# OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

April 2020 www.mgsofbaltimore.org

## APRIL 2020 MEETING CANCELED DUE TO COVID-19

From El Presidente:

Well, this Corona Virus/ COVID -19 sure sucks. Shows are being canceled, people are dying and getting sick, people are losing their jobs and the stock market has crashed but don't let this get you down we'll beat this just like every other thing that has been thrown at us over the years. You could look for the silver lining in all of this crap. Since most of you can't go to work, the bars are closed and the government wants us to stay home, you now have more time to work on your MG or other British car. We've been told that we need to maintain "Social Distancing" so go for a drive with your mate or alone even. Spring is here, so enjoy it, and just remember to wash your hands!
The Capital Triumph Register's Annual "Britain on the Green" at Gunston Hall, in Lorton, VA on April 26th – AS BEEN CANCELED DUE TO COVID-19.

The 31st Annual "Get the Dust Off" Rallye is **still set** for Sunday, May 3rd. However, this all depended upon the status of the progression of COVID-19 and the orders of the governor regarding the winery and gatherings. This year's rallye will start and end at the DeJon Vineyards, located at 5300 Hydes Road, Hydes, MD 21082. Cars assemble starting at 10:30 a.m. for more information checkout the flier in this issue of the Octagram or on line at www.mgsofbaltimore.org

Monumental Brewing Company's British Invasion Festival is still set for Sunday, May 17th, 2020 from Noon until 4 p.m. at their brewery/pub located at 1 N. Haven St. Baltimore, MD 21224. This event too may be canceled or postponed depending on orders of the governor. There will be a car show with prizes for the top three cars, live British Invasion music, food is available next door. Checkout their website at http://www.monumentcitybrewing.com/

43rd Annual Original British Car Day **is still** schedule for Sunday, June 7 at Serra Valley Farms located at 5601 Ridge Road, Mount Airy, MD 21771. The event flier will be out soon so I am told.

TRAC's Annual Brits by the Bay **is still** scheduled for June 28th, 2020 at the Harford Winery, Forest Hill MD. See the event flier in this issue or go to https://www.tracltd.org/ for more info.

MG 2020 the 29th Annual North American MGB Register Convention event website open for registration at https://mg2020.regfox.com/mg2020-calgary Don't miss out on this Mega MG event June 28th – July 1st – Calgary, Alberta, Canada – The event **is still** planned at this time, but things could change. It is hoped that by Mid-May things will be returning to normal.

Safety Fast!

Richard

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## Membership News

Thank you to everyone who renewed their 2020 dues. At this time we still have 17 members who owe. If you owe dues you would have received a postcard.

We would like to welcome Jim & Mary Miller to the club. They have a 1977 MGB Roadster.

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 club's 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.

# INSTALLING STAND-BY FUEL PUMP

**Article provided by Dave Braun – NAMGBR Tech Coordinator**

**As published in The MG Driver – January/February 2020 Issue**

It is possible for an SU fuel pump to die, either intermittently, or permanently, without having anything to do with the points pitting or failing. But I digress, I need to go back to the beginning. In 2006, Diane and her son Jason replaced the fuel pump when it failed on the way to a vacation. It ran really well for a number of years, and since it was the second newest component on the car when in 2012, we executed "Maggie's" "wire wheel conversion that turned into a restoration" it did not get replaced, rebuilt, or refurbished. The newest component was the exhaust, and in the future, I'll tell a similar story about it.

The fuel pump has stranded Diane with her 1970 MGB several times since the restoration. The fuel pump recovers over a period of a few hours or so, and each time I dutifully remove it, clean the points, reset the throw, and put it back on the car. This little process has taken place in the home garage, propped up at the venue in French Lick, Indiana, for MG 2014; I nursed it on the roadside in Gettysburg for MG 2018; and I missed most of the MMGG pool party last year because the pump failed on the way there. On that occasion, by the time the car was flat-bedded home, it started.

