



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

April 2021

www.mgsofbaltimore.org

From: El Presidente

O.K. it's finally spring and things are slowly getting back to normal in the car show world. Eric Salminen, MGOB's Rallye Master has laid out the 32nd Annual "Get the Dust Off" Rallye is set for Sunday, May 2, 2021. See the registration flier in this issue of the Octagram.

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. 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/> Stay tuned for more info.

MG International 2021 Atlantic City, the every five year All Register MG event is continuing to attract MG owner from far and wide. Come join the MMM Register, NEMGTR, NAMGAR and the NAMGBR for this mega event. This gathering will mark the 6th time we have come together as one MG family, 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.

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!

The Chesapeake Chapter of the New England MGT Register is planning on holding the Original British Car Day on Sunday, June 6th, 2021 at Serra Farms near Mt. Airy, MD. For more info go to <http://www.chesapeakechaptermgtclub.com/OBCD.main.htm>

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.tractld.org

LAST CALL!!! The mailing list and club e-mail will be purged the first week in April.

MGOB Club dues for 2021 are now due. There is a list of members that **owe** dues in this newsletter if your name is **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

Safety Fast!
Richard



**JOIN US FOR THE SIXTH
ALL MG GATHERING**

sponsored by the
North American Council of MG Registers
with your friends from the MMM, MGT, MGA
and MGB Registers.

TECH SESSIONS | COACH TOURS TO THE SIMEONE AUTOMOBILE MUSEUM | HISTORIC PHILADELPHIA |
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

Logos for MG, MMM, MGT, MGA, and MGB are displayed at the bottom right.

Membership Update

Below is the list of people **who currently owe dues**. If your name is **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 April meeting. **Please note this is your last notice.**

Name	Name
Neal & Suzanne Becker	John & Marylyn King
Bill Berg	Brian & Denise Kraus
Bill Berg III	Kurt & Susan Nagl
Paul & Mary Blackman	Jim & Jane Orrell
David Botzler	Jim & Susan Pallace
Simon Cantrell	Michael Perkins
Jack & Joanna Dagilas	Til & Randi Shamer
Samuel Demisse	Terry & Cindy Shenberger
Terry L Franko	Denise & Robert Stemler
Terry Frederick	Tom Sweeney
Paul Hanley	Fran & Jerry Tana
Paul & Sandy Hohne	Tracy Trobridge & Bill Fiege
Art & Lynn Johnson	Tom & Diana Wunk

New Members

Stuart Mitchell – Fifth Generation Customs – Please see Glen’s Article in this newsletter for pictures of the work Stuart did on his 54 MG TD

