



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

November 2020

www.mgsofbaltimore.org

From El Presidente:

Well here we go November is upon us, Thanksgiving Day is right around the corner and jolly old Santa will be here before you know. This Fall has not been too bad thus far, TRAC's Brits by the Bay at the Harford Vineyards was a nice event, with a decent turnout. TRAC's Fall Foliage Poker Run was a lot of fun, thanks go out to Chris Horant and his helpers. Look for more on this event and a list of winners in this issue of the Octagram.

We had a shake-up on the MGOB Executive Board for the first time in a number of years, as a matter of fact it looked like we were going to have an actual election with Eric Reitz throwing his name in the hat. Mike Lutz our long-standing 2nd Vice President decided not to seek another term allowing Eric to join the MGOB Board without an election. The drama got real when Kenny O asked to move from 1st Vice President to 2nd Vice President allowing Eric to become our new 1st V.P; the first in many years. So, the MGOB Executive Board for 2020-2021 will be: Richard Liddick, President; Eric Reitz, 1st Vice President; Kenny Olszewski, 2nd Vice President; Randy Kegg, Treasurer and Tracy Trobridge, Secretary. The new board will assume the position beginning at the December MGOB Meeting.

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.

The 24th Annual MGOB "Chilly Run" will be hosted by Mike & Mary Lutz in February. Look for more information in the next issue of the Octagram.

Finally, the Annual Mayor's Hamden Christmas Parade for 2020 has been cancelled due to covid-19. MGOB has been taking part in this long running parade started by former Mayor William Donald Schaefer back in the 70's, last year we came in third place.

Safety Fast!
Richard



TRAC's Fall Foliage Poker Run

By: Kathy Liddick

On Saturday, October 17th 31 cars gathered at the Giant at York Road & Shawan Road for TRAC's annual Fall Foliage Poker Run. There were cars from 5 different states with three clubs being represented (TRAC, MGs of Baltimore & Brandywine Motorsport Club)

The clues were not easy but are they ever. The Rallye took the cars through Northern Baltimore County, Harford County and a York County, Pennsylvania

This year's Rallye included stops at the Peppered Pig (which had a great menu, unfortunately it was too early for lunch); Inverness Brewing (where some had a liquid lunch); Fiore Distillery – which offered a variety of wines and spirits with the final stop being at Rousedale Farms – which was a small family farm right off of 152.

There was a total of 25 questions to be answered along with the 5 poker cards. Being that this was a Poker Run there was a set of winners for their Poker Hand – cash prize and then a set of Winners for the Q & A portion of the rallye – great prizes provided by Chris Horant.

Below is both winner's lists:

Poker Hand Winners:

Best hand	Team Ollerman with four aces
Second best	Team Ryder with King high full house
Third best	Team Reitz with Jack high full house
Worst hand	Team Carroll with 25 points

Rally score winners:

First place	Team Williams with perfect 250
Second Place	Team Horant with 243 points
Third Place	Team Woizesko with 234 points
Fourth Place	Team Alderman with 233 points

As many of you know this was the second leg of the Lord Baltimore Cup challenge. The results are as follows:

The 2-event average was MGOB 195 and TRAC 197, which means the Cup will be presented to TRAC. The date of the presentation is to be determined.



Tribute to Don Hayter

Don Hayter, the last chief engineer of the MG Car Company, dies at the age of 94. Humanitarian on Four Wheels: He made a life's work of bringing people mobility and enjoyment

Below is the profile piece done by Mark McCourt as published in the December 2006 issue of Hemmings Sports and Exotic Car.

It's often been said that there was a magic that surrounded M.G., from the generations of legacy families that assembled cars together on the line at the Abingdon works to the spirit of competition that came from the slew of record-setting racers and the friendly charm of the sports cars themselves. The people who were integral in the history of M.G. also contributed to this magic, and one of the principal designers of the best-selling British sports car of all time, the MGB, is a living example of the egalitarianism that made the company and its cars great.

When his father, a retired local policeman, was hired by the M.G. works to drive completed TFs to the docks for export shipment, 28-year-old Donald Hayter was working as a draftsman for Aston Martin Lagonda in Feltham.

