



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

December 2020

www.mgsofbaltimore.org

As 2020 draws to a close, Covid-19 has been rearing its ugly little head more and more, to the point that Governor Hogan and Baltimore County's Executive have reinstituted restrictions on group gatherings in private settings to no more than 10 people and limited restaurants to 50% capacity. I spoke with the owner of Johnny Dee's and our meeting area has a capacity of 65 people so at 50% we can safely have 32 people at our December 1st, 2020 meeting. Our Annual "After the Holidays" Party is another story, while I appreciate Chuck Moreland being willing to host the event, it is being postponed until perhaps late Spring of 2021 when maybe we can hold something outside and the Covid-19 pandemic has hopefully died down. Stay tuned for updates.

The date for our 24th Annual MGOB "Chilly Run" to be hosted by Mike & Mary Lutz has not been nailed down yet and under the current conditions, it too may need to be postponed. Again, stay tuned and look for more information in the Octagram.

The MG International Atlantic City 2021, the every five year "All Register" MG event is moving forward with a promotional video being released on YouTube at: https://youtu.be/BcbC6_oGWA The website for registration should go live later this month. I will post notice once the site is open on our Facebook page and thru the MGOB E-mail network.

Finally, your 2021 are now due. Please mail your \$20.00 cheque to payable to the MGs of Baltimore, Ltd. Car Club to:

MGOB
5237 Glen Arm Road East
Glen Arm, MD 21057

If you have any questions regarding your dues status please contact Kathy at themgbabe@comcast.net or 410-206-4861

Wishing you all Merry Holidays and a Happy Christmas!

Safety Fast!
Richard



Take 10

By: MGOB Member Richard Jefferson

Well I'm a little late with this article, but you must admit the world has been a busy place for the last few weeks. Originally this was going to be about your garage, but instead I want to encourage you to take 10. By that I mean take 10 minutes. For you guys that are still not fulltime LEL members you can still do this. You may be working from home so the boss can't see you or even if you are on the job site, I'm sure you can squeeze these 10 minutes into your day sometime.

Ok, so what do you want with these 10 minutes RJ? The answer is nothing, these are for you. A few rules of course. There can be no outside interference, so turn off that TV, the poor thing has been searing images into your brain and even it needs a break. Yes, you must even turn off the music. To use these 10 minutes, you must eliminate all outside distractions.

Now just relax and clear your head. Now start to give thanks. Yes, this crazy world seems to be on the front page every day, but you have a lot to be thankful for I bet.

- I bet someone loves you and you love someone. That's not a bad start.
- Are you healthy? You're a winner!
- Do you have a roof over your head and food on the table? Be grateful!
- Do you have opportunities? Thanks for the USA!
- Do you have friends? You're a member of MGOB, you've got a bunch.

Now think of something fun, creative or productive to do.

- Make a plan to contact an old friend or relative that you haven't spoken to in too long.
- Think of some safe way to get a few of your MGOB friends together. We're always looking for a new LEL event!
- Think of a house/garage project that will occupy some of those dark winter hours.
- Plan to winterize or improve you MG! **There it is**; you knew we had to get back to cars didn't you!
 - Have you taken care of the battery?
 - An oil change may be in order.
 - How old is your brake fluid?
 - How old are your tires? Tread maybe good, but the calendar will kill them.
 - How's the antifreeze?
 - Have you driven the car this month? Flat spots come from sitting. (applies to tires and butts)
 - What improvements could make it better? Those seats maybe worn. Front bushing do wear out with time. A little grease now and then is required. I recommend a new radio with a USB drive or Bluetooth- when paired with Miata seat it's a winning combo

So, this can be your new **daily plan**. You have my blessing to take these 10 minutes every day. Tell the boss that I said so, I'm sure they will agree. I'll guarantee you'll look forward to this mini metal vacation every day.

