



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

March 2021

www.mgsofbaltimore.org

From: El Presidente

Well, spring is getting closer. I know it's been snowstorm and ice after snowstorm and ice. I don't know about you, but I've had enough of it. As you may have seen Lombard St. Larry (the rat) saw his shadow so spring is on its way and it can't get here too soon.

Things are slowly getting back too normal in the car show world, speaking about events, Eric Salminen, MGOB's Rallye Master has laid out The 32nd Annual "Get the Dust Off" Rallye is set for Sunday, May 2nd, 2021. See the registration flier in this issue of the Octagram.

We have been approached to participate in the Monumental Brewing Company's "British Invasion Festival" on Sunday, May 23rd, 2021 from Noon until 4 p.m. at their brewery/pub located at 1 N. Haven St. Baltimore, MD 21224. If you remember this event was originally scheduled for last year, but like so many things it was cancelled due to Covid-19. I am waiting for more info, but if it's like last year's plan there will be a car show with prizes for the top three cars, live British Invasion music, food is available next door. Checkout their website at <http://www.monumentcitybrewing.com/> I hope to have a promotional poster and additional information soon. By the way, members that bring a British car will receive a wristband for discounted beer. Stay tuned for more info.

As most of you know, I've been involved in the planning of MG International 2021 the every five year All Register MG event along with the representatives of the MMM Register, NEMGTR, NAMGAR. This event will mark the 6th time we have come as one, starting in 1996 at Indianapolis, 2001 at Minneapolis/St Paul, 2006 at Gatlinburg, 2011 at Reno and 2016 in Louisville. These events are legendary and not to be missed. The event will be held in Atlantic City, NJ from June 14th to June 17th

Registration is now open at: ac2021.regfox.com/mg-international-2021

Below is a link to a list of YouTube videos of things to do in and near Atlantic City
<https://www.mgexp.com/forum/mg-2021-atlantic-city-forum.88/mg-international-atlantic-city-2021.4292734/>

The host hotel is Harrah's Convention Center and Resort. Room rates are \$99.00 per night with parking and resort fees waived. To get this price you must first register for the event and a link will be provided to book your rooms.

If you are worried about Covid-19, don't be, Harrah's has taken many steps to protect its guests and employees in full compliance with CDC & State of New Jersey regulations. In addition, the MG Council has a full refund policy clearly outlined on the website.

Don't delay register today. This is the closest an All-MG Register event will be to the Mid-Atlantic area for years to come. Don't miss out!

TRAC's "Brits By the Bay" will have yet another new location this year. The event is planned for Sunday, June 27, 2021 at DeJon Vineyards in Hydes, MD from 10 a.m. to 3 p.m. for more info go to www.tracltd.org or see the flier in this issue of the Octagram.

MGOB Club dues for 2021 are now due. There is a list of members that **don't** owe dues in this newsletter if your name is **not on it you owe dues**. Dues are \$20.00 per year. Please mail your cheque payable to:

MGs of Baltimore, Ltd. Car Club
5237 Glen Arm Road East
Glen Arm, MD 21057-9456

Finally, the club was saddened by the news of the passing of Joey Bates, wife of Bob Bates, mother of Christopher Bates, long time member and dear friend to all. She will truly be missed.

Safety Fast!
Richard

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ALL MG GATHERING**

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North American Council of MG Registers
with your friends from the MMM, MGT, MGA
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AND THE SEASIDE RESORT OF CAPE MAY | SELF-GUIDED DRIVING TOURS | COOKING CLASSES |
WINE AND BEER TASTING SESSIONS | THESE ARE ONLY A FEW OF THE MANY EVENTS PLANNED

14-17 JUNE 2021 **ATLANTIC CITY, NJ**

REGISTRATION WEBSITE AVAILABLE
DECEMBER 2020

Come join the fun

MG INTERNATIONAL REGISTER NORTH AMERICAN COUNCIL OF MG REGISTERS MMM MGT MGA MGB

Membership Update

Below is the list of people who **DO NOT** currently owe dues. If your name is not on the list below then you owe dues. Dues are \$20/year and cheques should be made payable and sent to MGs of Baltimore; 5237 Glen Arm Road; Glen Arm, MD 21057 or you may pay at the March meeting. **Please note this is your last notice.**

First Name	Last Name		First Name	Last Name
Glenn S. & Barbara	Abbott		Chris & Diane	Horant
Shane & Megan	Absher		Richard & Carole	Jefferson
Tom	Allen		Bob	Keefer
Roger & Susan	Amato		Randell & Sheila	Kegg
Joe & Barb	Auer		Victor & Jackie	Knox
Karen	Barry		Matthew	Kutz
Christopher	Bartlett		Richard & Kathy	Liddick
R.E. (Bob) & Joey	Bates		Steve & Debbie	Lingsch
Daniel & Marilyn	Bederka		Bob	Lippert
Dennis & Carol	Blevins		Jack & Liz	Long
Bill & Cindy	Bollinger		Rick & Patsy	MacInnes
Suzie	Boltz		Roger	Marshall
Howard & Susan	Bonds		Richard C.	McShane Jr.
Gary	Breeback		Francis & Eileen	McGrath
Jim	Buckmeier		Dale & Wallis	Meeks
John & Carol	Buettner		Barney & Lydia	Michel
Chas & Pam	Burke		Glenn & June	Monrad
Tom	Carroll		Richard & Janet	Moure
John & Carole	Chizik		Chip	Norman
Joe	Clark		Alex	Ollerman
Marc	Daemen		Ken & Sharon	Olszewski
Clint & Beth	Davis		David	Orbock
Anthony & Jackie	DeBella		Tom	Orisich
Johan & Britney	DeVicq		Drew & Linda	Paren
Doug	Diem		Mike & Cathy	Pavese
Matthew	Dinnerman		Wayne & Sandra	Pfau
Don & Ruth	Dube		Bill	Redding