He had apprenticed and worked in the drawing offices at the Pressed Steel Company at Cowley through the 1940s, and during that time, he created engineering drawings from a scale model of what would become the ZA Magnette, drawing the doors, taillamps and interior panels. Don had taken a draftsman position with Aston Martin in 1954, but when that company relocated from Feltham to Newport Pagnell two years later, he left and was hired as a body draftsman at Abingdon for M.G.



Hayter discusses the relocation of the MGA's dash-mounted rear-view mirror to a sliding location on the MGB's windshield bar.

"When I came to M.G., the MGA was in production and the Le Mans cars had been done, but the Twin Cam had not been built," he recalls. "We had two Twin Cam prototypes in the shop. I was given the jobs of checking out the installation as far as the chassis and body clearances were concerned and designing the exhaust access panels."

He was also charged with making the MGA coupe's design production-ready, and styling that model's final run at Le Mans; "I was taken by [M.G. Chief Engineer] Syd Enever to Morris Bodies in Coventry--he said we were going to do a coupe, and in fact, a coupe had been produced as a roughly styled model up there. He asked, 'Can you productionize this?' I was traveling miles over the Cotswolds from Abingdon to Coventry, back and forth, leaving at 7:00 every morning, driving back at 6:00 or 7:00 every night, and the MGA coupe came along. Following the introduction of the coupe, this enabled M.G. to think about going to Le Mans in the two-liter GT class. Syd said they wanted it streamlined off, so he gave me the job to draw up a lower, streamlined roof that used the same windscreen. That was the last and fastest Le Mans MGA, as driven by Ted Lund."



Don Hayter (left) congratulates Alec Hounslow (right) on his retirement in early 1974. Hounslow was the foreman of M.G.'s development department, and the one-time riding mechanic to legendary racer Tazio Nuvolari. The car is the prototype of the right-hand drive MGB/GT V-8.

Although Don worked on contemporary BMC record breakers, he also dealt with other cars on the production lines at Abingdon. "The [Austin-Healey] Sprite was an interesting one... the road testing that we were doing proved that it was fine for two people, but that as soon as you added a full tank of fuel and a bit of luggage, the body just bent across the back. That was the

first time an M.G. production line went backwards," he laughs. "All the bits we'd put on went off again, and reinforcements were welded in. Anybody who has an early Sprite has a very strong motorcar because of those extra welds."

The MGA's replacement was already proposed in 1958, and Don again traveled between Abingdon and Morris Bodies in Coventry as he worked on a full-sized wooden mock-up of EX 205/1, a fastback coupe proposal based on the MGA chassis. Syd Enever and M.G.'s managing director, John Thornley, felt this wasn't the route to take. "The answer was to go monocoque construction. Syd gave me free rein to draw a new package, so I drew up a package in quarter scale with varying styles." Don's EX 214/1, a roadster that carried many of the cues that would appear on the production MGB, had been inspired by Enever's thoughts on aerodynamics as well as by the shape of EX 181, M.G.'s 'Roaring Raindrop' record breaker. "John Thornley saw it, the director saw it--they said go for it," he recalls. "We went for a full-sized model in wood, then a steel model, then that was approved."

Don's drawings that were translated into the initial MGB prototype featured a different rear suspension than what made production, as chief chassis draftsman Roy Brocklehurst was forced to make a drastic change early in the game. "We wanted to improve from old-fashioned cart springs to something with better travel and ride, so he designed a trailing-arm coil-spring suspension. We built the prototype with the right body that rode nice and soft, but its Panhard rod steered the rear end. You could drive the car normally and not know this, but if you started doing a bit of handling, the transition was noticeable. Syd said no, so we went back to cart springs."



Another issue arose while the MGB was in prototype form. "Because of my experience with body panels, I was looking after light alloy body stuff as well," Don continues. "We started out on the MGB with a light alloy bonnet, boot lid and doors. But as soon as we got [the second and third] prototypes, people were bending the doors by slamming them--16-gauge aluminum isn't very strong. We had to take the doors and boot lids back off because people were denting them, but we carried on with the bonnet for a while. The early MGB has an alloy bonnet, and people were bending them, too. The reason that you can't bend the [production] bonnet is because inside the front of the bonnet, above the lock platform where you can't see it, is a nice-shaped piece of wood where you push...every alloy MGB bonnet had a piece of curved wood inside where you pushed it so that you wouldn't bend it," he laughs.

