



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

September 2020

www.mgsofbaltimore.org

From El Presidente:

I'd like to give a shoutout to Larry Heaps for putting together the First MGOB Air Shoot Out at his place. Look for more info and a list of the winner in this issue of the Octagram. I would also like to thank Barbara & Duff Fowler for hosting the Annual MGOB Summer Party. We had about 30 members in attendance, the food and hospitality were fantastic. Look for more info and pics in this issue.

As things are slowly returning to some kind of normalcy, we will be back at our regular MGOB Meeting place at Johnny Dee's Lounge for the September meeting on Tuesday, September 1, 2020. The meeting room has been re-arranged so that we can have social distancing, but we will be limited to about 25 members. Don't forget to come early and have dinner, Johnny could sure use the business.

The 41st Annual "MGs on the Rocks" British Car Show is taking place as planned, however ALL PARTICIPANTS WE BE REQUIRED TO HAVE A MASK TO ENTER. THEY WILL ALSO BE REQUIRED TO SIGN A COVID-19 WAIVER. MASKS MUST BE WORN DURING THE REGISTRATION PROCESS AND WHEN SOCIAL DISTANCING CANNOT BE MAINTAINED. Due to Covid-19 the award presentation will be modified this year in order to maintain social distancing and the safety of our volunteers and guests. We will need additional volunteers this year to assist with spectator admission and parking along with getting cars parked on the show. If you can help, please contact either me at RGL2MGBGT@aol.com or Eric Reitz at Reitz1@aol.com

Chuck Moreland has offered to host the Annual MGOB "After the Holidays" Party on Saturday, January 9th, 2021 starting at 6:00 p.m. so mark your calendars. Chuck lives in Parkton, MD and for those of you that know Chuck, you know, he knows how to throw a party. More info will be listed in future issues. Now we need a member to hold up their hand for the Annual MGOB Chilly Run in February.

Upcoming MG/British Car Events:

The British Car Club of Delaware's Fall Car Show at Bellanca Airfield is scheduled for Saturday, September 19th, 2020 at 2 Centerpoint Blvd. New Castle, DE 19720 – **HAS BEEN CANCELLED !!!!**

41st MGs “On the Rocks” British Car Show is set for Saturday, September 26th at Rocks state Park 4-H Camp. For a flier go to www.mgsofbaltimore.org **Please Note: Due To Covid-19 All participants will be required to sign a waiver and to have and wear a mask when social distancing cannot be maintained.**

TRAC’s Annual Brits by the Bay **has been Re-scheduled** for Sunday, October 4th, 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.

TRAC’s Fall Foliage Poker Run – Saturday, October 17th, 2020 – Starts at 10:00 a.m. Shawan Plaza, 11399 York Rd, Cockeysville, MD 21030 for more info go to www.tracltd.org

North American MGB Register’s AGM (Annual General Meeting) is scheduled for Friday & Saturday, October 23rd and 24th Harrah’s Conference Center, Atlantic City, NJ. For more info go to www.NAMGBR.org This is NAMGBR’s business meeting and a chance for the members to see the site of next year’s MG International Atlantic City 2021. To book a room at the discounted rate of \$99.00 per night plus tax, call 888-516-2215 use Group Code NAMGBR-AGM or go on line <https://book.passkey.com/go/SH10MG0> .



JUNE 14th to 17th, 2021

Safety Fast!

Richard

NAMGBR Annual General Meeting Saturday, October 24, 2020

Article provided By Tony Burgess, NAMGBR Convention Coordinator

This year's NAMGBR Annual General Meeting (AGM) will be held the weekend of October 23-24, 2020 at Harrah's Resort in Atlantic City, NJ, site of our 2021 annual convention.

As you are probably aware, 2021 marks the sixth 'ALL MG' gathering where the four major North American MG Registers come together for a huge combined event. Joining forces again are The North American MMM Register, The New England MGT Register, The North American MGA Register and The North American MGB Register. The five prior 'ALL MG' events have brought together between 800 to 1,300 MGs in addition to a number of other British Marques at the same time all on the same show field.

Rooms have been blocked for Friday and Saturday nights, October 23 and 24, 2020 at Harrah's Atlantic City, at the rate of \$99/night (plus tax) and includes a parking voucher as well as waived resort fees. Harrah's address is: 777 Harrah's Blvd, Atlantic City, NJ 08401.

You can book your room by calling 888-516-2215 (8am-2am ET) with GROUP CODE "NAMGBR-AGM" (or code SH10MG0). You can also book online using <https://book.passkey.com/go/SH10MG0>

This meeting is open to all NAMGBR members and their guests and you are encouraged to attend all or just part of the weekend's activities.

Due to the expected large attendance for this year's AGM, we are asking all participants to complete a short, one-minute survey on the NAMGBR website (NAMGBR.ORG) to help us plan for room sizes and dinner needs. No personal information will be collected.

The weekend's schedule is as follows:

- Friday night (October 23)
 - 6:00 pm– Meet in the hotel (Location to be posted)
 - 7:00 pm – Possible Dinner at the hotel (Location to be posted)
- Saturday (October 24)
 - 9:30 am – 11:00 am – Tour of the 2021 car show site
 - 11:00 am – 1:00 pm – Lunch (on your own)
 - 1:00 pm - 5:00 pm – Annual General Meeting of NAMGBR at Harrah's
 - 7:00pm - Dinner (offsite location)



COVID VIRUS AIR GUN SHOOT

By Larry Heaps, Host

Well, the war is over, and we won. All in all, it was a pretty good shoot. We had 17 attendees out of which 13 competed. Our MGOB army managed to kill 154 germs in about 1:45 min. The awards went to:

SCOPE CLASS

1 Eric Salminen congrats

2 Doug (not an MGOB member)

3 Bill Berg

Buy a shotgun award aka Last Place went to Chris H.

