



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

July 2021

www.mgsofbaltimore.org

From El Presidente:

Wow, June has been a busy month, we started with the 43rd Annual Original British Car Day and have finished up with TRAC's "Brits by the Bay" at DeJon Vineyards, in between we had MG international 2021 in Atlantic City and the First MGOB Christmas in June Party. It appears things are going to calm down a bit in July with regards to shows taking place in the area.

I like to mention that we had a great showing of MGOB Members at MG 2021 at in Atlantic City, with my count putting the number at 21. The MGOB gang also walked away with a number of awards ranging from 1st to 3rd and Chairman's Choice. We also had a great time at the MGOB Annual

"After the Holidays" Party in June. The event was hosted by Beth & Clint Davis at their beautiful home in Forest Hill and while it wasn't quite Christmas, it was warm enough for a dip in the pool and you could get a hamburger or hotdog from the grill. We had about 35 members in attendance and parked all of the MGs in the backyard creating our own private car show.

Coming up in August we have the Annual MGs of Baltimore Summer Party hosted once again by Barb & Duff Fowler on Sunday, August 15, 2021, starting at 2:00 p.m. We ask that you bring a dish and your swimsuit. We also ask that to contact Duff or Barb at 410-399-0070 or bkf88@aol.com and let them know that you are coming and what you be bringing.

Barb & Duff Folwer
913 Saint Anne Drive
Street, MD 21154

Also coming up near the end of August is the Annual Altoona British Car Show August 28-29 details and registration is available online at www.pabritishcar.com The week before this mega weekend event is LANCO's 31st Annual "A Taste of Britain" British Car Show & Polo Match in Rothsville, PA. See the flier in this issue.

Now if you don't addend any other British car events this year there are two must events attend and they are the 42nd Annual "MGs On the Rocks" British Car Show set for Saturday, September 25th, 2021 for more info and to get a registration form go to www.mgsobaltimore.org. The other event that's tons of fun and has to potential to put some cash in your pocket is TRAC's Annual Fall Poker Run set for Saturday, October 16th, 2021, for more info see the flier in this issue of the Octagram.

Safety Fast!

Richard

British Car Day MGOB Winners & Pictures

Class 26 – MG TD

First Place	Glenn Abbott	1953 MG-TD
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Class 28 – MGA

First Place	Jack Stern	1959 MGA Coupe
Second Place	Cheryl Reitz	1961 MGA
Fourth Place	Jack Dempsey	

Class 32 – MG Midget

First Place	Megan & Shane Absher	1967 MG Midget
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Convention Report by: Rick Ingram, Chair – MG Council

Alas, MG International Atlantic City 2021 has come to an end. We drew 313 registrants to the event, which was quite an accomplishment considering we battled Covid for most of the past 18 months. Tech presenters did a great job.....the Harrah's staff were grateful to be called back in from furlough and took care of our needs with smiles. The 4H County Fairgrounds turned out to be the perfect setting for the car show. All in all, I believe everyone enjoyed themselves despite the few glitches that occur with any meet. Thank you all for coming....we look forward to seeing your pictures!

Shout Out from NAMGBR's Chairman Richard Liddick to one of our own:

I want to give a shout out to Bob Bates, Bob is a nice guy, but what he did at MG International - Atlantic City 2021 - June 14-17, 2021 was above and beyond. Aviva Hoffman drove her 1963 MGB up from Georgia. No problems, however the day of the car show she lost her clutch. Bob without hesitation gave her the keys to his truck & trailer. At the suggestion of Trip Arnold a repair shop was located and her car is undergoing repairs. I left out that her husband drove up in his MGA and they returned to Georgia together, but will need to go back to New Jersey to pick up her car once it is repaired. I should add she came in second in her class.

The Results Are In:

I am so happy to report that the MGs of Baltimore did an amazing job at the car show for this event. The results are listed below by National Club.

NEMGTR

Class 205 MG TF (1954 – 1955)

1 st Place	Jack Long	1951 MG TD
2 nd Place	Glen Abbott	1953 MG TD

Class 206 Post War Variants

1 st Place	Mike Lutz	1948 MG YT
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NAMGAR

Class 304 MGA 1600 – Non Wire Wheels

1st Place Eric & Chery Reitz 1961 MGA

Class 309 MG Magnette - ZA, ZB, Mk III, Mk IV/Farina

1st Place Randy & Sheila Kegg 1958 MG ZB

NAMGBR

Class 402 MGB – MKI – 1965 – 1967

1st Place Steve Meisel 1967 MGB

Class 406 MGB – MKIII – 1974 ½ – 1976

1st Place Alex Ollerman 1976 MGB

Class 411 MGB-GT 1972 – 1974 - Chrome Bumper – Vented Dash

1st Place Steve Sharpe 1972 MGB-GT

Class 415 Midget/Sprite – 1961 to 1974 – Chrome Bumper

1st Place Shane & Megan Asbher 1967 Midget

Chairman's Choice

Shane & Megan Asbher 1967 Midget



Almost Changed My Oil by: rj

Sung to the tune of “**Almost Cut My Hair**” [CSN&Y](#) (listen)

*Just changed my oil
Yes, I did it just the other day
Was getting kind of old
But I could have let it stay
But I didn't - and I wonder why
Thought a little maintenance I could try
Yes, I feel like I owed it to someone*

Why did I do it? More importantly why specifically did “I” do it. OK, changing your oil is a good thing. Oil, *unlike good wine or scotch*, doesn't age well. The oil filter element has probably seen better days too. Now, most of us don't drive our LBC's far enough to reach the recommended change milage, but boy can we let them sit a long time. (Really sad if you think about it).