Michael & Vicki	Egliskis	Cheryl & Eric	Reitz
Cliff	Essman	William	Riley
Christopher	Fritz	Bob	Robinson
Randy & Sharon	Fryer	Eric & Mary	Salminen
Don & Melody	Gallagher	Marty	Schlining
Rick & Cynthia	George	Steve & Tina	Sharpe
Ron	Gillis	Ned & Pattie	Shields
Dale & Claudia	Glatfelter	Rick	Smith
George	Gorayeb	Harry & Mariann	Snow
Robert	Guienot	Wendy & Robb	Stahl
Bill & Bonnie	Hallock	Alan & Carol	Tucker
Craig E. & Lesley	Harriman	Ed & Gloria	Wenderoth
Doug & Anne	Hart	Steve & Valerie	Williams
		Sergio & Joy	Zarbin

MEMBERSHIP CHANGES

Submit any changes to:

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

New Member

Bill Redding with a 1972 MGB-GT & a 1955 Morris Minor

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**Articles in this newsletter are compliments of:**

**Richard Jefferson – MGOB Member & DJ**

**The Octagon 2/2021– The Newsletter of the MG Owner's Club  
The Northern California Centre of the MG Car Club**

**Classical Gas January/February 2021 – The Newsletter of the  
Canadian Classic MG Club/Canadian XK Jaguar Register**

## Winter Work

by: Richard Jefferson, MGOB Member

OK I admit it, this winter seems even longer than usual. It may be that the weather reminds me of when I use to live in Idaho. (July being the only warm month of the year in Idaho) It may be the lack of any place to go or it may be because I must keep other humanoids at some safe distance. Whatever the reason, I clearly didn't plan enough winter work to keep my hands busy. (Idle hands are the devil's instruments and if you keep doing that, they say you'll go blind.)

I guess I should be thankful that my Sprite and CJ's B didn't need much *Winter Work* this year. (I almost thought of replacing Carole's windshield again like I did last year- but I'm not that stir crazy yet.) We've done all the house projects we can do till the spring thaw. We've even delayed taking down Christmas decorations about as long as possible before the neighbors start to complain.

What to do to make the time pass? I thought I know; I will work on a design flaw build into my British motors!

You see when you work on your cars, as we all should do, we tend to use a lot of tools. Now we have small cars and coming with small cars are small places. Inevitably you will set down a tool only to see it disappear into the abyss of the engine bay or even better, the floor where it will always find a pool of oil to land in, then roll to the most inaccessible and hard to reach corner of your garage floor.

Now here is where the design flaw comes into play. The inner fenders of both my cars have not one but two descending angles. This ensures that any tool placed there will slide, pick up speed and fall into the darkness of the garage floor or wedge into an equally difficult space on the frame.

The solution - a tool tray! I need to build a tool tray that will keep said tools in place and not mar the car finish. It must also be built with those MGOB qualities of not costing hardly anything, wasting time, and if you're really lucky require a trip to the Mecca of all-things-handy "**Horrible Freight**". Well friends, I accomplished all of these. (It was almost enough to bring a tear to an LEL member's eye.)

The key was how to attach it to the car. Both cars have semi-flat surfaces above the radiator. I thought of using some type of clamp or clips to hold this tray, but this attachment process wouldn't be universal across my fleet. (I was thinking of my Ranger too.) Now when working on my cars I also needed a place to put nuts and bolts. I use a magnetic tray usually for this process. **Eureka**: I found the solution by combining the two.

Here's the formula for you to have a project and in the process waste both time and a little money. Heck you can even take your wife to Harbor Freight, if you hit a drive through burger joint on the trip you can call it a date.

I found both plywood and molding in my extensive collection of scrap wood that is always "*just too good to throw out.*" (Also provides a nice home for spiders and such.) I chose a piece of 3/8 plywood 20 inches by 6 inches. Using scrap molding I formed walls around the edges of the plywood. Next, I used two *HF* 4-inch magnetic parts trays. I cut two holes in the plywood just big enough to catch the rim of the trays and letting the magnets stick through to the bottom. I glued the trays in and tested the product on all models of the fleet. Unlike most of us, it worked perfectly.



So, in closing I hope you've stayed healthy and busy through these winter months. As winter drags on you can see that the planning of winter work is necessary for proper mind alignment. Next year you need to plan enough winter work to get you through till spring. We all hope the current plague subsides before next year, but I can assure you that February will be just as long.