IRON SIGHTS CLASS

#1 Paul Hanley (this guy showed up, borrowed a gun, kicked our butts, and was quiet about it, a class act, congrats)

2 Mike Medinger

3 Richard Jefferson

Buy a shotgun award aka Last Place went to Doug Hart

Note to participants: Almost all the remaining germs had at least one hole through them. Don't change your sights. They were just too tough to die. Maybe I should have placed them 6 feet apart.



ALL ABOUT WILLIAM R. MORRIS, VISCOUNT NUFFIELD

by Karen Border, TRF Publications

as published in the AMGBA September 2020 Octagon

William Richard Morris, 1st Viscount Nuffield, GBE, CH, FRS was born on October 10, 1877 in Worcester, and he was the founder of Morris Motors Limited. He was also a philanthropist and founded the charitable institutions of the Nuffield Foundation, the Nuffield Trust, and Nuffield College, Oxford. Morris married Elizabeth Anstey on April 9, 1903, and they did not have any children.

In his teens, Morris worked as an apprentice to a local bicycle dealer who sold and repaired bicycles. When he turned 16, he began his own repair business in a shed behind his parents' house in Oxford. He was successful and opened a shop to assemble and repair bicycles at 48 High Street, Oxford. He had his own badge, a gold cycle wheel with "The Morris" words. He was a bicycle racer and raced his own bicycles in races that varied in distance between one and fifty miles. He began to build motorcycles in 1901 in a partnership as Morris-Cooper which produced the Morris Motor Cycle. In 1902, after dissolving the partnership, he bought a disused horse stable in Longwall Street, Oxford where he operated several businesses under the name of The Oxford Garage.

He still repaired bicycles and sold, repaired, and hired cars, and operated a taxi service there. He demolished the stables in 1909 and built a new building with a Neo-Georgian facade. It was so fancy it was called "Oxford's New Motor Palace." The car dealership sold several different makes of cars including Arrol-Johnston, Belsize, Humber, Hupmobile, Singer, Standard, and Wolseley cars. By 1910 he found that he needed more room, so he built new buildings on Longwall Street and acquired more space on Queen Street. He officially changed the name of his business to Morris Garages.

In 1912, Morris designed the Morris "Bullnose" Oxford car and built them in a factory in Cowley, Oxford.

During World War I the factory stopped producing cars and produced munitions, which included over 50,000 mines for the North Sea Minefields and hand grenades. Automobile production began again in 1919 after the war. Morris brought the mass production techniques of Henry Ford from America to England and production soared from 400 cars in 1919 to 56,000 by 1925. Morris expanded by buying competitors and suppliers. He purchased Wolseley Motors Limited, Hotchkiss Engines, E. G. Wrigley and Company who made rear axles, and the bankrupt Riley (Coventry) and Autovia car companies.

Problems set in during World War II. Morris offered to build a large factory in Castle Bromwich to build the Supermarine Spitfire aircraft. He claimed that this custom-designed, modern factory would be able to build four times as many planes as any other existing factory in Great Britain. This project, The Nuffield Project, was approved, although with misgivings by the Treasury Department, and construction of the factory began in 1939. However, one year later, construction was still not finished because the design and site layout of the factory kept changing, and this put it over budget. The factory building also began to have structural problems that caused cracks in the brick walls because different kinds of bricks had been used in the construction. By May 1940, no aircraft had been completed. All of this was happening while the British government was going through a crisis with the fall of the government of

Neville Chamberlain and the rise of the new Prime Minister, Winston Churchill. Churchill appointed press tycoon Lord Beaverbrook as the Minister of Aircraft Production, and Beaverbrook promptly fired William Morris. The contract was awarded to Vickers-Armstrong, the Supermarine aircraft's parent company. After Vickers took over, production began and by June 1940, ten Spitfire Mk IIs were made. Castle Bromwich became the largest and most successful plant, and by the time production ended in June 1945, it had built over 23,000 Spitfire airplanes.

Morris Motors merged with the Austin Motor Company in 1952 and formed a new holding company named the British Motor Corporation (BMC). Morris was the chairman for a short while and retired on December 17, 1952 at the age of 75. He was named an Honorary President and he continued to be involved in the company's progress. After British Motor Corporation, the company changed names several times to British Leyland and Austin Rover. The factory at Cowley is now owned by BMW, and they make the new Mini there.

We know about famous industrialists in America such as Henry Clay Frick, Andrew Carnegie, and John D. Rockefeller, but we may not realize that Morris was considered the most famous industrialist in England. He was awarded several titles and honors over the years. He was appointed an Officer of the Order of the British Empire (OBE) in 1918. In 1929, he was created a Baronet of Nuffield in the County of Oxford. He took his title from the village of Nuffield in Oxfordshire, where he lived. He was raised to the peerage as Baron Nuffield in 1934 and made Viscount Nuffield, of Nuffield in 1938.

In case you were wondering what all the acronyms after his name were in the opening paragraph, they are honors that he was awarded over the years. He became a Fellow of the Royal Society (FRS) in 1939, a Knight Grand Cross (GBE) of the Order of the British Empire in 1941, and a Companion of Honour (CH) in 1958. He was appointed Honorary Colonel of 52nd (London) Heavy Anti-Aircraft Regiment, Royal Artillery on June 4, 1937 and continued that role with its postwar successor, 452 HAA Regiment.