It's up to you on how frequent you change oil. And we will not be entertaining a discussion of which oil is best. (*Obviously it's the one derived carbon neutral from the tears of unicorns*). This is not about any of that; it's about me (of course), why did “I” have to change it?

I've got to make a trip to the store, bitch about the price of oil, put a pan under the B, drain the old oil, remove the filter (curse the upright filter mount I have), replace the plug (**do this first**) replace the oil, replace the filter, find somewhere to recycle the old oil, clean up any spills, drink a beer and wonder why I did this - - -again!

It cost me \$23 bucks for the oil (Mobile 1 20/50) and \$5 for a good Wix filter. I just saw a NAPA deal for just \$23 for oil and filter. Plus, I saw a TV add from Midas that would do the whole job including oil and filter for \$25. So, if the money is about the same, why am I doing this?

It does seem that we've come to a place in the country's evolution that we just can't do anything for ourselves anymore. There's a service, and a price to pay for it, for about everything. There's even a service that will come and pick up your dog's poop! (Actually, my dog thinks this is a good idea.)

When you open the hood on today's marvelous motorcars you will find an immense plastic hood covering the entire engine bay. If you inspect it closely you may find in small print; “*incompetent would-be mechanics stay out*”. Face it, the day of the shade-tree mechanic is fading away in the shade. The simplicity of our LBC's is long past. We just don't have the tools or talent to work on today's chip infused wonder-wheels.

So, I changed my oil, because I felt I owed it to someone - - “ME”. It's that terrible trait of self-reliance that I was taught early and often. Now it's up to you. Change your oil (**please**) or not; do it yourself or not. In closing (and as compensation for reading my mind's latest exhaust gas) I recommend listening to the rest of [Déjà Vu](#)

The Mighty Morris Minor

The Morris Minor cars always fascinated me. They are odd but in a good way. I never owned one but there many examples at Ronnies in various states of repair or not !? Ron Kew has a Woody Traveler and a pickup truck that are drivers that have been on runs with the club. Ronnie has had a pretty blue convertible in his shop being worked on for a while. I wish the owner had joined us cause the car was really cute. Ronnie also sold the project car that stayed out front at his shop for years. I've always wondered where it is now and if the new owner ever finished fixing it. What follows is the first bit of an interesting Wikipedia article on the complete history of the Morris. The most interesting parts to me are the references to Alec Issigonis the engineer that helped in the design as a junior engineer. Its fascinating to read about the beginnings of Sir Alec Issigonis, the mastermind behind the world's first transverse mounted motor in the Mini Cooper and his first entry into the automotive industry. Also how and why the Morris couldn't continue in production. It seems on reading the history that Volkswagon just flat out produced them and had a better distributor and service network on a global scale. The article ends with an encouraging note that there are still many Morris cars on the road and are supported by various groups around the world.

The Morris Minor is a British car that made its debut at the Earls Court Motor Show, London, on 20 September 1948. Designed under the leadership of Alec Issigonis, more than 1.6 million were manufactured between 1948 and 1972 in three series: the MM (1948 to 1953), the Series II (1952 to 1956), and the 1000 series (1956 to 1971).

Initially available as a two-door saloon and tourer (convertible), the range was expanded to include a four-door saloon in 1950, a wood-framed estate car (the Traveller) from October 1953 and panel van and pick-up truck variants from May 1953. It was the first British car to sell over a million units and is considered a classic example of automotive design, as well as typifying "Englishness".

The Minor was conceived in 1941. Although the Nuffield Organization was heavily involved in war work and a governmental ban existed on civilian car production, Morris Motors' vice chairman, Miles Thomas, wanted to prepare the ground for new products to be launched as soon as the war was over. Vic Oak, the company's chief engineer, had already brought to Thomas' attention a promising junior engineer, Alec Issigonis, who had been employed at Morris since 1935 and specialized in suspension design, but he had frequently impressed Oak with his advanced ideas about car design in general. Issigonis had come to Oak's particular attention with his work on the new Morris Ten, which was in development during 1936/7. This was the first Morris to use unitary construction and was conceived with independent front suspension. Issigonis designed a coil-sprung wishbone system, which was later dropped on cost grounds. Although the design was later used on the MG Y-type and many other postwar MGs, the Morris Ten entered production with a front beam axle. Despite his brief being to focus on the Ten's suspension, Issigonis had also drawn up a rack and pinion steering system for the car. Like his suspension design, this was not adopted, but resurfaced in the postwar years on the MG Y-type. These ideas showed that he was the perfect candidate to lead the design work on a new advanced small car.



Triumph Marque *by Chris Cooper*

Hello Every One

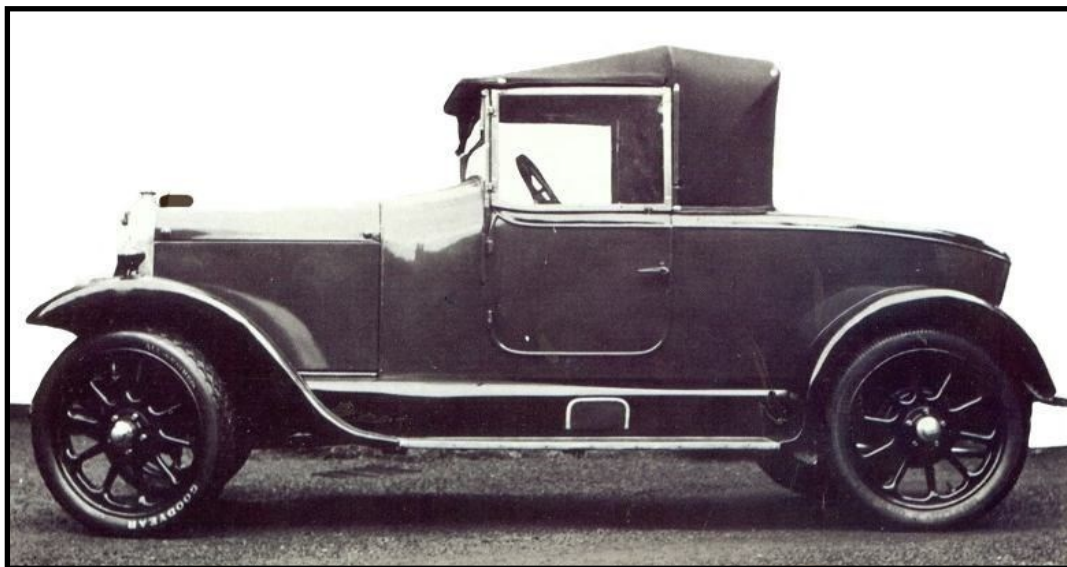
I stop and give some Honor
To the First Triumph that started it All.

