



# OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

November 1, 2019

<https://www.mgsofbaltimore.org>

From El Presidente:

Well, it's November again and time for MGOB to nominate the club officers again at the November meeting. If you have ever had the desire to be involved in the running of this organization now is the time to have your name placed in the hat. If there's any competition the election will be held at the December meeting, if not the current board will remain in place.

MGOB will once again participate in **The Mayor's 47<sup>th</sup> Annual Hampden Christmas Parade on Sunday, December 8<sup>th</sup>**. Meet at Poly-Western H.S. on Falls Rd at 11:30-noon. Parade starts at 1:00 p.m. For more info contact Richard at [RGL2MGBGT@aol.com](mailto:RGL2MGBGT@aol.com)

**MGOB Annual "After the Holidays" Party** will be hosted by Richard & Carole Jefferson on **Saturday, January 4, 2020**, starting at 6:00 p.m. with a **snow date of January 11**. Bring a dish. The Club will provide drinks and assorted munchies. Where:

2520 Overlook Ct.  
New Freedom, PA 17349  
443-605-8197  
[mgobjefferson@yahoo.com](mailto:mgobjefferson@yahoo.com)

**The 23<sup>rd</sup> Annual Chilly Run** will be held on **Sunday, February 9<sup>th</sup>, 2020** at Steve & Tina Sharpe's house **with a snow date** of Sunday February 16<sup>th</sup> starting at 2:00 p.m. bring your favourite chili or other dish to enter. The club will provide drinks. Please R.V.S.P. and let them know what you are bringing. Where:

1291 Cambria Road  
Westminster, MD 21157  
[stevesharpe@gmail.com](mailto:stevesharpe@gmail.com)  
410-370-0244

Finally, I'd like to congratulate Duff & Barbara Fowler on winning the top prize of \$100.00 smackerroos for the best hand in TRAC's Annual Poker Run. I would also like to thank Chris Horant and his team for putting together a fun time. I am looking forward to next year's event.

Safety Fast!

Richard

## OFFICERS AND CHAIRPERSONS

**PRESIDENT -** | **RICHARD LIDDICK** 410-817-6862 [RGL2MGBGT@AOL.COM](mailto:RGL2MGBGT@AOL.COM)

**1ST Vice Pres**      **Ken Olszewski** 410-893 - 1661 [KENMGOB@comcast.net](mailto:KENMGOB@comcast.net)

**2ND Vice Pres**      **Mike Lutz** 410-592-8610 [MGTLUTZ#comcast.net](mailto:MGTLUTZ#comcast.net)

**Treasurer**      **Randy Kegg** 410-692-3733 [RANDALL\\_KEGG@msn.com](mailto:RANDALL_KEGG@msn.com)

**Secretary**      **Tracy Trobridge** 410-489-7474 [tracy21794@jahoo.com](mailto:tracy21794@jahoo.com)

**Newsletter**      **Roger Marshall** 410-747-3586 [S10Blazer@aol.com](mailto:S10Blazer@aol.com)

**Membership**      **Kathy Liddick** 410-817-6862 [themgbabe@comcast.net](mailto:themgbabe@comcast.net)

**Rally Master**      **Eric Salminen** 443-463-3071 [mgoabrallymaster@gmail.com](mailto:mgoabrallymaster@gmail.com)

**MGs on the Rocks —** **Tom Orisich** 410 236-8895 [torisich@wbcm.com](mailto:torisich@wbcm.com)

**Tool Meister**      **Randy Egg** 410-692-3733 [Randall\\_Kegg@msn.com](mailto:Randall_Kegg@msn.com)

**Web Master**      **Richard Liddick** 410-816-6862 [RGL2MGBGT@aol.com](mailto:RGL2MGBGT@aol.com)

### RANDY'S TECH SESSION

Randy talked about garage jacks, lifts and what they are capable of.

### NEW MEMBERS

Bill & Pam Minor - '53 MGTD

Michael Perkins '69 MGB-GT

Ron Gillis ( Gill) no car

returning are Neal and Suzanne

Becker- no british car

Terry & Cindy Shenberger - '83  
Austin Mini Cooper

## **TECH Tips**

### **From Lloyd Powell - "Repairing Lucas Light Switches"**

Many of us owners/drivers of LBCs have had a problem or two with the Lucas light switch found on most any dash that malfunctions.