And From Our Club Yoga Guru

Here's something that takes only 60 seconds. Again, all outside distractions must be eliminated for this to work. Here's the exercise:

Close your eyes. If you have earplugs or other noise reducing equipment use it. Now try and think of nothing at all! Try for 60 second to not let a single though come into your head. Concentrate just on your breath. Breath in for a count of 6, hold it for a count of 5 and let it out for a count of 4. Breath in through the nose and out through the mouth.

Try it; hard isn't it? But much like putting a new windshield in your B the exercise is well worth it. See I did get the topic back to cars.



THOROUGHbred & Classic cars



Thank you to Peter Cook, Overseas Director of the MG Car Club UK for sending us this article.

JOHN William Yates Thornley, OBE, was born in London on June 11, 1909, trained in accountancy and was the founding General Secretary of the MG Car Club in 1930. The following year he joined the service department of the MG Car Company, becoming Service Manager in 1933. He also managed the Cream Cracker and Three Musketeer teams of MG trial cars.

After wartime service with the RAOC, reaching the rank of Lieutenant-Colonel, he returned to MG and became Assistant General Manager of both the MG and Riley companies in 1949. His pioneer work on MG racing history, *Maintaining the Breed*, was published in 1950, and he managed the successful Goldie Gardner record attempts of 1950/51/52, followed by the 150 mph Eyston/Miles long-distance run at Utah in 1954. He then established the BMC competitions department at Abingdon in 1955 and inspired the racing debut of the prototype MGAs at Le Mans and Dundrod.



In 1952 he had been appointed General Manager, and the first seven years of his administration saw a five-fold increase in production in Abingdon. But the OBE awarded to him in the New Year Honours List of 1964 was not for services to industry, as it might well have been – it was for his youth training work with schools, boys' clubs and especially the Air Training Corps.

Late in 1966 an operation was followed by near-fatal complications and a lengthy convalescence. In June 1969 he retired at the age of 60. Following the sudden death of his first wife in 1976 he married again, and now, except for his work as President of the MG Car Club, he prefers not to be deeply involved in the motoring world. His daughter lives in Canada, his son in the USA.

MR. MG

As published in Thoroughbred & Classic Cars 1986

Never one to mince his words, form MG boss John Thornley gives T&CC an exclusive interview

T&CC – Your upbringing might be described as unconventional, yes?

THORNLEY: My parents were involved in an explosive and newsworthy divorce when I was two. My father, a master tailor, was awarded custody of the child and substantial damages against the correspondent. I was brought up by three maiden aunts in my grandparents' house and my father visited me every evening.

At Ardingly, I was thought to have a future as a mathematician, so I remained there following a special syllabus for Cambridge until I was 19. Then my father started me with Peat, Marwick, Mitchell to be become an incorporated accountant, and in the evenings I studied at the LSE for a B. Comm. degree. I fear I didn't take either very seriously, because I'd been riding ever more lethal motorbikes until my 21st birthday came along, and I chopped the last one in against an M-type Midget. The rest is history! But it did mean that when the MG chief accountant brought me some figures to approve, as general manager, I could unfailingly put my finger on the one he didn't want me to notice.



MG founder Cecil Kimber (left) with WR Morris

T&CC – How did you get involved with the MG Car Company, exactly?

THORNLEY: Five of us founded the MG Car Club in 1930, and as General Secretary I was charged with seeking the approval – the co-operation, if possible – of the MG Car Company. There was a subsequent meeting at the King's Arm in Berkhamsted, attended by Kimber and several other MG people. Then began my attempt to blackmail Kimber into giving me a job- it took me nearly a year to do it, but on November 3, 1931, I started at Abingdon as a service department interviewer. Kimber said: "Your job is to run the MG Car Club and help me in the service department in your spare time." The General Manager, George Propert, said "Your work is to work in the service department and run the MG Car Club in your spare time." What actually happened was that the service manager was made competitions manager a few weeks after I went there, both his successors were duds, and I had so much to do that I had to drop MG Car Club work altogether.