You see, I thought each time I cleaned and adjusted the points, I was fixing the pump, and did not realize that an entirely different mode of failure was occurring. I now surmise that the actual coil that moves the diaphragm to pump the fuel has been overheating due to the failure of the resistor internal to the coil housing. As a reminder of the operational process (from the workshop manual): *"when the pump is at rest the outer rocker lies in the outer position and the tungsten points are in contact. The current passes from the terminal through the coil back to the blade, through the points, and to the earth return, thus energizing the magnet and attracting the armature. This comes forward, bringing the diaphragm with it and sucking fuel through the suction valve into the pumping chamber. When the armature has advanced to nearly to the end of its stroke, the 'throw-over' mechanism operates and the outer rocker flies back, separating the points and breaking the circuit. The spring then pushes the armature and diaphragm back, forcing fuel through the delivery valve at a rate determined by the requirements of the engine. As soon as the armature gets near the end of this stroke, the "'throw-over" mechanism again operates, the points again make contact, and the cycle of operation is repeated."* This is why you don't use a filter before the pump because if it is blocked the pump will stay in the points closed position and the coil will overheat. You do sometimes have to clean the internal filter on the pump, and often tapping on the side of the pump with a hammer (or suitable instrument) will reset the points and afford you some fuel delivery, until the points decide to hang-up or pit over again.

On the way to MG 2019, the pump went into full stubborn mode, Diane pulled over on a side road just off of highway 2, twenty miles from Manistique, Michigan, on the Upper Peninsula. A kind senior citizen, Wayne, lent me his yellow pages which seemed more fun than using my cell phone to look up a parts store. Once we established the properties needed (continuous running, low pressure less than ~3 psi) the counter man at the Auto Value in Manistique assured me that he had a pump to fit the bill, and in fact was running the same unit on his lawn tractor. Wayne drove me to Manistique, I bought the pump, some wire, and fuel hose, and by the time we got back to the little MG, the SU pump had cooled and would tick in its familiar cadence. I put the SU pump back in place and installed the standby pump just in front of the carburetor, picking up a handy white wire (no fuse, switched on with ignition) and a ground by the base of the pump. I didn't mount the pump, the hoses held it firmly in place, and I sat it on a nice rag to help stabilize it.

Of course, when the SU pump at the rear would falter, the standby pump had trouble pulling the fuel the entire length from the tank, and vapor lock became a real problem on the way home as the air temperature rose considerably over the mid-70s we enjoyed in Traverse City. If we were in any traffic we had to stop multiple times, allowing the vapor lock to subside, usually picking out a canopy of trees or the side of a building for the requisite shade protection (as much as for the humans as for the fuel vapor). Eventually, Diane and I arrived at home after enjoying a wonderful burger at King's in Miesville. Since I was the person not driving, I had ample opportunity to plan Maggie's new standby pump installation using the little Holley Mighty Might pump I purchased in Manistique for $49.

The Holley pump's body is a hard plastic, and comes with mounting lugs, a pigtail of two wires potted into the body, mounting hardware, and a combination filter fuel inlet with a 1/8NPT thread, and an outlet fitting. Both the filter and the fitting will accept 5/16" ID hose, but 1/4" hose will work with some force and a clamp. In operation, it is very noisy when empty, but quiets down when it is moving fuel. If the fuel needle controlled by the float in the carburetor prevents fuel from leaving the Holley pump, the pump is nearly silent, although it continues to run.

I decided based on the experience of the vapor lock that I would be installing the pump as a standby at the rear of the car. This is where all MG fuel pumps are located since the MG TF in 1954. On Maggie, a 1970 MGB, a hard line goes directly to the inlet of the SU fuel pump into a banjo fitting, and the outlet is a fuel hose with a banjo fitting and a clamp style opening on the hard line that goes to the carburetors. If I intended to install the standby pump before the SU fuel pump (either pump will pass fuel through the outlets when not pumping) I would need to cut the hard line after the fuel tank, route that line via a rubber hose into the standby pump inlet, and route the outlet of the standby pump into the inlet of the SU pump. To use the banjo fitting already in place I elected to purchase and trim to length Moss fuel line P/N 376-530. I also ordered a new SU fuel pump 377-161, and the outlet hose 376-540, along with some new fiber washers 370-650. It is important to remember that the hoses at the carburetors are 1/4" ID, while the hoses and lines at the rear of the car are 5/16", so

plan accordingly. A two-foot length of 5/16" fuel hose, some screw style clamps, and a 1/8NPT male/female elbow and a 1/8NPT to 5/16 hose barb fitting took care of the things I would need to install the pump.