Jim & Denise Mosher with a 1977 MGB. We hope to see them at the Get the Dust Off in May

~~~~~

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

**The Octagon 3/2021 – The Newsletter of the MG Owner’s Club/  
The Northern California Centre of the MG Car Club**

**The Journal of the Michigan Rowdies – Volume 46, No. 1 Jan-Feb 2021**

**Glenn Abbott's TD Restoration**  
**Article by: Larry Sanata**  
**Photos by: Glenn Abbott**  
**as published in Classic MG Issue 97 – February 2021**

Good things take time, sometimes plenty of time. And if you doubt it, just ask Glenn Abbott.

After some 40 years in storage, his 1953 MG TD is fully restored and not only winning awards, but bringing an enormous amount of pleasure to this longtime enthusiast.

He first laid eyes on the car in the early 1970s at the home of a boss. "And I told him if you ever want to get rid of that, I sure would like it. And the boss said, it's yours if you want it."

"I gave him \$1,400, which back then was a good amount of money for a TD. But I fell in love with it the minute I saw it."

It actually was his second MG. He had owned a 1963 MGB years before.

"That's how I fell in love with MGs. And as you well know...It is a love-hate relationship," said the Lutherville, MD enthusiast.

His MGB provided him with plenty of challenges. "Something would always break," he said and at the most inopportune times.

He recalled time he was taking his wife-to-be to a fancy restaurant in Washington, D.C. The car decided to break down, but Abbott quickly made the necessary repair.

His sports jack and tie looked terrific when they arrived, he said, but keeping his greasy hands out of sight proved to be difficult, if not impossible.

Abbott acquired the TD in 1971 and drove it until 1975 when the engine decided to retire. About the same time, he was attending Temple University in Philadelphia and his wife-to-be was attending the University of Maryland.

When they graduated, the couple moved to Louisiana where Glenn completed a master's degree. The TD moved in with Glenn's mother.

After returning to Maryland, they lived in a couple different homes with the intention of moving the TD in with them. But circumstances prevented that from happening and the TD remained with mom.

"I stuck it with my mother for probably 20 years ...She never complained." And he kept promising himself he would get the little roadster back on the road one day.

For his 60<sup>th</sup> birthday, his wife arranged for the engine to be rebuilt by Alan Tucker of Hanover, PA, a highly respected mechanic in the MG community.

Glenn removed the engine himself and delivered it to Tucker. Once the engine was completed, Glenn picked it up and took it to his father-in-law's garage, while the car remained at his mother's garage.



A decade later, his mom died. With the inheritance from his mom's estate, he arranged for the TD to be restored. He said the decision was a subtle tribute to her for her decades of generosity in storing the car for him.

Alan Tucker, the engine builder, recommended that Abbott hire Stuart Mitchell of Fifth Generation Customs in Hanover, PA to do the restoration.

It turned out that Mitchell was a graduate of McPherson College in Kansas with a four-year bachelor's degree in Automotive Restoration Technology and had restored a number of MGs.

"That was mightily impressive," Abbott said.

The completed MG TD is even more impressive, he said. Abbott and Mitchell also chose to deviate a bit from originally, which is sure to irk purists.

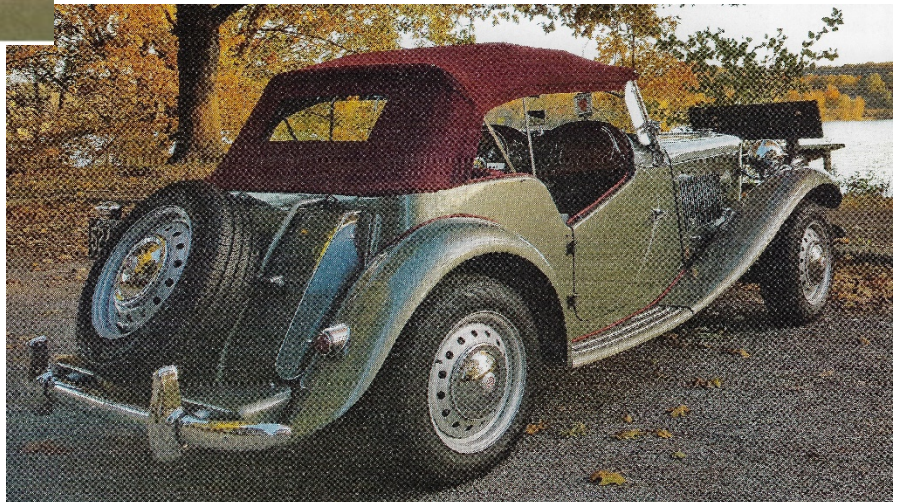
"Somewhere I had seen a TD that was painted gray and had a red top, and I thought that thing really looks classy."

With that image in mind, he chose a color that combined gray with green, a Nissan color. "I wanted something different for myself and that combination really looked good."

Originally, the hood or top would have been beige, and not red. He had a red fabric top built for the car, as well as fender piping the same color.

Abbott also had MGB disc brakes installed, as well as a 3.9 rear axle. "I wanted to be able to drive the thing ... and you have to get on the highway once in a while."

He said he has no regrets with the restored TD, even if it is a bit different from other examples. More important to him are the good memories it has helped bring back.



# Ghost Track: Vaca Valley Raceway

## Vacaville once a racing town!

By Ian Thompson, *Daily Republic*