The **Triumph 10/20** was a car manufactured from 1923 to 1926 by the Triumph Motor Company. It was the first Triumph automobile and was named the 10/20 for the Royal Automobile Club's taxation class of 10 horsepower rating and its actual output of 20 brake horsepower. The design was principally by Arthur Alderson assisted by Alan Lea and Arthur Sykes who were employed by Lea-Francis, to whom Triumph paid a royalty on every car made. It was powered by a 1,393 cc (1.4L) 4-cylinder side-valve engine designed by Harry Ricardo and fitted with a single updraught Zenith carburettor.



The engine produced 23.5 brake horsepower (17.5 kW) at 3000 rpm, giving the car a top speed of 52 mph (84 km/h) and economy of 40 miles per imperial gallon (7.1 L/100 km; 33 mpg \square US). The four-speed gearbox was mounted centrally and coupled to the engine by a short drive shaft.

Thanks to This Car that started it All
Take Care And God Bless
Chris Cooper
(Source Wikipedia)



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***

ENGINE MOUNTS

Stephen McDowell

I swapped the two old engine mounts out on the '79 MGB with new ones. Not fun, but done!

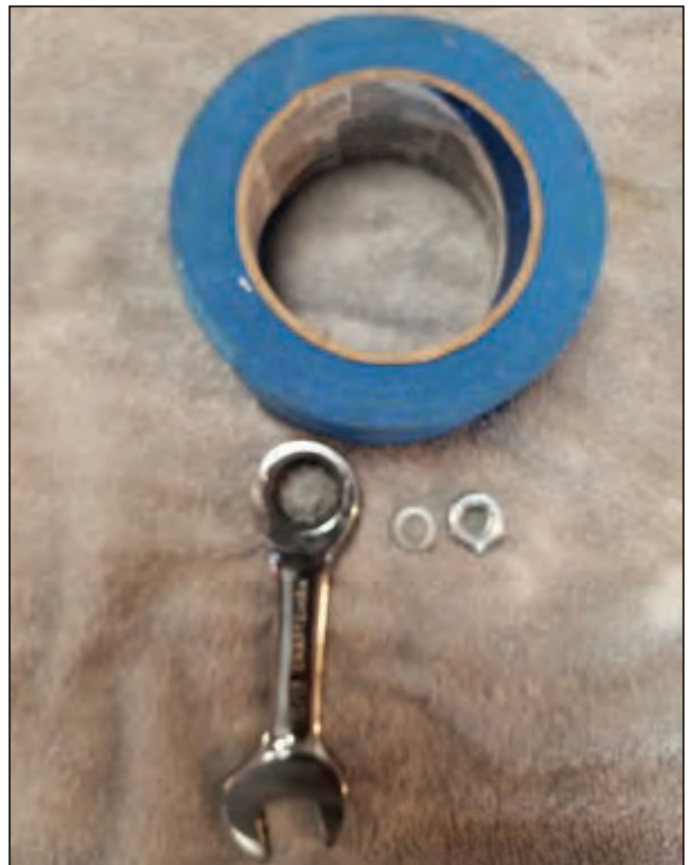
Jack up the car, remove the front tires, remove the alternator, use jack again to lift the engine using a short 2x4 on the back half of the oil pan. Unbolt the old mounts by removing nuts under the frame (having the wheels off helps). Unbolt the bolts holding the mount to the engine (2 of these on each). Lift engine high enough to manually remove the old mounts.

Next steps are for installing the new mounts and you can do this without disconnecting the steering column nor boots. I would recommend that you cut 1/4" off the bolt on the left (driver's side) mount or the bolt will be too far behind (and hidden) behind the column. Also to get the washer and nut on the bolt, you will need to stick some painter's tape on a wrench to get them started on the bolt. I used a closed wrenched box end to get it started, then used an



open end slim wrench to finish the job. It may be tempting to continue with the closed end wrench but, if you do, you won't be able to get the wrench off the bolt as the end will be behind the column. After that, you can lower the engine until the mount aligns to the engine bolt holes. I had to use a pry bar to help the process.

Like I said, not fun but done!





“Not a real MG”

I have recently purchased a new MG ZST SUV and I am very happy with it.

But I do have people say that “It’s not a real MG as MG only made sports cars”.

Nothing could be further from the truth. MG has always made very good saloon cars as well as great sports cars,

Below is a photo of the a 1927 car called the “MG Feather Light Saloon” made from cellulosed fabric stretched over a wooden frame. This particular saloon was the original Old Speckled Hen after which our monthly mid-week run is named.



The MG VA, or MG 1½-litre as it was originally marketed, was produced from February 1937 to September 1939 and was the smallest of the three sports saloons they produced in the late 1930s, the others being the SA and WA. Great car sold very well.

A advert for the Four door pillarless saloon it was a little pricey and did not sell well.