# Balancing Rostyle Wheels

by Andy Preston

as published in the Northern California Octagon February 2021

**Rostyle wheels** were very popular on MGs in the 70s and 80s and still look good today. They were made by a company called Rubery Owen, West Bromwich, England and hence the name R. O. Style wheels.

The problem with these wheels is that they are 'Lug Centric' and not 'Hub Centric' like modern wheels and its difficult finding a shop that has the old school equipment to balance them correctly. Let me explain why.

**Hub Centric** wheels are centered by the center bore of the wheel and the hub flange. The wheel is perfectly concentric with the center hole and is easily balanced with modern balancing machines.

**Lug centric** wheels are centered by the lug nuts when they are tightened against the hub. The hole in the center of the Rostyle wheel is not necessarily in the center of the wheel nor is it perfectly round and it is not in the same plane as the lug nut holes. So if the tire shop uses a modern balancing machine with cones placed on the back and/or front of the wheel it'll be hit and miss if it's mounted correctly on the machine. They'll normally tell you that your wheels aren't round and they'll do the best they can.

This is exactly what happened to me when I took my 2 front wheels to a local McLea's Tire shop for balancing. They didn't even remove the existing weights and just added more weights at different places around the rim. They were terrible even worse than before. That's when I did more research and found that shops need to mount the wheels onto an adaptor plate using the lug nuts so it replicates they way they are mounted on the car. And then balance them on the machine with the adaptor plate. Of course McLea's didn't use an adaptor plate and don't have one. I phoned every shop and no-one has an adaptor plate for MG wheels! Go figure!

**The Solution.** I normally have all my wheels balanced and tires mounted by Dependable Tire and Brake in San Rafael about 30 miles from where I live. I gave Ron the proprietor a call and asked him if he had an adaptor. He said no but he can balance the wheels on the car which is even better. I drove the car to



Dependable Tire and Brake and Ron removed all 4 wheels and balanced them on his State of the Art 'Hunter Road Force' machine and took the 2 best wheels and put those on the front of the car. He then re-balanced those wheels on the car with his 'on car wheel balance' machine. The result is the best it's ever been. I can now drive all day at 70 mph in comfort and not shake to death. Many thanks to Ron who as far as I know is the only shop who can still balance wheels on the car in the Bay Area. BTW he also mounts and balances wire wheels on the car as well.

# Ghost Track: Candlestick!

By Chris Prevolos

as published in the Northern California Octagon February 2021

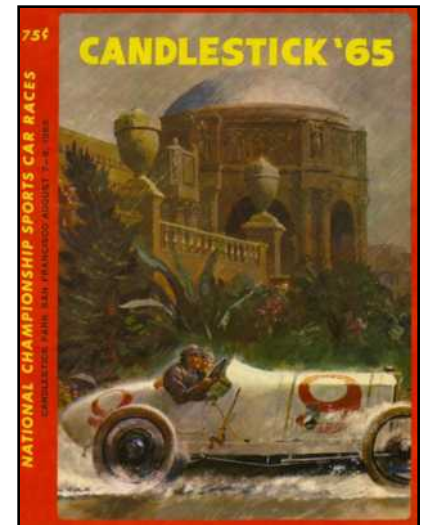
In the mid-1960s Juan Marichal's fastball may have ruled Candlestick, but the park was also known for another kind of speed. From 1963 until 1965 Candlestick was the site of Sports Car Club of America races in the parking lot outside the stadium.

It had been nearly a decade since San Francisco had seen auto racing, since a series in Golden Gate Park in early 1950s and organizers from SCCA's San

Francisco Region sought to utilize the large paved parking lot at Giants' relatively new stadium.

The course that was designed for the Candlestick parking lot was notorious among the drivers, who cited the "tightness of the circuit, various obstructions and a generally bumpy surface" in a 1965 article in the Chronicle. A 1.9 mile temp road course was used from 1963 through August 11th, 1965.

It was so treacherous that racing legend Phil Hill, the only American-born driver ever to win a Formula One World Championship, said that Candlestick was the most dangerous course he had ever driven.



The SCCA course at Candlestick Park, 1963-1964.



Those fears were borne out when a pair of fatal crashes in August 1965 spelled doom for the site as a road racing venue. Bart Martin, a young driver from Hayward, was the man to beat at the Candlestick track in 1965 as the winner there the previous year and coming off of six SCCA wins in 1964. But Martin, driving a Ford-powered Brabham BT8, died in a crash that day which led to the cancellation of the race.

Thousands of spectators witnessed the horrific crash and fire which was captured by *Chronicle* photographer Bob Campbell. Only a day before, Ken O'Neill, Jr. of Saratoga, was killed in qualifying when his car flipped over a guardrail.

Racing was officially over at 'The Stick,' as the next day's *Chronicle* Sporting Green declared "Death Dooms Candlestick Races," with auto racing writer Gordon Martin going on to say "Candlestick Park is undoubtedly doomed as a site for sports car racing."