At one time, drivers from as far away as England came to Vacaville to race. At its height in 1965 and 1966, the Sports Car Club of America held part of its national championship series here, and the roaring thunder of dragsters was a common sound.

The idea to build a raceway east of Vacaville goes all the way back to late 1946, according to research done by local historian and Vacaville Heritage Council member Doug Rodgers, who wrote a history of the raceway in the 2011 *Solano Historian*.

The track was located on vacant land on the northwest corner of Lewis and Weber Road just south of what was then Highway 40. Rodgers described what remains of the raceway now as little more than "a ghost track" with little more than patches of weed-dominated asphalt, a lonely power pole and a decrepit entry gate.

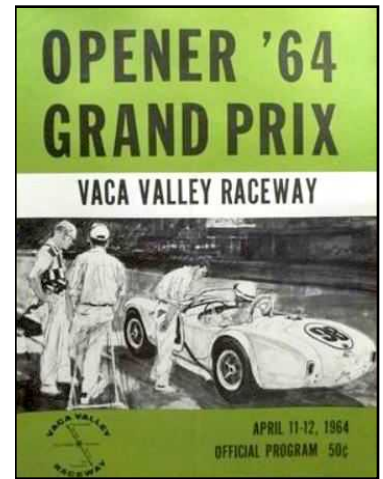
"It just crumbled away," Rodgers said, adding that almost all of the track was disked under after it was closed to keep local kids from sneaking their cars onto the track for impromptu races.

Its promoters in the 1950s said it was the second track in the state to be built for sports car racing and designed in cooperation with the Sport Car Club of America for maximum driver and spectator safety.

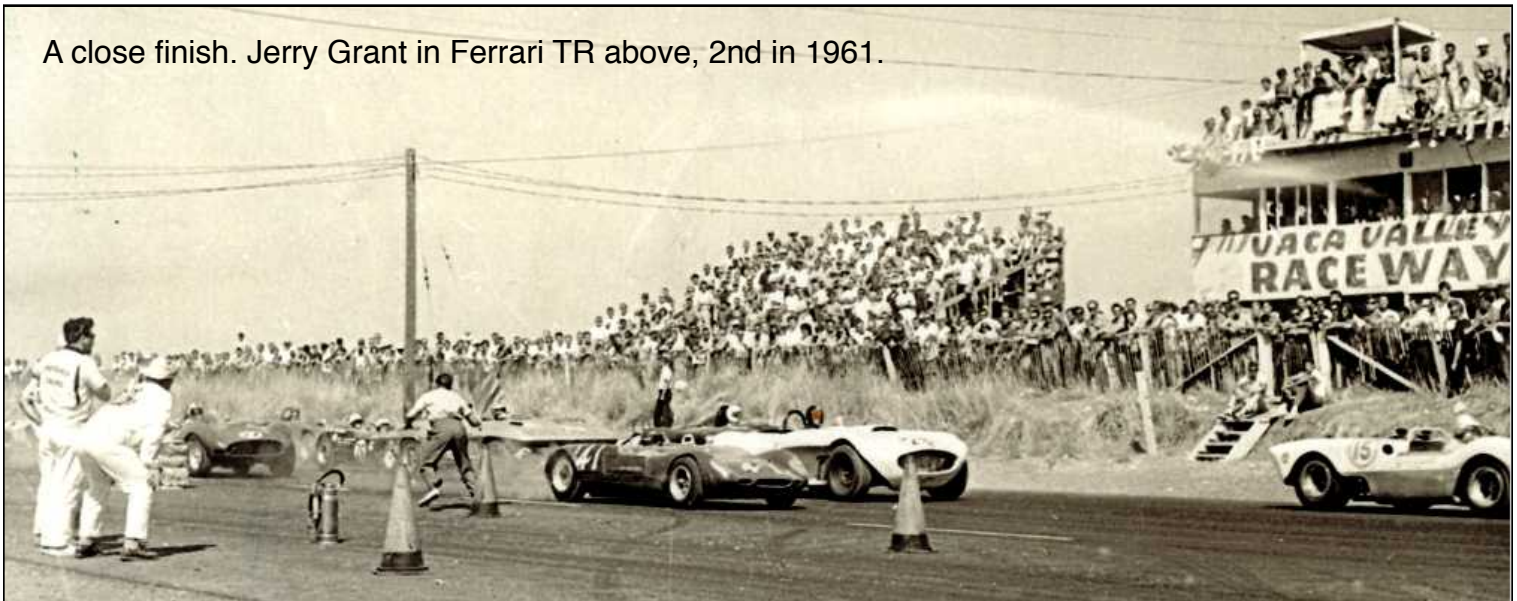
The track was built by Royce Ratterman, a Richmond contractor, and Harry Burge, a Concord businessman, as an Indy-style 2.1-mile, seven-turn race track which also incorporated a 1.25-mile interior oval with banked turns and a 4,500-foot drag strip on the east side. It was reputed to be one of the first such tracks to have all three in one location.

Everything from Indianapolis-style cars, sprint cars and midgets, to dragsters, motorcycles and sports cars from Fords to Ferraris completed at the raceways that also boasted grandstand seating, concession areas and parking for 15,000.

Vaca Valley Raceways opened July 5, 1958 with two days of sports car road races sanctioned by the Sports Car Club of America. An opening-day flier described it as "the greatest competition center in the west."



A close finish. Jerry Grant in Ferrari TR above, 2nd in 1961.





Opening day also had the first death on the drag strip, when a driver lost control of his dragster. "The car did a series of barrel rolls and the driver was ejected," said race announcer Jim McCombe. "The car still sits up there in a heap today."

Races drew some of that era's big names, because the raceway's operators offered purses up to \$1,000 – good racing money then. It became a favorite venue for drivers from throughout the state. It was also leased out for testing and driver schools.

"We were the first one to use the Christmas tree starting



lights (for drag racing), but we never got the recognition for it," McCombe said. The raceway was also the first track in the nation to break the 12-second stock car barrier, when Tommy Grove of Oakland fired his Melrose Missile No. 1 across the finish line in 11.99 seconds.

Neighbors weren't annoyed by the noise because the raceways were so far out of town. The track was doomed by the deteriorating condition of the track asphalt that was never fully refurbished. "We needed to completely redo it and we didn't have the money," McCombe said. "We knew better tracks were coming along, and Sears Point was the coup de gras," McCombe said. The Raceway finally closed in 1972.

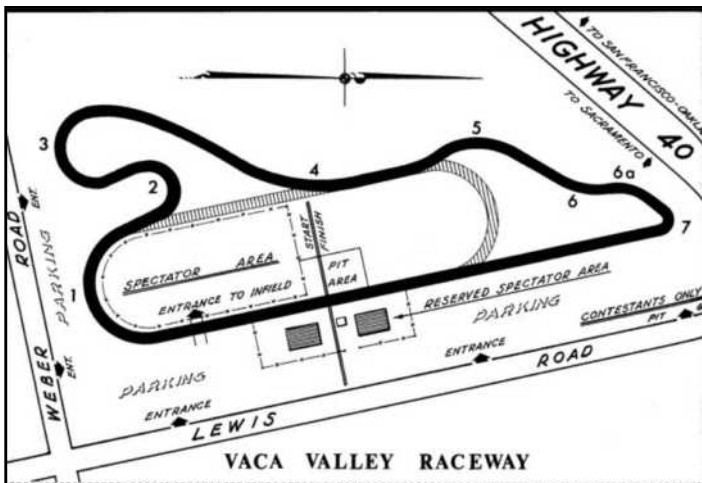
There has been talk since then of bringing back the race track. Consider the cost of creating an entirely new race venue

somewhere else compared to acquiring and repaving this historic course.

#### **Andrew Watry Visits Vaca Valley Raceway:**

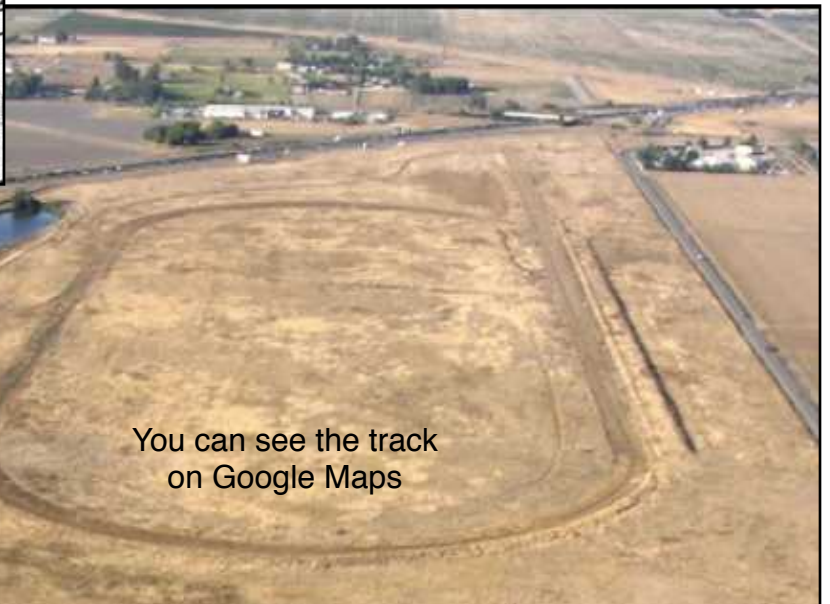
"In October 2006. I happened to find the gate open. No one was around so I figured I'd go in 'til someone told me to leave. The entire banked oval is still there and visible, though the grass and weeds are tall, and pavement is broken in a lot of places. The two road course extensions you can still find and follow, too, though their pavement is more overrun by nature.

"Banking, and spectator banking on the SE side are quite visible. There is a foundation of a building, presumably the timing tower, and a pit/drag race short wall is still there. I went in in my Explorer and did a few laps at 40mph. There was a Falcon shell upside down in the infield, clearly been a serious drag car."



The race track is still there! Hwy 40 is now I-80.

We drive past as we near Dixon for the British Field Meet. Raise your cap!



You can see the track on Google Maps

# MGs & Spitfires

by MGOC member John Hunt

as published in the Northern California Octagon February 2021