As a philanthropist, Morris donated to the Sea Cadet Corps, and he built a building at Birmingham University to house a cyclotron, which was an early type of particle accelerator invented in 1929-1930. He also founded the Nuffield Foundation in 1943 and founded Nuffield College in Oxford. The donation that most impressed me the most was that Morris offered to give an iron lung made in his factory to any hospital in England and the British Empire that requested one. Over 1,700 were made and distributed. Morris died on August 22, 1963. He lived through both World Wars and it is amazing to dwell on the things he saw changing in the world around him and the contributions he made to those very changes.

I hope you take the time to click on the links for the sources I used in creating this installment. There is a video at the top of the list that is interesting and which I had never seen before.

Sources:

<https://www.britishpathe.com/video/the-british-motor-car-aka-william-morris> (This is an interesting video about the Morris car production, and it is worth watching in spite of the music in the background.)

https://en.wikipedia.org/wiki/William_Morris,_1st_Viscount_Nuffield

https://en.wikipedia.org/wiki/Supermarine_Spitfire#Manufacturing_at_Castle_Bromwich,_Birmingham

https://en.wikipedia.org/wiki/Castle_Bromwich_Assembly

http://news.bbc.co.uk/local/oxford/hi/people_and_places/history/newsid_8354000/8354459.stm

The Laws for British Sports Cars!

by Don Hayward

as published in “The Official Newsletter of the MG Car Club of Toronto”

Distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man. Most of us are familiar with the physical laws thought up by Issac Newton. He said things like for every action, there is an equal and opposite reaction; and If you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree. Newton’s laws made sense for hundreds of years and everybody believed them. They believed them right up until the time when British sports cars were invented, and it was suddenly realized that a whole new bunch of laws was needed.

Finally, a group of eminent scientists with names like Morris, Healey, Leyland, Mowog and Murphy shook up the scientific community when they published their new theory of mechanical behavior called “The Laws for British Sports Cars”. Since many are not familiar with the four major laws, they are listed below.

1. *Law of Peculiar Random Nomenclature.*

The name of a British sports car shall consist primarily of letters and numbers with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning. This law explains why British cars always have spectacularly bad names like XKE or MGBGT.

2. *Law of Cryptic Instruction*

Any book, manual, pamphlet, or text dealing with the maintenance, repair or restoration of a British sports car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect.

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual. “Before rebushing the lower grunion banjos, you must remove the bonnet facia and undo the A-arm nut with a #3 spanner.” All attempts to publish an English language version of this manual have failed.

3. *Love of Hardship Law.*

The more a British sports car malfunctions, breaks and/or falls apart, the more endearing it becomes to the owner.

You buy an MG. You have had it for a year and a half and have replaced every item on the car at least twice. When the engine is started, it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because “It’s like part of the family!”. British sports car owners often stare into space and smile a lot. This is referred to as the ‘Foolish Person Syndrome’.

4. Law of Non-Functional Attributes.

All British sports cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis. This is also known as the famous *Lucas Electrics Law*.

THE MOTOR, OCTOBER 16, 1937. COLOUR 14

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London Showrooms: Stratton House, 40 Piccadilly, London, W.1
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10 Bizarre Driving Laws from Around the World

***By Aki Sugawara / Motoramic - From our friends at the Octagon; Vol 59; # 2
As published in Texas Backroads August 2020***

Whether due to antiquated laws that never got updated, or logistic challenges unique to that country, the world is full of strange laws. Some may not sound outlandish in concept, but have extreme consequences; for example, if you're in Vietnam without a Vietnamese driver's license, you risk a prison sentence of up to three years. Here are ten of them from around the globe.

1. Drivers, male or female, in Thailand can't drive shirtless, whether it's a car, bus, or a tuk-tuk cab.
2. No brown-bagging needed while driving in Costa Rica – it's legal to drink and drive so long as your blood alcohol level is lower than .05%. The country also prohibits blasting loud music near churches, hospitals, and schools.
3. On the other end of extreme, France requires its drivers to carry a portable Breathalyzer at all times when driving a car. The one-time kit costs around \$5, and if you don't have one, the fine is a paltry 11 Euros.
4. If your car is dirty enough to pen dust art, in Moscow it's liable for a fine of 2,000 rubles. Although enacted in part to prevent muddied and obscured license plates, it's up to the officers to make the call. Worse yet, it's illegal to wash your car by hand on public property for ecological reasons – forcing you to take the car to one of the few car wash facilities.
5. Never mind obscene gestures – even raising your hand in a bout of road rage in Cyprus can get you fined for 25 Euros. The law states a driver can be fined if the person “is in an irregular position inside the vehicle or raises his hand from the steering wheel unnecessarily.”
6. In South Africa, shepherds have the right of way. Although most probably wouldn't play chicken with an ostrich crossing anyway, the law explicitly states that “the driver of a vehicle on a public road shall stop such vehicle at the request or on the signal of a person leading or driving any bovine animal, horse, ass, mule, sheep, goat, pig, or ostrich on such road.” Fines can get as high as \$500.
7. Politeness isn't just the culture in Japan – it is part of their driving laws. Splashing a pedestrian with a puddle from your car will cost you over \$60.
8. Careless driving laws exist in the United States and in the United Kingdom, but it can get downright draconian in the UK, where motorists have been ticketed for eating a sandwich.
9. Although some countries like Italy restrict driving access to certain zones, Manila (Philippines) takes the cake for the most convoluted traffic law. You can't drive in some of the busiest districts depending on the day of the week and the last digit on your license plate. For example, if your plate ends with a “1” or “2”, you can be fined if caught driving between 7am and 7pm on a Monday.
10. The United States isn't immune from bizarre laws. In Montana, it's illegal to have sheep in the cab of your truck unless there is a chaperone. In Nevada, driving camels on highways is prohibited and in Tennessee, it is illegal to shoot any game *other than whales* from a moving automobile.

