



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

October 2020

www.mgsofbaltimore.org

From El Presidente:

Well we managed to hold the 41st Annual “MGs on the Rocks” British Car Show in spite of Covid-19 and rain. I’ll have more on the show in the Rocks section of this issue of the Octagram.

Fall is now here and coming up on Sunday is TRAC’s Annual Brits by the Bay 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> .

MGOB’s Annual “After the Holidays” Party will be hosted by Chuck Moreland on Saturday, January 9th, 2021 starting at 6:00 p.m. Chuck is located at 1113 Rayville Rd., Parkton, MD 21120 his phone number is 410-218-6140 and his e-mail is gtroadsters@comcast.net We ask that you bring a dish to be shared and R.S.V.P. and let Chuck know you are going to attend and what you will be bringing.

Last but not least, the October MGOB Meeting is when we hold nomination of officers for next year’s operating board (2021). From what I know, the current lineup of officers have, all indicated that they will continue, in their positions. But this does not preclude any member in good standing for have their name placed in the hat. They need to be nominated and have their nomination seconded. The election will take place at the November meeting unless there is no opposition to the current board of officers.

Safety Fast!

Richard

41st Annual “MGs on the Rocks” British Car Show Report by Richard Liddick, President

Well, we did it. We held our annual show as we have done for the past 41 years. We did this in spite of Covid-19, rain, social distancing, requirements for masks, COVID waivers, hand washing, sanitizing wipes and other hurdles.

We had a good number of members volunteer to help with setup on Friday afternoon and work the show on Saturday. I want to run down the list and thank everyone that I can remember and if I missed you it is unintentional, let's start with the co-chair Eric Reitz, and Cheryl Reitz who came up with a new style of Rock's t-shirt for this year and sold 50/50 tickets, Tracy Trobridge, who while she did not attend due to her job and the fear of possibly picking up and passing on Covid-19 to her co-workers and patients still acted as Rocks registrar and helped put together the show packets, Kathy Liddick filled in for her at the show with Sheila Kegg, Steve Sharpe, Joe & Barbara Auer, Anne Hart and Patty Shields assisting. Richard Jefferson, who once again was the show DJ coming to us live from his anti-COVID fort under the main building poach. Duff Fowler and Larry Heaps worked spectator parking, Mary Lutz, Chip Norman worked the club “for sale” table. Tom Orisich did the field layout and Paul Gass, Alex Ollerman, Clint Davis, and host of others parked cars on the show field. Eric Salminen brought treats for the workers and straw bales for the field, Karen Barry made baskets that RJ gave out as game prizes. Glenn Abbott came through with the golf cart, which is a big help in getting around the park. Steve Meisel dealt with the vendors. Steve Williams was the voice of Rocks Awards along with helping Steve Sharpe and Eric Reitz count the votes.

Now some facts for this year's show, pre-registration was down, but only somewhat we normally have between 110-120 cars, we had 96 this year. In a “non-COVID” and non-rain year we typically double that number. This year we had 121 cars registered and 77 actually on the show field. We did have both of our regular food vendors show up, Uncle Moe's Soul Food and Gill's Ice. We only had two parts vendors this year. Door prizes were less than in past years. We received items from Hagerty Insurance, Abingdon Spares, Victoria British, Rock Auto, Merryman's Modifications, Stoner Products, Maguire's, Castrol, and Treasured Motorcar Services.

The day started out with drizzle and this was followed by periods of off and on-again light rain. This was the case right up until we were getting started with the awards presentation, then it poured. We were lucky to have Linda Norman on hand to present the Senator H. Wayne Norman, Best of Show Award to Brent Gerity for his 1933 MG J2. This was followed by the Murphy Cup and Class Awards, unfortunately the awards were not done in our usual manner of walking from car to car due to the rain and COVID-19 considerations. They were carefully handed out under the porch of the main building.

The Rocks Winners List has been published on our Website and Facebook page. We have also included in the newsletter.

