



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

NOVEMBER 1, 2018

From El Presidente:

It's that time again, nomination of officers, that's right every November the MGs of Baltimore has a chance to "throw the bums out" and nominate a new group of bums for December's election. If history repeats itself, we will have a continuance of the old bums in office for another year. All kidding aside, if you do have an interest in becoming one of the MGOB officers now is your chance. You simply need a member in good standing to nominate you at the November meeting and have it seconded by another. If we have more than one candidate for the 5 open slots a ballot would be e-mailed out to all members and the ones returned at the December meeting would be counted and the winners announced.

Next up is the Hampden Mayor's Parade coming up on Sunday, December 2, 2018. MGOB had 12 cars take part in this long running event last year and it was a lot of fun. We meet at the Poly-Western Parking lot located at Falls Road & Coldspring Lane at 11:30 a.m. the parade gets started around 1:00 p.m. it runs down Falls Road to 36th street Hon. There is a reviewing stand on 36th street that we go by and receive accolades at and the parade ends at Chestnut & 36th street. I am still waiting to get more info back from the organizers on the exact staging area where we meet and will pass this along via e-mail once I have it.

The MGs of Baltimore, once again has received national recognition at the North American MGB Register's AGM, held in Traverse City, Michigan, on October 27th. Traverse City is the site of MG 2019 the annual NAMGBR Convention this upcoming June 23-26. We were presented with a plaque recognizing our enthusiasm and success with having hosted MG 2018.

Finally, we need a host for the Annual MGOB "After the Holidays" Party. This party is held typically on the first Saturday after New Year's Day making this one on Saturday, January 5, 2019, but we have some flexibility. The Club supplies drinks and deli trays and we ask the members to bring a dish. If your home can hold 35 to 40 and you have enough parking to handle this crowd please contact me at RGL2MGBGT@aol.com

Safety Fast!

Richard

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	MGT LUTZ@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

Kim & Steven Eastburn '72 MGB- '4
Michael & Camille Medinger 64 Morgan
Terry Frederick 1970 MGB-GT

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
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Glen Arm, MD 21057 410-817-6862
themgbabe@comcast.net

PREVIOUS TECH SESSION

Due to a long discussion, the tech session planned for the October meeting was postponed.

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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LOOKING BACK

Roger Marshall

In the August 2018 issue of Safety Fast! The MG Car Club Ltd, Abingdon on Thames magazine, MGs of Baltimore got some international recognition for the work they did in putting on the MG2018 in Gettysburg PA.

In his article (4 pages worth) Brian Woodhams wrote about coming across the pond and the welcome he received here with John Burrows, past President of MGCC Toronto. He points out that the largest contingent of attendees at the Gala Dinner was from MGCC Toronto.

The battle of Gettysburg, where the event was held, was July 1-3 1863 and was the turning point of the war. ‘

Woodhams continued to describe the area of the small town, the venues. The Nuffield Trophy was transported to the show from the Rocky Mountain Center. Local members of MGOB may remember when that trophy was in our custody.

The awards banquet featured a presentation by Mr. Woodhams, some trophy presentations. He praised NAMGBR for introducing the “Next Generation Register” which is run by Ryan and Leanne Looft of Wilmington Ohio.

Despite some rain before and after the event, the show was a huge success and we thank Mr. Wodhams for his recognition of the work that MGOB put into the event, with special thanks to MGOB President, Richard Liddick.

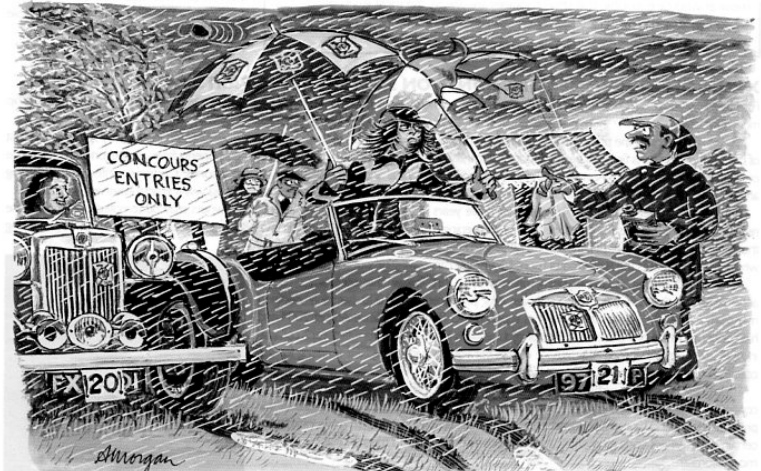
Below is part of the show field, taken from the article in Safety Fast.



