



# OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

June 2021

[www.mgsofbaltimore.org](http://www.mgsofbaltimore.org)

---

From El Presidente:

MGOB's Rallye Master, Eric Salminen along with Chris Horant put together a scenic route for the 32<sup>nd</sup> Annual "Get the Dust Off" Rallye which was held on Sunday, May 2<sup>nd</sup>, 2021. We had the best turn out ever with 48 cars registered for the event and 42 participating. The weather was great too. Thanks goes out to all that volunteered their time to make the first leg of the Lord Baltimore Challenge fantastic. Also, congratulations go out to TRAC (Triumphs Around the Chesapeake) for winning the Lord Baltimore Cup for 2020. Look for a list of the top three winners in both the Modern and Historic Classes in this issue of the Octagram.

Monument City Brewing Company's "British Invasion Festival" was held on Sunday, May 23<sup>rd</sup>, 2021. There was a Beatles cover band, vendors selling British treats and other items, we had 15 cars turn up and they received 20% all food and beverage purchases. MGOB's own Shane & Megan Absher won Best In Show with their 67 MG Midget.

MG International 2021 Atlantic City, 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. Registration is now open at: [ac2021.regfox.com/mg-international-2021](http://ac2021.regfox.com/mg-international-2021)

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. Don't delay register today.

The Chesapeake Chapter of the New England MGT Register is planning on holding the Original British Car Day on Sunday, June 6<sup>th</sup>, 2021 at Serra Farms near Mt. Airy, MD for more info go: [http://www.chesapeakechaptermgtclub.com/obcd\\_main.html](http://www.chesapeakechaptermgtclub.com/obcd_main.html)

The MGs of Baltimore, Ltd. Car Club has missed out on our Annual "After the Holidays" Party and we also missed out on our 24th Annual "Chilly Run" so now with the Covid-19 shots flowing it's time to make up for the missed parties starting with the 1st Annual MGOB "Christmas in June" Poolside Party.

Thanks go out to Clint & Beth Davis for volunteering to host this event. MGOB will supply the drinks and main course and we ask you to bring a salad or dessert along with your bathing suit.

When: Saturday, June 26, 2021

Where: Clint & Beth Davis'

[300 Reeves Ct.](#)  
[Forest Hill, MD 21050](#)

Phone: 412-736-0060 (yes, the area code is 412)

E-mail: [cdavis3405@hotmail.com](mailto:cdavis3405@hotmail.com)

Time: 2:00 p.m. til ???

Please R.V.S.P. Clint & Beth and let them know you're going to attend and what you will be bringing.

TRAC's "Brits By the Bay" will 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](http://www.tractld.org)