Overheating by Harry McLean
as published in the CAN-AM Connection July 2020
the Newsletter of the Windsor- Detroit MG Club

After reading Rick Astley's article (last month) on fans I thought I would delve just a bit farther into this subject. As Rick has covered there are many reasons for overheating with age being one of the largest factors. That means specifically the radiator as this is the main component to cool your engine. When a radiator ages it does things like the cooling fins fall off and get corroded causing that. The tubes leak due to age as well and sometimes solder on top tanks (if they have it due to newer cars having crimped plastic tanks) starts to leak.

One of the very best things you can do to keep your car healthy is to change anti-freeze with the proper mix. What is the proper mix? For your MGB, MGA, or T car the mix is 50/50, anti-freeze to water, not 70/30 because it will protect more —and all the other mixes that people use. That goes for new cars as well not only our LBC's. The best way to drain the anti-freeze is to pull the bottom hose off and let everything drain out. Why? Because if you have aluminum products like t-stat housings and radiators, anti-freeze breaks the aluminum down and clogs the radiator. It doesn't matter which type whether it's ethylene glycol —the green stuff or polyethylene glycol- the red stuff or DEXCOOL as it is known in some circles.

All anti-freeze has silicone in it which is basically sand. Over time it eats away at iron and aluminum but at a little faster rate for aluminum. That is why when you see the powder around your nuts holding the thermostat (t-stat) housing in place is because the anti-freeze has etched or eaten away the housing by the stud allowing the antifreeze seep up to the nuts. So, if you have this problem you need to replace your t-stat housing. This is also true for what MG's like to do is blow head gaskets. As well as the newer cars, it's because of age, antifreeze not being changed and has eaten away the gasket until the compression in the cylinder blows the gasket. Rick mentioned the mechanical fan one of the reasons this doesn't work very well on an MGB is because there is no shroud around the fan so it doesn't suck enough air through the radiator. If you look at older American cars not only is the fan close to the radiator, but there is a shroud around it so the fan can draw more air in. Then we get to other things that help overheating not so much on an MGB but on later model cars. The condenser for the ac unit sits in front of radiator. That cooling thing for ac stops 15% of the air flow going to the radiator, and of course you add power steering coolers and oil coolers (for towing) and it stops even more.

How to tell if your radiator is not in good shape? This is fairly easy you can use one of the thermometers that Rick talked about in his article or use your hand. If your car is overheating open hood unless you see steam coming from under hood or that boiling popping sound simply feel radiator in different areas like sides or middle for cold spots. What I mean by that is it should feel the same temp all over if you feel cold or colder spots you can bet the radiator is not in good shape and could be the cause of your overheating if no leaks are found. Also, as what Rick said a bad radiator cap not holding pressure or too low for what it was designed is also another cause and very often overlooked. To truly test a radiator cap, you need a pressure tester that is designed for that. Auto parts have them but not sure if they use them.

Danger signs and what NOT to do:

Boiling, popping sounds-do not open hood until cooled down under no circumstances should you even ATTEMPT to open radiator cap You will get seriously burned up to a 3rd degree burn. I have seen this happen.

Steam- do not open hood at all same thing as above in this case you have probably broken a hose or one is cracked etc. and fluid has leaked out.

With the case of later MGB's you also have an expansion tank. That can leak as well as another cause.

There are silicone hoses on the market, but they are expensive. They will last longer but is it really worth it to you? I'll end the article with a personal experience. I was going to a club meeting in summer and once got off the expressway, car started to overheat. So, I took off from the light and it cooled down and when I got to the parking lot I opened the hood because I could hear only one fan running. It seems I had used a rag for something and forgot about it. The fan blade caught it and wrapped it into the header and stopped the fan. That was an easy fix.



Midget Mumblings by Steve Olson
as published in the Kansas City MG Post Volume 39 Issue 8

Since the first day I drove our Midget all those decades ago, I realized that its lack of blazing power was matched by its brakes. The small 13" wheels mean small disk rotors and calipers were all that could be fitted into the small space. Those were an upgrade from the drums on the earliest cars. But in those days, the cost of vented rotors was too much for a low-priced sporty car that was not intended for racing or mountain driving. Drivers were expected to have strong legs to mash the brake pedal with a toe while using the heel on the gas to match revs and downshift to get some engine braking to help slow the car. And I have been doing all that for a long time and have always managed to reduce my velocity sufficiently. But it would be nice to have better brakes that didn't make me work so hard.

I have considered adding a remote power brake booster. It would be difficult but possible, I think, to find room under the bonnet for it and the bit of extra plumbing. Of course, with dual line brakes, I would really need two boosters – one for the fronts and one for the rears. The rears don't do much anyway, so if I go this route, I will try just boosting the fronts. Then I saw a fellow saying that he had found a way to get larger vented rotors and slightly larger front calipers from a late nineties Nissan Sentra and he had designed an adapter to mount the caliper. I liked that idea since all the parts would only cost me around \$150 plus the machine work to build the adapter and mate the rotors to the existing hubs. But then I started thinking. The larger calipers would mean slightly more pedal travel to apply them and the pedal already moves a long way.