I took mine apart to see why I only had work- ing headlights and no markers or parking lights. The turn signals as well as the hazard lights worked perfectly, so I knew that I had proper power.

After I cleaned the brass contacts on the switch as well as the slider, I still didn't have the markers working.

It was dark when I brought the dismantled switch into the house. During this short trip, I lost the small spring and couldn't find it.

What to do?! My son suggested that maybe a spring from a retractable ball point pen would work. Great suggestion!! The spring was the perfect diameter and after cutting of several turns for length, I put it into the switch.

The switch was once again operable in all positions. I attributed my problem to a rusty spring that had lost its tensile. Simple repair without any cost!!

From the September 2107 issue of Backroads, newsletter of the Texas MG Register. Thanks!

# The Brandow Volts Wagen

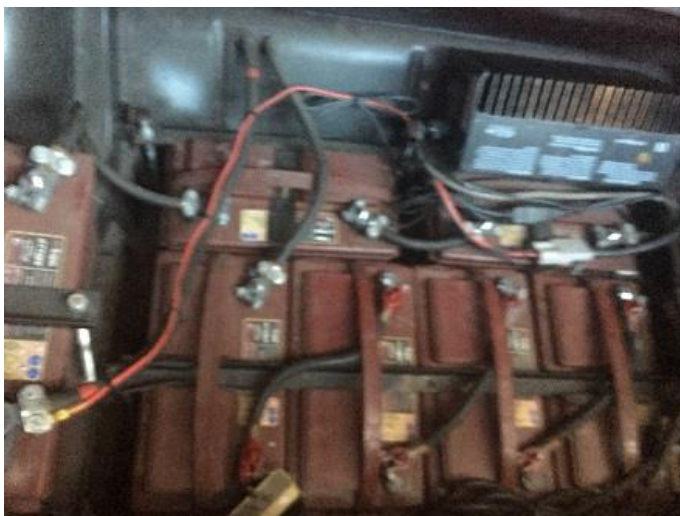
Mark Brandow thought, I need a commuter car that will run economically. What better than an electric car. But, wait, he had an MG Midget. Why not make that run on batteries.

“The batteries need to be charged when depleted, at night usually.” Says Mark and continues. “Never bought the lithium ion(?) batteries, had over \$1000 in plain bats!

“It will go about 20-25 miles on the freeway, 55 mph- wanted to use it as a commuter car on 394, but wouldn’t quite make the distance from house to shop!”

So, instead, Mark will ship the Volts Wagen to Vieques. Can’t go too far from home in the island, so running out of juice is not likely to happen.

There are 8 12 volt batteries in series in the boot, & 2 under the bonnet







## DICTIONARY LISTING FOR HARD WORK

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

# CALENDAR

## NOVEMBER

**5th MGOB monthly meeting**

## DECEMBER

**3rd MGOB monthly meeting**

**8TH Baltimore Mayor's Christmas Parade**

**4th after the holidays MGOB party @ Jeffersons.  
snow date 11th.**

## JANUARY 2020

**4th After Xmas Party at Jeffersons. snow date 11th.**

**9th MGOB monthly meeting**

## FEBRUARY

**3rd MGOB monthly meetin**

**9TH Chili Run -2 pm Sharps in Westminster, MD alt 16TH  
1291 Cambria Road,**

## MARCH

**3rd MGOB monthly meeting**

## APRIL

**7th MGOB monthly meetin**

**26th Britain on the Green , Gunston Hall, Lorton VA.**

**[www.britainonthegreen.com](http://www.britainonthegreen.com)**

# Rubber Bumpered MGs!

**How often have you heard the question...** when did they put rubber bumpers on MGs or why did they do the change over? Well, President Nixon signed S976 into law in 1972, which amended the Federal Motor Vehicle Safety Standards with the Motor Vehicle and Cost Savings Act.

His statement at the time was that the Act would authorize the Secretary of Transportation to establish cost effective bumper performance standards for new cars manufactured in, or imported to, the U.S.

MG was part of British Leyland, and they created an American only bumper overrider for early '74 models. These large overriders were called

"Sabrinas" (after an ample-chested entertainer, much like the '50's Dagmars used by Cadillac.) They were molded with rubber over metal and were bolted through the standard chrome bumpers to 5/16 inch sprung steel blades. This resulted in both front and rear collision protection.