The 80th anniversary of the Battle of Britain this past 2020. It inspired me to read more about it and as I read about it, I realized how it impacted Britain in every level of society from people to organizations, including the world of the M.G. Car Company. The MG factory was converted from producing cars to tanks and other products for the war effort. However, in this review we are going to examine the connection of MGs with Spitfires.

One of the most glorious sounds in the world is the purr of a British Supermarine Spitfire fighter plane. These planes are powered by a Rolls Royce Merlin engine. What does the MGB share with the British Spitfire airplane that helped saved UK during the Battle of Britain? Actually, there are quite a few links, among them, they both use S.U. carburetors.

During WW II, there were a variety of different Spitfire versions. A young draftsman from Abingdon was part of the design team that developed the wing tip of one of the spitfire models. This gentleman was Don Hayter who, after the war, went on to the design office at Aston Martin and then on to the MG Car Company office in the 1950s. While at MG, he rose through the ranks, and among his many great accomplishments was being part of the design team of the MGB where he was the creator of the timeless lines of the iconic sports car.

MGs and the Spitfire have many additional connections, among them is the Duke of Richmond and his Goodwood estate. Freddie March, an accomplished race car driver, won the Double 12 race at the world famous Brookland's race course in 1931 in an MG Midget car. During the second world war, his Goodwood Estate was one of the airfields for the Royal Air Force. The field was known as RAF Westhampnett. This was the base where the famed fighter Ace Douglas Bader was based and lead a squadron of Spitfires. Mr. Bader was also an MG man. Before the war he owned a 1938 MG Midget TA Roadster.

Mr. Bader was a remarkable gentleman of bravery, optimism and perseverance. A few notes about him from 8 of February, 2020 Goodwood Newsletter:

"Flying ace Douglas Bader flew his last sortie from RAF Westhampnett (now Goodwood Aerodrome) on 9 August, 1941. Having joined the RAF in 1930 at the age of 20, he tragically crashed his Bristol Bulldog fighter a year later which lead to the eventual amputation of both of his legs in 1933. He was discharged from the RAF, but was determined to keep flying. He learnt to walk again using prosthetic legs and in 1935 was allowed back into the RAF. His first solo flight back in action was over the Dunkirk evacuation in which he successfully shot down a Messerschmitt 109.





Bader arrived at RAF Westhampnett on 18 March 1941 to take command of three Spitfire squadrons of Tangmere wing including 610, 616 and 145 Squadrons. He flew with 616 Squadron from then on, leading the formation with his personal Spitfire marked 'DB', in the 'finger four' formation he adapted from the Luftwaffe tactics.

Bader had lost one of his false legs when he was shot down, and the Germans offered free passage to an RAF aircraft to drop a replacement near St. Omer, where he was being held. The RAF refused, and a few days later mounted a bombing operation during which a new false leg was dropped by parachute.

Bader was released after the war and won a DSO and bar (Distinguished Service Order) and DFC (Distinguished Flying Cross) and bar. Today, a statue to Douglas Bader is positioned outside of the Aerodrome Building."

In closing, let us take a moment to reflect and give thanks to all the pilots, service people and citizens who banded together to saved Britain and helped keep the world free from tyranny.

(Ed. Note. For more info, see **The Octagon** issues January, 2018, and July, 2019. While the Spitfire gets most the attention, the Hawker Hurricane fighter used the same engine and was credited with more bombers shot down during the Battle of Britain.)



Art by James Dietz. Print edition sold out. Get his large format hardback book from used outlets, **Portraits of Combat**. \$30 or less.



# Air Conditioning Your MG

by Andy Preston, March 2021

## Introduction

This is an article about installing Air Conditioning into an MGB. I installed it into our 1974 MGB GT several years ago and it definitely takes the edge off on a hot day. However don't expect it to work as well as the AC in your daily driver, it just won't. Even though cold air is coming out of the vents around 40° F on a 90° F day it won't cool you down the same because hot air is seeping into your classic from everywhere. That being said it will blow cold air into the car and we did drive back from Chico on a 105° day in the GT with the windows closed and didn't sweat to death. Even though this article deals with a MGB the installation would be similar with most cars.

