



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs OF BALTIMORE, MD

December 1, 2019

<https://www.mgsofbaltimore.org>

From El Presidente:

December is here and Santa is on his way. MGOB has various items in our Regalia Inventory that would make wonderful Christmas or Hanukah presents. Please contact Ms. Claus (Cheryl Reitz, MGOB's new Regalia Coordinator) at 410-336-2584 or e-mail her at creitz@dap.com and see what she has on hand.

I want to thank the membership present at the November meeting on behalf of the MGOB Executive Board for voting to renominate to current board to serve yet another term.

Things are going to start getting busy before they calm down, we have the following events coming up:

British Cars are invited to the Poplar Hill Christmas Market at Pell Gardens, 20 Bohemia Ave. Chesapeake City, MD 21915. Scheduled for Saturday, December 7th from 10 a.m. to 7 p.m. For more info contact Greg Shelton at 302-598-3087

MGOB will once again participate in **The Mayor's 47th Annual Hampden Christmas Parade on Sunday, December 8th**. 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

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

The 23rd Annual Chilly Run will be held on **Sunday, February 9th, 2020** at Steve & Tina Sharpe's house **with a snow date** of Sunday February 16th 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
410-370-0244

Safety Fast!
Richard

OFFICERS AND CHAIRPERSONS

PRESIDENT -	RICHARD LIDDICK 410-817-6862	<u>RGL2MGBGT@AOL.COM</u>
1ST Vice Pres	Ken Olszewski 410-893 - 1661	<u>KENMGOB@comcast.net</u>
2ND Vice Pres	Mike Lutz 410-592-8610	<u>MGTLUTZ@comcast.net</u>
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Newsletter	Roger Marshall 410-747-3586	<u>S10Blazer@aol.com</u>
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MGs on the Rocks - OPEN		
Tool Meister	Randy Kegg 410-592-3733	<u>Randall Kegg@msn.com</u>
Web Master	Richard Liddick 410-816-6862	<u>RGL2MGBGT@aol.com</u>

RANDY'S TECH SESSION

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NEW MEMBERS

Barney & Lydia Michel
1967 MGB



MG 2020 “SAVE THE DATE”

MG's In the Foothills – Calgary Alberta, Canada – June 28th to July 1st 2020

The 29th Annual North American MGB Register Convention

Hosted by the Calgary MG Car Club



For More Information E-mail: MG2020INFO@GMAIL.COM

The event website and registration should open after October 26th

Fault Finding

1. PEDAL TRAVEL EXCESSIVE

(Requires Pumping)

- (a) Brake Shoes require adjusting or re-lining if adjustment is already at a maximum
- (b) Master Cylinder push rod requires adjusting. (Excessive pushrod clearance)
- (c) Master Cylinder requires replenishing
- (d) Leakage past main cup in Master Cylinder

2. PEDAL FEELS SPRINGY

- (a) Linings not "bedded-in"
- (b) Linings greasy
- (c) Linings incorrect type

3. PEDAL FEELS SPONGY

- (a) Leakage past main cup in Master Cylinder
- (b) Master Cylinder secondary cup worn (Air bubbles rise in supply tank)
- (c) Leak at one or more points in system
- (d) Brakes not properly bled

4. BRAKES INEFFICIENT

- (a) Linings not "bedded-in"
- (b) Linings greasy
- (c) Linings incorrect type

5. BRAKES DRAG

- (a) Shoes over adjusted
- (b) Shoe pull-off springs weak or broken
- (c) Pedal spring weak or broken
- (d) Pedal to push rod adjustment incorrect
- (e) Handbrake mechanism seized
- (f) Wheel cylinder piston seized
- (g) Supply tank overfilled or vent hole in filler cap blocked
- (h) Master Cylinder by-pass port blocked
- (i) Handbrake cables over adjusted

6. BRAKES REMAIN ON

- (a) Shoes over adjusted
- (b) Handbrake over adjusted
- (c) Pedal to pushrod adjustment incorrect
- (d) Master Cylinder and/or wheel cylinder cups swollen, due to contamination with mineral oil or spurious fluid

7. UNBALANCED BRAKING

- (a) Greasy linings
- (b) Distorted drums
- (c) Front spring broken or loose at anchorage
- (d) Tyres unevenly inflated
- (e) Brake backplate loose on axle
- (f) Worn steering connections
- (g) Worn spring shackles
- (h) Different grades of linings fitted

KIMBER HOUSE NEWS

The latest MG to be given a coveted display spot at the Club's Kimber House headquarters is Mark Ellis's last-of-the-line MGB GT LE. One of just 580 GT LEs built, Mark's example has covered a mere 68,000 miles and has been beautifully restored. Finished in distinctive Pewter Metallic, it still boasts all of its original LE features such as the chin spoiler and Stag-type alloy wheels, and comes with a bustling history file.

The LE was purchased from Bicester Sports and Classics at the beginning of February. "It had previously been owned by someone in Oxfordshire," explained the Wantage resident, who also owns a final edition Rover Mini Cooper from 2000. "I looked at several auction examples, but preferred something with a better history rather than taking a gamble."



Mark Ellis's GT LE on display at Kimber House

The MGB was a fitting choice for Mark, whose grandfather worked at the Cowley plant from the end of World War Two right up until his retirement. "I've always had a keen

interest in cars, and especially local automotive history," he added. "So the fact that the B was an LE and one of the last batch to be produced in Abingdon only added to the appeal."