MG VA

The MG Y type was a 1250cc saloon and was a pre-war project that Syd Enever and Cowley suspension designer Alec Issigonis had been working on in 1937.



“Not a real MG”



Both the YA and ZS are well trimmed and fitted with a sunroof and are about 1300cc. The all-steel body resembled that of the Morris but had suitable modifications to the front and rear end to give a traditional MG 'look' with specially swept tail and rear wings. A new and rather more traditional nose included a vertical chrome slat radiator. The chassis however was completely different. The frame was of welded box section and underslung at the rear with leaf spring suspension. Front suspension was independent with coil springs and wishbones which was somewhat a rarity at that time and the first such application to a Nuffield Organisation production car. Torsion bars as used on the earlier MG R type were not utilised and did not re-appear for many years later until the launch of the MGC in 1967. Rack and pinion steering was introduced for the first time on an MG and was mechanically more precise than the Bishop Cam type used on the earlier T series models. Solid and robust, the Y type chassis was to form the basis for many future sports models however like so many pre-war designs the car was far too heavy for its engine with the car weighing in at 20 hundredweights some 440 lbs heavier than the TC. With only a single SU carburettor and a detuned version of the 1250cc XPAG engine, as used in the TB, that had a lower compression ratio and different valve timing, performance was far from brisk. It was however an ideal cruising car with a high degree of comfort and a touch of luxury. The gearbox was a four speed synchromesh unit with remote control that was renowned for its positive change and the rear axle was of conventional MG design.

The whole car was extremely well appointed by post-war depression standards and was very much in the style of the pre-war S, V and W saloons.

It was welcomed by both the motoring press and public alike when it was announced in the spring of 1947, priced at £671 11s 8d. The car subsequently enjoyed sales success both at home and abroad and although of compact dimensions and not particularly roomy, the ride and road holding standards were excellent and at the time was judged exceptionally comfortable compared to many of its contemporaries. There were many features fitted as standard on the Y type such as the Smiths 'Jackall' four wheel hydraulic jacking system. This consisted of four hydraulic jacks located adjacent to the wheels that could be lowered all at the same time to support the car entirely free of the ground, this enabled wheel changes and general maintenance. The front could also be raised independently and vice versa. The hydraulic pump was located on the nearside of the engine bulkhead and was activated by a hand operated lever. Other features worthy of note were the opening front screen and sliding steel sunroof together with an adjustable telescopic steering column and rear window blind.



"Not a real MG"

The Y Saloon was never designated YA but over the years has adopted the title from owners and enthusiasts. It sold quite well though it could not hope to equal the runaway export success of the TC and TD Midget models. 6,158 examples were produced at Abingdon through until 1951 when a slightly improved version the YB was introduced. This car had slightly smaller wheels (15" instead of 16") and a front anti-roll bar was fitted. Larger heavy duty shock absorbers were employed together with a hypoid rear axle and uprated brakes, all of which greatly improved the car's performance on the road with better handling and stopping power. Like its predecessor, the YB had to counter very little by way of competition from other manufacturers and despite the uninspiring appearance the Y series MG achieved a production figure of well over 8000 units by the end of production in 1953. Worthy of mention is the production of an open touring version of the Y type which was launched at the Motor Show in the autumn of 1948. The YT as it was known was an open topped full four seater. This car was lighter and slightly quicker than the saloon versions powered by a TC specification engine of 1250 cc. The car unfortunately was not greeted with enthusiasm due to its rather bulky appearance and was reminiscent of an Army General's staff car. Most of the production (877) was exported with Australia as the main market. The YT utilised the same chassis as the YA with the 54bhp twin carburettor TC engine as power unit. The dashboard was different being somewhat similar to that of the TC. It was assumed that most of the YTs were built in left hand drive specification for the export markets but in fact most were right hand drive versions destined for Australia rather than the USA. Low volume production of the YT continued through until 1950 and was one of the last open tourers of its kind to be made apart from that produced by the Singer Motor Company.

George Walter



Dren Errington in MG1.



Wanted

WANTED. 1973/74 chrome bumper over-drive MG BGT.

Must be stunning original condition. Prefer NZ new. Would consider restored car or UK car. Must have lots of receipts and history and original paper work. Would consider V8. Even if not selling I would like to register interest if you ever do. Thank you so much.

Roger Flatz

Email: roger.f@ballebros.co.nz

Mobile: 027 6049606



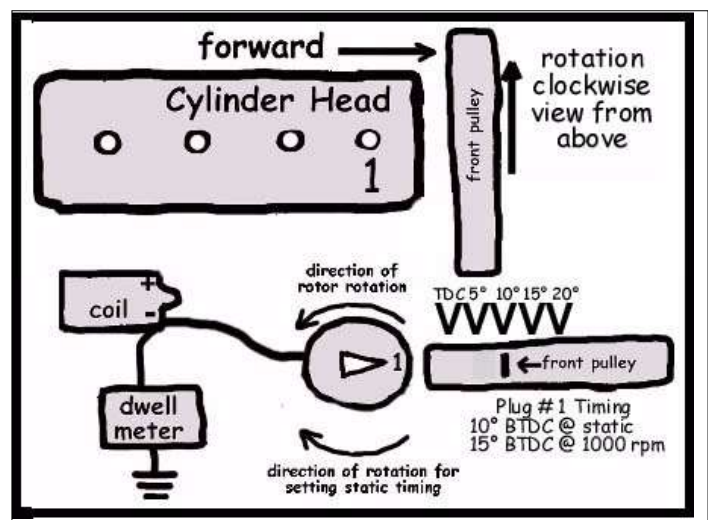
Ignition Timing Your MGB Lucas 25D Equipped 4 Cylinder



1. Release distributor cap and set aside.
2. Release handbrake, put gearbox in 2nd, and roll car back and forth until distributor rotor points to app. #1 (front) cylinder plug wire position of distributor cap.
3. Rock car until the timing adjustment mark on crankshaft pulley aligns to far left timing alignment pointer (TDC) and adjust point gap .014 to .016 in. with feeler gauge.
4. Rock car until the timing adjustment mark on crankshaft pulley aligns to middle timing alignment pointer (10° BTDC high compression or 8° BTDC low compression) for static timing. Reattach distributor cap. Set parking brake with engine in gear so that the crankshaft does not move from the alignment.