However, the Sabrinas were only a temporary fix for the mandate. The NHTSA came up with a pendulum test to make sure the bumpers on '75 model year cars could protect against 5 mph impacts and the car's corners would have to be protected at 3 mph. Ah, but there was a catch... the pendulum was designed to strike a bumper with a height of 16-20 inches off the ground. This meant the MG would have to be raised to comply with this requirement. MG didn't have the resources to build two different versions, so this meant that the new standards would be applied to all cars for shipment to all parts of the world.

Due to this development, MG had to raise the car 1.5 inches on it's suspension. The new bumpers were designed by Harris Mann of Austin Morris Styling. They were made of Bayer's Bayflex 90 polyurethane over steel, and were molded by Marley Foam in unique chrome plated molds. This process resulted in a semi-gloss black finish.

The car bodies were reinforced to support them. This resulted in protection that was above and beyond the Federal requirement. They were introduced in September of 1974. MG fans will call them '74 ½ as they still have the twin carbs, which were phased out in 1975 models.

The rubber bumpers added 70 pounds to the vehicle weight. By 1977, the MGB had standard front and rear anti-roll bars. This greatly improved the handling, as one would suspect. -end-

*From Brits 'n Pieces / British Motoring Club of Montgomery, Alabama / Volume 21; Number 9*

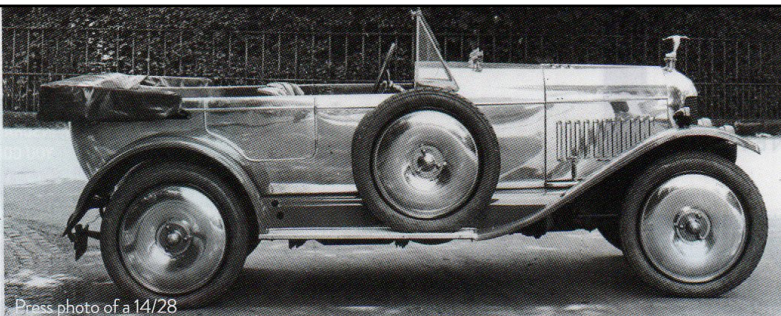


**ED SASS AT A SALADO GOF SHOWING OFF A BEAUTIFUL  
EXAMPLE OF A 'RUBBER BUMPERED MG'!**

**Note the Sabrinas!**







Press photo of a 14/28

## The MORRIS GARAGES MARQUE of CARS (MG): CENTENARY

For many years across the MG community 1924 has been taken to be the year when the first MG cars were made and sold. Some have put the case for recognition in later years – 1925/6/7 – and have given reasons for doing so. In the main, though, 1924 has been the accepted year and has been the basis of past anniversaries which have been celebrated by both MG clubs, and the various parent manufacturers of MGs.

The 1924 date has been based upon the modified 'Bullnose' Morris Oxford cars of 1924 which have been known as the 14/28s and accepted as the first 'MGs'. It has been known for a long time that a car prior to the 14/28 was commissioned by Cecil Kimber – founder of MG, and from early 1922 manager of the Morris Garage in Queen Street, Oxford. Kimber ordered six Morris Cowley chassis from the Morris works, had some modifications made to these chassis at the Alfred Lane workshop in Oxford, and ordered bodies from Raworth & Co., based in St. Aldates, Oxford. None of these six cars have survived, and nor – until 1998 – had details of the alterations made to these cars.

The MG community tended to be divided on the Raworths, between those who felt the 14/28s and the 1924 date was the correct one, and those who believed that the Raworths should receive recognition as the first MGs – in concept, if not realisation. The 14/28 school had the advantage of surviving cars which could be compared to the standard Morris versions and the modifications identified, along with the

very different Kimber-inspired bodies. The 14/28 school were reluctant to acknowledge the significance of the Raworths because there was an absence of evidence that they were more than bespoke-bodied Morris. The 1923 view was not helped by the fact that the Raworths were a commercial failure, unlike the 14/28s.