Gordon's words would prove true as Sears Point Raceway would open in 1968 and the SCCA would have a long and continuing history with that track. The first event at Sears Point was, in fact, an SCCA endurance race. However Candlestick has been often used as an autocross venue.



There is an amateur Youtube video: <https://www.youtube.com/watch?v=-I8Z6LjLxqg> (photo still above)



Note the curb at the side of the roadway!

# - RACING AN MG MIDGET - *Those Halcyon Days*

Carole Borgens

I raced a 1963 MG Midget at Western Speedway (oval track) along with my pals in the Victoria Motor Sports Club. We began as half-time entertainment for the stock-car enthusiasts there to watch those racers. We were quirky entertainment until the realization of our competitiveness. We would set up hay-bales as a chicane on the grandstand stretch, to make it more interesting for all.

We also had events such as gymkhana, autocross and hillclimb up and down Vancouver Island, all of which I participated in and generally won my class or fastest time. Most events I drove to, but for some up-island competitions, my MG was trailered behind my boyfriend's car. I recall sitting in my open MG with umbrella up against the falling snow, awaiting my turn on the gymkhana course in Courtenay. At the Mt. Douglas Hill Climb in Victoria my MG was not swift in going up the hill and I always thought I should take a book to read on the way. Also there were numerous autocross events held in the old Butler Brothers gravel pit outside Victoria, where we would tape our glass headlights, tape a number on the door, and blast up and down and through the gravel trails in the giant pit, rocks and gravel flying, rain or snow falling, one car against the clock and in the mud. Oh those Halcyon days!



And no, I never raced at Westwood, but we would attend to support a friend and Victoria Motor Sports Club member who did. Any thoughts I may have had of racing there disappeared when that friend was killed on the track during a race.

Moving to San Francisco meant I left the MG behind in Victoria. Commuting daily across the Golden Gate Bridge was necessary and my trusty Austin Healey 3000 made it enjoyable. I soon drifted into the world of the Porsche Club of America and racing once again was of interest. My 1963 356B Super 90 Cabriolet was just too unblemished to do more than Porsche Concours, but the next in line, a 2-Litre Porsche 914, had the perfect power-to-weight ratio to undertake more challenges.

How life gets in the way of such fun pursuits. After a time car racing was replaced with breeding and showing of Doberman Pinschers, and the Porsches were replaced with vans for transport to dog shows and events. If I thought more racing was in my future, not so. The addition of Irish Wolfhounds necessitated even larger vans to travel to shows.

Do I miss the racing? You bet. The simplicity of peeling off glass masking tape Sunday afternoon and driving the car to work Monday morning - another of those memories of Halcyon days. ■