I left my digs in Abingdon early every morning and drove my 18/80 to pick up Joanne (his future wife, who worked in the MG drawing office) in time for both of us to be at the factory by 8:30 am. At 5:30 pm we'd finish work and go out on the town. At 10 pm, I dropped Joanne at her digs near Oxford, drove back to the factory, and worked in the service department office until 3 am. I pinned longhand notes to each customer's inquiry – "Give him a new cylinder head" or "Tell him to get stuffed" – and my secretary, Gracie Lewis, turned them into letters, she was a marvel.

T&CC – What was it like dealing with MG customers in the Thirties?

THORNLEY: First and foremost, I became a complete fatalist, having to sit beside 'em while they demonstrated a possible front-wheel wobble at 68mph on a foggy November morning! Can't do that anymore, but I can still tell whether a chap is a driver or not, almost before his car's turned a wheel. I was the MG Car Company's front line from the moment I got to Abingdon. From my first day there until the outbreak of World War Two, warranty expenditure was entirely under my control. I used my own judgement, and my interpretation was always very generous, but I was never once pulled up about it. I didn't have any contact with the racing crowd: they generally dealt with Kimber.

T&CC – Kimber has been described as a very complex personality. What was really like as a boss? Or as a designer or as an administrator? Did Miles Thomas do wrong when he fired him in 1941?

THORNLEY: Make no mistake, I admired Kimber for what he did. He had the imagination and drive to start it all. He was a visionary and had the ability to install his enthusiasm into others – take those two things together and that's enough, really. What Thomas did to him was shameful, the toffee-nosed bastard: I suppose he saw Kim as a chap who'd once had Nuffield's ear to a dangerous extent, so he couldn't go wrong by wiping him out. But it stank.

As a boss, Kim was demanding, but if you were straight up with him, he was straight with you. I don't think he even began to be an engineer – he leaned on H.N. Charles for that. But he ... Well, ever morning all the heads of the department assembled in his office at 8:45 and we went through the incoming mail. So if there was a hot, stinking complaint about a car, Charles was involved, I was involved, immediately. I had designed a special switch-panel for my Midget – three rows of three, so that you could use it without looking at it, like the keys of a piano – and I was showing it to somebody at one of these meetings. And Kim said: "Let me see that!" His enthusiasm bubbled over – he saw the point at once.

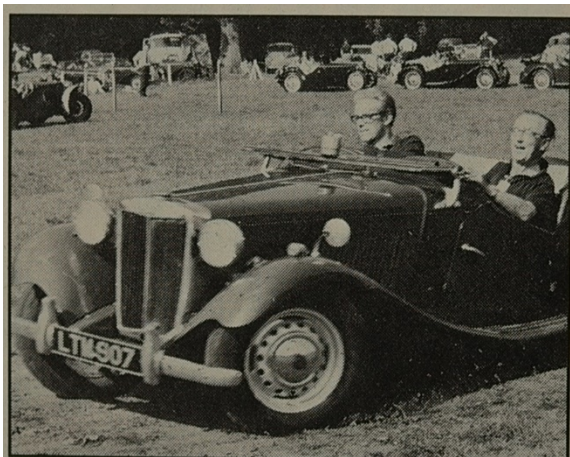
The fact that the MG design centre was shifted from Abingdon to Cowley in 1935, I think that upset him a lot. That was his main interest: overseeing the design, what's the next car going to look like, how's it going to behave? That was his life. It's very difficult to see where he could have gone, the R-Type design being cut off as it was. That was 20 years ahead of its time, in some ways, and I'm sure he saw it as the forerunner of a road car. I'm afraid it was an inevitable part of Kimber's approach that he kept on running out of money.

T&CC – But you yourself believed in competitions?

THORNLEY: Yes, certainly but I had better control over it – though I suppose it was imposed on us from above. We couldn't go wild as he did, do the things regardless of cost. Latterly I did have a great deal of latitude to lay on trips to the Utah Salt Flats, etc, and tell the hierarchy afterwards.

T&CC – Wasn't that dangerous, with BMC?