From a California fire.



EVERY TWENTY
MINUTE JOB IS ONE
BROKEN BOLT AWAY
FROM BECOMING A
THREE DAY ORDEAL



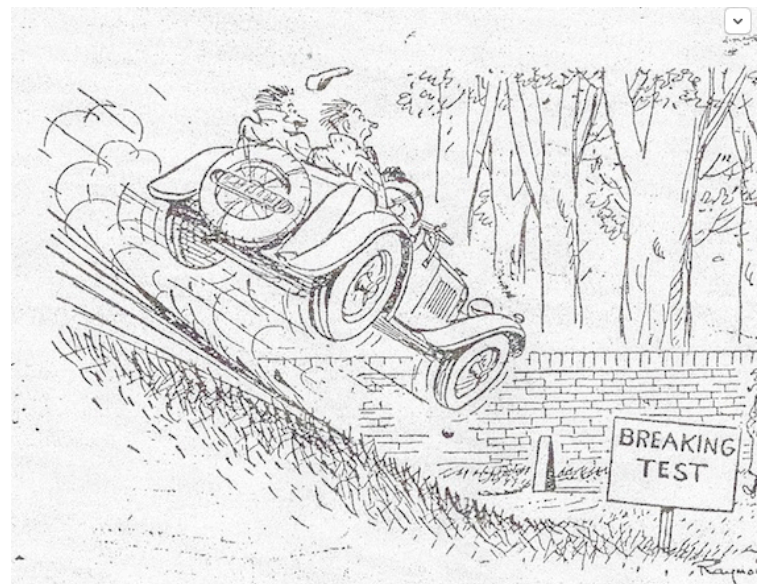
"Be careful; you're letting rain get on the front nearside wing!"

www.mgcc.co.uk

AUGUST 2010 *Supercar* 9



Decisions, decisions...



THE GREYING OF OUR CLUB.

Roger Marshall

At the October meeting of the MGs of Baltimore, an unplanned discussion started, dealing with what I'll call the greying of clubs. Our club members are mostly over the age of 50 with the exception of a few new members who are much younger. That is the issue that was discussed.

How to get more young members involved in our club. A few of the things that may keep younger members from getting involved one may be that they just do not know about old car clubs. Another issue might be money. Young people in the age range from 20 to 30 are dealing with college bills, low income, developing a family, buying a house. All these things require money they don't often have. One suggestion is to introduce them to project cars that works.

Many of the young people in the age range we want to recruit also lack one skill aside from knowing how to work on a car. Most have no idea how to drive a stick shift. That's something they can be taught. The question is, how? How many members won't want to risk allowing a new person to learn to drive the member's cars.

One suggestion was to get high school auto mechanics classes, and colleges, to help teach about old cars and how they work and how to repair them.

One thought I had which came from a tv show a good while back was to provide a high school or college or private school with a British car and some instructions. Once the car has been restored, it could be auctioned to the students.

Interest has to be the key element in any technique used to draw younger people into our clubs. How to do that is wide open to ideas.

I invite you to suggest methods to try. If your club is having success in this adventure, please share what you are doing. It is our future to extend.



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.



Bedding In Your Brakes From Moss Motors

When new pads and brake discs are fitted, the most important thing you can do to prevent problems is to properly bed the brakes. This critical step is the initial transfer of friction material from the pad to the disc, forming a smooth uniform layer. It establishes a foundation that's essential for proper brake performance. It minimizes the chance of laying down uneven, random patches of friction material which will be felt as vibration when the brakes are applied.

All high-performance discs and pads should come with installation and break-in instructions. The procedures are similar for all major manufacturers.

Since you don't come to a complete stop during pad or disc break-in, you have to plan where and when you do this procedure for safety reasons. If you come to a complete stop before the break-in process is completed, there is a chance that non-uniform pad material transfer or pad imprinting will take place, resulting in an irritating vibration during braking.

Basic Bed-In Procedure

1. After installing new disc rotors and/or brake pads, perform 8-10 slowdowns applying moderate pressure from about 30 to 40 mph without coming to a stop.
2. Make an additional two or three slowdowns applying heavy pressure from about 40 to 45 mph without coming to a stop.
3. **DO NOT DRAG THE BRAKES.**
4. Allow at least 15 minutes for the brake system to cool down.
5. While the car is at rest during the cool-down, **DO NOT APPLY THE BRAKES.** If you do, material will transfer from the pads to the rotor and probably give you braking vibration.