I'd recommend buying a complete kit from one of the vendors which has all the components required in one kit. There are several suppliers of air conditioning kits made especially for classic cars and I installed one from RetroAir (which is now Classic Auto Air). It was very complete and had good installation instructions (written in English) but was not quite "Plug and Play" so expect some fettling to make it fit well. I also installed a new aluminum cross flow radiator because the existing one is marginal at best and there is a considerable increase in demand on the cooling system.

Before I get into the specifics of AC installation I think it's important to at least understand the basics of how air conditioning works which will make any type of installation a little easier. Although I didn't know much about air conditioning at the time I did learn a little along the way and will pass that along.

## The Basics

There are 3 main components to an air conditioning system and these are the **compressor**, **condenser** and **evaporator**. Other components include the receiver/dryer, low pressure switch, electric fan, electrical switches, wiring, thermo-switch, AC hoses, ducts, outlets and misc brackets and fasteners.

**Compressor:** The heart of the refrigeration system is the compressor. It is mounted to the engine and driven via a magnetic clutch by a belt attached to the crankshaft. It has 2 main functions; to compress the refrigerant and pump it around the system.

**Condenser:** The condenser is basically a radiator and is mounted in front of the car radiator and is cooled by an electric fan and movement of the car. Its main function is to cool the temperature of the refrigerant vapor.

**Evaporator:** The evaporator is mounted inside the car (and on my MGB under the dash on the passenger side). Its main function is to draw hot air from inside the car into the evaporator and blow cold air into the car.

## Let's take a look at how it works or Thermo-Dynamics 101

The compressor as its name suggests compresses the R-134 refrigerant which correspondingly raises both its pressure and temperature and pumps the hot gas to the top of the condenser. As it passes through the condenser the gas cools and turns back into a high pressure liquid. The liquid now passes through the receiver/dryer that filters out any impurities and water in the liquid. This unit also houses the low pressure switch that prevents the compressor from engaging if the pressure falls too low.

The high-pressure liquid now flows into the evaporator inside the car and through an expansion valve which causes a dramatic drop in both pressure and temperature as the liquid turns back into a low pressure gas. This dramatic loss of pressure and temperature cools the coils inside the evaporator and cold air is blown into the inside of the car as the warm air is drawn into the evaporator by a fan. The temperature of the cold air blown from the evaporator is controlled by a thermostat connected to a switch on the dash and when the pre-set temperature is reached turns the compressor on and off by the magnetic clutch. The now warm refrigerant gas from the evaporator containing heat from the interior of the car is drawn back into the suction port of the compressor and the cycle starts all over again.

## Installing AC into the car

1. Unpack all the components and lay them all out and familiarize yourself with the different parts.





2. Attach the AC hoses to the back of the evaporator and install the mounting brackets. Note the expansion valve is on the outside right of the evaporator.



3. Drill holes in the firewall and heater shelf for the evaporator AC hoses, and a hole in the floor for the condensate hose



4. Remove the glove box, center vents and radio console and block off the fresh air outlets in the firewall. Install the evaporator under the dash and pass the AC hose fittings through the holes in the firewall and heater shelf.



5. Attach the ducts to the center vents and attach the outside vents to the kick panels both sides.



6. Install center vents in dash and connect to evaporator. Now we move to the engine compartment.





7. Remove air pump and alternator and install brackets for compressor and install compressor with new brackets to attach the alternator.