**41st Annual MGs on the Rocks Winners
September 26, 2020**

<u>Class</u>	<u>Description</u>	<u>Place</u>	<u>Name</u>	<u>Car</u>
100	MGB Roadsters 1962-1967	1 st	Barbara Fowler	65 MGB
		2 nd	Steve Meisel	67 MGB
		3 rd	David Macedonia	66 MGB
200	MGB Roadsters 1968-1974	1 st	Ned & Pattie Shields	68 MGB
		2 nd	Harry Snow	68 MGB
		3 rd	Tom Orisich	72 MGB
300	MGB Roadsters 1974-1/2-1980	1 st	Eric Salminen	79 MGB
		2 nd	Alex Ollerman	76 MGB
		3 rd	Doug Penvose	76 MGB
		4 th	Liz Haines	77 MGB
400	MGB/GT	1 st	Lem Burnett	71 MGB-GT
		2 nd	John Valentine	66 MGB-GT
		3 rd	Clint Davis	71 MGB-GT
500	MG Midgets 1961-1974	1 st	Todd Wardell	71 Midget
		2 nd	Jack Merryman	72 Midget
		3 rd	Suzie Boltz	66 Midget
600	MGC, MGC/GT All Years	No Cars in Class		
700	MGA All Years	1 st	Cheryl Reitz	61 MGA
		2 nd	Niel Constantine	58 MGA
800	MG Midgets 1974-1/2 up	No Cars in Class		
900	MGTC, TD, TF - All Years	1 st	Cliff & Diane Maurer	54 MG-TF
		2 nd	Charlie Baldwin	52 MG-TD
		3 rd	Ray & Barbara Wamsley	52 MG-TD
1000	MG Other - All Years	1 st	Brent Gerity	33 MG J2
1100	MG V8 - All	1 st	Glen Gimbel	79 MGB V6
1200	Other British - All Years	1 st	Darrell Lutz	60 Morris Minor
		2 nd	Ed Mallon	65 Sunbeam Tiger
		3 rd	Greg & Donna Dudok	
1300	Triumphs - TR2, 3, 4,	1 st	Steve Hunter	66 Triumph TR-4A
		2 nd	Mary Ann Berrian	60 Triumph TR-3A
		3 rd	Joel Snyder	62 Triumph TR-3
1400	Triumphs Others	1 st	Denny & Tara Ryder	70 Triumph GT6+
		2 nd	Jim Holmgren	80 Triumph TR8

**41st Annual MGs on the Rocks Winners
September 26, 2020**

<u>Class</u>	<u>Description</u>	<u>Place</u>	<u>Name</u>	<u>Car</u>
1500	Triumphs TR-250 & TR6	1 st 2 nd	Brad & Melanie Hauck Bruce Kapplin	72 Triumph TR-6 76 Triumph TR-6
1600	Healeys All	1 st 2 nd	Lillian & Joe Jason Mike Jennings	66 3000 MK III 64 3000 MK III
1700	Jaguar	1 st 2 nd	Bob Lippert Lewis Kubiet	2004 XK8 2016 E-Type R
1800	Healey Sprites		No Cars in Class	
1900	Premier Class (Winners in their class at last year's show)	1 st	Mike Lutz	48 MG YT
Best of Show -The Murphy Cup			Ned & Pattie Shields	68 MGB
Farthest Distance			Pat Gallagher	74 ½ MGB-GT
Senator H. Wayne Norman Best of Show			Brent Gerity	33 MG J2
Club Participation Award			Darrells Garage	

Get the Best Needles for the Early HS4 Carbs on Your 1962-69 MGB

By Denny Hale as printed in the Kansas City MG Car Club Newsletter 9/2020

One of the reasons to find the needles to optimise the performance of any standard MGB is replacement of the standard Cooper, paper-element air cleaners with ones of the direct flow type. These allow a greater volume of air to flow with less restriction to the carburettors and inlet manifold, so that – in theory – if you don't change the original jet needles fitted to the carb pistons to match the increased airflow, your B won't be able to perform to its optimum. In other words, by allowing more air through, you lean the fuel/air mixture.

Since our carbs were designed decades ago, the composition of the gasoline we now use has changed enormously. Two obvious changes; today's fuel lacks any lead content and it's more volatile – both of which are undesirable for a B-series engine as fitted to our MGB's. Most of us have taken steps to overcome some of the problems with today's gas either by having hardened valve seats fitted in the cylinder head or by using a suitable additive when we fill up, so that we can burn unleaded fuel with less cause for worry, even if performance is reduced by virtue of having to retard the ignition. However, finding more suitable jet needles can help here by enabling us to recover some of the performance.

