I whip out my checkbook and scribble off a five figure sum at Costco? (Note: my five figure sum includes a decimal point and only three figures to the left of it.)

So in mid-November I headed out to Palm Springs to meet my son, Eric, at a McCormick's classic car auction held adjacent to the Palm Springs Convention Center. McCormick's has a showroom in Palm Springs and holds auctions twice a year, in February and November. Eric has been to several of these and bought a very nice Ford Bronco a couple of years ago. He later discovered that it was originally owned by one of the founders of the school where he received his secondary education. I was attending the November event strictly as an observer.

The auction was both enlightening and surprising. There was one MG-TC, a Porsche 355, any number of Corvettes and Mustangs (a bit vintage and late model), and no MGAs listed on the bid sheets. The most expensive car to cross the block was a 1973 Packard Phaeton selling for \$154,875. The Porsche 355 came in at \$87,500. The typical price range for cars at this auction was \$7,200-\$25,000. What surprised me was the number of cars that sold cheap. One of them was a very unique 1934 Morris Trilite Car, that was used for hill climbs in England, which went for \$9,450. There were also several nice looking Model A Fords, including a sweet 1930 rumbleseat Roadster that went for \$14,000, a 1929 Speedster, not a hot rod, a race car, that went for \$5,100, and a respectable 1930 Pickup that brought \$14,000.

I'm in the market for a used Pickup truck, and \$14,900 will buy a ten year old Toyota Tacoma with 100,000-150,000 miles on it. But how much fun would that be? Loaded with computer controls and emissions equipment, I'd never be able to work on it. Plus it would look like just about every other Pickup on the road. That 1930 Model A Pickup sounds like a no brainer. I'd only use it for Home Depot runs and hauling turf stone since my wife would want dragged home. But alas, I have no place to keep it; it would end up parked on the street. That's fine for a used Toyota, but I'd never do it to a vintage Ford. On the other hand, there may be money to be made flipping vintage auction finds. Who's a?

MT

Michael Tocke, Editor

March/April 2018

CLUB INFORMATION

Officers and Chairpersons

	President - Richard Liddick	410-817-6862	RGL2MGBGT@aol.com
	1st Vice Presl - 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

MGOB NEW MEMBERS WELCOME TO :

Cheryl & Eric Reitz with a 1976 MGB; 1977 MGB, 1979 MGB & 1980 MGB

Allister Collings - 1970 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

APRIL TECH SESSION

Randy's Tech Talk this month dealt with adjusting headlight aiming.

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.

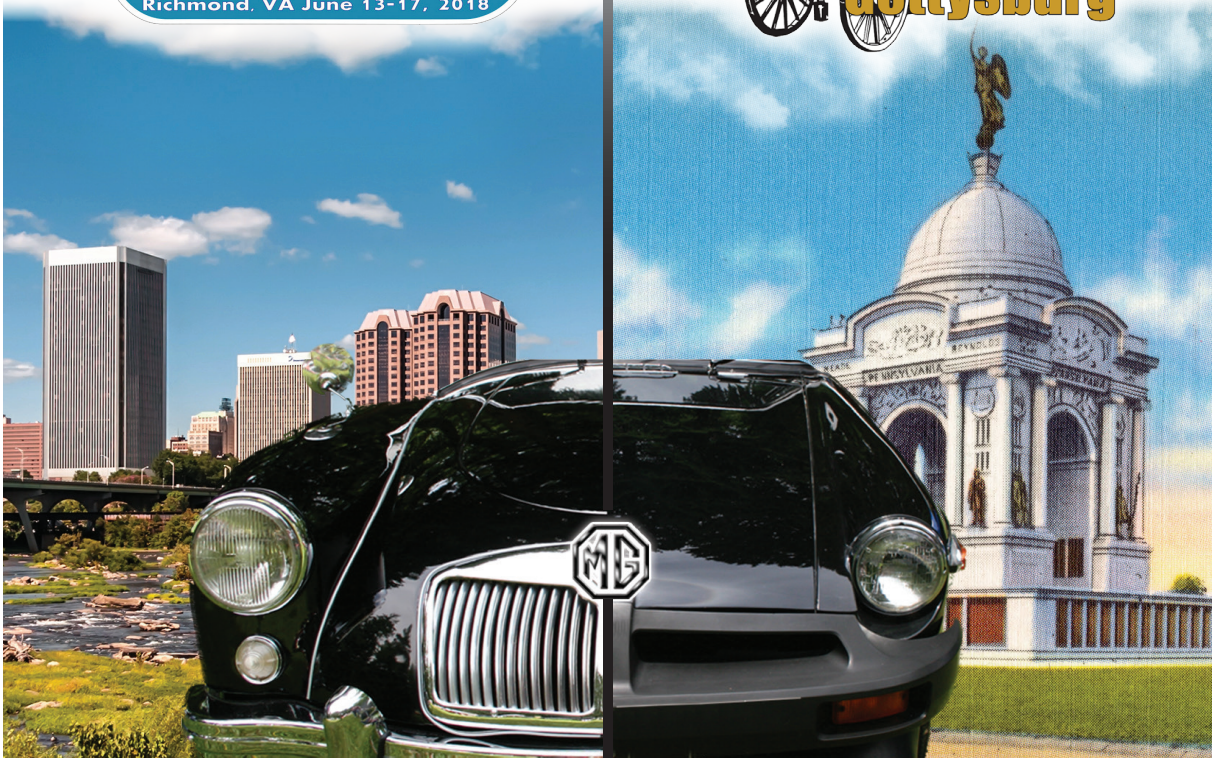
Register Your MGA With NAMGAR!



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.





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, hospitality events 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 wonderful offerings. Then, it's only 170 miles north to your next MG adventure!

Go! GT43.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

MGOB CALENDAR

MAY

2nd - MGOB meeting,
5th - Car show at Lewes DE

6TH - GET THE DUST OFF RALLYE - see flier inside
17th - 19th - **Carlisle Import & Performance Nationals.**
Carlisle PA Fairgrounds - 717-243 - 7855

JUNE

3RD, OBCD at . Lilypons Water Gardens. see flier above.
6th - MGOB meeting — —

JULY

4th - MGOB meeting.

AUGUST

1st - MGOB meeting.
19th A Taste of Britian Forney Polo Field, 70 Church Street, Rothsville PA
.. www.Lancomgclub.com for details

SEPTEMBER

5th - MGOB meeting,
30th - MGs On The Rocks

**I tried to catch some fog,
but I mist.**

MGOB Tools For Use By Members 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

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



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

Register Your MGA With NAMGAR!



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.