It has become apparent that this difference over the Raworths vs. the 14/28s can now be resolved due to the considerable efforts of *The Early MG Society* and, in particular, researches in the Oxford County and City archives by the late Robin Barraclough and by Phil Jenkins. Of the 21 mechanical differences between the standard Morris Oxford chassis and those sold as Morris Garages Sports (14/28), there is general agreement that the significant differences were in the lowering of the rear springs and the alteration of the angle of the steering column by relocating the steering box. In themselves these alterations do not appear very significant, but crucially it meant that the chassis sat lower, and the driver sat lower and further back. This in turn enabled the bodies to be different from anything currently available in the Morris Motors catalogue.

Research in the Oxford City and County archives – especially microfilm copies of newspapers and magazines – finally revealed some of the alterations which had been made to the Raworths prior to their bespoke bodies being manufactured. The crucial changes, which have allowed the 14/28s to be recognised so far as the 'first' MGs, were, it has been shown, made also

to the Raworths a year earlier. The documentation supporting this had lain in the archives for nearly 75 years. The Raworths were overpriced, lacked sufficient distinction, and were a commercial failure, but they were Cecil Kimber's first attempt – along with the support of his employer, Sir William Morris – to create the first MG.

The current governing Board of the MG Car Club (UK) has made a careful and thorough examination of the evidence, and arrived at the conclusion that the year 1923 can indeed be regarded and celebrated as the founding year of the MG marque. While the available evidence is not absolutely conclusive, the first Raworth MG was most likely registered on June 1 1923 with the Oxford authority as FC5581. It is also recognised, however, that 1924 was the year when the first successful MG was manufactured – the 14/28. Without the success of Cecil Kimber's second attempt at a sports car his employer, William Morris, would not have provided the £16,000 necessary to build the first bespoke MG factory in Oxford (Edmund Road) and ensured the future of the marque. It seems entirely appropriate, therefore, that the 14/28 and 1924 should also receive celebratory recognition. With these two aims in mind it has been decided that the centenary year should start in June 2023 and last until June 2024. In this way Cecil Kimber's vision as well as his successful realisation of the MG are both recognised.

Peter Cook  
MG Car Club UK – Overseas Director

*This summary is a brief overview of a far more detailed paper. Anyone who would like to read the full paper should contact me: – petercookdr@btinternet.com*