Although its parent company never expected the MGB to remain in production for more than ten years, it would go on until 1980, and as a result, was required to meet all new safety and emissions regulations that appeared after 1965. "The MGB was remarkably strong and safe, with sure handling," Don says. "That stood us in good stead later on with America's regulations.

"The changes to the car... some were a good thing, but most made the car heavier. I wasn't happy with some we had to do," he explains. "The first were California emissions, which caused big engine problems. Then bumper testing became an issue, and we fitted the 'Sabrina' bumpers--we had to do a five-mph stop without damaging the lights or the mechanical systems. Regulations stiffened in the mid-1970s, and the big problem was that the American cars' bumpers had to be a certain height off the ground. The poor M.G.'s bumper was below your big cars' bumpers. So, when they did the swinging pendulum test, it went over the top and smashed the body.

"We had to raise the car just over an inch from 1975--it crept up to the required 16-inch height. With that, you could run the rubber-bumper MGB into a crash barrier at 30 mph, and the dummy would hit the steering wheel, collapsing the steering column, but you could still walk out of the car... the center package was the safest part," Don says. "I think it was the only car that came from Europe that had a modified polyurethane bumper system, while all the others had big shockers, or springs or rubbers or something. We complied completely within the bumper itself, and anybody who's been hit by another car in a B will know that it's a pretty safe car."

M.G. enthusiasts realize how anemic the MGB became in its last five years on the American market, with its formerly twin-carbureted, 98hp, 1,798cc engine slipping to an emission-controlled, single-carbureted 62.5hp. While M.G. may have been the redheaded stepchild of the British Leyland empire in the late 1970s, the engineers at Abingdon were at work preparing for a bright new future for the MGB. He explains:

"John Barnett and the engineers at Longbridge [BL headquarters] had designed a two-liter overhead-cam engine called the O-Series that they were proposing to use elsewhere. I wanted to develop a new version of the B using this engine, and John Lloyd, the director at Triumph, came down and said, 'Okay, just get on with it'... they didn't want to know. We were the first to get the O-Series.

"We were working on two versions--one was carbureted for Europe and England, and the other was a fuel-injected for more performance, fuel economy and emissions compliance. I went to Jaguar and got four cylinders' worth of their 12-cylinder fuel-injection system. We got the Lucas people, who were doing the Lucas Jetronic system, to adapt it to our engine--and it was super.

We had been trying a Chrysler lean burn system that Triumph was interested in, but that engine management system didn't get us anywhere, and the Jetronic system did.

"If you're putting fuel injection into a car that wasn't designed for it, you've got to do some special tubing to ram air into the engine. There were very small mods inside the engine compartment, but we talked to the body people at Swindon, and they said yeah, we can do that, give us the drawings. So off we went, and we built 24 cars. I sent six to America for high-speed testing on the circuit at Galveston [Texas], where they cruised around 112 mph. They also went to New Orleans for high temperature testing, they went up to Pikes Peak for altitude testing, to Denver to comply with emissions... and we passed everything. At the same time, several cars were crash tested; we had to run them into the block at 30 mph and still be able to open the doors. We ran the rear end of a car into a barrier at 20 mph. And as soon as you had crashed it front and rear, you had to turn the car on its side for so many seconds, turn it upside down and turn it on to the other side, and you were allowed to lose just one egg cup full of fuel. We passed all that. We even did a turbocharged version making 160hp.

"The car was ready to come to the American market. Then came the decision--'No, the B isn't going to go on. But we'd like to put your engine in the TR7.' Every O-series engine was taken out of those cars and sent to Longbridge or Triumph. M.G. was finished, and they planned the shut-down dates. The American distributors said, sod that, we do not want the TR7, so it shut Triumph down as well. They shot themselves in the foot," he laughs.

Don had been at M.G. nearly 30 years when Abingdon was closed, and he was approached by BL brass about a new project to Europeanize the Honda Ballard into the Triumph Acclaim; he moved into an office in Pressed Steel, where he'd started his apprenticeship in 1942, and worked on the Honda project from 1979 to 1982 before retiring at age 56. But this wasn't the end of Don's work.

The retiree became involved with the manufacturing of medical equipment before learning that Nuffield Orthopedic needed an engineer to design products to assist the disabled. "I went in and worked with people with Cerebral Palsy, Motor Neurone Disease and injuries and handicaps who needed special wheelchairs. I designed a wheelchair installation with a foot control for a 30-year-old guy who only had motor control of his right foot. He'd never been independent before, but once he got that chair, he wore it out in a fortnight! That was one of the best jobs you can have, helping people like that."