*Note if you use a smog pump, you will use the same 2-belt pulley on the water pump.*



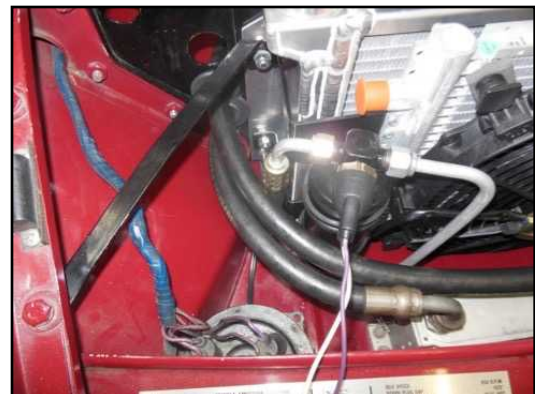
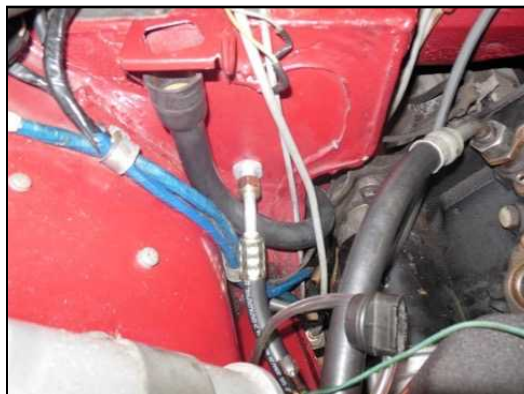
8. Notch bottom of new radiator bracket for new AC hose to pass under and drill holes in radiator support bracket for oil cooler hoses and new AC hoses. Trial fit radiator.



9. Attach receiver/dryer to condenser and attach to radiator with brackets. Note low pressure switch on top of receiver/dryer.



10. Install high pressure AC hose from evaporator fitting on firewall along frame rail and connect to receiver/dryer at top.



*Fun fact: Besides making things cooler, A/C will help the handling by balancing the left/right weights when only the driver is in the car. OK, maybe not. – Mike Jacobsen*



11. Install alternator to compressor. Connect Low Pressure return hose from evaporator at heater shelf to suction side of compressor. Connect High Pressure hose from compressor to top of condenser.



12. Install new fuse block and wiring to compressor and low pressure switch. Install thermostat control and fan switch to radio console.



13. Install AC switch and evaporator fan control to radio panel. Install finisher panel over ducting and reinstall glove box.



14. Reinstall air pump and smog equipment and have the AC evacuated and charged by a qualified AC technician.





# The Untold Story Of The *MG Night Hawk*

by Mark Barnhart of the Michigan Rowdies



I worked at General Motors Institute, a technical college in Flint, Michigan. A friend I worked with was a student who was co-oping out of Buick Engineering. We all owned MGAs and were all members of the North Eastern Michigan Region of the SCCA and active in racing. When the Cobras started running circles around the 'Vettes, we thought GM needed something that would change that. We formed a company and modified our own 3 cars into something we thought could run with the Fords.

It was our student who discovered the crankshaft switch that was became the "stroker" mod and gave the aluminum Buick 215 CID motor its 260 cubes. There was very little machine work to accomplish the change. When approached, Buick loved the idea and came up with the name Night Hawk. They designed an emblem with the Buick Triple Shield Inside the MG octagon. We had contacted MG about supplying us 110 MGA frames and bodies as they still had the MGA line even though BMC were now making the MGB.

When they found out what we were doing, they said if we could give them prints for the mods on the frame, they would build them to our specs. We pointed out to Buick that with the price we got from MG we could sell the cars for \$200 less than the Fords.



GM had the cars for 3 weeks and when we got them back, they had obviously been driven hard. We got a call from Buick to come in for a meeting. A very frustrated Buick General Manager read us a letter from Corporate informing us that they felt the traditional Buick customers saw the brand as a luxury vehicle and would be offended if they built a sports car. The letter was then thrown onto his desk and he said, "They are afraid you will hurt the sales of their plastic pig!"

Car number one was later radically modified to look like a Cobra snout with a tip up front body and a large flat spoiler rear end, so from the back it looked like a Ferrari. The car was eventually scrapped, and the running gear was put in an MGB.

Car number two was later made into a Bonneville land speed racer with a blown injected 90-degree Chevy V-6 and now holds a record at 243.9 MPH in its class set in 1998. (*Another great story from Mark.*)

Car number three was mine and I sold it years ago and after the buyer blew the motor and parked the car in a field for 6 years. I found it and now have it in an enclosed trailer waiting for a restoration.

*(Ed.note: At the time, GMI was owned by General Motors. The best start for a technical career at GM was success there. In the 1970s, I crewed for a GM engineer racing a Corvette in the IMSA Camel GT series and we got under-the-table support from Chevrolet through the corporation. There was a strong racing network within GM. - Dan)*





## 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

The OCTAGRAM is published monthly by the MGs of Baltimore car club. Opinions expressed herein are not necessarily those of the Club, Club officers, or the newsletter staff. Technical information is believed to be accurate. However, any repairs or mechanical advice is attempted at the readers' own risk. The Club, officers, or staff will not be responsible for any misinterpreted or incorrect technical information.