And since I don't race my car, I might make one hard stop from speed, but won't likely make another until the old solid rotors have had ample time to cool down. So, the better braking ability would not be something I would actually notice much.

And I am lazy and thrifty/cheap, so for now I think I will just do a few exercises to keep my leg strong. Maybe someone will eventually produce a bolt-on kit to make the stopping easier.

Can a Midget Top a Mustang? *By Carl Ostanek* **As published in the Kansas City MG Post Volume 39 Issue 8**

I have always been interested in classic automobiles and for 25 years, I owned a 1948 Dodge, but was discovering it was getting harder and harder to enjoy that vehicle because it was stored in a garage 20 miles away. I decided it was time to find a way to have a vehicle at home, but not give up garage space. Having only a 2-car garage left only one option: a 4-post lift and a very small car, so the search began. After doing some research and doing a slight modification of my garage (adding a high-lift door), either a Triumph or MG would “fit the bill” and the limited budget. Growing up in Cleveland, Ohio, my best friend in high school owned a '58 TR3, so I was fond of these cars and aware of the issues of owning a British car. We spent many a weekend working on that TR, but had a blast in it when it did run, so I started searching the local ads and Craigslist postings here in KC. Karen, of course, was not totally onboard. She had grown up around American muscle and even today, owns a 450hp Mustang GT, so the idea of tooling around in a 60hp oversized go-kart was not high on her list, but she was a good sport and played along. Little did she know that her prized Mustang would “live” underneath whatever car I purchased! In June of 2010, I purchased the lift and began the search in earnest.



After several disappointments, I found my 1971 Midget on Craigslist in KCK. This Midget was a daily driver for the wife and was far from perfect, but had been taken care of and the husband was capable of keeping it on the road, even though some of his handy work I am still sorting out. To this day, I am still not sure what year this car actually is – the original VIN is missing, being replaced with a California registration number. and the motor number is also missing, adding more confusion. The title does say 1971, but some features point to a 1970-build and, as we know, this is pretty common in LBCs. The Midget has chalked up over 100K miles and has had few modifications – one being it has no heater (which I have) and the radiator is out of a Honda, which seems to work just fine, and I will not replace it with the original that I have. The car did come with a nice roll bar and hardtop that I do not use.

Since owning the car, I have replaced the wire wheels, tires, splines, exhaust system, Armstrong shocks, fuel pump, clutch, and transmission. Over the years, I have replaced and reupholstered the seats (anyone looking for seat frames?), replaced the convertible frame, leather-wrapped the steering wheel, and replaced a few odds and ends.

Karen and I enjoy taking it out on Sunday drives, probably me more than her, and I always

get a kick out of showing it to people, especially the very young who are always amazed at its size and that it doesn't have electric windows! One of our three grandsons, who is 19 now, has shown an interest in it, so I am hoping that someday I will pass it on to him.

Yes, a Midget CAN top a Mustang, but only in my garage!!!



Just Charge It by Tony Cohen

As published in Classical Gas July/August 2020

Keeping your battery charged during the off- season is just good practice. Doing this for us MGB owners normally involves some yoga and gymnastics. You have to lean over the back of the right seat, unhook the six clips holding down the carpet, remove the carpet, twist open the five locking screws (Dzus fasteners) on the battery cover plate and remove it. Then, very carefully so as not to short circuit the positive pole against the bodywork, attach the charger crocodile clips to the battery terminals. If you have a fold- down soft top, this whole exercise is made even more challenging.



The conductor threaded through the hole in the boot.



I decided that enough is enough. There has to be a better way. I found that there is a gap between the top of the battery box and the underside of the back shelf, and, looking under the boot, I found a hole with a sealing plug in it at the back. I figured that I could run a conductor from the battery into the boot and arrange a connection to my charger from the boot. So, I went out and bought 5ft of 12 gauge two-conductor cable, four 5/16" ring terminals, and a two-wire quick disconnect. Total cost less than \$10.00.

The components

First move was to solder two ring terminals to the conductor. I placed this end of the conductor in the battery box without connecting it to the battery terminals. I then threaded the conductor through the gap at the back and up into the boot, removing the plug and replacing it with a grommet. I attached one side of the connector to the conductor and connected the ring terminals to the battery. Next, I attached the two remaining ring terminals to the other side of the connector.



Battery Connection

In order to maintain proper social distancing between the positive and negative clips on the charger, I made a spacer out of Perspex acrylic glass. Any non-conducting material would work. #10 machine screws at least an inch long through the ring terminals and acrylic make good connection points for the charger clips.



The Social Distancer



Hooking up the charger to the battery is now a stress-free snap

MGB - HISTORY OF THE 50TH ANNIVERSARY EDITIONS

By Jeffrey Louis

British Leyland chose 1975 as the year to celebrate the 50th Anniversary of the MG marquee. This was based on the foundation year of 1925, which was the introduction of the "Old Number One", which is considered the first real MG sports car. British Leyland celebrated the occasion by offering two unique products in 1975.

MGB GT - Jubilee Model: Abingdon produced a limited number of MGB GT models painted in a special British Racing Green color with gold stripes and with the special insignia consisting of the familiar MG octagon surrounded with the dates 1925-1975 and a wreath motif. Other special options included black and gold alloy wheels, special steering wheel and standard overdrive transmission.