5. Connect timing light to #1 (front) cylinder plug. Connect dwell meter to coil at distributor wire terminal and ground.
6. Loosen distributor pinch clamp bolt just enough so that the distributor can be turned but with resistance.
7. Rotate distributor by hand clockwise (viewed from above) so that the rotor "advances" in the direction in which the engine runs (counter clockwise viewed from above).
8. Stop rotation just as dwell meter needle jumps (or timing light flashes).
9. Warm the engine and idle at 1000 rpm. With engine running, check points gap dwell with meter. Turn off engine and final adjust points gap if needed.
10. With engine running, final adjust timing by rotating distributor by hand so that the timing light flashes as the timing adjustment mark on crankshaft pulley aligns to the 2nd from right timing alignment pointer (15° BTDC @ 1000 rpm).
11. Tighten pinch clamp bolt enough to prevent the distributor from turning but do not overtighten.



An MGC Coupe That Recalls the Glory Days of Motorsport

By Zachary Mayne, *Classic Motorsports*

When it comes to great classic cars, there are a few so rare that the only possible way to experience one is with a recreation. Among those is the MGC/GT Sebring.

How rare, exactly, is this model? According to the history books, originally five (some say six) chassis were destined to be turned into full-on racecars by The BMC Competitions Department in 1967. If that number weren't small enough, only two fully functioning cars were ever officially produced and raced.

The pair—carrying license plates MBL 546E and RMO 699F—went on to race promisingly at storied venues such as the Targa Florio, the Nürburgring and, of course, the eponymous 1968 Sebring, where a GTS won its class. Unfortunately, what could have been an illustrious career for the cars was cut short. The Competition Department shuttered its doors in 1969, after MG was acquired by British Leyland.

Obviously, anyone who wants an original Sebring is pretty much out of luck. The alternative, of course, is building or buying a recreation.

Like many MG fans—and car enthusiasts in general—Southern Californian Steve Simmons has always had a special place for the MGC GTS on his list of must-have cars.

If ever there were an enthusiast who should own a dead-on MGC tribute, it would be this dyed-in-the-wool MG nut. Steve's passion for cars bearing the MG badge is the result of an automotive family heirloom. "I spent much of my youth riding around in my father's 1967 MGB/GT," says Steve. "He got it from his father, and after he drove the car daily for over a decade, it eventually became my problem."

That MGB became Steve's first car, and he still has it. It's one of five MGs currently in his stable.

His garage is stuffed to the rafters with two lifts containing a 1949 MG TC, a 1958 MGA roadster, a 1965 MGB roadster, the aforementioned '67 MGB and, of course, the Sebring. And get this: He still uses the '67 MGB GT as a daily driver despite the grind of Los Angeles traffic.

Steve may be borderline masochistic, but using the GT as a commuter car makes him a hero. "I've never owned a more practical and fun car, and it's no less reliable than most of the newer cars I've owned," he adds. "More than likely, I'll never own another modern car."

Dreaming of Sebring

Owning a Sebring recreation was high on Steve's bucket list, and he was actually familiar with this particular MGC long before he became its owner. "The first time I saw XRX was on a club outing," he explains, referring to the car by its number plate. "The then-current owner had just acquired the car and was just getting a feel for it."

MG Motorsports, an English tuner shop, had recently built the MGC into a pretty wild beast before it sold to an American enthusiast and was shipped to these shores. To say that Steve was smitten by the lavishly flared, bright-red MGC is an understatement. He never forgot about it.

"Several years later, I heard it was for sale and saw a few photos taken at a local car gathering," he recalls, adding that he was awfully tempted to buy it. He already had a garage full of MG projects, though, and after struggling with the decision, he managed to put the Sebring out of his mind. It must have been fated for him to own the car, though, since it kept popping up on his radar, tempting him with its hard-to-miss hue, ostentatious stance and throaty straight-six engine.

A couple of months later, he found out it was still for sale. "Apparently the seller was not very motivated and was looking for the 'right' buyer," Steve continues. "It took me over a month to muster the courage to look at the car in person." The last thing he wanted to do was make an impulse purchase of another vintage automobile. Even so, he was fully aware that experiencing his dream car firsthand would make it impossible for him to pass up—no matter what the logical side of his brain was droning on about.



"It was too late because the car had already gotten beneath my skin," he admits. The seller thought he was the ideal buyer, too. "A week later it was in my garage," Steve sighs. "Despite the drop in my bank account, I never regretted the decision I made that afternoon."

Faithful Faux

With the car in his possession, Steve could study the details of this meticulously faithful recreation. Before its rebirth, it was just a 100,000-plus-mile '69 MGC GT that had undergone a few color changes throughout its life. MG Motorsports has since converted the car to Sebring specifications while performing a nut-and-bolt restoration.

The exterior of the car is modified with GTS-style fiberglass fender flares—the defining visual signature of this competition model—which allow for a far larger wheel-and-tire package. Up front is a hand-rolled aluminum valance.

The hood is a lightweight aluminum piece with a power bulge to clear the six-cylinder engine; it's secured with an evocative leather strap. Riveted-on Sebring headlight covers, a massive exterior fuel filler, dual Lucas fog lights and large brake-cooling ducts complete the look.