From an electrical standpoint, I considered just providing power to the standby pump, but I decided I would sometimes want to exercise the pump to assure it was working with the SU pump shut off. To accomplish this, I needed a single pole three-position switch. The switch has three terminals on the rear, the power comes into the center, and the other two terminals each go to a fuel pump. The center of the switch is the off position and putting the pump in the full up or full down position will power one, or the other pump. Because the British convention is that down is on, the SU pump got the down terminal, and the standby pump got the full up terminal. Since the switch absolutely has to stay on while running regardless of the pump in use, I rejected the easy option of placing the switch somewhere on the rear bulk- head above the battery panel. I figured that luggage or fooling with the hood and the tonneau would result in accidently selecting the other pump, or worse, select the no pump center position. I also wanted a location that Diane could reach from the cockpit, one that preferably would be accessible from the engine bay so I could wire the switch and then just place it in a hole and tighten the mounting nut. I re- membered there was a bit of room next to the bonnet release, and I drilled the accommodating 1/2" hole next to the bonnet release, nicking the release handle only a bit in the process.

One of the sleeve connectors near the bundle that goes back to the rear of the car is the pick-up point for several white wires. One of the wires is hot from the ignition and proceeds over to the fuse block to power the green circuit. One of the wires goes to the rear of the car to power the SU fuel pump. It was pretty simple to identify which wire did what, and after identifying them, all that was needed was to bring power to the center of the switch across the front of the heater, and then run a wire from the bottom terminal back to the wire that brings power to the SU pump. A single bullet connector was used for this task, removing the wire to the SU fuel pump from the multiple four-way (double) sleeve connector and placing the supply to the center of the switch in its place.

To power the standby pump, I had to route the wire from the upper terminal on the switch all the way to the rear of the car. I secured this wire about every six inches to the existing under body harness using zip ties and trimmed the ends of the ties off. At some point in the future I will incorporate the three new wires crossing the back of the engine compartment into some of the blue vinyl wrap that MGs used back in the day. I won't actually have to rewrap the wires; I'll simply apply a new wrap of blue over the existing bundle and the new wires.

The standby fuel pump was either going on the rear or the side of the battery bracket structure. The battery was pulled from its position and I removed the battery case (Moss P/N 241-040) for full access to the bracket structure. I tested the connections for power and continuity by placing the car's battery at the RH front wheel and connecting it by jumpers directly to the hot terminal on the starter and a good

ground. I unclipped the ground battery when the testing was over. We had to leave for a week's trip, so I contented myself with just "thinking" about mounting the pump. When we returned, first the new SU pump was installed, and the Holley standby pump was mounted on the side of the battery structure at an upwards angle (the preferred position according to Holley) using a star washer to pick up the metal so the ground wire would find a ground from under one of the bolts holding the Holley pump to the structure. The fuel line from the tank was cut and the rubber line was clamped to the remaining length of fuel line and routed to the standby pump inlet which now had the elbow fitting with the 5/16" barbed fitting. This left the SU fuel pump inlet open, and I place the new line on the banjo fitting and checked the required length. You can trim the braid with a Dremel cut off wheel, finish the end with some scotch tape to allow slip- ping on the rubber finish piece to close off the braid. The outlet fitting on the standby pump had the straight 5/16" barbed fitting on it, and the installation turned out very clean.

I can usually do this kind of work with half a tank of fuel in place if I jack up only one side of the car. Because I was wondering if debris in the tank contributed to the vapor lock issues, I elected to drain the fuel once I had the car on the jack stands. Also, removing the rear road wheel adjacent to the pump on the RH side of the car affords additional access to the pump installation area. Be careful when you do this, and make sure you support the car at the frame just behind the front wheels, and then adjacent to the forward ends of the rear springs. If you are unsure of your skills in this area, ask someone experienced for some help the first time, and use good quality jack stands.