- Gold and MG Octagon metal badge on the nose of the front bumper, instead of the usual silver and black.
- Gold and MG Octagon metal badge on boot lid, instead of the usual silver and black.
- Silver and black 50th Anniversary badge on the far right corner of the dashboard. It is the same exact design as found on the gold stripes on the MGB GT Jubilee models in England. It contains the MG Octagon,

1925-75 lettering and a wreath-surround. Authentic factory badges are thin metal and some vehicle's which had damaged ones may have been replaced by owners using a sticker replica.

- The steering wheel horn hub has a MG octagon surrounded in

gold color background versus the original production color of a red background.

Each car was fitted with its own special engraved dashboard plaque indicating the production number of the car. All badging on the front nose and rear deck were gold & silver versus the regular silver and black finish. Production was limited to approximately 751 models and made for market in England only. The production was limited to 750, but one additional car was manufactured to replace a car destroyed in the production of a television commercial.

50th Anniversary Badging - LHD North American Exports: In addition to the MGB GT limited production Jubilee editions, Abingdon also produced special emblems to celebrate the 50th Anniversary in 1975. The special emblems were only applied to Left Hand Drive (LHD) North American export models.

The special badging consisted of the following:

The special edition badging was applied only to MGBs manufactured from June 1975 to December 1975. Production number 380866 was the first 1975 model to sport the special anniversary badging. The production model with the 50th Anniversary badging was the 1976 model 394677. Since the anniversary badging is production-date specific and not model year specific, only late-model '75 MGs and early '76 cars were produced with these unique emblems.

Also, a part of the restoration of my 1976 MG, my research of old MG books and magazines discovered that Abingdon workers did not always properly install the gold and black emblems on the export vehicles. In fact, many of the Anniversary editions made their way to the U.S. sporting the incorrect but familiar silver and black emblems on the front bumper and lid. / From our Friends @ The eChatter;

Vapor Lock - Cause, Prevention and Cure!

Vapor lock is often a problem with older carbureted cars, but not an issue with modern electronic fuel injected cars. Fuel injection uses a computer to tell the injectors how much gasoline to squirt into the engine. A carburetor is a mechanical device that uses the engine's natural vacuum to suck the required amounts of fuel into the combustion chambers.

Vapor lock causes a car to stop running when the fuel in the system overheats. It is most likely to happen when driving on hot days and in stop-and-go traffic. Constant acceleration and deceleration make your engine work harder, causing it to run hotter. Excess heat causes the fuel to vaporize. This keeps the fuel from reaching the engine.

Many carbureted engines have fuel pumps located near or next to the engine. The pump's closeness to the engine, as with some T-types, causes the fuel in the line to become very hot. When heated, fuel turns to a vapor, like water turns to steam when boiled. This process is hastened by the vacuum created in the line as the fuel is sucked into the engine.

When the fuel turns to vapor, the fuel pump can no longer move it through the system. As a result, the fuel doesn't get to the combustion chambers; the car runs roughly, or it dies. Meanwhile, the car will not restart or will continue to have problems if it does.

Cooling fans in older cars run off the momentum of the engine. They are somewhat inefficient while idling in traffic. Moreover, the lack of motion means less air flowing through the engine compartment and the fan at the idling speed of the engine is unable to cool the engine sufficiently. Modern cars typically have remotely located fuel pumps, pressurized fuel lines, and electric cooling fans that detect the engine's temperature causing them to kick-in when needed. Thus, engines in modern cars are less likely to overheat.

PREVENTATIVE MEASURES That Can Be Taken:

- Install a low-pressure, electric fuel pump near the fuel tank.
 - o This will keep the fuel moving through the lines even if the engine compartment heats up. Moss sells a solid-state electronic fuel pump that can be used in place of, or in conjunction with, the original pump. It is easily hidden and can be installed near the gas tank away from engine heat. It can be switched on and off, as needed/desired. Some of these pumps are installed to replace a faulty SU Fuel pump. They usually pump the fuel through the faulty pump which is not removed, thus preserving the original look.
- Install the carburetor-to-carburetor fuel line away from the manifold.
 - o Using a longer line may help also.
- Install an electric fan.
 - o These fans can be connected to an engine temperature sensor like in modern cars. Moss sells Hayden Electrical fans designed to fan as either "pusher" (in front of radiator) or "puller" (configuration).
- Locate the carburetor float bowls as far from the manifold as possible.
- Insulate the fuel lines.
- Install a heat shield.
 - o There are shields available for some MGs similar to the factory ones on MGBs. There is another type of shield that is actually two separate shields that mount the same way, but keep the heat from getting to the float bowls. They are sold by the company that is now manufacturing SU carburetors.

ACTION TO TAKE WHEN EXPERIENCING VAPOR LOCK:

Cool the system down. With the ignition off, pour cold water over the fuel pump, carburetors and fuel lines. A longer lasting solution is to strap a bag of ice at the scene of the problem like John did in the story above. This will quickly cool down the fuel pump and condense the fuel from vapor back to liquid, eliminating the vapor lock in the fuel system for an extended period of time.

Gently start the engine. Turn the key in the ignition to start the vehicle while at the same time slightly depressing the accelerator. Do not press the accelerator all the way to the floor, as this will send too much fuel through the system and prevent the vehicle from starting. Hold the accelerator down when the vehicle starts until the engine is running smoothly. The engine will sputter for a few seconds until the vapor lock is cleared from the lines. -end-

Courtesy of the Texas Backroads Newsletter - August 2020

Membership News

We would like to welcome the following new members to the club:

Johan & Brittney DeVicq with a 1971 MG Midget (project)

Bob & Patricia Lippert with a 1952 MGA; a 1967 MGB; a 2004 Jaguar XK8; a 2007 Jaguar XK and a 2014 Range Rover Sport

We hope to see them at Rocks.