At this point, your new disc rotors and/or pads are ready for normal use with a thin, uniform coating of friction material on the rotors. But the full process of building up the friction layer can take 190-300 miles depending on your driving style. There are two situations you should try to avoid during that time, as they can ruin that fragile friction coating, requiring another round of bedding-in.

First, if you drive gently over a period of time with little heavy braking, you can actually strip off the necessary thin layer of friction material on the surface of the disc. This makes your brakes vulnerable to problems again. You can restore it by repeating the bedding-in procedure.

Second, if you have an incident where you are driving at high speed and have to brake hard coming to a complete stop with your foot on the brake pedal, the pads will imprint on the disc surface, transferring what seems like a hunk of friction material. This uneven material will cause vibration.

You can generally get rid of the excess material with abrasive friction by repeating the bedding-in process.



- ~ Law of Mechanical Repair: After your hands become coated with grease, your nose will begin to itch.7.1.2011
- ~ Law of the Workshop: Any tool, when dropped, will roll to the least accessible corner.
- ~ Law of the Telephone: When you dial a wrong number, you never get a busy signal.
- ~ Law of the Alibi: If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.
- ~ Variation Law: If you change lines or traffic lanes, the one you were in will start to move faster than the one you are in now.
- ~ Bath Theorem: When the body is fully immersed in water, the telephone rings.
- ~ Law of Lines: When you walk IN the grocery store, there's never anyone in the checkout line.
- ~ Inverse Hair Dryer Law: You're sure you hear the phone ringing in the background, until you turn the hair dryer off.
- ~ Law of Close Encounters: The probability of meeting someone you know increases when you are with someone you don't want to be seen with.
- ~ Law of the Result: When you try to prove to someone that a machine won't work, it will.
- ~ Law of Bio mechanics: The severity of the itch is inversely proportional to the reach.
- ~ Theater Law: At any event, the people whose seats are farthest from the aisle arrive last.
- ~ Law of Coffee: As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.
- ~ Murphy's Law of Lockers: If there are only two people in a locker room, they will have adjacent lockers.
- ~ Law of Natural Attraction: If you and your date are the only two on a five-mile stretch of beach, the family of five will set up right next to you.
- ~ Law of Dirty Rugs/Carpets: The chances of an open-faced jelly sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.
- ~ Law of Location: No matter where you go, there you are.
- ~ Law of Logical Argument: Anything is possible if you don't know what you are talking about.
- ~ Oliver's Law: A closed mouth gathers no feet.
- ~ Law of the Last Word: "Hey, watch this!"



MGS OF BALTIMORE. OCTAGRAM

New Technology Meets Classic Vehicles

By Lew Palmer

While you likely have seen many modern vehicles whose taillights seem brighter than you might expect, chances are that they are running with LEDs. Not only are they considerably brighter than the original incandescent bulbs, they draw considerably less current.

Why is this important to owners of classic and vintage vehicles?

Many older vehicles used rear facing lamps which were designed in an era where there was far less traffic, the lighting regulations were far less stringent, and there was a lack of distracted drivers behind the wheel of their near-autonomous Detroit iron. No cell phones, blaring surround sound, nor screaming kids in the back seat.

Also, the electrical systems were designed for cars without all the conveniences of modern cars. Thus, even in the best of circumstances the classic vehicle electrical systems are challenged to keep up with the needs of their lighting - extra taillights, turn signals, driving and fog lamps all take their toll on vehicles with marginal charging systems.

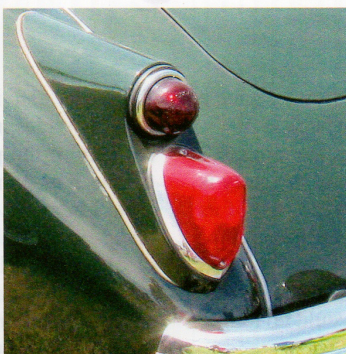
The answer is brighter lights and less demand on the electrical system. Enter the LED.

"Can I use the LED bulb as an answer?" Yes, but there are a few disadvantages.

Most LED bulbs are constructed in such a way that in order to gain an advantage in the level of brightness, they need to place many LEDs into a very limited space. This means that most of the LEDs are placed so that they face the side of the bulb, not facing to the rear. LEDs are very directional. That means that the majority of the light is sent sideways, not to the rear where it is needed. The result is that the LED bulb is only marginally brighter than the incandescent bulb it replaces.