THORNLEY: Dangerous? If you knew the background! I lived very dangerously sometimes trying to ensure that MG stayed on the map!



John Thornley accompanies his son Peter in a TD Midget at an MG Car Club gymkhana at Beaulieu

T&CC – And you feel that Kimber’s enthusiasm sometimes ran away with him?

THORNLEY: I think so, yes. During 1936 we wanted a competitor specifically for the SS Jaguar 1 ½ -litre saloon, and in prototype form the car that was produced – mostly from Nuffield parts was very competitive, pricewise. This was the MG VA. Then Kimber hung *forty-seven* octagons on it – special door-handles, special bonnet handles, octagonal horn-push, octagonal instruments, monograms on this, that and the other. And octagons cost money. So we ended up as no competitor for the Jag, pricewise.

Oh yes, he was an odd bird, Kimber...But let me tell you something else as an insight into his character. When WW2 came in September 1939 and car manufacture ceased at Abingdon – when the war was about six weeks old, before he got the ill-fated aircraft contract that caused Thomas to fire him, Kimber had all of us into his office, one at a time. He said: “We don’t know where we’re going, we can’t keep you all on indefinitely, so some can stay but some will have to go.” When he saw me, he said he’d decided to keep me on and I said: “Thanks very much.” The following morning’s post brought my calling-up papers – Army Officers’ Emergency Reserve. So I went to up to Kim and he said: “Get out – I don’t want to see you!”

I thought: “What the hell’s the matter with the old boy this morning?” Went back to the Service Department, very bewildered. About an hour later, a special messenger brought a memo from him: “Further to our conversation of yesterday afternoon, I am very much afraid we shall have to dispense with your services. Herewith is a cheque representing one month’s salary for each year of service.” The Nuffield Group’s policy was that if you were called up, you were going from one job to another, so there was no financial adjustment – but if they fired you, you got the handout. Kimber had worked things so that I got the money: it enabled me to pay off all my debts before I left Abingdon, go off to war without a stain on my character. This was Kim’s essential kindness.

T&CC – Presumably, MG pay was never exactly impressive?

THORNLEY: Oh, it was ludicrous! At the time, as Service Manager, I had a salary of £500 a year. After the war, as Service Manager *and* Sales Manager I got £700 a year.

T&CC – You had a good war?

THORNLEY: I had a very hard-working war, but I wasn’t exposed to danger, much – bombing of course, but we all had that. And it taught me to think big. As a Lieutenant-Colonel, General Staff Officer Grade 1 at the War Office, I had the buying of *all* Signals equipment for the British Army – a bill of about £200 million. And although we worked to various rules, of course, it was entirely within my purview whether the final bill was £175 million or £225 million. For that, a grateful Government paid me £918 a year.

T&CC – Your appointment at General Manager of MG in 1952 coincided with the formation of the British Motor Corporation under Leonard Lord. You must have really walked a tightrope to keep him satisfied – even to sell him the idea of a competitions department?

THORNLEY: I think I’m probably the only senior executive at BMC that never had a thick ear from Lord. I never had any difficulty with Longbridge, never had any difficulty with Lord. It was a sad day for me when he went, because George Harriman was *nothing* of a man by

comparison. A terrible dead loss. But Len Lord ... I think it was like dealing with a dog, in a way – I wasn't afraid of him, so he wagged his tail! If I'd got myself on the wrong side of him, I reckon Abindon would have been snuffed out very soon.

Nothing succeeds like success, of course – we were doing so well, and the big upturn in production coincided with my period of office. That was me life's work mate!

Lord and Harriman both had the same delusion, that they were the chief engineers as well as chairman of BMC. But Lord's philosophy was that if he was right 51% of the time he was scoring above the line. Harriman tried to do the same but he *didn't* get it right, ever, and BMC went steadily down the hill. So by the time of the negotiations with Tony Benn, BMC was virtually bust. Harriman was a menace. I blame him entirely for the whole debacle of BMC.