MEMBERSHIP CHANGES

Submit any changes to:

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

Top Ten Things You Will Never Hear an MGA Owner Say Written by Bill Eastman from MG Experience

#10: Well, the A failed emissions again.

#9: Roll up the window dear. I am getting a draft.

#8: Don't worry – it won't leak on your new driveway.

#7: My first gear syncro is weak.

#6: Do you think the backfire could be caused by a bad gulp valve?

#5: The defroster should melt that ice in a minute or two.

#4: First one to the next stop light gets the pink slip.

#3: So what if it's raining? We'll stay dry.

#2: No problem, just throw it in the trunk.

And the #1 thing you will never hear an MGA owner say...

**“Let's take the freeway.
I just hate those twisty back roads!”**

Tools Available for Club Members

Contact Randy Kegg to Borrow

- 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

OFFICERS AND CHAIRPERSONS

President	Richard Liddick	410-817-6862	rgl2mgbgt@aol.com
1 st Vice President	Ken Olszewski	443-299-6591	kenmgob@comcast.net
2 nd 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 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

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 car clubs or organization in their own newsletters, providing appropriate credit and recognition of the source is given.

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.

CALENDAR

SEPTEMBER

- 1st Club Meeting (Johnny Dee's)
- 26th MGs on the Rocks (see flier)

OCTOBER

- 4th Brits by the Bay (see flier)
- 6th Club Meeting (Nomination of Officers)
- 17^h TRAC Poker Run (see flier)
- 24th NAMGBR AGM in Atlantic City

NOVEMBER

- 3rd Club Meeting



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

ANNUAL MEMBERSHIP \$30 (\$45 overseas)

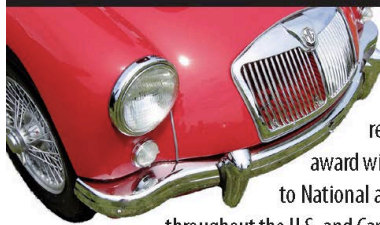
- Dash plaque • Membership card • Window decal
- Six bi-monthly issues of *The MG Driver*, a 68-page informative magazine.
- Annual national convention – a four-day MG party!

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, Midget, 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.



MGs of Baltimore Affiliations

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



MEET ME AT THE ROCKS!

MGs of Baltimore, Ltd

Registrar: Ms. Tracy Trobridge

3150 Pfefferkorn Road

West Friendship, MD 21794



The 41st Annual **MGs** *on the Rocks!*

Open to all British Marques

September 26, 2020



MGs of Baltimore, Ltd.

The MGs of Baltimore Car Club is dedicated to preserving the MG Marque in the Greater Baltimore, Maryland region. We do this by hosting driving events, our annual show and parts market **MGs on the Rocks**, and providing technical training and assistance to our members. We have monthly meetings at Johnny Dee's Lounge at 7:30 the first Tuesday of each month where we plan events, hear about upcoming events and ones our members have participated in, there's also a tech session on MG repair and maintenance.

MGOB sponsors an annual "Get the Dust Off" Rallye, the first Sunday in May. We hosted both MG 98 & MG 2018, The Annual North American MGB Register Conventions in Hagerstown, MD & Gettysburg, PA

You can get more info on MGOB from our website at: <http://www.mgsofbaltimore.org>

The site includes member's benefits, upcoming events, a car/parts auction and pictures of previous winners of MGs on the Rocks. For further information or to join the club you may contact the President, Richard Liddick at 410-817-6862, or by email at: rgl2mgbgt@aol.com.

*To attend our monthly meetings:
Follow the Baltimore Beltway towards
Towson and take the exit to Loch Raven
Blvd. South. Follow it to Joan Ave. Turn
left at the light and into the shopping center.
Look for Johnny Dee's Lounge,
1705 Amuskai Rd, Baltimore, MD 21234.
www.JohnnyDeesLounge.com Park amongst
the other MGs on the upper lot. We meet for
dinner at 5:45 and the meeting is held in their
meeting room at 7:30. Join us!*

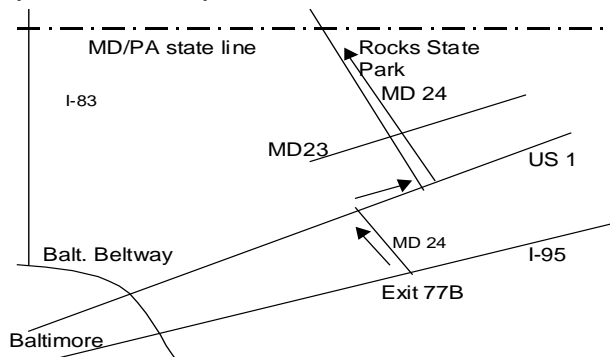
MGs on the Rocks

The 41st Annual edition of one of the longest running British Car Shows in the USA promises to be a great event, we are expecting over 200 cars with MGs of all models and 8 classes of other British Marques. Popular vote balloting by the car owners is from 10:00 until 1:00 and awards are given out about 3:00 p.m.



Winners, chosen by car owner peers, receive awards at their cars as the crowd walks around the show field at the end. This is one of the Murphy Cup winners for the Best MGB. If you place check our website for the picture!