The MGC has undergone some cosmetic surgery since Steve's purchase, however. "In 2008 the car went to a high-end restoration shop for a full body and paint makeover," he says. The body was repainted in the correct Tartan Red—a traditional Works MG color—with white number plates on the doors, hood and hatch.

Most run-of-the-mill Sebring replicas are powered by a hotter MG four-cylinder engine; V6 or even V8 transplants are common as well. This, however, is no run-of-the-mill job. Under that alloy hood is the proper, genuine 3.0-liter MG straight six, an engine that can easily make a Triumph TR6's 2.5-liter powerplant tremble in its Strombergs.

The engine was rebuilt shortly before Steve acquired the car and has not needed much in the way of mechanical maintenance. The aluminum head is gas-flowed for optimal performance and works with a re-profiled cam. High-lift rockers and an adjustable vernier cam gear delivers precise cam timing to the higher-lift camshaft.

The engine also sports a lightened flywheel that allows the motor to rev more quickly. On the fuel side of things, a trio of massive 45DCOE Weber carbs are mated to an alloy intake manifold. Steve figures that the 3.0-liter engine is producing around 200 horsepower—about twice what it put out originally.

A Downton-style header feeds into a dual 1.75-inch exhaust that terminates with two 24-inch glass-pack mufflers. "I have to admit that the sound of this car is intoxicating," Steve says during a spirited drive on the winding roads that crisscross the Malibu hills just above the Pacific Ocean.

"Sometimes I have to restrain myself from acting like a 16-year-old by flooring it just to hear the exhaust roar," he continues. "There is nothing like the feel and sound of a heavy-breathing straight-six engine. You can actually hear the air being sucked into the carburetors over the engine."

In order to keep all that power safely harnessed, the suspension and brakes have been appropriately beefed up. The front torsion bars are larger, and the original front shock absorbers have been replaced with Spax adjustable units. There's also a quick-ratio steering rack, while the suspension alignment has been tweaked for quite a bit of negative camber.

Inside, the MGC strays from its competition inspiration in order to remain useable for street driving. The seats are original MGC GT spec, but they've been redone with black leather and red piping. Wilton wool carpeting adds comfort, while a 15-inch Works-style MotoLita wheel and wrinkle-painted roll bar add a dash of race flavor.

Driving a Driver

Steve's MGC recreation is about as cool as it gets when it comes to this particular marque. Despite its ferocious transformation, it recalls a time when things were more basic and straightforward.

"Other than nostalgia, I think what attracts me to MGs is in no small part their simplicity and raw motoring experience," he says. "Throughout history these cars have offered a no-frills, in-your-face ride, from the first models in the 1920s through the incredible racing successes of the '30s and right into the late '60s. After that, most cars lost me. The older and more pure they are, the more I love them."

(Steve is active in the MG clubs in the LA area.)



Review by MGOC Member Tom Doyle:

Tom reviewed this article back in the November, 2020, issue. Odd that I didn't run the article then, too! His review rather stood on its own, I hope. -Dan

New Members

John Ellis with a 1972 MGB and a 1976 Triumph TR6
Jody Yee & Liz Cornfeld with a 1973 MGB

ARTICLES IN THIS NEWSLETTER ARE COMPLIMENTS OF:

R. J. – MGOB Member

The Octagon 5/2021 and 6/2021 – The Newsletter of the MG Owner's Club/
The Northern California Centre of the MG Car Club

MG Bulletin – MG Car Club of New Zealand

AMGBA – June 2021

GSBCC - The Journal of Loose Nuts and Broken Spokes

Can You Stomach this WordSearch?

Say what you will about British cuisine. It may not be to everyone's taste but, hey, at least they perfected the Pub. We've hidden some of the more colorful and iconic English dishes and drinks for you to find.

S R Z L D G L J X F C I D E R P I M M S
C G C E X M U S H Y P E A S F A L O Z E
O X G V V J G O N G T E A E Y D L F L A
N D P S H O R T B R E A D J I O I F P R
E R R I R P P O O A U P B C V Z R A I L
Z V J Z C D A C H V A O I H Z E A L E G
U C F V E C C S Q M Q R S I F T J P B R
Y Q R O E P A U T Y N K C P P O C A K E
H T B I I C U L R Y B P U S B N R R O Y
L A R A S B U D I R D I I T E M U M Y Y
C I G I N P A O D L Y E T B U E M O M O
R B S G F G S P W I L O D C E S P I I T
P P T E I L E F X E N I N T R S E C J L
T K X J X S E R E S S G C Y S H T A E V
Q K I P P E R S S H G V M A R M I T E S

Ale	Crisps	Haggis	Parmo	Pudding
Bangers	Crumpet	Kippers	Pasty	Scone
Biscuit	Curry	Marmite	Piccalilli	Shortbread
Chips	Earl Grey	Mushy Peas	Pimms	Tea
Cider	Eton Mess	Offal	Pork Pie	Trifle

If you get stumped or cross-eyed and need to see the solution, go to: MossMotoring.com/mushy-peas.
(We'll also include a few recipes for you to try!)

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

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

JULY

6th Club Meeting

AUGUST

3rd Club Meeting

7th Delaware Valley Car Show (see flier)

15th MGOB Summer Party – Home of the Fowlers

22nd Taste of Britain Car Show (see flier)

28th & 29th Central PA British Car Festival (Altoona Show – See Flier)

SEPTEMBER

7th Club Meeting

19th Britain on the Green (see flier)

25th MGs on the Rocks Car Show

OCTOBER

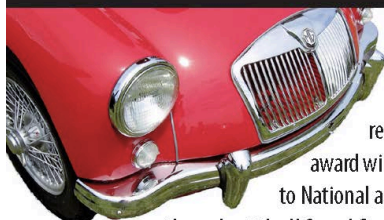
5th Club Meeting

16th Fall Foliage Poker Run (see flier)

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.