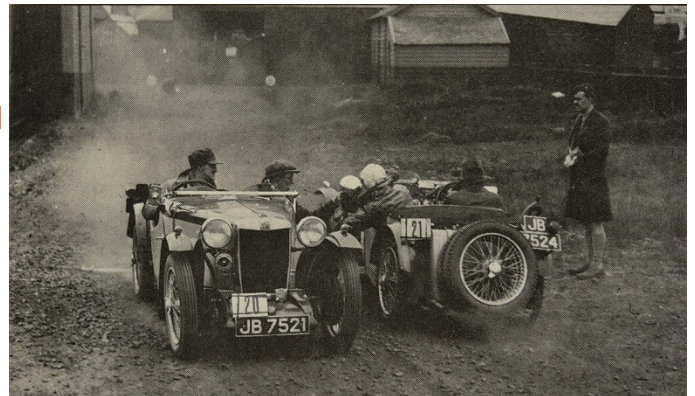
T&CC – By that time of course, your illness had put you on the sidelines?

THORNLEY: That was strange, in a way. When I was 14 I nearly died of peritonitis: six weeks in the hospital, two bloody great drain-tubes coming out of me – in that period I consumed half-a-bottle of champagne by mouth, and was kept alive by saline solution squirted up my fundamental. Weighed less than six stone.

In the Fifties, shortly after achieving the hot seat at MG, my guts started playing up again: I have conducted works conferences, with the unions, lying flat on my back on my office floor because it was the only way to relive the pain. Eventually, I asked the guts man to sort it out. He found I had, in effect, grown another appendix, so he tied it off. Two days later I coughed and blew it open, got peritonitis again. Then things got really complicated and they had to open me from top to bottom. The whole thing lasted about eighteen months and I don't know that, with MG, I never really worked again.

Right – two of the 'Cream Cracker' supercharged PB Midgets. Maurice Toulmin, on the left, is Passengered by John Thornley, then service manager.

T&CC – It might be considered a tragedy that your ill-health coincided with the period leading up to the Leyland takeover – when MG sorely needed a champion to counter Donald Stokes's bias toward Triumph...



THORNLEY: I ... Well, yes ... I think you're absolutely right ... I was so numbed, really, so bemused, out of touch – I doubt that I realised the seriousness of the situation

But I couldn't have done anything. The chips were down. I think I knew Abingdon's days were numbered from the time when I had the MGB body tooling bill from Pressed Steel. I knew then that BMC would never tool us another metal sports car. So I started looking into plastics, as you know, but my illness put a stop to that.

And really, the product became appalling when the full effect of the US regulations took hold: the things that went wrong – the auto choke pouring neat fuel onto the exhaust – I got all this feedback from Peter (Thornley's son, the working for a leading MG distributor in the USA) who was still trying to service the bloody things. They were hideous-looking by that time, anyway.

T&CC – Are you saying it was an inevitable decision, to shut down Abingdon?

THORNLEY: As seen from the middle, it *was absolutely* the right thing. There was no room for little offshoots like that, and we happened to come in the first batch. Really, Lord made a cock-up of it in the first place. Wolseley and Riley ought to have gone straight out the window, he should never have had any truck with Healey – he should have rationalised to a degree, immediately. Austin, Morris and MG would have been quite enough to keep BMC going.

T&CC – The retail dealers would have gone mad if that had been done.

THORNLEY: So you present them with a *fait accompli*, that's all. They'll do what you tell 'em. Look at the way the messed us up with the Midget. The Frogeye Sprite – the Buzzbox, as we called it at Abingdon – was the ultimate minimum sports car. Then when we put everything on it to make the MG version and get a substantial price differential, the idiot Austin distributors moaned that they couldn't sell *their* version. So we had to tart up the Sprite as well, and the bottom very nearly fell out of the market.

T&CC – You accept the post-Abingdon MG models of today, do you?

THORNLEY: Yes, surely – this is where MG came in, in 1923/4, isn't it? And it's early days yet. The EX-E indicates a line of thought – at least I *hope* they learn something from it, or it remains a bullshit wagon.