The test drive was pretty satisfying. I placed the switch in the SU position and listened to the familiar ticking noise with the key on. Then, I moved it to the center position, noted the quiet and then picked the standby position. I drove out to a gas station with less than a gallon of gas on the SU pump, filled up, and set the switch in the center position to mimic an SU pump failure, of which I'm pretty familiar with by now. In about three-tenths of a mile the car started to sputter making the switch a good anti-theft device. I reached over by the bonnet release and flipped the switch up and drove home on the standby pump establishing its capabilities as a true backup.

On the MG 2019 trip, I had a chance to discuss this project with several experienced MG owners, and many of the NAMGBR "Brain Trust" who participate with me in my Technical Coordinator role for NAMGBR. I especially want to thank Dan Craig of Mother's Automotive in Springfield, Missouri, as he is a big believer in this type of system, and several participants from Missouri have a version of a standby pump system. It's always fun to compare ideas, and I hope this gives you a few for adding this convenience and safety item to your MG.

# Hydraulic Fluid Testing

*by Rick Astley*

For at least the last 60 years, most cars have used hydraulic systems to transmit the action of pressing the brake pedal, to that of operating the pistons that push the shoes or pads against the brake drums or rotors. The technology was also soon extended to the clutch operation. The big advantage of hydraulics with pistons over cables with levers is that the pressure in a hydraulic line will automatically equalize across the whole system, whereas a single stretchy brake cable will transmit less force to the wheel it operates. Also, in general, hydraulic systems require less maintenance that those using cables, which have to be frequently adjusted against slack and have to be lubricated in their sheaths and around pivot points.

Hydraulics requires the use of an incompressible medium and most liquids fit that description, so why not simply use water instead of special hydraulic oil? While water would be a very inexpensive hydraulic fluid, there are a number of disadvantages to using it over especially formulated hydraulic oil.

1. **Boiling point/Vapor pressure.** While operating, brakes get very hot and that heat is transmitted in part to the hydraulic fluid. If it were to be allowed to boil, as it well might if water were used, the resulting vapor would be highly compressible, reducing braking pressure very significantly.
2. **Freezing point.** It's almost self-evident that it wouldn't be a good thing if our brakes or clutch ceased to operate every time the temperature dropped below freezing.
3. **Lubrication**. The seals in the system that keep the fluid from leaking and that slide against the walls of cylinders benefit from the superior lubrication afforded by oil over water.
4. **Corrosion**. Any water in the hydraulic system tends to cause unseen corrosion starting on the inside of the steel hydraulic tubing.
5. **Organic growth**. Unlike water, specially formulated oil resists the growth of mold and other organic effects.

In the North America, the Society of Automotive Engineers (SAE) have standardized specifications for hydraulic oil, classifying them under Department of Transportation (DOT) numbers, the most commonly known being DOT 3, 4 and 5. ISO 4925 mirrors the SAE standards and the DOT designations are now recognized worldwide. If your car can use DOT 3, it can also use DOT 4, but the reverse may not be true because DOT 4 can resist higher temperatures and a vehicle system designed for Dot 4 might boil DOT 3 oil. DOT 5's formulation is based on silicone and it is immiscible with DOT 3 and 4 and must not be mixed with it.

The big disadvantage of DOT 3 and 4 oils is that they are miscible with water and will absorb it. That is not the case with DOT 5, but from my own experience, I don't advise using it. My MGB-GT V8 had a heavy clutch and I wanted to make sure that over time it didn't suffer from a softened action due to water ingress. I had the benefit of an all new system – tubing and cylinders; so, with no cross contamination possible, I used DOT 5 silicone based oil. However, the clutch master cylinder was a standard MG part and I now understand that its seals were designed to swell, and thus work better, when in contact with DOT 3 and 4 hydrocarbon based (actually polyglycol-ether) oil. However, there is no swelling when the seals are used in DOT 5 silicone based oil. My almost new clutch system failed at the master cylinder after only a few months use. The slave system, from a modern Range Rover was fine, so while I cannot prove it, I believe that DOT 5 oil is detrimental to elastomeric hydraulic components designed for use in our old MGs.