**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: MG International, MGTC, MGT, MGA, MGB, and others.

## New Members

**Mike & Kathleen Schenking with a 1960 MGA**

## Articles in this newsletter are compliments of:

**R. J. – MGOB Member**

**MGA! – The Official Magazine of the North American MGA Register**

**The Octagon 5/2021 – The Newsletter of the MG Owner's Club/  
The Northern California Centre of the MG Car Club**

**Kansas City MG Car Club – May 2021, Volume 40, Issue 4**

**MG Bulletin – MG Car Club of New Zealand**

~~~~~

### **32<sup>nd</sup> Annual Get the Dust Off Rallye by: Kathy Liddick**

The 32<sup>nd</sup> annual Get the Dust Off Rallye was held on Sunday, May 2<sup>nd</sup>. We had 42 cars participate in the Rallye. The route took drivers along country roads in Baltimore County into Carroll County and back.

There were 28 questions that had to be answered and they were not easy. Even one of our members, who did the route check, didn't get all the answers. I know Richard & I turned around many times to find the answers as did others.

I personally would like to thank Eric Salminen and Chris Horant for putting together a wonderful event.

Congratulations to the following drivers & navigators. Please note all scores were out of 280

#### **Vintage Class**

|              |                                         |
|--------------|-----------------------------------------|
| First Place  | Zingone & Horant with a score of 266    |
| Second Place | Reitz & Reitz with a score of 246       |
| Third Place  | Alderman & Alderman with a score of 230 |

#### **Modern Class**

|              |                                       |
|--------------|---------------------------------------|
| First Place  | Bailey & Herchek with a score of 250  |
| Second Place | Bailey & Goodrige with a score of 246 |
| Third Place  | Pateriya & Kohls with a score of 246  |

Pictures from the event can be found on our Facebook page.

# Grandpa Was Right!

by: rj

With every passing day I'm starting to see how past generations were right about lots of stuff. You know the ones who we scoffed at in 60's when we were the **"It Generation"** and knew everything. (*Does this sound familiar?*) I think many of us visited the workshop of our Grandfather's/Father's/Uncles or just the cool old guy on our block. We were amazed at what these guys could fix or make. I think many of us learned a few tricks from watching these men. (*That says more about osmosis and less about the attention span of my younger self.*)

Now we could all wax volumes on what we learned from these guys, but this is a car mag so I'm compelled to tie in car related stuff. Along with those guys I'm celebrating, [Archie Anders](#) ! No not Jughead's friend, you know Archie Anders inventor of the Pegboard hook. Note, I said hook. No one knows who originally conceived of pegboard. (*Sort of just appeared, like the big bang theory*). Masonite Corp trademarked the "Peg-Board" name in 62, but it was around eons before that date. (*I wonder if Joseph had some in his shop?*)

Yes, the lesson I learned from my Grandpa was the simple brilliant utility of tools suspended to pegboard on a shop wall. Close your eyes and I bet you can remember just what it looked like (*We won't go into what it smelled like in gramps workshop!!! PU*) Pegboard is cool in so many ways and here I will account just a few.

I don't mean to disparage you guys that have really fancy toolboxes filled with immaculate tools sets. I've had the pleasure of working in garages with this equipment and it is a joy. I will point out though that as a visitor you can't see what's in any of the drawers, so you are dependent on the garage mistier to get or guide you to the proper tool. Another minus is that no visitor can possibly put the tool back in its proper location after use. With pegboard hey there's no problem.

Now I keep a separate set of tools in a toolbox that I take to the track. This box is organized, but I swear it's just easier to go up to a pegboard wall of tools a grab what you need. And of course, putting things back together after work is a breeze. This is especially true when you have an assistant helping you with your project. (*The value of pegboard goes up exponentially as the skill level of your assistant diminishes.*) Tell them to find a ½ open end wrench and a medium flat blade screwdriver and they can retrieve it in seconds. I haven't gone to the extreme of actually outlining the shape of the tool on the pegboard (*I think grandpa did this because he was board*) but, even without the petrographs I can see what tool has gone AWOL. (*Did I leave it in the transmission?*)

There are many other attributes of pegboard. If you get the white color it will brighten the whole shop; and what shop doesn't need more light! It's big, so you can really put a lot of stuff on a 4 by 8 sheet. It's flexible and cuts easy so you can fit it around any obstruction in the garage. It always looks neat; the tools just hang there in perfect symmetry smallest to largest. Don't like the configuration, it's easy to change. Now don't try to get away cheap and try and make you own pegboard. No one can drill that many symmetrical holes and at \$20 bucks a sheet it's not worth the hassle.

**SAE Syonara!** On a sad note, I noticed when I put my tools on pegboard display that of course. the SAE tools were put in the best spots. I then turned around only to find a garage full of metric built autos. Somehow 10 or 12 mm just doesn't flow of the tongue like; **"hand me the 5/8 box end."** Guess I'll hang on to the SAE stuff to support the MG and Sprite.



But let's not be sad we are here to celebrate, and the man of the hour is Archie Anders. The pegboard is the bedrock of the system, but what makes it rock are the hooks. So simple in design and so many shapes, sizes and configurations. If you're thinking of a project that will improve your workshop may I say one word: Pegboard! So, here's to you **Archie**, thanks from Grandpa and me.





# What Kind of Rag Top is That?

Mike Jacobsen

A friend recently asked me what the difference was between a Roadster, a Tourer, and a Convertible. The answer ranges from “not much” to “many things.” Herewith is one person’s take on the terms.

Generally, for open English cars there are Roadsters, Tourers, and Cabriolets. Spider/Spyder seems to mostly be a French and Italian term.

Roadsters have side curtains and a minimal top, often requiring a lot of work to raise. (That may be why many manuals refer to this as “erecting” the top.)

Tourers are what most people think of when they hear “Convertible” - a car with roll-up windows but a fabric top that can be lowered. Sometimes the top will have a glass rear window. Some of these tops are quite easy to put up and take down - think Mazda Miata or Alfa Romeo Spider, where you can raise or lower the top at a stop light.

Cabriolets, sometimes called drop-head Coupes, have the roll up windows of the tourers, but with a much more “finished” top. The top could have a headliner with insulation between it and the top (outer) material and a dome light, for example.

Power assistance to raise and lower the top can be found for Tourers/Convertibles and Cabriolets, but not often for Roadsters.

Some auto makers liked fancy terms, as suited their market. For example, at MG the MGA wasn’t fancy and came

as a Roadster or a Coupe. At Jaguar, the XK series came as OTS (Open Two Seater, the Roadster), FHC (Fixed Head Coupe, the Coupe), and DHC (Drop Head Coupe, the Cabriolet). Even this wasn’t constant; by the time the XK150 came out, even the OTS had roll-up windows. Side curtains were no longer acceptable for a car of that price.

The Roadster or OTS was the least expensive while the DHC was the

most expensive in the line. Since they were cheapest, the OTS is what the dashing young man of the era would drive. The Roadsters/OTS cars were also usually the fastest models, since they were the lightest while having the same engine as their companion models. The little brass plaques that came in XK120s and