# The Midget Story

By Reinout Vogt, Atlanta, GA

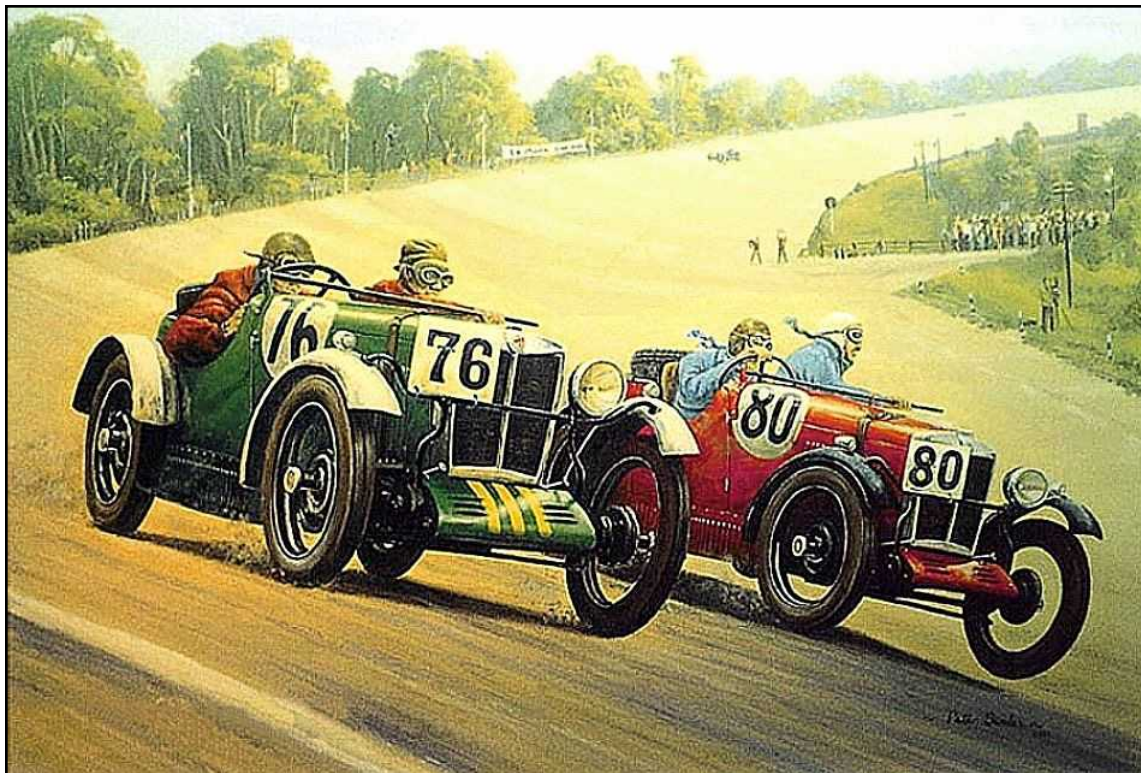
## Father Of The Midget

as published in the Northern California Octagon February 2021

Painting: Racing M type Midgets at Brooklands

The Midget has been the longest running model name of the MG Car Company. In 37 of the 57 years (from the start in 1923 to the closing of the Abingdon factory in 1980), one could drive a brand-new Midget off the showroom floor. Launched in 1928, the first M-Type Midget rolled out of the factory, still in Oxford, in 1929 and was soon followed by C, D, J1, J2, J3, J4, PA, PB, Q, and R Midgets, all with overhead-cam 4-cylinder engines.

These were succeeded in 1936 by the TA Midget, the first of the T-Series. Production of the TB was stopped at the outbreak of WWII, and restarted in Fall 1945 with the TC, followed by TD and the TF which was replaced by the MGA in 1955. The Midget name was absent from 1955 - 1961, when it returned to the line-up with the Midget Mk. I, followed by the Mk. II, Mk. III and, 1500. The last Midget produced late 1979 at Abingdon, shortly after the announcement to close MG for good in 1980. In the thirty nine Midget years, a grand total of 287,786 units\* of 20 different Midget models were built.



For some reason, I always thought it was Cecil Kimber's vision as founder of MG to make an 'affordable' sports car for 'regular' people, and the M-Type Midget was his first attempt to build such a car and shape a new market segment. That idea lasted until I read the article - Engineer, tuning wizard, communicator and thoroughly nice man - A personal appreciation of Reg Jackson (1906-1976) - by Mike Allison in the 2018 Triple-M Register Yearbook of The MG Car Club. Reg Jackson joined MG in 1928, specifically to work, directly under Cecil Cousin, on Cecil Kimber's newest project to develop a 6-cylinder car, later known as the 18/80 (previous MG's used 4-cylinder engines). Mike Allison, honorary chairman of the MGCC Triple-M Register, author of *The Magic of MG*, and a living MG encyclopedia, worked directly under Reg Jackson in the 1960's. During their daily morning meetings, Mike recorded, in longhand, the stories Reg shared with him.

Mike published these stories, written in the first person, as Reg told them, in *Safety Fast* (the MGCC UK monthly magazine) and the yearbook mentioned above. I re-read the yearbook article several times as it provides a fascinating first hand account of the history of the Triple-M models. Eye-opening was the story about the Midget. Out the window went the idea of Cecil Kimber's grand vision when I learned that Reg Jackson should be considered the father of the M-Type Midget and said: "It was 'sassy', smart and above all, cheap. The sort of price which with a bit of saving, I could have afforded".

This excerpt is reprinted with permission of the author, Mike Allison, and the Triple-M Register of the MGCC. The two comments in italics are Mike Allison's.



## As told by Reg Jackson

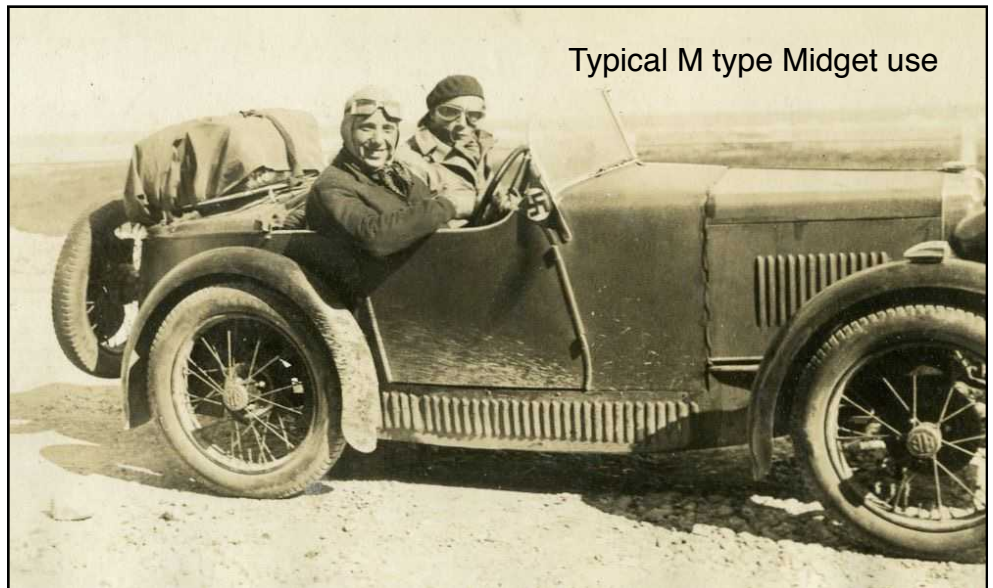
"One day I had to go to Cowley and spotted the Minor. Cous and I were always talking about the Austin Seven racing achievements, and I was soon taken on a flight of fancy about a small MG, and Cous and I talked it over.