Overall, BL is in such a financial mess that it can't afford to fool around with real sports cars. So forget them for the time being and be grateful for what you've got. This is the best we can expect in the circumstances – an I'm mighty glad it really is such a good best, with some of them: they really are such thundering good motor-cars and they go like a bloody flash. The later they are, the better, so they're learning all the time.

T&CC – And the 6R4 rally car?

THORNLEY: Oh yes, I'd have been delighted with such a thing in my own time. I don't know that I'd be very interested in competing in today's rallies, though. I mean, Formula One has become an absolute nonsense, with vehicles that bear no resemblance to anything on the road, or anything that ever *could* be used on the road. And I'm afraid rally cars, cars like the 6R4 are going the same way.

The immediate problem is to pull BL back to financial viability, before you begin to think what to do with an MG. After all, MGs will never be the quantity-production vehicle that will put BL on the right side of the hill, so we must be grateful that they still think of MG at all. If I were boss-man I'm afraid I wouldn't be thinking of MG.

MG VA SALOON

Courtesy of Wikipedia



Introduced 1937 - 1939 Number built - 2407 cars - all versions

The MG Car Company was plunged into turmoil early in 1935 when William Morris sold MG to Morris Motors which formed the major part of the Nuffield Organisation. The organisation was primarily set up to rationalise Morris's sprawling business concerns and in the interests better efficiency allied to cost savings. Now known by the title of Lord Nuffield, it was well known that he personally disliked motor sport and it was in this area particularly that MG suffered most. Morris's new managing director, Leonard Lord was charged with streamlining the Nuffield empire and it was he who Cecil Kimber now became answerable. At a stroke MG's racing programme was cut midway through the 1935 season in the interests of reducing costs and this came as a severe blow to Kimber who up until then had virtually a free hand in development of racing vehicles and the everyday road cars. With the acquisition by Morris, Kimber was instructed to return far higher profits and the new management installed by Morris were solely interested in profitability related to simplicity and commonality of parts throughout the Nuffield range. With these new directives the Wolseley range of overhead camshaft engines ceased which immediately spelt the end for the MG PA/PB models and the Magnette. Kimber's biggest shock in all this reorganisation was the closure of the Abingdon design office with an enforced move by the team to the Morris design office at Cowley. H.N. Charles, Kimber's chief designer, now resident at Cowley was promptly put to task on the design of a new range of MG models, the first of which was to be the beginning of the T series, the TA Midget, which was launched at the latter end of 1935.

The model that really caused a stir, both in the motoring press and amongst enthusiasts was the all-new Two Litre model designated the SA Type. Launched in October 1935 it was a

completely different breed of MG and was regarded by many as a belated successor to the 18/80 series which had ended production nearly four years previously. It was certainly a large car by MG standards, weighing in at over 30 cwts and exceeding 16 feet in length, nonetheless it had graceful lines and was designed to compete with other similar offerings such as the Jaguar SS 2.5 litre saloon. Due to production delays caused mainly by inflexibility within the Nuffield group, the MG saloon was at least six months in the making and as a result the impact of the initial launch publicity was totally lost. There were many dissatisfied customers waiting for their cars and a lot of them deserted MG in favour of the Jaguar. There were many production changes along the way in a bid by Abingdon to keep up with the competition and as a result of supply problems of components within the Nuffield group. Purists could not come to terms with this luxury MG conveyance due to its sheer size allied to pedestrian performance. It was undoubtably a quality vehicle however, which was refined and elegant and found its own niche in the market due to its extremely competitive price of £375.