XK140s that certified this “...car is a replica of the record-breaking car which achieved the speed of 141.51 MPH at Jabbeke, Belgium” were only installed in the OTS models.

MGA Roadsters accelerated slightly faster than the Coupes because they were a little lighter, but the Coupes had a slightly higher top speed because their aerodynamics were better. (That’s one reason why the factory Sebring MGAs were all Coupes.)

The caveat here is that this is a very fluid area. Other people have other ideas and definitions. I’ve seen MGAs referred to as Tourers and MGBs as Roadsters, though you seldom see an MGB/GT called a Coupe. This is definitely an area that needs a CGS note. •





# Brooklands vs. Sebring

By David Harrison & Michael Eaton

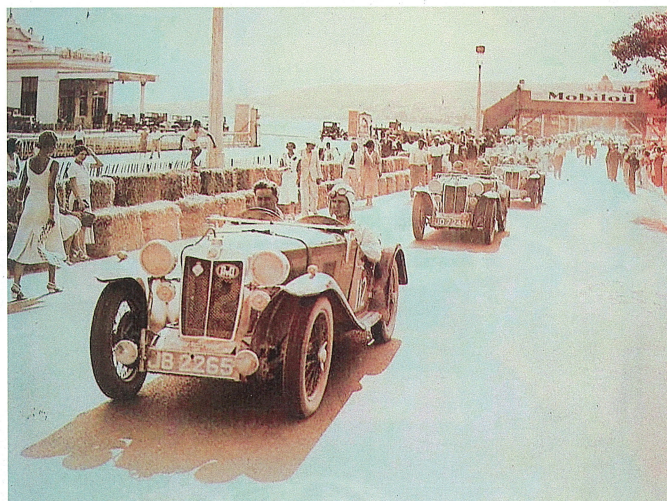
Photos by Michael Eaton

**M**Gs have always excelled on the track, both at Brooklands, in the UK, and at Sebring on this side of the pond. Only thirty years or so separate the Brooklands Midgets, Magnas, and K3 Magnettes from the Sebring MGAs, a short time in human terms, and a lifetime for racecars with their effective life span of a track season or two. A unique opportunity to compare two historic MG factory racers of different generations side by side occurred at NAMGAR's GT-43 held in Richmond, VA.

The 1933 MG L2 Magna, JB 2265, owned by David Harrison, competed twice at Brooklands. The factory prepared a team of three L2 Magnas for the 1933 race season, the team also competing in, and won, the 1933 Coupe des Alpes along the way. This involved crossing several famous Alpine passes, some of which were little better than goat tracks. In a demonstration of reliability and versatility, the Magnas were driven on public roads 850 miles from Abingdon to Merano, Italy one week after winning

In the final event of the 1933 Brooklands season, the Magnas competed in the 500 miles BRDC. JB2265 was co-driven by "Eddie" (Lord) March, grandfather of the current Goodwood owner. The Magnas, essentially just warmed up road cars, did not win, but a highly specialized MG K3 Magnette came in first with 106 mph lap speed. The L2 Magna driven by Martin/Welch came in a very creditable second at 94.9 mph. JB 2265 missed the time cutoff by a few seconds, denying the three Magnas a team award. After the 500-mile race, JB 2265 was bought from the factory by W.E.C. Watkinson, and competed in many UK Trials in 1934. It was sold back to MG at the end of the 1934 season and sold by John Thornley to Sam Collier in 1935. The Colliers raced the car in prewar ARCA events until it became uncompetitive.

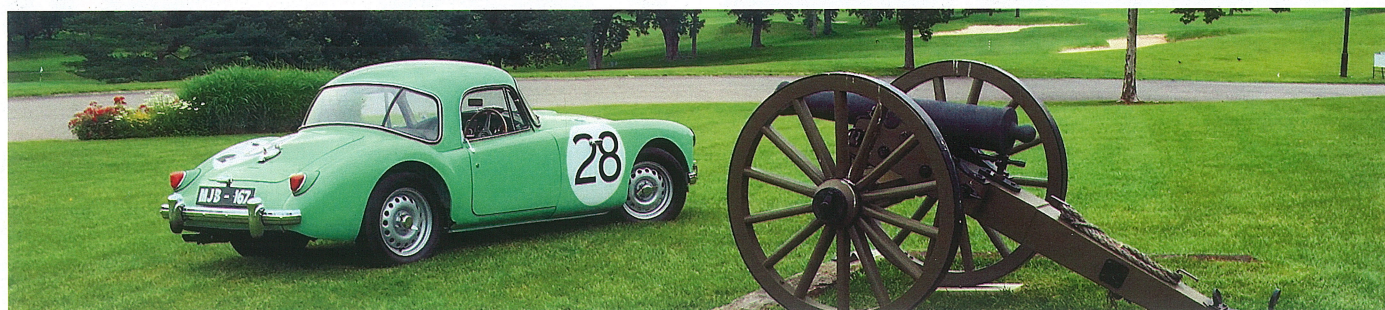
The 1959 Sebring MGA Twin Cam Coupe, owned by Mike Eaton, is the only known survivor of the four factory works cars prepared for the 1959 Sebring effort. While contemporary photographs of the day show the appearance of the



the 1933 Light Car Club Relay race at Brooklands. After they won their class in the Alpine, they were driven straight back to Abingdon from Nice, France.



car as a typical MGA Twin Cam Coupe in street trim including full bumpers, the cars had been highly prepared in the Competition Department at Abingdon.





asked me to come to Richmond to help talk Hugh into restoring his 1962 ex-Sebring factory racer also known as #52. Having recently purchased the 1957 ex-Sebring car, I was all in. So, I met Bruce and Bob Vitrikas at Hugh and Liz's home outside Richmond and we proceeded to show him photographs of his car on track at Sebring and his eyes grew bigger and bigger. I don't recall that it took much convincing, but Bruce got himself into a heck of a lot of work pulling off that restoration in a mere three or so months!



Hugh enjoying giving Jack Van Driel, Sebring MGA driver from the 1956 and 1957 races, a ride in Number 52.

While I could not make it to that first Sebring unveiling, I had the pleasure of getting to know Hugh and Liz more over the years at other Sebring reunions and at vintage races at Watkins Glen and other tracks. Of course, sometimes Hugh would be hard to find as he was always

on the trail of hunting down another famous driver to sign the interior of #52. So, if you ever get a chance to see it at an upcoming NAMGAR event or a race, check out the interior and see what names Hugh collected.

I will also greatly miss Hugh's sense of humor. At the last NAMGAR meet Hugh attended in Richmond, he asked me if I could return #52 to its storage facility for him. I gladly agreed and he said that Liz could accompany me and give me a ride back to the meet. He then

cautioned me that he knew exactly how long it should take and that I had best not "run out of gas" with his gal! Of course, there is also a very good possibility that this was not a joke as he was so devoted to Liz!

Godspeed Hugh! •



Hugh Burruss Racing Team and friends celebrate mission accomplished at the 2002 Sebring reunion! From left to right: Larry Smith, Bruce Woodson, Bob Vitrikas, Hugh, David Harrison, Dave Hauser, Jim Brown and Ken Graham. Kneeling is Frank Graham, proud owner of the 1961 Sebring 1600 Mk I Deluxe Coupe #43.



Brooklands was opened in 1907. It was state of the art at the time, with a concrete surface, 3¼ miles long with two long straightaways totaling two miles and two large bankings. Byfleet Banking was 17 ft high and Members Banking was 29 ft high. The track was large enough to enclose an airfield as well as

a magnificent clubhouse, pits, a paddock, large stands, garages, and a hillclimb. The course was closed in 1939 when one of the embankments was pierced to allow Wellington bombers and Hurricanes to fly from the Vickers plant inside the track.

Sebring was also an airfield. Hendricks Army Airfield operated until 1945 and trained B-17 pilots. The Sebring track used the runways and aprons of the airfield and was originally 5.2 miles long with 17 turns, and a mix of surfaces. It was flat as a pancake and notoriously bumpy. Racing at Sebring commenced in 1950 with the 6 hour Sam Collier Memorial race. The 12 Hours of Sebring races started in 1952.

Factory-verified performance data of the Brooklands Magna racecars is hard to find, though it can be estimated from lap times. Standard Magna L2s had 6 cylinder engines of 1087cc, with twin SUs, a single overhead cam and cross flow head, delivering 41 BHP at 5500 rpm. Maximum speed in road trim was 78 mph, with 0-60 time 24.4 secs. The cars were stripped for Brooklands, the wings were removed, and a Brooklands windscreen fitted. Engine mods included a revised intake manifold and outside exhaust. The lap speed recorded in the LCC Relay race was 88.6 mph, so maximum speed must have been about 90. By the 500 mile BRDC, max speed must have been over 95 mph, sensational for a 1933 warmed-over road car. The winning K3 Magnette, a specialized supercharged racecar averaged 106 mph. Surviving six hours at this speed on the notoriously bumpy Brooklands track shows how tough the Magnas must have been.



They were all fitted with BTH magnetos to avoid fragile batteries.

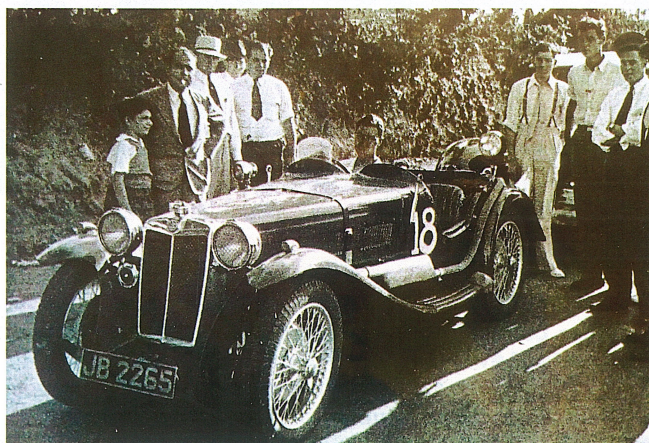
By 1959 MG technology had advanced. Road-going MGA Twin Cams had 4 cylinder engines of 1588cc capacity, twin overhead cams, and twin SUs, delivering 108 BHP at 6700

rpm. Max speed in road trim was about 120 mph, with 0 to 60 taking 9.1 secs. This was better than the MGB that succeeded it!

Verified performance data for the 1959 Sebring MGAs is scarce. The engines were “warmed up” by the factory, but not too much as to make them unreliable with Sebring being a 12 hour race. The motor for the surviving Twin Cam was rebuilt by Abacus Racing in Virginia Beach, and the primary modifications over standard consisted of mainly careful balancing and polishing of the internal components with all the internal nuts safety wired in place as an added precaution. Again, they wanted the motors to last the grueling 12 hour race.