It should go without saying that, before you start experimenting with carburettor settings, you need to be confident that there are no other issues affecting your B's ability to perform to its best. Your engine's valve timing, tappet, ignition and plug gap settings are all correct, the distributor is in good condition with the contact breaker gap correctly set and the vacuum advance working properly. Piston crowns and valves should be free of excessive carbon deposit (otherwise pre-ignition is likely to occur). If these prerequisites aren't pretty close, messing with carb settings won't help performance much, if at all.

By letting in more air with your direct flow filters you are leaning the fuel/air mixture. So you need to find richer jet needles, i.e. those with a taper profile slightly thinner than standard. However, it's not quite that simple. SU needles are shaped with such a profile as will achieve the precise fuel/air mixture requirement for any engine load/throttle condition. For example, when you suddenly open the throttle to accelerate, the depression created in the manifold causes the carburettor piston to rise, pulling the needle upwards with it through the jet orifice. Because the needle is tapered, more fuel is able to pass through the jet, thus providing an enriched mixture necessary to provide the power for acceleration. Obviously a crucial element in this scenario is the degree and profile of taper of the needle.

All chrome-bumpered B's fitted with engines specification codes up to 18GG were fitted with twin HS4 carburettors employing **type 5 (18G, 18GA; 1962-64)** or **FX (18GB, 18GD, 18GF, 18GG; 1965-67)** needles as standard for use **with the paper-element air cleaners**. If a **richer** setting was required, **type 6** needles were suggested. An SU needle is described first by its length and then by (diminishing) diametric measurement at a number of equidistant points down its length in the direction of the taper. Have a look at the comparative diametric profiles of these recommended needles (for the MGB's 1-½ inch carburettors, the length is always defined as .090).

Table 1

5	FX	6	7	CC	GP	BB3	RO	FG
(Stock 3 main)	(Stock 5 to GG)	(rich)	(richer)					
.089 length	.089	.089	.089	.089	.089	.089	.089	.089
.0850	.0855	.0850	.0850	.0850	.0850	.0850	.0850	.0850
.0814	.0827	.0814	.0814	.0810	.0800	.0810	.0810	.0795
.0785	.0800	.0785	.0785	.0780	.0760	.0780	.0770	.0750
.0758	.0775	.0775	.0755	.0750	.0750	.0750	.0740	.0710
.0733	.0750	.0725	.0720	.0725	.0725	.0718	.0710	.0678
.0705	.0715	.0696	.0686	.0698	.0696	.0687	.0685	.0650
.0680	.0680	.0666	.0650	.0670	.0666	.0654	.0660	.0625
.0653	.0653	.0636	.0620	.0640	.0636	.0622	.0633	.0600
.0627	.0627	.0606	.0587	.0610	.0606	.0589	.0605	.0580
.0600	.0600	.0577	.0553	.0580	.0577	.0554	.0580	.0560
.0590	.0590	.0550	.0520	.0550	.0550	.0526	.0558	.0540
.0580	.0580	.0520	.0490	.0520	.0520	.0494	.0530	.0520

Compare the FX and 5 needles, their profiles are really similar, with the 5 being rather thinner (i.e., richer) in its upper part, i.e., the end nearer the shoulder, which is held in the piston. This indicates that the engine characteristics for which the type 5 needle was specified demands a slightly richer mixture just as the throttle is opened.

Now compare these needles with the type 6; you can see that this needle, being narrower than the others all the way down its taper, will provide an altogether richer mixture throughout the whole range of engine demand or, put more accurately, at all degrees of depression inside the manifold. Table 2 shows the carb bodies and needles that were installed in each engine model.

Table 2

Engine Model	Dates Installed 5/62	Model Years	Carb Type	Carb Body	Needles
18G	– 2/64	62 – 63	Dual HS4	AUD-52	MB
18GA	2/64 – 10/64	64 – 64	Dual HS4	AUD-135	#5
18GB	10/64 – 11/67	65 – 67	Dual HS4	AUD-135	FX
18GF	11/67 – 9/69	68 – 69	Dual HS4	AUD-265	FX
18GH	9/69 – 8/70	70	Dual HS4	AUD-326	AAE
18GK	8/70 – 8/71	71	Dual HS4	AUD-465	AAL
18V	8/71 – 9/74	72 – 74 ½ Y prefix	Dual HIF4	AUD-434	AAU
18V	8/71 – 12/74	72 – 74 ½ Z prefix	Dual HIF4	AUD-493	AAU
18V	12/74 – 8/80	75 – 80	Zenith-Stromberg	175CD5T	

Having fitted direct-flow air cleaners, you might think all you have to do is fit type 6 needles to replace the type 5 or FX ones currently installed. Well, yes and no. Try the 6's by all means, but there are other options, all with profiles close to the type 6 but potentially an improved match, that might make your B perform even better!