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

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 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

Name _____

Address _____

Telephone _____

Email _____

Pre-Register by August 1st: 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

Hope Lodge Information: www.historichopelodge.org

SHOW CAR REGISTRATION(Non-JCNA Concours)

Marque _____ Year _____

Model _____ Award Class _____
(see reverse)

CAR CORRAL & AUTOJUMBLE

\$25 Pre-Register Only

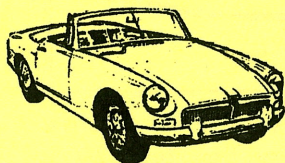
Description of car/material _____



Thirty-first Annual

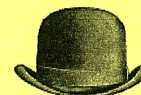
"A Taste Of Britain"

British Vehicle Show



Hosted by the LANCO MG Club

Dash Plaques to the first 150 vehicles - No Judging



SUNDAY, AUGUST 22, 2021

Forney Polo Field - 70 Church Street, Rothsville, PA 17543



Lancaster County

FIELD OPENS AT 10:00 AM - 5:00 PM

Polo Match starts at 2:30

-FOOD and DRINK AVAILABLE-

A portion of the proceeds are donated



'NEW' Proper English

Hat Contest

Ladies and gentleman, We are offering a prize to the best men's and best ladies headwear.

So come wearing your best English hat. FREE to enter

**NOON at Regalia tent
FREE**

Directions: Exit 286 of PA Turnpike, South on Rt. 222, 9.5 miles to Brownstown Exit, West on Rt. 772 Approx. 2.5 miles. Left on Church Street .3 mi. Polo Field on the Right.

For further information Call Larry (717) 285-7379

or Dennis (717) 548-2457

Larry - lcsoftball@comcast.net



Rain or Shine

Club internet address - www.Lancomgclub.com

PRE-REGISTRATION DEADLINE AUG. 14, 2021

Please PRINT Clearly

NAME _____
STREET _____
CITY _____ STATE _____ ZIP _____
YEAR _____ MAKE _____ MODEL _____
CAR CLUB AFFILIATION _____
E-MAIL _____

WAVIER OF LIABILITY

(MUST BE SIGNED TO ENTER, NEITHER I NOR MY HEIRS WILL HOLD LANCO MG CLUB OR CO SPONSOR LIABLE FOR ANY DAMAGES DONE BY ME OR MY CAR WHILE ENGAGED IN OR TRAVELING TO OR FROM THIS EVENT IT IS UNDERSTOOD THAT THIS RELEASE IS GIVEN IN CONSIDERATION FOR PERMISSION TO ATTEND THIS EVENT)

SIGNATURE _____ DATE _____
(MUST BE SIGNED)



Mail form and check made payable to LANCO MG CLUB Inc.

to: **Larry Ciarrocca, Registrar,
3079 Todd Lane
Lancaster, PA 17601**



Pre-registration by Aug. 14

\$20.00 per vehicle (2 persons) \$

Registration day of show

\$25.00 per vehicle (2 persons) \$

\$5.00 per extra person \$

Children under 12 FREE

Entering hat contest (Free)

Check box to enter ☐

NEW Membership

Single \$20 \$

Joint \$25. \$

TOTAL AMOUNT ENCLOSED \$

Official Use Only

"A Taste Of Britain"

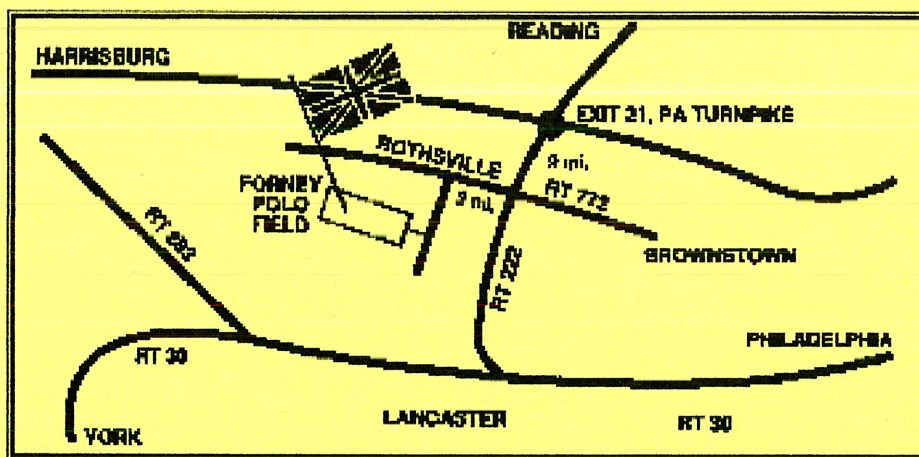
SUNDAY, AUGUST 22, 2021

NEW TIME !

FIELD OPENS AT **10:00 AM** FOR VEHICLES
and REGISTRATION - **NOT BEFORE**

Pre-registration by Aug. 14
\$20.00 per vehicle (2 persons)
Registration day of show
\$25.00 per vehicle (2 persons)

\$5.00 per extra person
Children under 12 FREE



Directions: RT. 222, To Brownstown Exit, West on RT. 772 for Approx. 2.5 Miles. Left on Church Street .4mi., Polo Field is on the Right 70 Church St., Rothsville, PA 17543

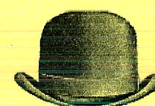
"A Taste Of Britain"

SUNDAY AUGUST 22, 2021

'NEW' Proper English Hat Contest

Ladies and gentleman, We are offering a prize to the best men's and best ladies headwear.