The 1959 Sebring race was enlivened by torrential rain, which also affected lap times and probably may have favored lighter cars such as the MGAs. The Ehrman/Saidel Twin Cam completed 155 laps by race end and averaging 67.1 mph. This compares with the winning Ferrari 250 TR, which completed 188 laps, and averaged 81.2 mph.

Cecil Kimber and John Thornley and other MG stalwarts clearly believed in the axiom “Win on Sunday, sell on Monday.” In fact, John Thornley and other MG brass were on hand for that race in 1959 to witness the first Factory prepared MGs to run at Sebring! Over the years, MG garnered a distinguished track record with cars typified by the 1933 L2 Magna and 1959 MGA Twin Cam. Both of these cars were designed as road cars, but were highly competitive on the track. The MG we remember is no longer with us but the legacy remains. •





## Fuel Sender Repair and Upgrade

*By Steve Dupus*

After putting my Sprite together last fall, for some reason unknown to me, the fuel gauge no longer worked, showing near empty most of the time, but bouncing up and down whenever I went on a drive. I also had a coolant leak problem and my rebuilt engine wasn't running well. The coolant problem was simple enough – I didn't tighten the hard-to-reach bypass hose between the head and water pump quite enough and it would start leaking whenever the engine warmed up.

The engine was a little more involved. My digital timing light flashed all over the board and then would go out. I would push the reset and repeat. I finally went to Harbor Freight and bought one of their cheap setback timing lights and tried again. I was still getting several ghost sparks. I changed the cap, rotor, and even the plug wires and still I seemed to be getting multiple random sparks. I have been using the Pertronix Ignitor II and I contacted the tech support from Pertronix. They said if it was firing radically the problem was a bad ground. I ran a ground directly to the distributor body, but the problem persisted. I finally swapped the distributor and the engine smoothed right out.

So now I only had the gauge problem to diagnose. The first step is to determine if the problem is the gauge, the sender, or the wiring between them. First I checked the voltage at the back of the gauge and I had battery voltage on one terminal and I disconnected the wire to the tank and had ground. The wiring seemed to be good.

In order to determine if the issue is the gauge or the sender, one must find a connector between the two. On any Spridget, there is a connection under the back of the car in the center just behind the fuel tank. It should be green with a black stripe. If you have an early car with a mechanical fuel pump, it will be the only choice. The cars with an electric fuel pump will also have a white wire; you can just ignore that wire. The next challenge is to unplug the connector, hopefully without pulling the wire out of the bullet connector. Sometimes a small screwdriver or a pick can be helpful, but be careful not to jam it into your hand.

*(cont. on page 10)*

## Fuel Sender Repair and Upgrade

*(cont. from page 9)*

Now that the wire is loose, connect the wire going into the bottom of the car to a good ground. Turn on the ignition switch and the gauge should go to (or stay) at the empty mark. Now try to connect it to the battery or a good battery voltage wire and turn on the switch and check the gauge again. It should now be on or above the full mark. Mine was! This tells you that your gauge is good and it is now time to pull the fuel tank. (If you are lucky enough to have a car that you can get to the sender without pulling the tank, just pull the sender).

Pulling the tank is made easier if you can get all the fuel out of the tank, and I have an extra fuel pump connected to my engine start-up stand so I ran the pump pick-up hose to the fuel line coming out of my tank and pumped all my fuel into a clean fuel container. Next, I moved a floor jack under my tank and undid the six nuts holding my tank in place and lowered my tank onto the ground. Before removing the sender, I checked the wire going to it. It was good.

Take some time to clean the area around your sender to prevent dropping any dirt or trash onto the tank. Make a note of the orientation of the sender, then remove the six machine screws and carefully pry the sender loose from the tank, taking care to not damage the gasket or you'll need to replace it. As you lift the gauge from the hole, you'll have to twist and turn it a bit to clear the float.

Upon inspecting my sender, I noticed the float was full of liquid (fuel). It had a bubble in it making it easy to spot. If you have worked on British cars much over the years, you have probably discovered all our cars share parts or have similar parts. This is the case with the senders on many different British cars from the same years. While the length of the wire lever may be different from one to the other, they nearly all have the same senders and floats. All the replacement floats are made of plastic and it is unfortunately common for these to crack and leak. I remembered a discussion about this issue with Joe H. of the Healey Club back in 2014 and he had discovered that Ford used a brass float that was nearly the exact same size as ours. I had sent an email to myself with the part number he used.

The Ford part number is COAZ-9202-B. Looking on Ebay, the part came up but was very expensive, so I did a little more research and discovered nearly all the Ford floats like ours were the same. I found this **“1957-1979 Ford PICK UP Bronco Ranchero Thunderbird Brass Fuel Sender Float” for \$6.95 plus shipping**, so I bought two combined with shipping for \$18.65.

It was easy to unclip the old plastic float from the sender and clip in the new one. As they say: reassembly is the reverse of what I just did, and now all is right with the world.

*(cont. on page 11)*

## Fuel Sender Repair and Upgrade

(cont. from page 10)



Using my engine stand to pump out my tank



Tank out



Float full of fuel



Ford brass float installed





## MGCC 90th Anniversary

### Why Not an MG car club?

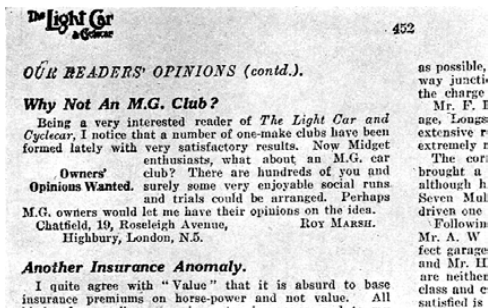
The words that started it all.

A letter from Roy Marsh in the September 1930 edition of *The Light Car Magazine* called for people who love their new MG car's to meet.

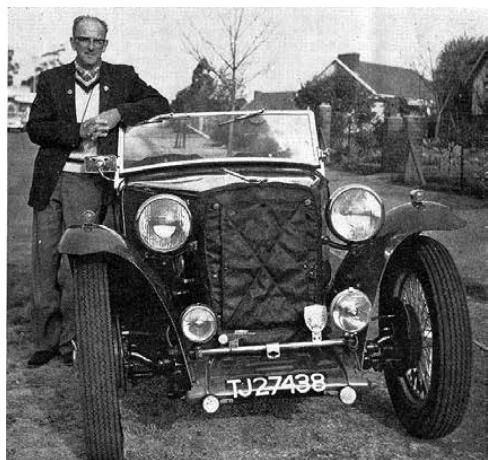
The MG Car Club was formed with an inaugural rally in Stevenage on the 12th October 1930.

After more discussions, the MG Car Club was formally constituted. Chairman, Stanley Kemball and John Thornley was enthusiastically voted in as secretary.

Another meeting was organised at the Roebuck Hotel for everyone to get to know each other, and this time 50 MGs were present. This was too many for proposed convoy to the King's Arms in Berkhamstead, so the drivers made their own way, often meeting each other going in opposite directions on narrow lanes. By the time they arrived in Berkhamstead, everyone had already got to know each other!



The letter that started it all.



Roy marsh with his TB in 1943.



Gathering at the Roebuck Hotel 1930.



## MGCC 90th Anniversary

Thanks to a local policeman directing every MG he saw into the car park and the presence of others that hadn't been able to make it earlier, well over 100 MG cars were counted to be on site.

Three weeks later, in February, the first Chilterns Trail was held - a series of driving challenges and hill climbs and one can look back to agree that this was potentially the first event which sowed the seeds of motorsport as well as car club activities.

Permission to use the MG name and logo was quickly given, Cecil Kimber himself commissioned F. Gordon-Crosby to design the club badge (his son lived in Eastbourne for many years) This was the start of a long and beneficial association between club and company that continues to this day. The first secretary John Thornley\* went on to be manager of MG and retired in 1969 as Director and General Manager of MG.