Experimentation could result in one or more of these slightly different taper profiles suiting your car best. Remember, no two engines are quite the same, and no two drivers drive the same way. As you make each experiment, do ensure that you install your needles correctly, i.e., with the shoulder flush with the piston face.

Having determined which needles suit your car best, you will likely find it necessary to fine-tune the exercise by slightly modifying the carburettor mixture and slow-running settings.

Additionally, a slight

– very slight – advance in the ignition timing might be found to be advantageous. This will certainly improve fuel consumption, but don't advance to the point where the engine pinks on light load or, after switching off when hot, runs-on.

There's no mention here of experimenting with needles having leaner profile characteristics. The reason you might need to do this would be if you do all your driving at high altitudes where the air is thin and meagre, and requires to be mixed with a correspondingly smaller flow of petrol – which can be achieved by obstructing the carburettor jet orifice with a thicker-profiled (leaner) needle.

A note for those of you with later chrome bumper B's fitted with 18V (1972-80) engines. The SU HIF- type carburettors on these use different needles (types AAU and AAD). These are spring-loaded and are designed to bear against the inner wall of the jet. You can of course carry out the experiment as described above, but you'll need to consult an SU manual (Haynes publishes a very good one) to see the multitude of needle options available. This applies equally to cars with 18GH (1968-70), 18GJ (1970 California only) and 18GK (1971) engines. Again, richer alternatives are available – they're all in the book.

As far as availability of needles, Burlen's of Salisbury, Southern Carburettors of Merton, Gower & Lee of Bushey, and Mayson & Solomon of Eccleshall are among the friendly suppliers of SU needles in England who, for around £13 per pair, could set you off on a road of performance from your B more scintillating than your wildest dreams would have permitted you to contemplate.

An Uncommon MGB

By Dave Dobbins

courtesy of the Kansas City MG Post Volume 39, Issue 9

1974 was a transition year for the MGB. U.S. auto safety regulations were beginning to have their effect. MGBs were offered in three different configurations throughout the year as regulations evolved. The initial 1974 MGBs had the same chrome bumpers with rubber inserts as the previous year's models. To meet more stringent crash resistance requirements, British Leyland retained the chrome bumpers, but replaced the overriders with large square blocks of rubber often referred to as "Sabrinas" (an homage to the rather well-endowed British actress, Sabrina). Lastly, the chrome bumpers were replaced with composite black "rubber" bumpers and the ride height was raised to meet U.S. crash standards. This bumper was kept until the MGB ceased production in 1980.



In 1974, the newer emissions requirements did not yet apply, so the 1974 ½ MGB still retained the twin SU HIF4 carbs as previous years. All future "black bumper" MGBs would be fitted with single Zenith CD175 carbs and catalytic converters to reduce emissions, but the 1974 ½ did not yet require these. This makes the 1974 ½ a mix of past and future MGB features.



"Black bumper" MGB roadsters are fairly common since the exterior remained unchanged for the remaining years of production. Distribution of the GT version, however, was very limited in the U.S. The "black bumper" MGB GT was only imported to the U.S. for three months from

September to December 1974. Only 1,248 1974½ MGB GTs were imported in the U.S. After December 1974, the MGB GT was discontinued from sale in the U.S. It continued to be sold in the U.K. until the discontinuation of MGB production in 1980.

Midget Mumblings

by Steve Olson

courtesy of the Kansas City MG Post Volume 39, Issue 9

British cars are well known to be leakers of oil. And the earlier cars were bound to do some of that because instead of using rubber lip seals like other cars did to keep lubricants inside the crankcases and transmissions, they chose to use a scroll on the shaft that at least in theory would push the fluid back in as the shaft rotated. And it mostly even worked when the shaft was turning. But once parked, especially if on a grade, the shaft wasn't spinning and gravity made fluids seek a lower level. Toward the end of things MG spent the extra few cents per car and used lip seals.