We live in an often damp climate and the hydraulic oil resides under a not-very-well-sealed cap in the master cylinders, where it has a large surface area exposed to air containing water vapor. Over winter we hibernate our cars and during that period, the oil in the master cylinder may well absorb quite a lot of moisture, which can cause the problems listed in 1-5 above. Once we start to drive the cars, each time the brake or clutch is operated some fluid moves from the tubing into the master cylinders and out again, causing gradual mixing of the water infused hydraulic fluid in the reservoir with that in the rest of the system. Hydraulic fluid testers are now very inexpensive; the one pictured here costing $6.99 on Amazon USA. If a test of the fluid in a brake or clutch reservoir reveals a water content greater than 3%, I think it is worthwhile syringing it out (a turkey baster works well) and replacing it (and the kitchen turkey baster afterwards too!). However, don't just grab that economy size opened bottle of fluid you have had on the shelf for years, because that too may have absorbed water over time; so test it first.

If you've reason to believe that water contamination extends into your car's whole hydraulic system, then flushing it out and exchanging it would seem like a good preventative measure, though not an easy one. One of our members had a fire around a rear wheel of his MGB and although neither the exact cause, nor the chicken-egg sequence of events, could be established with certainty, it is believed to have been caused by a dragging brake shoe having boiled the brake fluid that burst a rubber hydraulic line to the brake drum, the oil then catching fire, perhaps from contact with the exhaust. DOT 4 oil boils at 230°C (446°F) but if contaminated by only 3.7% water, the boiling point lowers to 155°C (311°F), a significant change that could well make the difference between experiencing a problem or not.

Links:

| | | |
|---|---|---|
| Brake Fluid Tester Pen: | Amazon.com | Amazon.ca |
| Turkey baster: | Amazon.com | Amazon.ca |

# Tools Available for Club Members to Borrow
# Contact 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

# CALENDAR

**MAY**

**3rd** **Get the Dust of Rallye – DeJon Brewery**

**5th** **MGOB monthly meeting**

**17th** **British Invasion Festival at Monumental Brewing Company - more information to follow**

**JUNE**

**2nd** **MGOB monthly meeting**

**28th** **Brits by the Bay – Harford Winery – See flier**

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.

# Washington D.C. Region SCCA

and

# The MGs of Baltimore, Ltd.

**Present the 31st Running of the**

## GET THE DUST OFF RALLYE

## Sunday, May 3, 2020

**First car off at 11:31 a.m.**

**Dedicated to the memory of Richard W. Murphy**

## $30 per car to April 21st - $35 per car afterwards

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

**SEND TO: Eric Salminen, 12321 Jerusalem Road, Kingsville, MD 21087 (mgobrallymaster@gmail.com)**

This will be a GTA (Game, Tour, Adventure) style rally of approximately 60 competitive miles. No unpaved sections. **All vehicles welcome**. Classes will be provided for Historic up to 1981 and modern 1982 and later.

**START & FINISH:** Dejon Vineyards, 5300 Hydes Rd., Hydes, MD. **www.dejonvineyard.com**. Bring along your picnic basket lunch and tailgating supplies. Food truck will be available on site. Wine tasting will be provided for entrants (MGOB hand stamp required).

**REGISTRATION:** Opens at 10:30 am. Drivers' meeting at 11:15. Please plan to arrive early.

***Contact Rallymaster Eric Salminen at (443-463-3071) 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.*

**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: MGOB?** ____ **TRAC?** ____ **SCCA/Branded Rally?** ____ **Other:** _____

**Class: Select one** _____**Historic** _____**Modern**

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/$15,000 or the minimum requirements in the state of registry, whichever is higher.