Through his career, Don Hayter worked continually to design vehicles that put people on wheels and offered them a sense of independence and fun--for this, the octogenarian has legions of fans around the world. He smiles and explains, "I've had three or four jobs. The last one was the most rewarding, and the first one, the M.G. one, was the longest and the most fun."



Engine Compression Testing

By Denny Hale

Courtesy of the Kansas City MG Post Volume 39, Issue 10

A valuable tool we have available to us as LBC owners, that sometimes goes under-used, is checking the compression of an engine that we want to diagnose. I'm referring to the compression, which can be measured with a gauge, not the compression ratio, which is calculated. It's a fairly simple thing to do on an MG, and it can tell you a lot about the engine. It can give you an indication about the health of your daily driver, or it can tell you about the engine of a car you might be considering buying.

Compression is generated when the piston travels up on the compression stroke, with the intake and exhaust valves are closed; the fuel/air mixture gets squeezed. If there's any problem with the valves, piston rings, cylinder walls, or head gasket, the compression will be low, and the engine won't perform well. A normal MGB usually has compression between 130 - 170 psi. Older 18G, 18GA and 18GB engines had higher compression when they were born, but later engines were dropped in compression as the years went by to reduce emissions. A down-side to high compression is that the higher the compression, the more likely the engine is to need higher octane gasoline to keep from pinging. Another point to check is that all four cylinders should have near the same compression; maybe within 6-8 psi of each other. If they're all near each other, even if they're a little low, it indicates normal wear and tear. If two or three are high and one or two are low, there's something going wrong in the cylinders that measure low.

Compression gauges aren't expensive. They run \$30-40, but they can help you detect repairs that could cost hundreds, or thousands of dollars. I've seen gauges that screw into the spark plug hole, and I've seen gauges that are just held in the hole by hand. As part of the annual Spring Checklist I go through before I put my car on the road each driving season, I check the compression on the engine. It lets me compare, year-over-year, any changes in the engine condition. It can also be an easy diagnostic check if the engine isn't running right. Before you start messing with the carbs like a lot of people do, make sure all is well in the upper end of the engine.

To be consistent, I get the engine warmed up, pull all our spark plugs so the engine spins freely, then check the compression. It takes several revolutions to reach maximum compression on the gauge for each cylinder, so make sure you've got a fully charged battery before you start.

If I'm considering buying a used car with high mileage, I definitely want to see the compression. If the seller doesn't want me to check it, I have to think the worst. If all four cylinders have near the same compression, and if it's not too low, you can feel comfortable the top end of the engine is in good health.

I was surfing eBay the other day and saw a classic car dealer listing 4 MGBs for sale, and the compression was listed for each car. I thought it was interesting what was said about compression.

1964 MGB: The engine is strong with compression as follows; #1-155 psi, #2-155 psi, #3-155 psi, #4-150 psi. These are good compression numbers.

1967 MGB: Engine compression test are as follows; #1-165 lbs, #2-180 lbs, #3-170 lbs, #4-175 lbs

1974 MGB: Engine is strong with compression readings as follows; #1-115, #2-120, #3-120, #4-120, no smoke, quiet and smooth.



Replacing an Inner Tube Yourself

By: Mike Jacobsen

Courtesy of the Northern California Centre MG Car Club

The last time I had a flat on my MGA, I had a new inner tube but no ambition to lug it and the wheel down to a tire shop. Instead, I installed the new tube myself. The car has driven fine since then, and the wheel still seems to be in balance. Here's what I did:

Tools

- Jack, jack stand, knock-off hammer – everything to remove a wire wheel.
- Valve core tool – works much better than a small screwdriver.
- Tire irons – you need at least two but three are better. Get some long tire irons (mine are from Harbor Freight) if you can. The shorty Dunlop irons from the car's tool kit will work but longer irons make it easier. Big screwdrivers and pry bars will also work, but their ends may tear the tube and ruin it.
- Grease pencil or marker that will write on the tire & tube.
- Air pump or compressor – even a bike pump will work.
- Liquid soap – dishwashing soap works well.
- Talcum powder – baby powder works fine and will make your wheel smell nice too.