My 1976 Midget was a year too early to get a transmission with a lip seal on the input shaft. My attempt to install a seal with the crude tools I had on hand was not a success. So the transmission leaks some around the input shaft. And being that I upgraded to a Spitfire transmission with overdrive I have more leaks. The overdrive uses a pump and that seems to whip the lubricant into a froth and that oozes out the vent on top. I even added some plumbing to raise the level of that vent a foot or so and tried to collect the stuff in a bottle that would catch the oil and let it run back into the transmission when the car was parked. The theory is excellent but my plumbing is not leak proof. Any attempt to address these leaks means removing the engine and transmission from the car. So for years I have been lazy and transmission lubricants are cheap.

Various "experts" have favored various lubricants for our transmissions especially those with overdrives. Motor oils either 30W or 20W50 are often touted. Gear oil leaks less and perhaps quiets the gears but especially the 140W makes shifting in the winter difficult and makes the synchros even less effective. The 75-90 weight seems a reasonable compromise. And I have used that mostly for many years. Conventional or synthetic seem about the same except for price. Various expensive additives haven't seemed to do much of anything. So I just got used to adding more lube every few thousand miles. If it gets low the overdrive won't engage. And I have also gotten used to having to sop up a pool of gear lube from the garage floor.

Then one day when I had the car up on jack stands to top up the transmission I discovered my bottle of gear lube was empty. Being too lazy to drive to the store and buy more I looked around for any suitable substitute. What fell easily to hand was some type F automatic transmission fluid that I use in the 5 speed on my TR8. That is what is generally recommended for the late triumphs so it must be OK. I pumped in about a pint of it and got on with my other chores. Next time I drove the Midget I noted it shifted more smoothly and the overdrive engaged more quickly.

A few weeks later I was mucking out the garage and noted that the pool of grease under the car was not as deep and it even cleaned up more easily. I think I may be on to

something. The transmission still leaks around the input shaft some but isn't blowing nearly as much out the overflow. I now theorize that the approximately 50/50 mix of ATF and gear lube doesn't foam up as easily. And the gears and bearings don't seem to be any noisier so perhaps they aren't any worse for wear. I have never seen anyone recommending ATF for our old 4 speeds but I plan to keep using it at least till my supply runs out and I substitute something else slippery.

MGT- Series – Clocks

By Shaun English

As we all know the MGT-Series have clocks not known for their reliability. I finally grew tired of hearing the old saw “they are right at least twice a day” so decided to see what might be involved with having the clock work again. Thinking my experience of collecting and repairing clocks from the mid-1800s would be to my advantage as our MGTs have clocks less than half their age. To my pleasant surprise prior experience is not needed. The skill required in setting ignition timing or adjusting the valves on an MGTs are probably more demanding.

Although there are probably other sources to fix the clock made by Smith Motors Association, I decided to use Clocks4Classics in Staffordshire, England. Their website <https://www.clocks4classics.com/>, which I found listed on www.mgexp.com, has everything one needs to successfully do the repair. After following their instructions to determine if the clock can be fixed there are detailed printed instructions for disassembling and reassembling the clock with photos as well as videos of actually doing the repair and a flow chart for diagnosing any fault should one occur. If all else fails, the clock can be sent to them and you will be credited for the parts already purchased.

The most likely cause of failure is the electrical contact powering the clock mechanism. This shortcoming is replaced with a solid-state sensor and microcontroller chip which leaves the clock movement intact. Yes, it still ticks. The only tools you may not already have are small jewelers' screwdrivers which can be bought at Home Depot, Staples etc. for 5 to 10 dollars. A methodical disassembly and reassembly are all that is needed for your success.

To determine if the clock is keeping accurate time you can either do it through trial and error or download a clock regulator app on your smartphone or computer thus cutting down on guessing at the correct timing. The clock's balance wheel oscillates 5 times per second so that is what the regulator should be shooting for. Overall, I have been satisfied with the results.

In the weak sunshine of the second photo, Mrs. Sheerer & Mrs. Dobson, dressed for battle, push their MG to the start of the thousand miles at the Ace of Spades by the Kingston Crossroads, March 1936.

The car was J3611, colour green (looks like a duotone) with green upholstery. It was sold through Jarvis & Sons of Wimbledon and was first registered on 11 October 1933 to a Miss M.J. Dobson of Burton on Trent. As far as I can determine, nowt else is known of the car.