More disdain amongst the purist was evident on the launch of the smaller stable mate the VA or one and a half litre as it became known. Introduced in time for the 1936 Motor Show, primarily as a replacement for the N type Magnette, it looked like a scaled down version of the SA. In keeping with the SA the new car was available as a saloon, an open tourer or as a coachbuilt Tickford convertible and they were priced at £325, £280 and £335 respectively. The VA was a neat well proportioned car and was distinguishable from its larger brother by the front nearside wing-mounted spare wheel. Built on a conventional and sturdy MG chassis that was unique to the VA, the car had a 9' 0" wheelbase and was 14' 3" long. The main chassis side members were of box channel construction and swept up at the rear over the rear axle line to accommodate a softer rear suspension arrangement and to allow greater vertical wheel movement. Although the chassis was unique to the VA, other components such as the front and rear axles were shared with the Morris 12/4 and Wolseley 12/48. Lockheed hydraulic brakes with 10" drums were fitted to the VA unlike its predecessor the N type Magnette that had a cable operated system.

The power unit was a pushrod overhead valve type of 1548 cc and was common, with slight variation in the TA Midget, the Wolseley 12/48 and the Morris 12/4. The VA version had twin semi-downdraught SU carburettors and a bore and stroke of 69.5 mm x 102 mm with a power output of 54 bhp @ 4,500 rpm. The weight of the car, nearly 23 cwts precluded any meaningful performance, but nonetheless the MG was no slow coach with the saloon and convertible returning a top speed of over 75 mph and the tourer managing nearly 82 mph with the windscreen folded down flat. Transfer of power to the road wheels was via a cork clutch running in oil through a Nuffield four speed gearbox to a spiral bevel rear axle. A neat remote gear change was standard on the VA and it was the first time in an MG saloon that a part synchromesh gearbox had been employed. Sadly the VA suffered the same fate as the SA in as much as it took at least six months to get the car into full production after its official launch and it also suffered many component specification changes through its production life. The cork/oil clutch was changed for a dry plate variety, the carburettors, shock absorbers, road springs, rear axle casing, steering box and even the door handles were changed. In the engine department the camshaft was altered twice and white metal big end shells gave way to bearings. It seemed that nearly all the components that comprised the VA were at some time either modified or changed which made life very difficult on the production line for the Abingdon workers. Despite all the interruptions the car did sell well during its two year production run with a total of 2,407 all variants leaving the factory gates prior to the outbreak of war. The 4 door saloon sold particularly well at £325 and had such refinements as a Bluemel adjustable steering wheel and Luvax dashboard damper control. There was also an option of the Smiths Jackall built-in hydraulic jacking system.

Brief technical specifications...

Engine

Number of cylinders: 4.

Capacity: 1,549 cc.

Bore & Stroke: 69,5mm x 102mm.

Valve Gear: Overhead valves operated by pushrods.

Carburation: Twin semi-downdraught SU HV5. RAC rating: 12hp. Max Power: 54 bhp @ 4,500 rpm.

Transmission

Gearbox: 4 speed manual with synchro-mesh on 3rd and top.

Clutch: Initially single plate cork in oil, later single dry plate.

Final Drive: Spiral bevel rigid axle.

Brakes: Lockheed hydraulic 10" drums all round.

Suspension: Semi elliptic front and rear with anti-roll shackles. Hydraulic adjustable shock absorbers.

Wheels & Tyres: 5.00 x 19" centre lock wire spoke.

Wheelbase: 9'0". Length: 14'3". Width: 5'2".

Number built: 1,259 (saloon).

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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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

DECEMBER 2020

1st Club Meeting

5th Christmas Market in Chesapeake City
(please go to our Facebook Page for more information)

JANUARY

5th Club Meeting

FEBRUARY

2nd Club Meeting



North American MGB Register

The only MEMBER-RUN organization
for MGB, MGC, Midget, 1100/1300 and
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North American MGB Register

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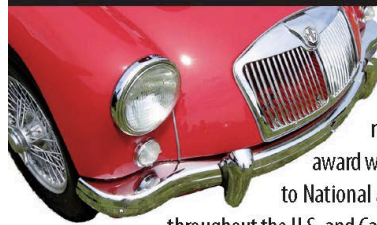
Toll-free phone: 800-NAMGBR-1

www.namgbr.org

MGs of Baltimore Affiliations

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

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MEMBERSHIP CHANGES

Submit any changes to:

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