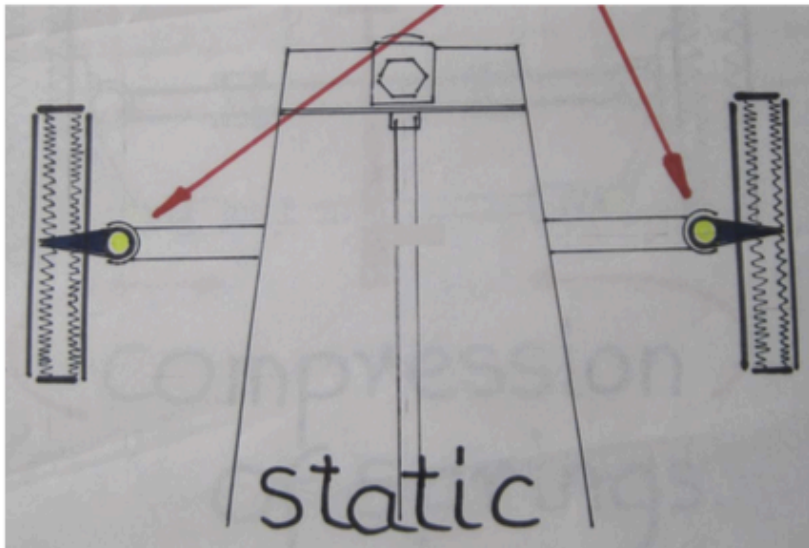


Fig. 1 – Wheels offset from king pins

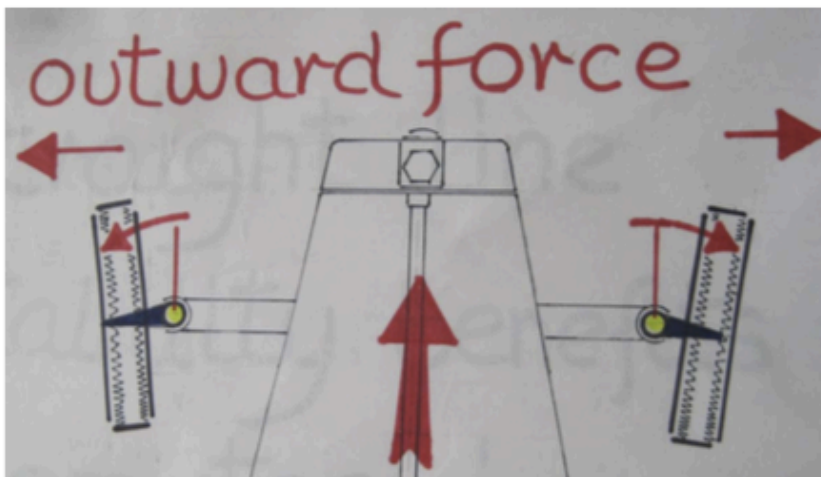


Fig. 2 – Wheels splay outwards as vehicle moves forward

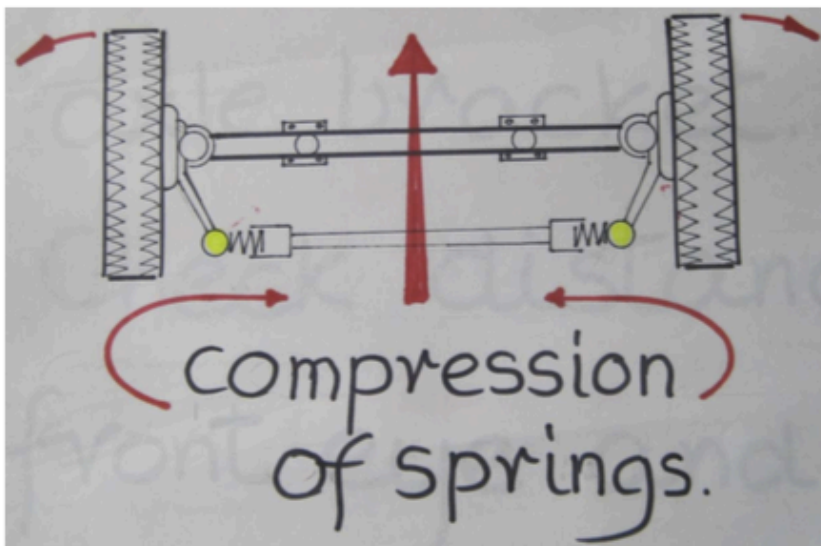


Fig. 3 – Springs in track rod ends compress and then limit amount wheels splay out

## TRACKING

Setting up a static toe-in compensates for the tendency of the front wheels to splay outwards due to the wheel being offset from the king-pin's centre of rotation (Fig. 1).

The splaying-out forces are generated under forward movement conditions and increase due to road resistance, speed and when braking (Fig. 2).

As the front wheels splay outwards, they compress the pre-loaded springs in the track-rod ends (Fig. 3); this and various deflections in the linkages are taken into account when specifying the toe-in such that the wheels end up running in parallel, which improves straight line stability.

## 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](mailto:themgbabe@comcast.net)

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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 Johnny Dee's Lounge. Johnny Dee's is located at 1705 Amuskai Rd; Baltimore, Md, just off of Loch Raven Blvd at Joan Ave. From I-695 Take the Loch Raven Blvd. Exit south. Go about 1 mile, turn left onto Joan Ave. Park in the upper lot. For more info go to their website at [www.JohnnyDeesLounge.com](http://www.JohnnyDeesLounge.com) Come early and have diner. We start arriving between 5:30 and 6:00 p.m.

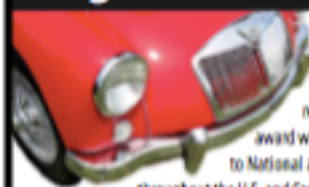
The meetings are about sharing experiences, taking care of club business and normally include a monthly tech session provided by our MG “technical guru” Randy Kegg.

More than just MGs

Many members of MGOB are owners of the other classic British marques and all are welcomed to join the club.

The Octogram, the club's newsletter is published monthly by the MG's of Baltimore Car Club.

## Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Midget, or variant of this noble breed. You'll receive six bi-monthly issues of MGAR, 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 [registrars@namgar.com](mailto:registrars@namgar.com).