He took the idea to Kimber, who pooh- poohed it, but also chatted to HN\*\* about our ideas, and he took it to Kimber, who said he might get a chassis up for development work... but we had to concentrate on getting the Six ready for the Motor Show... I think it was in late '28. (Actually, it was August). We cobbled together a body with a pointed tail, Harry Herring made the framework, and we stretched Rexine over it as a covering...The Six was to be fabric covered, and so were some of the old 14HP jobs, so this was a natural thing for us to do. I made up a smaller version of the 18/80, as the Six had become known, radiator shell in German silver, and polished it and fitted it over the Morris radiator. It looked OK, but a bit amateur-ish, so Kimber got Carbodies to make a couple of proper bodies up in a few days, which looked a lot better. When Kimber tried it, he was pleased. (Cecil Cousins had told me a very similar story.)

"The prototype caused a tremendous impression at the Motor Show, and Kimber told me that he had taken 250 orders for the Midget, which caused him heartache as he was trying to sell the idea of a luxury sports car to Billy Morris and the press! Anyway, the Midget went into production and more and more effort went into that car, as we were selling five or seven of those to every 18/80.

"I can't say that I was ever enthusiastic about the 18/80 which was really old-fashioned, but the Midget was a different story: it was "sassy", smart and above all, cheap. The sort of price which with a bit of saving, I could have afforded.

"The Midget had proved a success, and early in 1929 Cous, Frankie Tayler and I were to take three cars to Brooklands and run them in a High-Speed Trial organized by the MCC, with "named" drivers, of course, we three as riding mechanics. This was largely CK's idea, inspired by Harold Parker of the Shell Company, to show the cars could stand up to one hour at maximum speed. I think we all three did sixty miles in the hour, which made good advertising copy at a time when neither the Morris Minor nor the Austin Seven could do much over forty in standard tune.



"HN\*\* got me to have a look at the engine of one of the original press cars, and when I checked the valve timing, I found there was no overlap at TDC, which I knew wasn't much cop, and I asked Wolseley Motors to send me an unground camshaft over. HN did some calculations, and I worked on grinding the blank on the workshop lathe, and had it hardened at Birmingham, to a different profile which gave us a little overlap, and the car went much better! We could get it up to around 73mph, but it was running weak, so I said we then needed a bit of polish and port alignment carried out. I did all this myself, and the result was a Midget which would just nudge eighty, and we knew we were on to something good. This car was called "Shinio" by the lads because of all the elbow grease I had used on the internals. I had balanced the bottom end up, equalised the combustion chambers, lined up the manifolds and so forth, and fitted a larger carburettor, and it really did scurry along then. The camshaft was put into production, production examples being ground on a proper machine, but I think that was a bit later, as they had to be slipped in between batches of Minor cams.

"We were by then moving the Factory to Abingdon, and the Essex "market gardeners" got onto Kimber for a team of Midgets to run in the Double-Twelve Race at Brooklands. We prepared half a dozen cars for that, and won the Team Prize, while CK's "baby" the Tigress, blew up. After that it was Midgets all the way, and the 18/80 died off."

\* Sources: MG by McComb and Wikipedia

\*\* HN refers to H.N. Charles, the early MG Senior Designer and good friend of Cecil Kimber

## 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 | <a href="mailto:rgl2mgbgt@aol.com">rgl2mgbgt@aol.com</a>                 |
| 1 <sup>st</sup> Vice President | Eric Reitz                    | 410-207-7548 | <a href="mailto:reitz1@aol.com">reitz1@aol.com</a>                       |
| 2 <sup>nd</sup> Vice President | Ken Olszewski                 | 443-299-6591 | <a href="mailto:kenmgob@comcast.net">kenmgob@comcast.net</a>             |
| Treasurer                      | Randy Kegg                    | 410-592-3733 | <a href="mailto:randell_kegg@msn.com">randell_kegg@msn.com</a>           |
| Secretary                      | Tracy Trobridge               | 410-489-7444 | <a href="mailto:tracy21794@yahoo.com">tracy21794@yahoo.com</a>           |
| Newsletter                     | Kathy Liddick                 | 410-817-6862 | <a href="mailto:themgbabe@comcast.net">themgbabe@comcast.net</a>         |
| Membership                     | Kathy Liddick                 | 410-817-6862 | <a href="mailto:themgbabe@comcast.net">themgbabe@comcast.net</a>         |
| Rallye Master                  | Eric Salminen                 | 443-463-3071 | <a href="mailto:mgobrallymaster@gmail.com">mgobrallymaster@gmail.com</a> |
| MGs on the Rocks               | Richard Liddick<br>Eric Reitz | 410-817-6862 | <a href="mailto:rgl2mgbgt@aol.com">rgl2mgbgt@aol.com</a>                 |
| Tool Meister                   | Randy Kegg                    | 410-592-3733 | <a href="mailto:randell_kegg@msn.com">randell_kegg@msn.com</a>           |
| Web Master                     | Richard Liddick               | 410-817-6862 | <a href="mailto:rgl2mgbgt@aol.com">rgl2mgbgt@aol.com</a>                 |
| Regalia                        | Cheryl Reitz                  | 410-336-2584 | <a href="mailto:creitz@dap.com">creitz@dap.com</a>                       |