Driver Signature: _____ Navigator Signature: _____


# "Brits by The Bay"
# 2020
# Modern & Classic
# British Car & Motorcycle Show

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## Open to ALL British Cars & Motorcycles

******* GREAT LOCATION *******

**Harford Vineyards & Winery 1311 W. Jarrettsville Rd. Forest Hill, Md. 21050**

**www.harfordvineyard.com NO PETS PLEASE!!**

**Sunday, June 28th 11am – 3 pm Gates open 10:30am Rain or Shine**

**Pre-Register by May 19 to Receive a Free Show T-Shirt & Dash Plaque**

**Door Prizes, Music, & Good Ole Car Talk**

**Food, Snacks, Wine Tasting & Beverages Available On-Site**

**NO OUTSIDE ALCOHOL ALLOWED**

**Please Contact: Britsbythebay@gmail.com**

**For up to date info Go to www.facebook.com/britsbythebay**

## Debit & Credit Card Payments Accepted Securely Online!

**For More Information, Online Registration or Directions Visit:**

**WWW.TRACLTD.ORG**

or contact

**Steven Horant @ 443-827-6116**

**Email Us at: BritsByTheBay@gmail.com**

**Detach coupon below and send it with your check made payable to TRAC.**
**Mail to: TRAC, 902 A Cedar Crest Ct., Edgewood, Md. 21040**

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Name: _____ Address: _____

City: _____ State: _____ Zip Code: _____

Car Year: _____ Make: _____ Model: _____

Email Address: _____

Club Affiliation: _____

Pre-Registered T-Shirt Size: Small _____ Medium _____ Large _____ X-Large _____

2 XL ($2extra) _____

Pre-Registration (Entries postmarked by May 19) $20 per car _____

Registration (Registration postmarked after May 19) $25 per car _____

Neither I, nor my heirs, will hold TRiumphs Around the Chesapeake, Ltd. or the Harford Vineyard & Winery liable for any personal or Vehicle loss, damages, liability or injury occurring during or as a consequence of being involved in or traveling to or from this show. Owners attending this show do so voluntarily and agree to assume all risks of any kind to their person or their vehicle. Shade Canopies are at the discretion of TRAC.

Signature: _____

# 2020 Convention Information

## GOF WEST
## JUNE 29th - JULY 3rd

https://gofwest.org/gof-west-2020

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## NAMGAR GT-45
## JUNE 1st to JUNE 5th

https://gt45.co/


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## NAMGBR 29th Annual Convention
## JUNE 28th - JULY 1st

https://mg2020.regfox.com/mg2020-calgary

# OFFICERS AND CHAIRPERSONS

| | | | |
|---|---|---|---|
| President | Richard Liddick | 410-817-6862 | rgl2mgbgt@aol.com |
| 1st Vice President | Ken Olszewski | 410-893-1661 | kenmgob@comcast.net |
| 2nd Vice President | Mike Lutz | 410-592-8610 | mglutz@comcast.net |
| Treasurer | Randy Kegg | 410-592-3733 | randell_kegg@msn.com |
| Secretary | Tracy Trobridge | 410-489-7444 | tracy21794@yahoo.com |
| Newsletter | Kathy Liddick | 410-817-6862 | themgbabe@comcast.net |
| Membership | Kathy Liddick | 410-817-6862 | themgbabe@comcast.net |
| Rallye Master | Eric Salminen | 443-463-3071 | mgobrallymaster@gmail.com |
| MGs on the Rocks | Richard Liddick<br>Eric Reitz | 410-817-6862 | rgl2mgbgt@aol.com |
| Tool Meister | Randy Kegg | 410-592-3733 | randell_kegg@msn.com |
| Web Master | Richard Liddick | 410-817-6862 | rgl2mgbgt@aol.com |
| Regalia | Cheryl Reitz | 410-336-2584 | creitz@dap.com |

## MGs of Baltimore Affiliations

North American MGB Register
North American MGA Register
American MGB Association
MG Car Club UK

## MEMBERSHIP CHANGES

**Submit any changes to:**

Kathy Liddick
5237 Glen Arm Road
Glen Arm, MD 21057
themgbabe@comcast.net