Getting Started

1. Mark the tire & rim so you know their relationship and can put it all back just like it was. This way you shouldn't need to have the wheel rebalanced when you're finished.
2. Remove the valve core from the tube to be sure there's no residual pressure. If you don't have a valve core tool you can use a small screwdriver whose tip fits into the stem and spin out the valve core.

Take Out the Flat Tube

1. Remove the wheel.
2. Lay it on the floor and break the tire bead away from the rim. I did this by jumping on the tire, but you can also pry the bead away with tire irons.
3. Wipe the liquid soap onto the bead to help it slip over the rim. With one side of the bead shoved down into the deep part of the wheel, pry the bead over the edge of the rim on the opposite side. You only need to do this on one side of the tire, but pulling the tire off both beads can make it easier to get the old tube out and the new tube back in. This does make it more likely that the tire will rotate, so the marks become really important to get the tire back in its original orientation.
4. Don't rotate the tire on the rim and the balance won't change; keep the marks aligned.
5. Work the tube out of the tire. (As shown by Dave McCann in photo above.



6. If the cause of the flat wasn't something obvious, like a screw through the tread, take the time to find the tube's leak and mark that spot on the tube.
7. Set the tube on top of the tire so that the valve stem is over its hole in the rim and match up your mark on the tube with the tire. Then feel around inside the tire at the same spot to find what it was that punctured the tube.
8. Remove whatever caused the flat.

Put In the New or Patched Tub

1. Dump about a handful of talcum powder in the tire and rotate the wheel/tire to distribute the powder. (See photo at right.)
2. Install the new (or patched) tube. Make sure you put the tube in right side up so that the valve stem is on the same side as its hole in the wheel.
3. Pry the bead back into the rim, being careful not to pinch the tube or lose the valve stem into the wheel. If you have something to screw onto the valve stem to keep it from going into the rim, use it. The tool you used to remove the valve core from the punctured tube may work.
4. Inflate the tube, *slowly*, to get the tire to seat.
5. Once the tire is seated, deflate it to relieve any folds in the tube.
6. Position the valve stem so it evenly comes through the hole in the rim.
7. Re-inflate the tire.
8. Put the wheel back on the car.
9. Reinstall the valve core in the leaking tube so you don't lose it. You can patch this tube and keep it in the car as a spare.

If you are at all interested in being able to do this when you need to, practice on your spare wheel at home. This will test both technique and equipment. If you don't have all the tools in the car when you're at home, you surely won't when you're out and about.



Pictures from the Covered Bridge Tour Photos Courtesy of Cheryl Reitz



Membership News

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

Steve & Debbie Lingsch with a 1962 MGA MK II Coupe

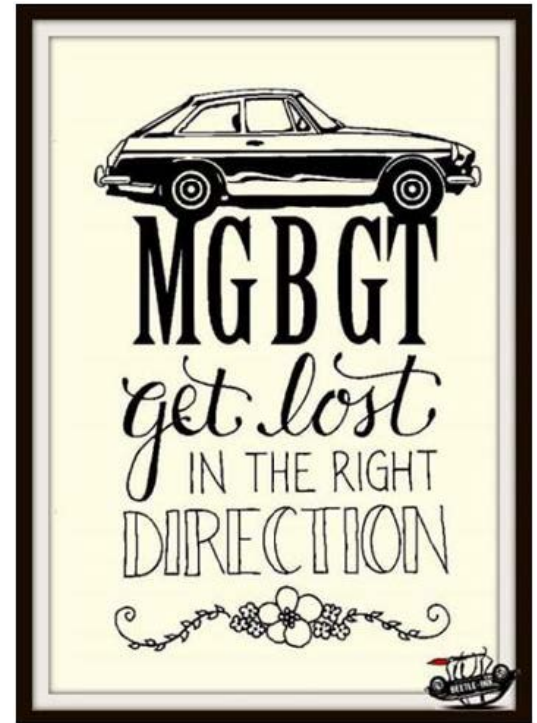
MEMBERSHIP CHANGES

Submit any changes to:

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

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



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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

NOVEMBER

3rd Club Meeting

DECEMBER

1st Club Meeting

JANUARY

5th Club Meeting

9th After the Holidays Party at the Home of Chuck Moreland



North American MGB Register

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