... From Herb Miller... "Installing New Interior Panels"

Here is a tip for using existing screw holes. No drilling in hard to reach places and no extra holes in your car! Using blue painters tape, tape a BB (as in air rifle) into each existing screw hole. Place tape on the back side of the panel in the approximate position of each hole. Position the panel exactly where you want it. Lightly tap each hole position with a rubber mallet. When you remove the panel, there will be a small mark, and/or a small indentation on the back side of the panel in exactly the position of each hole. To form the hole for the screws, visit a leather hobby store, or go online and find inexpensive leather punches of the proper size. Works for me!

HINTS FROM AUSTIN'S MORRIS GARAGE ©

Hi, everybody. This time we're covering the maintenance and repair of the Lucas Windtone horn. This horn is installed on the late MG TC, TDs, TFs, MGAs, and many other British cars. It has also been very seldom discussed.

1 General Description

Windtone horn operation depends on the vibration of an air column, which is excited at its resonant frequency, or an harmonic of it, by an electrically energized diaphragm.

The horns are usually installed in pairs, one horn having a higher note than the other. The high- and low-note WT614 (early Bentley/Rolls Royce) and WT618 (most other models, including MGs from the late TCs through the Magnette Mark IV but not the MGBs or MGCs) differ in note by a major third (A to C on the piano, for instance). There are extra-loud 12-volt Windtone horns (WT28/WT29) that we will not discuss here, because of their rare use. The horn shape determines the horn model (see Figures 1 and 2). High- and low-note horns may be distinguished by the letters "H" and "L" marked inside the trumpet flares. The horns use sprung mounting brackets.

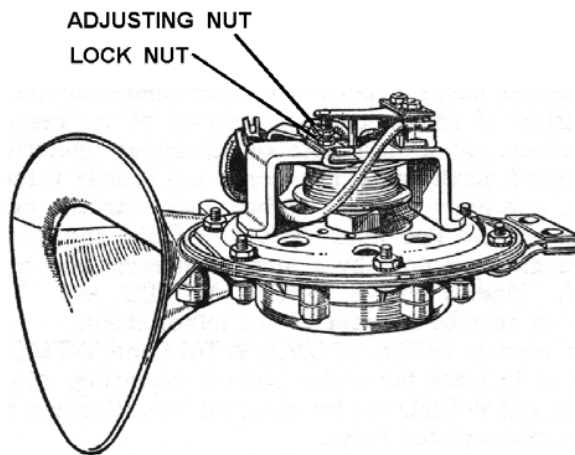


Figure 1. WT614 Horn, with Cover Removed

Horns on the MG cars are generally connected directly to a 12-volt source, thus are "hot" all the time (see schematic HORNS (A) in Figure 3).

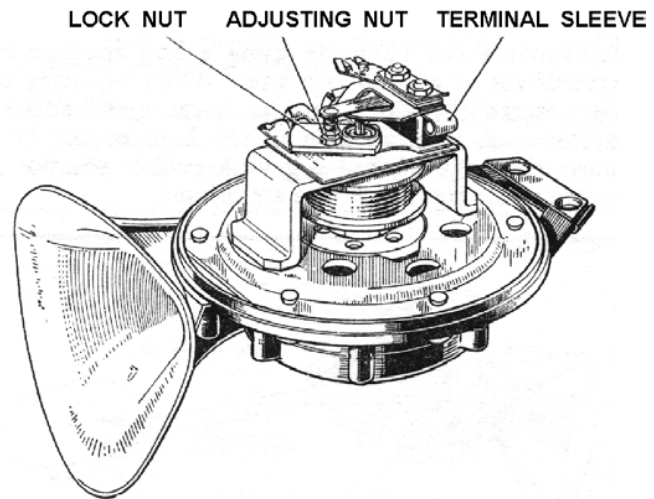


Figure 2. WT618 Horn, with Cover Removed

Note that earlier models have the base plate attached to the horn body with screws and nuts.

On other cars, a relay is used to minimize the current carried by the horn contacts and to reduce the voltage drop in the horn wiring (see schematic HORNS (B) in Figure 3). If desired, the direct-connected horns may be wired this way, too.

2 Servicing

Before making any adjustments to a horn, make sure the battery is in a good state of charge (*I recommend it be fully charged*).

Do not dismantle a horn until all external checks in Table 1 are completed.

a. Horn Loose on Mounting

Check that the bolts fixing the horn bracket to both the horn and the car are tight and that the horn flare does not contact other devices or the body. Also make sure items mounted near the horn are rigidly mounted so they cannot vibrate when the horn is sounded.

Horns with coiled trumpets must be mounted with their bases horizontal and covers at the top. Under no circumstances should they be mounted in the reverse or sideways, as that may result in water entering and collecting in the bends of the air column, which would make the horn perform poorly or even not at all.

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

DECEMBER

3rd MGOB monthly meeting

8TH Annual Hampden Mayor's Christmas Parade. Starts at Poly-Western HS - Falls Rd at 12:30 p.m.

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

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

DISCLAIMER

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North American MGB Register

The only MEMBER-RUN organization
for MGB, MGC, Midget, 1100/1300 and
Post Abingdon Car owners.

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- *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

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 Come early and have diner. We start arriving between 5:30 and 6:00 p.m.

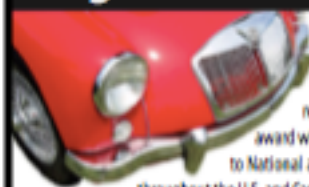
The meetings are about sharing experiences, taking care of club business and normally include a monthly tech session provided by our MG “technical guru” Randy Kegg.

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.

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