## DISCLAIMER

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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

## MARCH

2<sup>nd</sup> Club Meeting

## APRIL

6<sup>th</sup> Club Meeting

21<sup>st</sup> Williamsburg British Car Show

## MAY

1<sup>st</sup> 25th Annual Lewes British Motorcar Show

2<sup>nd</sup> Get The Dust Off Rallye

4<sup>th</sup> Club Meeting

23<sup>rd</sup> British Invasion Festival

## JUNE

1<sup>st</sup> Club Meeting

14<sup>th</sup> – 17<sup>th</sup> MG International 2021 Atlantic City, NJ

27<sup>th</sup> Brits by the Bay

### MGs of Baltimore Affiliations

North American MGB Register

North American MGA Register

American MGB Association

MG Car Club UK

MG Owners Club UK



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](http://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](mailto:registrar@namgar.com).





The Williamsburg British Car Club's  
21<sup>st</sup> Annual British and European Car Show  
High Street, Williamsburg, VA

Featured Marque: The Mini

~~2020~~

9:00 am - 2:00 pm, 24 April, 2021



Our Sponsor



See  
[www.wmbgbrit.com](http://www.wmbgbrit.com)  
for more information

Benefitting

  
**The Arc**  
Greater Williamsburg

"Proudly serving adults  
with disabilities in our  
community since 1976"



**21<sup>st</sup> Annual**  
**Williamsburg British Car Club British & European Car Show**  
**To benefit The ARC of Greater Williamsburg**  
**The Shops At High St.**  
High Street, Williamsburg, VA 23185

Saturday April 24th, 2021

Schedule: 9:00am show field opens – 11:00 am show field closes

Show: 10:00am to 2:00pm, food from on-site restaurants available

12:00 balloting closes, awards at 2:00pm or earlier if ready

**Preregistration Guidelines:**

Preregistration must be received by March 31<sup>st</sup>, 2021. All registered cars will be placed in a class for judging and award purposes. Cars must be parked with their assigned class to be eligible for awards. Trailer parking available nearby. All cars must be driven onto the show field under their own power. Classes will be determined by preregistered entries. This is a popular vote car show. Balloting for best in class will be conducted by the registrants; judging for The Chairman's Best will be judged by three WBCC members. This is a rain or shine show -since the parking lot is a two-story structure, the bottom lot is dry. A portion of the proceeds will be given to **The Arc of Greater Williamsburg**. Door prizes will be awarded and there will be a 50-50 raffle. This year, our featured Marque is Mini. Email: WBCC2021carshow@gmail.com, contact: Mark Caldwell 865-599-0294. Car show dash plaques will be distributed to all preregistered vehicles. Kit cars allowed for display only.

**Car Show Registration:**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

MAKE OF CAR \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

Waiver of Liability: Neither I nor my heirs will hold Williamsburg British Car Club nor The Shops of High Street liable for any injury, death or damages occurring while engaged in or traveling to or from this event.

Signature \_\_\_\_\_ (Must be signed to enter the show)

Pre-registration \$25.00 by March 31<sup>st</sup>, 2021

Late Registration at the show \$30.00

Make check payable to WBCC

Mail to WBCC, c/o Mark Caldwell 5406 Beverly Ln, Williamsburg, VA 23188

**A word about COVID**

The organizers of the Williamsburg British Car Club British & European Car Show will follow the Virginia governor's COVID-19 guidelines. A final decision to proceed with the 2021 car show will be made based crowd size or other pertinent restrictions as they exist on March 26<sup>th</sup>. If the show is canceled, pre-registrants will have the option to receive a full refund or apply 100% of their registration fee as a donation to **The Arc of Greater Williamsburg**.

For information about COVID-19 in Virginia, visit [vdh.virginia.gov/coronavirus](https://vdh.virginia.gov/coronavirus).



# DELAWARE VALLEY JAGUAR CLUB

## 25th Annual Lewes British Motorcar Show 2021

May 1, 2021 8:30 am - 1:30 pm

While not spearheading a British rebellion, it is a great opportunity for owners and admirers of classic British cars to enjoy an afternoon on the grounds of the Lewes Ferry Terminal for the Cape May-Lewes Ferry, overlooking the Delaware Bay.

As you know the event is cosponsored by the Lewes Chamber of Commerce in conjunction with the British Car Club of Delaware. Last year was scheduled to celebrate the silver anniversary (Queens silver of course), but alas was postponed because of COVID-19. Many details relating to the show are dependent upon current state of the pandemic and social distancing requirements. Any updates will be sent to those registered and posted on the club's Facebook page <https://tinyurl.com/4o9beu7h>.