Note that this J2 has the full "swept wings" (fenders) of the later production J2 cars.



MG Racer Dorothy Stanley Turner

Petite and determined with a cheeky sense of humour, Dorothy Stanley Turner was born on November 12th 1916, into a military family. Her father had an 'adventurous disposition.' While her father was a student he had taken part in the Graeco-Turkish war and been made a Knight of the Royal Order of Saviour of Greece for his services.

Then in about 1910 he went to the Falkland Islands as an assistant surgeon, and within a few years he had become the Deputy Governor and commander of the Falkland Islands Defence Force with the rank of major at the time when the German fleet put into the Falkland Islands at the beginning of WWI. He was awarded the M.B.E. for his services and later he served in France with the 47th and 58th Divisions.

He transferred to the RAF in 1918 and in 1919 he was posted to Egypt as principal medical officer at Middle East Headquarters, taking his family with him. He returned to England in 1927 and went into private practice in Surrey. Even her mother had a Naval upbringing. It was thus unsurprising that the young Dorothy not only inherited her father's adventurous disposition but that she also had an ultra-disciplined approach to life and any problems that it might throw up.

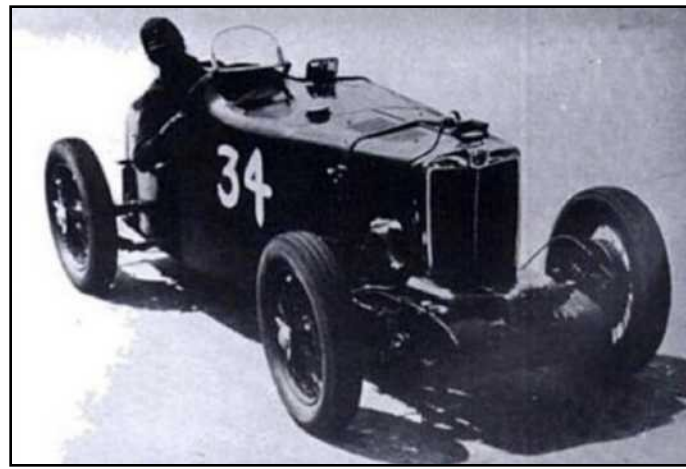
Her father was a keen motor racing enthusiast and was friends with Cecil Kimber, the driving force behind the MG car company, and a number of other racing drivers including Charles Jarrott, Selwyn Edge and Joan Chetwynd, who used to race under the non de voltant of the Honourable Mrs. Chetwynd. So when it came time for Dorothy to learn to drive, Chetwynd was enlisted to help with the task.

Her first competitions were as a navigator on a number of Trials sometimes partnering Mrs Kimber but she wanted to try circuit racing and, equipped with a set a pale blue overalls started practicing at Brooklands. Coming from a wealthy family she was able to acquire a J- type MG Midget built for Le Mans and a single-seater Q-type 750cc



MG. The cars were prepared by the well-known Brooklands duo of Thomson and 'Uncle' Taylor.

She found herself best suited to long distances races and raced in the Nuffield Trophy at Donnington in 1937. Unfortunately just as the prospect of a good finish seemed on the cards she was hit in the eye by a stone thrown up by another car. After receiving attention and a dressing, she returned to the fray only to be flagged as the organizer felt that to continue with one eye bandaged shut was not a good idea. It was fortunate as the injury proved more serious than originally suspected. However no permanent damage was done and in June she tackled the le Mans race partnered by Miss Enid Riddell.



The drive was arranged by Ceil Kimber in one of the MG Miget PB's run by Capt. G. E. T. Eyston. They finished a respectable 16th overall and second in the Rudge Cup but not without a little drama. They encountered a problem with one of the fuel fillers which had come adrift. Since this needed to be sealed they had to persuade the 'Plombieur' (the men who had to seal and unseal fuel tanks during pit stops) to place his seal on an orange which Dorothy had wired into the neck of the tank! By this time they were running second for the Rudge Cup behind the works Aston of Mort Morris- Goodall and Robert Hichens. Now Mort and Robert needed only to finish to win the Rudge Cup, however a few hours before the end of the race the Aston dropped a valve and Robert pulled over out on the track. The team needed to get a message to him to persuade him to limp the car back to the pits where they could wait until just before 4.00PM before crossing the line to take the Cup. Dorothy volunteered to find the Aston, stop and give the message to Robert who duly limped back with one cylinder out due to the bent valve. The Aston thus won the Rudge Cup and Dorothy and Enid finished second.