Sir William Morris (Lord Nuffield) was the MG car club's first Patron with Cecil Kimber the General Manager donating 50 Guineas and speaking at the club first annual dinner. (9th of January 1931 ) It had a good turnout of club and company people.

For many years the club based itself in the MG factory building before moving to its current home at Kimber House on Cemetery Road, Abingdon.

*George Walter*

\*John Thornley OBE (1909-1994).



First Chiltern Trial in February 1931.



John Thornley the first Club Secretary



The club held races around the factory.



# MGB: 1976 Was a Big Year!

By Graham McCann, MG Car Club of Canberra, April, 2003

There are differing views about the appearance of the "Rubbernose" series of MGBs, although everyone who buys one seems to quickly come to the opinion that the appearance was modernized such that it can be called, "the poor man's Porsche." That the younger generation of today is inevitably attracted to the design is a further proof that it dragged a 1960s design into the current time. In 1975 it was way ahead of its time.

But the appearance is only a minor element in the appeal of a rubbernose, especially one produced for the 1976 model year or later. The improvements under the skin were enormous, some in comfort, some in performance, and others in pure engineering. The result is a much more driveable and safe car than its predecessors (although this is less true of the stock USA specification version).

In this article many of the changes in the 1976 model year are listed. A few may have appeared in earlier cars, especially the V8, but most were part of the greatest upgrade the MGB received in its production life. There were a few in later years but most came in 1976. In late 1980, for example, a redesign of the headlamp rims allowed adjustment of the beams without removing the frames. Another was the fitting of a proper 'across the top' battery clamp rather than the diagonal edge clamp. The list is in no particular order and probably misses a few items I have yet to discover.

- Quartz-Iodine headlamps
- Quartz analogue electric clock
- Standard brake booster
- Overdrive switch conveniently located on the gear stick
- A device to hold the doors open rather than crashing closed on your leg
- A redesigned instrument panel with internally lighted switches and controls
- Smaller soft-feel collapsible steering wheel with changed rack-and-pinion ratio to give feather light steering and easier entry and exit for the driver
- Brake and clutch pedals repositioned lower and large accelerator pedal fitted, to facilitate heel-and-toe driving and generally ease use of the controls
- Ignition switch raised up the steering column for easy access, with the headlamp/parking light switch immediately above it for ease of locating in the dark
- Hand brake warning light which doubles as a loss of hydraulic pressure warning
- Seat belt warning light, which only goes out when the driver has fastened the belt
- A windscreen wiper one-sweep feature – a sort of poor man's intermittent wiper
- A heavier front stabilizer bar and the fitting of a rear stabilizer bar
- A capacitor fitted to the fuel pump to minimize burning of the fuel pump contacts
- Rubber mounting of the fuel pump to almost eliminate pump noise
- Radiator cooling by power-saving electric fans
- Radiator coolant expansion tank
- Arm rests on doors
- New small neat speedo and tach, with speedo dual marked in kilometers & miles
- Gauges all back-lit with pleasant green light
- Two-speed heater fan
- Press-button catch as well as locking facility on the glove box
- Inertial seat belts with stalk connectors
- Standard in-line replaceable fuel filter



**A great classic sports car,  
refined.**



**Introducing  
the 1977 MGB.**

- Increased capacity alternator (1978-on)
- More comfortable seats with velour trim
- Split brake system (1978 on)
- A 25lb strip of steel behind each innocuous rubber bumper to keep other cars at bay
- Engine timing marks visible from the engine bay to aid engine tuning
- Electric windscreen washers, operated by a steering column stalk
- Four-way flashers – hazard warning
- Simplified linkage for choke control, i.e. not connected to the air cleaners
- Electrically-sensed water temperature, i.e. no capillary tube to the gauge
- Non-glass vanity mirror on the back of the passenger's visor
- Cockpit fully carpeted – internal sills included
- Door radio speakers and aerial fitted by the factory (1978 on)
- Handbrake lever redesigned to be less agricultural in construction
- Aluminum sill covers beneath doors to prevent scuffing of the paintwork
- Door mirrors standard; tonneau standard
- A spring-loaded feature to allow brief operation of the turn indicators which limits wear on the switch mechanism
- The fuel pump pickup inside the tank is from the centre of the tank bottom to avoid fuel starvation with low fuel levels and uneven ground
- Trunk light added
- Improved convertible top with zip-down rear window
- Revised heating controls for easier use
- Raised bumper heights protect the car in parking and some accidents

Not a bad list, is it?

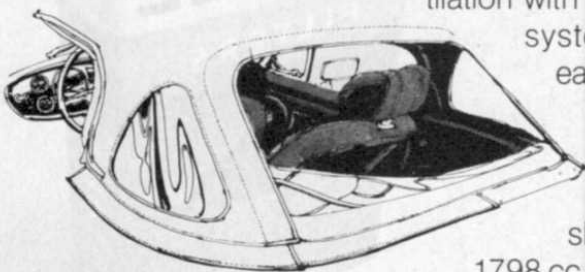
(Note: Dan added the last four items and deleted a couple GT items since the GT was not sold in the US after Dec. 31, 1974. Mike Jacobsen notes that many of these features were in his late 1974 rubbernose GT.)



This year, for example, we have redesigned the instrument panel to make the tachometer, odometer and gauges more clearly visible. The car handles even better than previous MGs because we improved the rack gearing to reduce turning effort and made the padded steering wheel smaller in diameter for quicker response. We also added anti-roll bars front and rear for increased handling stability. We've added small but welcome improvements in the form of a zip-down rear window for better ventilation with the top up. There's also a new system of heating controls that is easier to use.



Refinement:  
a redesigned instrument panel and cockpit.



Refinement:

And it all comes wrapped in the brisk, lithe, responsive sports car America has long loved. The 1977 MGB comes equipped with decisive disc brakes, quick rack and pinion steering, short-throw four-speed stick, race-proven suspension and a gutsy 1798 cc engine.



# Alternative Fuels - Less Than They Promise

## Electric and Hybrid Cars:

Why are electric cars making such a strong comeback? Most people incorrectly believe that the electric car is better for the environment. Wrong! Google some of the sites where lithium is mined. They look like a nuclear dump site gone bad. And it takes a great amount of energy to mine and produce the materials for the batteries. Most of that energy is produced from coal and gas-powered power plants. As more batteries are demanded, more lithium will be needed. It takes 500,000 gallons of clean water to make one ton of lithium. And there are no lithium deposits within the US. It will all need to be imported and that takes energy to transport it.

Someone once did a thorough analysis of an early Prius and a Hummer, from birth to final death, as to which was more economical and which was more environmentally friendly. The Prius lost. The batteries for the Prius had the minerals mined in Canada in an area that was totally destroyed for most future use. This material was flown to Europe where it was converted into battery use. Then it was sent to Japan to be made into batteries, which were then sent to the US to be installed in the Prius. Just the battery materials made an around the world trip before they were ever installed in the cars.

Using the life expectancy of the Prius from Toyota and the Hummer, the Hummer would last a lot longer, making it more economical to own over a longer period of time. Your cost per mile of driving was lower for the Hummer! When it came time to get rid of the vehicle, again, the Hummer brought a bigger return as scrap and did not have the great expense of disposing of the batteries that the Prius had.