Another disadvantage is that many LED bulbs are only suitable for cars with a negative ground electrical system. This is fine for most modern cars, but many of our British cars built before 1962 utilized a positive ground system. So if one tries to use a negative ground bulb in a positive ground system, either the bulb will refuse to work, or the bulb will go up in smoke.

Third, many of the LED bulbs emit only a white light, yet the lenses in our classic vehicle taillights are either red or amber in color. Since the light emitted from white LEDs actually is made up of a full range of light in the visible spectrum, when that light passes through a red or amber lens, much of the light emitted is filtered by the colored lens, resulting in a significant loss of brilliance. The answer is a purpose built LED light board which is specifically designed to match the pattern of the taillight lens.



All of the LEDs on an LED light board, which need to be seen from the rear, are indeed placed to emit light to the rear, not on the side where that light output is useless. They are available in either positive or negative ground, so will work with whichever system your classic vehicle requires. Finally, the light emitted by the LED light boards are matched to the color of the lens in your taillight, usually red for brake and taillights, amber or red for turn signals, and white where there is a provision for license plate illumination. This ensures the maximum light is directed where it is needed - aimed at that text messaging teen driver behind you.

"But don't I need to change the turn signal flasher if I convert to LEDs?" Not necessarily. Assuming you still use incandescent bulbs in the front turn signals, a change in flasher is not always necessary. The average turn signal bulb draws enough current to trigger the flasher. And even if they don't, there are fully electronic flashers available at your local car parts store which will be a direct replacement, or require only a very minor wiring change. Some can even be wired in either a positive or negative ground car.

"But are they really brighter than either incandescent or LED bulbs?" Absolutely! The best of the LED bulbs I have found have 12 LEDs facing all to the rear and produce around 12 candlepower. By comparison, our inserts use up to 44 LEDs and produce as much as 300 candlepower.

"So how much power savings can I see?" The 1157 incandescent bulb draws 1.75 amps. (21 watts / 12 volts = 1.75 Amps). By comparison, our typical brake circuit draws 110 milliamps (.11 Amps). You would need to install 16 light boards to equal *one* 1157 bulb. This is to say nothing about the heat generated by the 1157 bulb, which takes its toll on the vinyl and rubber parts in the lamp. Touch a lit incandescent bulb and you will understand. The LEDs are cool when lit.

"But won't the LEDs blind the driver behind me?" No, the LEDs emit the majority of their light over a moderately narrow field (about 30 degrees). So if the following car is outside that range, they will notice the bright brake lights, but not be blinded by it. If they are too close and within the range of the brightest light, you want them to be unable to avoid being dazzled.

Brittrix, Ltd. designs and manufactures LED light boards for most classic MGs from 1934 to 1962, and nearly all classic Minis. Other British vehicles often use the same tail lights, so there is a good chance we have a tail lamp insert for your British car or truck. We are always looking for additional opportunities, so if we don't have a light board for your particular British car or truck, get in touch. View our current offering at www.brittrix.com or email us at sales@brittrix.com.

CALENDAR

NOVEMBER

6th MGOB MEETING.

6th Election day

DECEMBER

2nd 46th annual mayor's christmas parade, 1 pm

4th MGOB MEETING.

JANUARY 2019

1st, MGOB MEETING (?)

?? After Xmas Party - Hosted by ????????

FEBRUARY

TBA CHILI RUN, hosted by Richard and Carole Jefferson.

5th MGOB MEETING



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)

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- *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

The fattest knight at King Arthur's round table was Sir Cumference. He acquired his size from eating too much pi.

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MGOB Tools For Use By Members By Contacting Randy Kegg

Engine Stand (2)

Engine lift with tilt device (2)

Whitworth wrenches & sockets

Whitworth thread file

MGB Kingpin Reamer

Sandblaster (Suction from a bucket type)

Rostyle Wheel Paint Mask (MGB)

Midget King pin reamer

SU Carb throttle shaft reamer
for MG T, A, B carbs

SU Carb throttle shaft reamer

Midget carbs

Torque Wrench Click Type 0 - 150 ft
lbs

Standard 12" socket set

Hub Puller

Compression tester

Harmonic balancer puller

Camshaft Degree Wheel with TDC
finder.

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 tool

Lift-A-Dot Upholstery Punch tool

SU Carb Synchronizer

Pickle Fork for Tie rod Ends

Mob Clutch Alignment tool

Front Suspension Toe-In adj tool

Rear Hub Sockets for MGA and early
and late MGB.

Cylinder Leak Down tester