Directions: From I-95 North of Baltimore take exit 77B, follow Rte. 24 West 13 miles, briefly merging with and then leaving US 1, then later crossing MD 23. After 13 miles, turn right across the one lane bridge at Cherry Hill. Pull into the 4H Camp and *MGs on the Rocks* on your left. Look for MG Octagon signs enroute. You can set your Navigation system to: 2 Cherry Hill Road, Street, MD 21154



MGs on the Rocks

If you love British cars this is the place to be the last Saturday in September. The Rocks State Park 4H Camp is an excellent country setting in rural Harford County, MD. Bring a picnic basket or purchase your lunch at the show and join the MGs of Baltimore for what has always been a superb show. Bring your parts shopping list for your ongoing renovation projects or your Christmas wish list for shirts and books. *See you at the Rocks!*

Our Regular Features

The things that have brought British car drivers back year after year will be there:

- ☞ A field full of British cars in a casual park setting
- ☞ Lots of vendors of new and used parts.
- ☞ A great selection of various British cars for sale.
- ☞ An unlimited supply of expertise on whatever technical or restoration problem you have.
- ☞ Classic British Invasion Music by Jamming Jefferson
- ☞ On site food by Uncle Moe's Soul Food & Gill's Ices
- ☞ A wide range of classes for awards for all British Marques, including the Murphy Cup for best MGB of the show and the Senator Norman Cup for Best of Show.

Put your car on the field! Although we have many beautiful cars, this is very much a *come as you are* gathering. Only owners of cars on the field can vote.

New Things This Year

We added a new award: The Senator Norman Cup for Best in Show

Things To Remember

Pre-register! Awards are generally 3 or more per class, but may vary as pre-registration indicates. We base our new classes on pre-registrations, so if you want to justify any new classes make sure you pre-register. Dash plaques are only guaranteed to pre-registrants. Plus you can drive right past that long line of on-site registrants!

Important times: The **field opens** at **9:00** a.m., all **vendors** should be in place by **10:00** a.m. Voting is closed at **1:00**. Awards will take place on the showfield as soon after **3:00** as vote counting allows.

Sorry, no pets please, Park Rules.

Lodging is available at Exit 77A & Exit 80 off of I-95 to get more info go to: www.iexitapp.com

Mail-In Registration Form

Name _____

Address _____

City _____ State ____ Zip _____

Phone (opt.) _____

Email (opt.) _____

Car Make _____ Model _____

Year _____ Colour _____

Did you win your class last year at Rocks? Y N

Attending from what Car club? _____

Registration

Car show entrant \$20.00 if mailed before 9/1 _____

Car show entrant \$25.00 at show or after 9/1 _____

For Sale Cars \$20.00 before 9/1 _____

For Sale Cars \$25.00 at show or after 9/1 _____

Total enclosed: _____

Make cheques payable to "MGs of Baltimore, Ltd."

Parking fee at entry gate is \$5.00 per car,

Vendor space \$20.00 for the first 20'x20' space, \$20.00 for each additional space. Vendor registration is only at the event; no preregistrations will be taken. To have vendor information included in the registration packet contact the Chairman below before 8/22.

To register fill out the above, tear on the dotted line, enclose cheque, and send to;

Registrar: Ms. Tracy Trobridge
3150 Pfefferkorn Road
West Friendship, MD 21794

For other information, call:

Chairman: Richard Liddick - Phone : 410-817-6862

Email: RGL2MGBGT@aol.com

Co-Chairman: Eric Reitz – Phone: 410-207-7548

Email: Reitz1@aol.com

MGs of Baltimore, Ltd

“Brits By The Bay”
2020
Modern & Classic
British Car & Motorcycle Show

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, October 4th 11am – 3 pm Gates open 10:30am Rain or Shine

Pre-Register by Aug 23 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

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 Aug 23) \$20 per car _____

Registration (Registration postmarked after Aug 23) \$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: _____

FALL FOLIAGE POKER RUN



2020

Date: Saturday, Oct. 17, 2020 (Rain or Shine)

Registration Opens: 10:00 am

Driver's Meeting: 10:30 am

First Car Off: 11:00 am

\$100 for best hand

\$50 for second best hand

\$30 for third best hand

\$20 for worst hand

Starting Point: Shawan Plaza at York & Shawan Roads

Mail In - Registration Fee \$20.00 if postmarked by October 13th

Online - Registration Fee \$21.50 is submitted by October 13th

After October 13th and Day of Event - \$30.00

Registration now open to ALL cars, modern or vintage (max. 54 cars)

TRAC's annual Poker Run will tour Baltimore, Harford, and York counties. You will follow gimmick rally style instructions through several towns while you collect your cards to make your poker hand. Instructions will be simple enough for a child to navigate. A navigator and working odometer will be helpful but are not necessary. We will end this year's event at the Gunpowder Lodge in Kingsville MD.

For updated information and online registration (fee applies), please visit our website at <https://www.tracltd.org>

Detach registration form below and mail with check made payable to TRAC to:

TRAC Poker Run
2 Gunpowder Drive
Joppa, MD 21085

Driver: _____ Address: _____

City/St/Zip: _____ Phone: _____

Car Year: _____ Make: _____ Model: _____

WAIVER OF LIABILITY:

We are aware of the hazards associated with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, site owners, and Triumphs Around the Chesapeake, LTD, collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this event. We have read, understand and agree to the terms of this release.

Signature: _____

Date: _____

Signature: _____

Date: _____