The field is limited to the first 100 cars. Since space is limited, only **vehicles model year 2000 or older are eligible to register. Everyone is encouraged to drive their British car to the show regardless.** This is a "Rain or Shine" event; registration fees are non-refundable. However, in the event the show is cancelled due to COVID-19, registration fees will be automatically refunded. That means there is no risk to register early, and the benefit is that you can secure your spot on the show field.

All those attending with a British Car or as spectators agree to honor applicable social distancing and mask requirements. On show day **Food and beverages will be available for purchase on site, courtesy of Grain on the Rocks**, the new chic dining spot within the Ferry Terminal. Grain has graciously agreed to offer \$1.00 off drinks for show car registrants.

**Class trophies**, awarded based on popular vote by spectators, will be presented at the conclusion of the show.

### **Show details:**

- **Field opens at 8:30 am, with entry no later than 10:30** for the show field. Since this is a high pedestrian traffic area, please be aware that *for everyone's safety, vehicles may not leave the field during the official show hours, from 11:00a-3:00p.*
- **Car registration is \$25.00 in advance, \$35.00 on site.** There is a small convenience fee added by eventbrite for online registration. Since space is limited on the show field, advanced registration is highly recommended. In the event the show is cancelled due to COVID-19, registration fees will be automatically refunded.
- **Registration includes admission for driver and passengers (based upon the number of seats in the vehicle).** Spectator admission for the show is \$5.00. Kids 12 and under are free.
- **Popular vote winners will be announced at 2:15 pm.**
- **Winners must be present to receive their awards.**
- Please remember **"For Sale" signs are not permitted in or on show cars.**
- Since space is limited, only **vehicles model year 2000 or older are eligible to register. Everyone is encouraged to drive their British car to the show regardless.**

**TO REGISTER CLICK, LINK BELOW:**

<https://www.eventbrite.com/e/25th-annual-lewes-british-motorcar-show-2021-registration-139533962839>



# Washington D.C. Region SCCA The MGs of Baltimore, Ltd.

## Present the 32nd Running of the GET THE DUST OFF RALLYE

**Sunday, May 2, 2021**  
**First car off at 11:31 a.m.**



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

**\$30 per car to April 21st - \$35 per car afterwards**

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

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

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

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

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

**Contact Rallymaster Eric Salminen at (443-463-3071) or [mgobrallymaster@gmail.com](mailto:mgobrallymaster@gmail.com) for additional rally information**

All vehicles must have no more than 2 people in the car. *If a minor (less than 18 years old) is to participate you must contact us in advance to secure a minor release form which requires the signature of both parents. Due to Covid-19 we require all participants have masks and to wear them if proper social distancing cannot be maintained.*

**Driver:** \_\_\_\_\_ **Navigator:** \_\_\_\_\_  
**Address:** \_\_\_\_\_ **Address:** \_\_\_\_\_  
**City/St/Zip** \_\_\_\_\_ **City/St/Zip** \_\_\_\_\_  
**Phone:** \_\_\_\_\_ **Phone:** \_\_\_\_\_  
**e-mail:** \_\_\_\_\_ **e-mail:** \_\_\_\_\_

**SCCA region:** \_\_\_\_\_ **Member#** \_\_\_\_\_ **SCCA region** \_\_\_\_\_ **Member #** \_\_\_\_\_

**Vehicle information: Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_ **Year:** \_\_\_\_\_ **Color:** \_\_\_\_\_

**Member: MGOB?** \_\_\_\_ **TRAC?** \_\_\_\_ **SCCA/Branded Rally?** \_\_\_\_ **Other:** \_\_\_\_\_

**Class: Select one** \_\_\_\_\_ **Historic** \_\_\_\_\_ **Modern**

I hereby warrant that the entered vehicle is on the road legally, is being used by the entrant with the owner's permission and is covered by liability insurance of not less than \$20,000/\$40,000/\$15,000 or the minimum requirements in the state of registry, whichever is higher.

**Driver Signature:** \_\_\_\_\_ **Navigator Signature:** \_\_\_\_\_



**“Brits By The Bay”**  
**2021**  
**Modern & Classic**  
**British Car & Motorcycle Show**

**Open to ALL British Cars & Motorcycles**

\*\*\*\*\* **NEW LOCATION** \*\*\*\*\*

**Dejon Vineyards, 5300 Hydes Rd. Hydes, Md. 21082**

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

**Sunday, June 27th at 11am – 3 pm Gates open 10:30am Rain Or Shine**

**Pre-Register by May 20 to Receive a Free Show T-Shirt & Dash Plaque**

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

**Food, Snacks & Beverages Available On Site**

**NO OUTSIDE ALCOHOL ALLOWED**

**For up-to-date info go to: [www.facebook.com/britsbythebay](http://www.facebook.com/britsbythebay)**

**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](mailto: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 May 19<sup>th</sup>) \$20 per car \_\_\_\_\_

Registration (Registration postmarked after May 20<sup>th</sup>) \$25 per car \_\_\_\_\_

Neither I, nor my heirs, will hold TRIumphs Around the Chesapeake, Ltd. or the Dejon Vineyard 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.

Attendee use of shade canopies will be at the discretion of TRAC.

Signature: \_\_\_\_\_