The Lithium-Ion battery is a near-ideal battery - once it is made and while it lasts. Mining, processing and disposing of lithium is a major problem for the world and the environment. Many interests promote the electric alternative to attempt to push the technology along. There is research work being done on batteries that do not use lithium - though we don't know what side effects those technologies will challenge us with. Li-Ion batteries have a limited lifetime as you have seen with your cell phone or laptop. Keeping your old MG going in comparison is not so bad for the environment. - Dan

## Hydrogen Fuel:

Another form of fuel is hydrogen. Hydrogen can be burned in an internal combustion engine the same as gasoline or it can be used to produce electricity onboard the car as it is driven. There have been experiments setting up hydrogen stations where one could refuel the tank as quickly as you do with gas.

There are lots of problems with this. One, it costs a lot to produce hydrogen. Plus, it takes lots of electric energy to make the hydrogen. Most commercially available hydrogen now is produced from methane gas and very high temp steam (over 1500 degrees) or splitting the water molecule into hydrogen and oxygen, which requires electricity. So, it still takes oil production to gather enough methane and it requires a lot of energy to make the steam required. Or, you need a large electric power source to separate water.

At least, when burned, hydrogen leaves behind water, not pollutants. At this time, it is not practical to produce hydrogen in sufficient volumes to power all the things in which we now use petroleum products. Add to this the hazard of carrying a tank of hydrogen in your car or storing it underground in tanks, and hydrogen's future as a fuel is still some time off.

**Tech Article: March; 2021,**  
Barry Rosenberg  
British Car Service

from the ***Peachtree Registry***

# Prince Philip and His MG

We note the passing of a rather famous MG owner recently, the husband of the Queen of England, and father and grandfather of the future kings.

When the Duke of Edinburgh reviewed the MG Heritage Festival at Windsor in 2009 he stated in his message "I am much looking forward to the parade of MG cars at Windsor Castle. It will bring back happy memories of the MG TC which I bought in 1946 when I came home from serving with the Royal Navy in the Far East"

The TC, as listed, has been on on the UK T Register records for many years but in 40+ years of MG ownership I have never seen a photograph of it and to the best of my knowledge there has been no further reports of its survival or subsequent ownership.

I have never seen or heard of any reference to the Duke's ownership of a TD and think that may be 'license' taken by the producers of **The Crown** drama series. (See photo above.)

To add a wrinkle to (or conclude?) this thread, Peter Thornley's biography and memoir of his father, **Mr. MG** (2003), notes on p. 44, "While Prince Phillip owned an MG TC, he was courting our future Queen, John [Thornley] maintained that there were in existence some accident photographs that common courtesy dictated should not be published!" I see no reason to doubt that this is why the car has disappeared; certainly Thornley, of all people would know.

Tom Lange, MGT Repair



## London Man has Motoring Encounter

From **Road & Track**, December, 1964

"A man who now frowns on taking even the longest of chances is Mr. William Cooper of London. Mr. Cooper doesn't have a driving license & has failed the driving test 5 times. Unlicensed, in England, a driver must show a learner's permit & be accompanied by a person with a license. But Mr. Cooper thought he would be safe if he just drove to the pub one night. His auto collided with the car of Queen Elizabeth and Prince Philip."

While courting the queen above  
The Queen, her Corgis and a royal MGB at right.  
The Duke tries out a special Jaguar below  
See also **The Octagon**, Feb, 2018





## MG and the Queen of England

*By Russ Sifers*

Princess Elizabeth, in a letter, recalled of her suitor, Prince Philip, "Philip enjoys driving and he does it fast! He has his own tiny MG which he is proud of – he has taken me about in it, once up to London, which was great fun, only it was like sitting on the road, and the wheels were almost as high as one's head."

Philippos Andreou, later Philip Mountbatten's car, was a black with green interior MG TC. The registration license plate was XHD 99. The TC was produced on September 11, 1946 and had the chassis number TC 1362. Philip purchased the MG later that very month. Sometime after their wedding in 1947, the MG TC disappeared, never to be seen again.

One story has TC 1362 being sold in 1948. Another story has it being traded in on a TD before 1952. And yet another story says it was wrecked and photographs were initially circulated, but quickly disappeared and the story was hushed.

As Paul Harvey would ask – will we ever hear the rest of the story of TC 1362?

More to come...





# The Way We Were

## *MGB at the 24 Hours of Le Mans*

By Graham Robson

Condensed from **British Car** magazine, July, 2000

At Le Mans in 1963 – and again in 1964 and 1965 – a single red long-nose MGB lapped steadily, monotonously, passing the grandstands every five minutes. Except for when driver Alan Hutcheson put the car into a sand bank for more than an hour, a 100mph running average was always a possibility.

"It was very boring," race team manager Peter Browning told me. "We'd see the car every five minutes, tick off another lap, and go back into hibernation. It was so predictable."

Three times, with three different cars, but only one specially shaped long nose, BMC entered an MGB for the prestigious 24 hours race at Le Mans in France. There was no question of winning the race – even a race-tuned MGB was 70mph slower than the Ferraris or Uncle Henry's best – but merely proving a point.

Which certainly happened for here, except for the special long nose, was a sports car that everyone could recognize. Here was a racer developed from a road car. Maybe, just maybe, you or I could have been sitting there, in the same race...

The miracle was not that the MGB performed so well at Le Mans, but that it was there at all. BMC's bosses put a ban on 'works' racing, and it took eight years of delicate diplomacy (on Competitions Manager Stuart Turner's part) to modify that.

The 'works' Competitions Department at Abingdon, fortunately, had experience of preparing MGBs to race at Sebring. Peter Browning explained, "I was working at Abingdon where I was hired to run the Austin-Healey Club. In my spare time I was a racing time keeper. Stuart Turner asked me to manage the events for which MGs were entered. My very first such event was Le Mans in 1963.

"I must have behaved myself at Le Mans, so when it came to going to Sebring, Sicily or Le Mans again, Stuart was happy for me to go. There wasn't any strategy really. The whole objective of running MGBs in motor racing was to demonstrate reliability.

"The cars were run very much to standard specification. We didn't really race at Le Mans anyway, we just tried to qualify and finish. The only tactical plan I had was to refuel the car every two hours and 20 minutes; we knew we might have to change brake pads at midnight (after eight hours of racing!), but that was about it. The reason that we finished 11<sup>th</sup> in 1965 was that everyone else dropped out.

"To qualify to start, the MGB had to beat a five minute lap, which was about 100mph. As speeds rose, it got more difficult to qualify each year. We actually asked old friends in other cars to give us a "tow" along the Mulsanne Straight!

"At Sebring, maybe, we would look at the TRs and the Alpines, to try to beat them, but we couldn't match the racing Porsches, and never tried. The drivers were very good about that – though it was never easy to stop Timo Makinen from going flat out. Parts of our success with our regulars – Paddy, Andrew Hedges and Tony Fall – was that they had the discipline, and they were fine.