Articles appearing herein may be used by other car clubs or organization in their own newsletters, providing appropriate credit and recognition of the source is given.

The MGs of Baltimore, Ltd. Car club was established in 1977. The club represents over 150 members in the Metro Baltimore area. As the name implies, the club centers its activities around the preservation and enjoyment of the cars that bear the classic MG marque. The club is affiliated with the following national organizations: The North American MGA Register, The North American MGB Register, and The American MGB association. Internationally, the club is affiliated with the MG Car Club and The MG Owners Club. The club's activities include sponsorship of the nationally known "MGs on the Rocks" car show, a series of challenging (and FUN) historic car rallies, as well as numerous fun gatherings all through the year.

# CALENDAR

## 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
- 6<sup>th</sup> Original British Car Day – Serra Valley Farms
- 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!

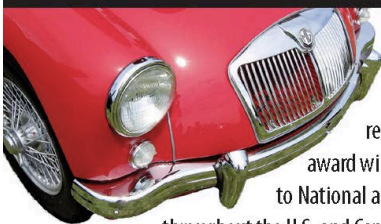
**North American MGB Register**

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, Midget, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year

(North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact [registrar@namgar.com](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:** \_\_\_\_\_

# The Original British Car Day

## 43<sup>rd</sup> Anniversary Meet

Sunday, June 6<sup>th</sup>, 2021 8:00 a.m. to 3:00 p.m.

**Rain or Shine!**

New Location

**Serra Valley Farms**

**5601 Ridge Road, Mt. Airy, MD 21771**

**Featuring**

**Antique, Classic & New British Cars and Motorcycles plus Flea Market**

**This year the marque is the Sunbeam**

Show field opens 8:00 a.m. ~ Voting & registration closes at 12:30 p.m.

Ballot box located at Chesapeake Chapter Hospitality Tent

Food and beverages are for sale or bring your own picnic lunch.

**Sponsored by:**

The Chesapeake Chapter New England MG T Register

For more information: call 410-804-7017

email [thomasdrenda@gmail.com](mailto:thomasdrenda@gmail.com)

**Mail before May 15, 2021 to preregister  
and qualify for \$100 drawing.**

**The Original British Car Day**

**P.O. Box 82**

**Union Bridge, MD 21791**

**One vehicle per Registration Form**

**(Fees listed below)**

**Make checks payable to:**

**Chesapeake Chapter, NEMGTR**

Year \_\_\_\_\_ Marque \_\_\_\_\_ Model \_\_\_\_\_ Class \_\_\_\_\_

(See listing of classes on page 3, Example: 1967 MG BGT 30a)

Name (owner) \_\_\_\_\_

Phone \_\_\_\_\_ EMAIL \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

**WAIVER OF LIABILITY (MUST BE SIGNED TO ENTER)** NEITHER I, NOR MY HEIRS  
WILL HOLD THE CHESAPEAKE CHAPTER OF THE NEMGTR, OR SERRA VALLEY  
FARMS, LIABLE FOR ANY DAMAGES DONE TO ME, MY GUESTS, MY PROPERTY,  
OR MY VEHICLE, WHILE ENGAGED IN OR TRAVELING TO OR FROM THIS EVENT.

**PAYMENT ENCLOSED (before May 15<sup>th</sup>)**

|                      |         |
|----------------------|---------|
| ___ Vehicle Entrant  | \$20.00 |
| ___ Vehicle for Sale | \$30.00 |
| ___ Vendor           | \$35.00 |
| ___ Advertiser       | \$30.00 |

Entrance fees after May 15<sup>th</sup> or at the gate: Vehicle Entrant (\$30), Vehicle for Sale (\$40), Vendor (\$45) Register early and save!

SIGNATURE (Driver) \_\_\_\_\_ SIGNATURE (Passenger) \_\_\_\_\_



### **AWARDS:**

|                                                            |                                                                  |
|------------------------------------------------------------|------------------------------------------------------------------|
| 1 <sup>st</sup> Place:                                     | Pewter for each class with at least <b>2</b> vehicles registered |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Place:                   | Pewter for each class with at least <b>3</b> vehicles registered |
| 1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> Place: | Pewter for each class with at least <b>6</b> vehicles registered |
| Honorable Mention:                                         | Ribbon for each class with at least <b>7</b> vehicles registered |
| Featured Marque:                                           | A special award will be presented!                               |