She raced in Ireland, taking part in the national Handicap, part of the Cork Grand Prix meeting, and at Phoenix Park later in the year. She also took part on the Paris-St Raphael Trial and the Monte Carlo Rally.

She raced at Brooklands at the Easter meeting in 1938 where she won the Second Easter Road Handicap driving a MG Q type at an average speed of 61.27mph. In June she would have raced at Le Mans again but was still suffering from the after effects of contracting diphtheria so she asked Elsie 'Bill' Wisdom to take her place with Arthur Dobson. Unfortunately a slipping clutch put paid to a good finish and they retired after 48 laps. Later in the year she finished 3rd in the first August Road Handicap after being delayed when another car crashed at Hill corner and took second in the second August Road Handicap just behind A.F.P. Fane in a Frazer Nash BMW 328. In September she raced in the Tourist Trophy at Donnington Park with 'Bill' and in October at Crystal Palace in the Imperial Plate.

In 1939 she won the first Mountain Handicap in the Q Type beating Aitken in the Aitken-Alfa, the old Alfa-Romeo Bimotor with one engine removed, in what turned out to be the last meeting at Brooklands before the outbreak of WWII. That year she also entered the RAC Rally in an Alvis and took the Shelsley Walsh Ladies' record in a borrowed Alta, setting a time of 43.4 seconds. Apparently she always carried a lucky white elephant mascot.

With the outbreak of war she became one of the first women to become an officer in a barrage balloon unit. By July 1942 she had become a Section Officer and in January 1945 she became a Flight Officer. That year she married Major H. C. 'Peter' Dryden but the following year she bumped into Air Commodore Geoffrey Tindal-Carill-Worsley, who she had first met while in Washington in 1941. Aside from her racing, she was a keen and accomplished shot and had kept competing after she stopped racing. And it was while competing at Bisely in 1946 that she met up with Geoffrey

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again. They married five years later.

She finally relinquished her commission in the WAAF on 12th October 1959. She died on July 8th 1995 aged 78.

I am not sure which of D.S.W.'s MGs is in the photo above.

Photo courtesy of the British
Motor Museum



Article Courtesy of the Northern California Octagon September 2020

Membership News

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

George Gorayeb with a 1950 MG TD
John & Carole Chizik with a 1967 MGB-GT
Christopher Fritz – needs a car
Don & Melody Gallagher with a 1974 MGB

We would like to welcome Bill & Bonnie Hallock with a 1977 MGB back.

MEMBERSHIP CHANGES

Submit any changes to:

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



The MGB/GT will build your ego, develop your self-control, sharpen your wits, and expand your confidence for only \$3,095.



It's very moving therapy.



The MGB/GT is destined (and designed) to do good things for you. In its handling, for one: the MGB/GT never gives up an unnecessary inch on a curve. Isn't swayed by a fickle gust of wind. Obeys.

The reasons spring from the no-nonsense suspension, race proved under trying circumstances, the rack-and-pinion steering, and disciplined disc brakes that keep you in control, every foot of the way.

Furthermore, the MGB/GT gets out of ticklish situations with the finesse of a financier. The 1798 cc. dual-carb engine can touch any posted speed limit in the 3rd of its 4 forward gears. We mention this, not as an invitation to

lawlessness, but because such acceleration is a bonafide safety factor.

In spite of its strait-laced price, the MGB/GT is by nature generously endowed. Full instrumentation including tach needs no comment. Padded, no-glare dash with map-reading light. Electric windshield wipers; windshield washer. 60-spoke wire wheels. Folding rear seat for extra luggage space. Weather-proofed, so travel when and where you will. And sound-proofed at speed, so go ahead, say it.

We are aware the MGB/GT sounds rather a lot of car. Consider, please, the scant price. \$3,095* for the MG engineering, road manners and breeding in this latest effort, the GT, at your nearest MG/Austin Healey dealer. All this—and therapy, too.



New MGB/GT: another action car



from the sign of the Octagon.