"In 1963, the MGB was officially entered by the driver, Alan Hutcheson. Just as well, really, because he went off at Mulsanne on the first few laps and spent 1.5 hours digging the car out, using his helmet, the passenger seat, anything to move any sand. The car was undamaged and averaged 99mph for the rest of the event. The doughty MGB just kept on, and on, and the engine, revving to a consistent 6500rpm, never missed a beat.



"Preparing the MGB for Le Mans got no special priority. In 1963, it was a standard car, registered 7 DBL, which returned from Sebring with a blown engine. It was re-prepared at Abingdon, flanked by Healey 3000 and Mini Cooper rally cars. Whichever mechanic was free would start the next job."

For Le Mans, MGs's chief engineer Syd Enever designed a new long nose in aluminum, with a small air intake. This was grafted onto a standard MGB body. It looked right and clearly, it worked well – but was never tested in a wind tunnel. The body panels were also done in light alloy. Other than a massive fuel tank, the whole structure was remarkably standard. Even the removable hardtop was of the type you could order from your dealer.

The engine was tuned to what was called stage 6 in the Tuning Manual. The fittings included a side-draught Weber carb, a full-race camshaft, special flywheel, pistons, valve gear and exhaust manifold. The close-ratio gearbox and competition clutch were matched to a very high 3.307:1 final drive. Overdrive was not fitted, presumably because it could not cope with the increased power.

There were wide-rim wire wheels, competition brake pads (on standard size brakes), and stiffened springs and dampers.

Peter Browning makes the point that any reasonably well off MG enthusiast could have prepared his own car to the same standard. In later years, many privately-owned MGBs were faster and more specialized.

With 125-130bhp and the long nose, drivers could expect 130mph on the straights. It was not going to be a restful race however, with the leaders blowing by the MGB every 20 minutes or so. In 1963, the MGB moved up to 12<sup>th</sup> place and without the sand pit delay, could have finished in 9<sup>th</sup> or 10<sup>th</sup> place.

Paddy Hopkirk says they ran flat out the whole time. "Otherwise it would have felt very slow."

7 DBL went on to crash in the *Tour de France Auto* but then won the GT category of the 1964 *Monte Carlo Rally* in the hands of the

Morley brothers. For the 1964 Le Mans race, a second MGB, BMO 541B, was prepared to the same specification. It was driven by Paddy Hopkirk and Andrew Ledges. This year the MG was timed at 140mph on the straight but had to make an emergency stop at 4am with the brake pads welded to the discs. This kept the MGB from recoding a 100mph average for the race. However the 99.9mph it did achieve got it perhaps more attention!

The challenge was taken again for 1965, this time with the third MGB, DRX 255C. In spite of a trouble-free run, the team recorded 98.2mph. Yet it was impressive enough by any standard, and as rock-reliable as ever. I had the pleasure of using this car soon afterwards, only modified with a 4.55:1 rear axle to make it useful in traffic.

Noisy? Yes. Crude? Only in the standard of its fittings. Enjoyable? Oh, yes! And did it cause a stir? Well, of course it did – when did you last drive a racing car, complete with numbers, in rush-hour traffic?





## Roy Brocklehurst Interview

In 'Thoroughbred & Classic Cars', January 1987, on the 25th anniversary of the availability of the MGB, there is an interview with Roy Brocklehurst. Roy was chief draughtsman at Abingdon when the MGB was being designed. The interviewer is Wilson McComb, author of "MG by McComb". Here is a summary of the interview.



### **Who did what on the design side?**

Staff in the Drawing Office and Development Shop numbered about 42. John Thornley, General Manager of MG at the time, and Syd Enever, Chief Engineer, were the main motivators in getting the MGB project underway. Syd never had any formal engineering training, but he was so intuitive in his approach – except that he had this thing about the proportions and fixing of components. He was a man of massive brackets and powerful bolts. I wanted a lighter, more efficient car, but....

Primarily, I found myself directing the chassis side; I'm not a body engineer. The MGB provided a lot more space for its payload than the MGA although it was 3 inches shorter, about the same height and only 2 inches wider.

### **What about the body?**

Detailed production design of the MGB was by Pressed Steel Fisher at Swindon, using a bunch of ex-aircraft designers. Abingdon did the prototype engineering which enabled the vehicle to be built, but the detailed data to enable toolmakers to produce tools for production pressings was the responsibility of PSF.

### **Why mono-construction for the MGB?**

The way we built the MGA, with its separate chassis frame, was labour intensive and limited our production rate. The big appeal of mono-construction for the MGB was that BMC had a brand new plant at Swindon capable of producing such vehicles in house, with less material, fewer people and in numbers limited only by the sales potential.

### **Farina had a lot to do with the GT design, didn't he?**

Yes. We made several attempts at Abingdon to produce a fixed head design, but they all looked over-browed, terrible. For some reason we were obsessed with keeping the windscreen the same height, and it just didn't work. In desperation we sent an open MGB out to Farina, and back came this gorgeous-looking coupe. It was superb – an absolute revelation to us. He was a truly artistic stylist – and, of course, he'd raised the windscreen height!

### **Did you contemplate having independent rear suspension on the B?**

We'd have preferred to have gone for a de Dion axle – it keeps down unsprung weight and keeps the wheels square to the road. But BMC Tractors & transmissions branch were turning out live axles in profusion, which the industry was using generally in those days.





## Roy Brocklehurst Interview

There was great encouragement to use standard components.

**Isn't that why so many people look contemptuously on the MGB and its like, as sports cars built with sedan components?**

Yes it is. It's also why most of those people can afford to buy them! It's not just a question of price, it's also the aggravation factor of making special components in the volume going through Abingdon. A large organisation doesn't want that!

**So you were left with the same front suspension as before – the lower wishbones, coils and lever-arm dampers?**

Yes. We'd have preferred telescopics because there is always a degree of lost motion in lever-arms, some movement before the valves open. But we had a big carry-over stock to handle.

**When the GT came out 2 years after the roadster, it had wider rims, bigger-section tyres and a front anti-roll bar as standard.**

Making the anti-roll bar an option on the roadster was a deliberate decision, to keep the advertised bottom price down. And we didn't want two different tyre sizes going through the factory, but we were tormented by sprung/unsprung weight on the roadster. We had to compromise between wheel-hop and the amount of rubber on the road. The wheels themselves were one of our biggest budgetary problems – the tooling cost for a pressed steel wheel was horrendous. As for wire wheels, they were just bad news, but we had to have them as an option to keep customers happy. I think that, given the constraints we had, we did as good a job as could be done. For a semi-elliptic car the MGB has to be as good as any.

**So good handling was high on your list of priorities?**

Absolutely! An MG had to be a car you could get into and immediately feel at home in.

**Turning to the engine, I know there was talk of a V4 and a 6, but was there any real doubt that you'd end up with the BMC B-series engine?**

Not really. I think it was John Thorley who convinced us that we must have it opened out from 1622cc to 1800. The V4 and the 6 were experimental engines (that's not the 6 that was used in the MGC). They would have to have been chosen for some volume-production model before we'd get them. The 6 in an MGB was clocked doing 132mph on the Oxford bypass when being tested.