### **Winner notification will be around 2:30 pm at the Chesapeake Chapter Hospitality Tent**

*If you are not present to accept your award in person, please contact the Chairman Tom Renda at [thomsdrenda@gmail.com](mailto:thomsdrenda@gmail.com) or 410-804-7017 to arrange for pick up or shipping at recipient's expense.*

### **SHOW VEHICLE INFORMATION**

- ~ A dash plaque will be given to all show car and motorcycle registrants!
- ~ Every car or motorcycle will be placed in a class for popular choice judging and award purposes. **Vehicles must be parked in the assigned class to be eligible for awards.**
- ~ Name recognition in our Show Program is guaranteed for all pre-registered! **Pre-registrations must be postmarked by May 15<sup>th</sup> to qualify for the \$20.00 rate and \$100 drawing.** Entrants ARE accepted at the gate for the \$30.00 rate. You do not need to be Pre-Registered to attend our show!
- ~ Vehicle classes have been predetermined and are posted at [www.chesapeakechaptermgtclub.com](http://www.chesapeakechaptermgtclub.com) and shown on page 3.
- ~ Trailer parking will be in a designated area only. **Show cars must be driven onto the show field.**
- ~ Clubs are encouraged to set up tents and displays on the show field!

### **"FOR SALE" & VENDOR SPACES:**

**"For Sale" Vehicles:** \$30.00 pre-registered or \$40.00 at the gate.

**Vendor Spaces:** \$35.00 pre-registered or \$45.00 at the gate for a 12ft x 20ft space. Vendors may arrive as early as 7AM. If more than one vehicle is displayed, an additional vendor space will be charged.

### **COMMERCIAL ADVERTISERS:**

Send 300 inserts before May 15<sup>th</sup> along with \$30.00 and we will put one in each registration packet.

***Commercial inserts, flyers and other pamphlets may only be distributed from a vendor space.***

**SPECTATORS:** \$10.00 per car. Leashed pets are welcome, thanks for your cooperation!

# ORIGINAL BRITISH CAR DAY

## 2021 CAR CLASSES

| Class | Class Name                                  | Class | Class Name                         |
|-------|---------------------------------------------|-------|------------------------------------|
| 01    | Aston Martin                                | 29    | MGB 1962 through 1967              |
| 02    | Austin-Healey 100-4/6                       | 29a   | MGB 1968 to 1974                   |
| 03    | Austin-Healey 3000 MK I/II/III              | 30    | MGB from 1974 1/2                  |
| 04    | Austin-Healey Bug Eye Sprite                | 30a   | MGB GT                             |
| 04a   | Austin-Healey Square Body Sprite            | 31    | MGC Roadster and GT                |
| 07    | Jaguar XK 120/140/150                       | 32    | MG Midget                          |
| 08    | Jaguar Saloon/Coupe to 1968                 | 33    | Classic Mini (Austin & Morris)     |
| 09    | Jaguar XKE 6/12 Cylinder<br>Series I/II/III | 34    | MINI from 2002                     |
|       |                                             | 35    | Morgan                             |
| 11    | Jaguar XJ6/12 Series I/II/III               | 36    | Morris Minor                       |
| 12    | Jaguar XJS                                  | 37    | Motorcycles through 1980           |
| 15    | Jaguar Coupe & Convertible<br>From 1997     | 37a   | Motorcycles 1981 to Present        |
|       |                                             | 38    | All Other British Marques & Racing |
| 16    | Jaguar Sedan from 1988                      | 39    | Rolls Royce & Bentley              |
| 17    | Jensen Healey, Jensen GT<br>& Interceptor   | 40    | Sunbeam Alpine                     |
|       |                                             | 41    | Sunbeam Tiger                      |
| 19    | Land Rover, All                             | 42    | Triumph Pre-war or Variant         |
| 23    | Lotus Classic through 1980                  | 43    | Triumph TR2 & TR3/TR3A/TR3B        |
| 23a   | Lotus 1981 to Present                       | 44    | Triumph TR4/TR4A & TR250           |
| 24    | MG Pre-war or Variant                       | 45    | Triumph Spitfire & GT6             |
| 25    | MGTC                                        | 46    | Triumph TR6 through 1973           |
| 26    | MGTD                                        | 47    | Triumph TR6 1974 to 1976           |
| 27    | MGTF                                        | 48    | Triumph TR7 & TR8                  |
| 28    | MGA                                         | 50    | TVR                                |

**2021 Featured Marque**  
**Sunbeam (Class #40 & #41)**





**“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: \_\_\_\_\_