READY TO GO! FOR OVERSEAS DELIVERY AND OTHER INFORMATION, WRITE: THE BRITISH MOTOR CORP., / HAMBRO, INC., DEPT. Q-16 734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY.

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
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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

OCTOBER

- 4th Brits by the Bay (see flier)
- 6th Club Meeting (Nomination of Officers)
- 17^h TRAC Poker Run (see flier)
- 17th & 18th Chesapeake Bay Motoring Festival (see flier)
- 24th NAMGBR AGM in Atlantic City

NOVEMBER

- 3rd Club Meeting (Election of Officers)

DECEMBER

- 1st Club Meeting



North American MGB Register

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

ANNUAL MEMBERSHIP \$30 (\$45 overseas)

- 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!

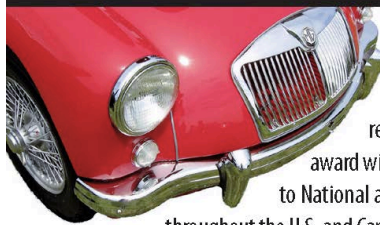
North American MGB Register

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, Magnette, 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
MG Owners Club UK



Looking for a SAFE British Classic Car Show? Welcome to the **Sir Stirling Moss Trophy Virtual British Classic Car Show...**

Registration Begins

Oct. 1st-24th

*Early Bird Registration for
Club members Oct 1st- 4th*

**Limited To First
300 Entries**

**Awards given for
"Best Barn Find"
"Most Amusing Car"
"Best-in-show"
"Best Write-up"**

**Special Live Zoom
Event Nov. 19th To
Announce Winners**

Sponsored by the **MG Car Club Washington D.C. Centre**, to honor the late British racing legend, this virtual car show is a **SAFE** and **FUN** way to enjoy the British Classic Car hobby and the friendly competition we're all missing due to coronavirus...the **Show is open to all owners of British Classic Cars for a nominal fee of \$20 and is limited to the first 300 entries.** Registrants will receive easy instructions on how to submit five (5) digital images of their car(s) (cell phone cameras are fine!) and a 100-words or less write-up (description or a unique story) about it. **Peer judging** will be done by all those who register. There will be class awards given, as well as "Best Barn Find", "Most Amusing Car", "Best Write-Up", and "Best-in-Show-Moss Trophy". An online photo "catalogue" of all entries will be created. Each registrant's car will receive its own catalogue page for purposes of viewing and voting.

Registration closes on **October 24th** and all **photos and write-up submissions** must be in by **Oct. 31st**. Voting will take place **Nov. 7-15th**. Winners will be announced **LIVE** at a special **ZOOM** event on **Nov. 19th**.

ALL ARE WELCOME!

To register click on the link below

<https://conta.cc/2S11s6S>

and for any questions contact us at jpuglisi10@aol.com

“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: _____



October 17th & 18th 2020

10:00 AM – 3:30 PM

Presented By:



About the Chesapeake Bay Motoring Festival

Join us for a celebration of Grand Classic Motoring on Maryland's Eastern Shore. An eclectic grouping of Motorcars enhanced by Classic Yachts and Antique Speed Boats helps set a mood of simpler times. Kent Island Yacht Club, conveniently located on Rt 50 at Kent Narrows Bridge on Kent Island, Maryland, will host two days of Camaraderie and Motoring Excellence along their vast and picturesque waterfront lawn. Our celebration begins w/ Cars and Coffee at 9:00 am Saturday morning, open to all participants and ticket holders. The front lawn will feature local Car Club member's Hot Rods, Muscle, American Classic and Special Interest Cars for your viewing pleasure. Sunday's offering is a unique gathering of previous Award Winning Motorcars to include Grand Classic Pre War, Post War, Touring, and European Sports Cars, concluding each day with a Brief Award Ceremony. The Yacht Club will be offering local fare and libation for purchase throughout the weekend. Tickets are limited and now available for purchase online. One low ticket price includes entry access both days, rain or shine. Early bird pricing is \$ 25.00 while they last and \$ 30.00 at regular pricing after October 10th if available. Maintaining Health Dept. initiatives, sanitizing and social distancing guidelines pertaining to the health and safety of everyone participating will be strictly enforced. In efforts to provide safe attendance with physical distancing a pre-purchased ticket must be displayed to maintain and gain entry as an automobile entrant or spectator. Submit your automobile registration and or purchase your ticket today before we sell out.