It's ironic that the 2 litre O-series engine never got into the MGB. It was specifically



designed for the MGB because of problems with the B-series in meeting US emissions standards. It was developed in Abingdon in the MGB but it never got to the production car. That's really what killed Aston Martin's attempt to buy MG.

I have heard it claimed that the 1800cc engine had to have an oil cooler, then 5



## Roy Brocklehurst Interview

main bearings instead of 3, because it wasn't tough enough, and yet the Competitions Dept preferred the 3 bearing engine.

Longbridge decided to go for 5 bearings to get more refinement, more smoothness – for saloon cars, not the MGB. The oil cooler was because we wanted a worldwide specification, and oil temperatures were on the high side. It's far easier to cool moving oil than bulk oil sitting in a sump, no matter how many fins you put on it.

### **Why did we have to wait until late 1967 for a four-synchro gearbox?**

Issigonis didn't think bottom gear on any car needed synchromesh. He said "why do you need synchromesh when nothing's going round?"

### **Why did we have such a big steering wheel, an accelerator you couldn't heel and toe with, confusing switches, difficult heater controls?**

Syd Enever liked big steering wheels and he really wasn't into the ergonomics of control layout – he'd have considered that a very way-out technique.

### **Why were the batteries so inaccessible?**

It cost a lot of money to have 2 6V batteries sited back there, each side of the prop-shaft. We did it to improve the weight distribution (that was one of the reasons for the alloy bonnet too). A 12V battery in the boot would have taken up too much of the limited space there.

### **All right, I'll forgive you the battery position – but the fuel pump as well?**

Pumps used to be on the bulkhead, but then someone at SU decided that they worked better if they pushed the petrol instead of pulled it, so they went to the back of the car.

### **With hindsight, should you have realised that those hollow sill sections would be so prone to rusting?**

Fair comment. Perhaps back then we weren't unduly concerned about the long term effects of corrosion. We built vehicles the best way that we could, and the hollow sections were there to impart torsional and beam strength to the body.

### **Would you agree that in some ways the car was cheapened towards the end of its life? Eg., the hingeless rear quarterlights on the GT, the unleaded body seams, the steel bonnet?**

There was a time when BL recruited some managers from Ford who had made their name by budgetary control – cost cutting – and unfortunately Abingdon felt the backlash. There was some concern about the health aspects of leaded seams, but you're always stuck with them. Look at the Rolls Royce Camargue – its got about 200 lbs of lead on it! The alloy bonnet was always a problem because Pressed Steel hated it from day one – always wanted to be rid of it.

### **Didn't you regret what the black bumpers did to the MGB – the appearance, the weight increase, the raised ride height?**

We all hated them. It was done to retain the US market. I suppose we tended to go for overkill when it came to meeting requirements like that. The padded dash for America caused us a lot of aggro earlier on, and in the end it wasn't needed. For a long time, we in





## Roy Brocklehurst Interview

Engineering tried to take the initiative to get a replacement for the MGB, but it was no good. Tooling costs were going through the roof.

### **Looking back now, 25 years on, are you pleased with the MGB?**

Yes, I do feel pleased. It's a motor car and I played some small part in its design and development, and it was successful. I still think it looks pleasing, especially the GT, which I think is aesthetically a super-looking car – and I've done lots of miles in them.

Compared with our two main rivals in USA, the TR4 and the Mustang, the MGB was down on sheer power, but its big attraction was that it really did go where you pointed it. I've driven the opposition and I believe that the MGB was a much more pleasant car to drive.

I'd love to have seen the MGB lighter, more energetic. One of these days someone will bite the bullet and we shall have aluminium cars, and they will be so much better than steel ones.

### **Finally, can we look at the 2 attempts to raise the performance of the MGB, the MGC and the V8. You were deeply involved in both of them, I know.**

The MGC was imposed on us from outside Abingdon, using the engine of the Austin 3 litre, a move for smoothness with 7 main bearings. It was nice for refinement, but it just didn't want to go. And with about 700 lbs of cast iron up front it wasn't very interested in going around corners either. It was a disastrous and expensive exercise for Abingdon.

### **It's been suggested that the Roadster body was not tough enough for the V8....**

There may have been suggestions of lack of torsional stiffness, but the real reason for restricting the V8 to the GT body was that we reckoned to be able to sell as many V8 GTs as we could get engines. It was also the availability issue that restricted us to the low compression Range Rover unit. It was this availability problem that killed the MGB GTV8 in the end. More development, including a stronger gearbox (the 5 speed used in the Rover SD1) and a 200bhp version of the engine would have been fine in the MGB. But by Abingdon standards, even with just 137 bhp, the V8 was considered very near the bone in its day. If Syd Enever had still been there I think it never would have happened.



## 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

## 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
- 26<sup>th</sup> MGOB Christmas in June Pool Party
- 27<sup>th</sup> Brits by the Bay

## JULY

- 6<sup>th</sup> Club Meeting

## AUGUST

- 3<sup>rd</sup> Club Meeting
- 7<sup>th</sup> Delaware Valley Car Show (see flier)

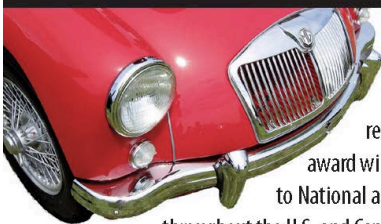
## SEPTEMBER

- 7<sup>th</sup> Club Meeting
- 25<sup>th</sup> MGs on the Rocks Car Show

### MGs of Baltimore Affiliations

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

### 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).



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)



# 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: \_\_\_\_\_



# Cars & Motorcycles of England

AT HOPE LODGE - FT. WASHINGTON, PA



All-British Marque Judged Motorcar and Motorcycle Concours  
and a Nationally Sanctioned Jaguar Concours d'Elegance

Field opens at 8:30AM – Judging begins at 10:00AM

Hosted by Delaware Valley Triumphs Ltd. (DVT) and The Delaware Valley Jaguar Club (DVJC)

Pre-Registration Only – Hope Lodge is a state owned Historical Property, subject to CDC/PA Guidelines

Visit [www.dvtr.org](http://www.dvtr.org) for more information  Follow us on Facebook at “Cars and Motorcycles of England”

## Registration for Cars of England at Hope Lodge

NOTE: For JCNA Concours Registration, visit [www.delvaljaguarclub.com/event](http://www.delvaljaguarclub.com/event)

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_

Email \_\_\_\_\_

**Pre-Register by August 1<sup>st</sup>: Cars \$20, Motorcycles \$10**

Make checks payable to “DVT”

Mail registration form and check to:

Robert DeLucia  
2593 Trewigtown Rd.  
Colmar, PA 18915-9752

To join DVT, include a separate check for \$30 payable to “DVT”

Show Info Hotline: (267) 258-7071 or [yukon80@comcast.net](mailto:yukon80@comcast.net)

Hope Lodge Information: [www.historichopelodge.org](http://www.historichopelodge.org)

### SHOW CAR REGISTRATION(Non-JCNA Concours)

Marque \_\_\_\_\_ Year \_\_\_\_\_

Model \_\_\_\_\_ Award Class \_\_\_\_\_  
(see reverse)

### CAR CORRAL & AUTOJUMBLE

\$25 Pre-Register Only

Description of car/material \_\_\_\_\_