So come wearing your best English hat. FREE to enter
NOON at Regalia tent
FREE



Lanco MG Club
P.O. Box 7721
Lancaster, PA 17604

Place
Stamp
Here

Dear British Car Enthusiasts,

The Central Pennsylvania British Car Club, Inc. would like to invite you to our 27th Annual British Car Festival. We will be holding our Friday evening registration and pizza party at our New Host Hotel, the Fairfield Inn by Marriott located at 2915 Pl Valley Blvd, Altoona Pa.

Due to ongoing Covid 19 restrictions, we have been forced to make several changes to comply with state guidelines. Penn State Altoona is unable to provide the parking lot so the funkhana is cancelled this year. However, several new Saturday events have been added.

The Pig Roast dinner and “Just Desserts” party on Saturday night will be held at Fort Roberdeau, Altoona Pa. A private tour of the Fort will be held at 5 pm and after dinner we will have the opportunity to visit the Mt. Lion Observatory (on property) to view the night sky. Unfortunately, Steve Summerhill has retired and will not be providing entertainment.

Since DelGrosso’s Amusement Park is not hosting car shows this season, our Sunday event will take place at Lakemont Park. The Casino/Snappy Chef at Lakemont will be providing a BBQ chicken dinner. Registration begins at 9 am. Sunday is simply a day of showing your car and enjoying the friendship of other British Car Enthusiasts. Good Food, Rides, Prizes...AND NO JUDGING!!! All British Cars are welcome, any condition!!

Our club members work very hard to make you feel at home and have fun. Ask anyone who has attended and they’ll say this event is the best value-for-money event you’ll find anywhere. We look forward to seeing you!

****Please note we have a new host hotel and a new discounted rate (see inside for more information).**

The Central Pennsylvania British Car Club, Inc.
c/o: Jim and Lori Pastore
150 N. Hawthorne Drive
Altoona, PA 16602

Please check out our website for more information and to register for the event at www.pabritishcar.com



August 28th & 29th 2021

Featuring:

John Twist of University Motors

Lakemont Park

Slingers Throw House

23rd Annual Britain on the Green
September 19, 2021
9:30 AM - 3:00 PM

The Capital Triumph Register is proud to announce that the 23rd annual Britain on the Green (BOG) will be held at historic Gunston Hall, the colonial home of George Mason, in Lorton, VA, on Sunday, September 19, 2021. BOG, which welcomes all British cars and motorcycles, is well-established as one of the premier all-British shows in the metropolitan DC area. While Britain on the Green is traditionally held in April, the show has been moved to September this year because of on-going COVID-19 pandemic limitations.

Mark your calendars now and plan to attend as we expect this year to be the best ever! In addition to hundreds of beautiful British vehicles on display, we'll have live music, a Food Truck Alley, a sponsor/vendor Midway for your automotive needs, activities for children, and tours of the Gunston Hall mansion and gardens for participants and spectators.

For 2021 we will feature a special display of classic British cars and their modern counterparts. For example, a classic Jaguar E-Type from the 1960s will be paired with a current Jaguar F-Type sports car. Other marques in the display of pairing of classic and modern examples will include Land Rover, Mini, Morgan, and Lotus.

Participant's Choice honors will be awarded in 25 or more classes of British cars and motorcycles. There will also be a number of special awards including Best Resto-Mod, Best Survivor, Best Display and, of course, Best of Show. In addition, we will have Hagerty Youth Judging in which the next generation of British car drivers picks their favorites.

So please plan on joining us on September 19th for the 23rd annual Britain on the Green. It is a great day to bring out your car and celebrate the British car show and driving season with friends, family, and fellow enthusiasts.

Cars registered by September 1 will receive the collectable 23rd anniversary show poster by famed artist Joseph Craig English. All for \$25, a savings of \$10 from day-of registration. Mail in registration and registration after September 1st is \$35

Further information on Britain on the Green can be found at: <http://www.capitaltriumphregister.com/bog/>

Early registration for Britain on the Green 2021 is open. BOG will be held on Sunday, September 19, 2021 this year rather than our regular April date.
<https://www.capitaltriumphregister.com/bog/bog-2021-update/>

Location:

Gunston Hall
10709 Gunston Road
Lorton, VA 22079

<http://www.gunstonhall.org/>



MEET ME AT THE ROCKS!

MGs of Baltimore, Ltd
 Registrar: Ms. Tracy Trobridge
 3150 Pfefferkorn Road
 West Friendship, MD 21794



The 42nd Annual **MGs** *on the Rocks!*

Open to all British Marques

September 25, 2021



MGs of Baltimore, Ltd.

The MGs of Baltimore Car Club is dedicated to preserving the MG Marque in the Greater Baltimore, Maryland region. We do this by hosting driving events, our annual show and parts market **MGs on the Rocks**, and providing technical training and assistance to our members. We have monthly meetings at Johnny Dee's Lounge at 7:30 the first Tuesday of each month where we plan events, hear about upcoming events and ones our members have participated in, there's also a tech session on MG repair and maintenance.

MGOB sponsors an annual "Get the Dust Off" Rallye, the first Sunday in May. We hosted both MG 98 & MG 2018, The Annual North American MGB Register Conventions in Hagerstown, MD & Gettysburg, PA

You can get more info on MGOB from our website at: <http://www.mgsofbaltimore.org>

The site includes member's benefits, upcoming events, a car/parts auction and pictures of previous winners of MGs on the Rocks. For further information or to join the club you may contact the President, Richard Liddick at 410-817-6862, or by email at: rgl2mgbgt@aol.com.

*To attend our monthly meetings:
 Follow the Baltimore Beltway towards Towson and take the exit to Loch Raven Blvd. South. Follow it to Joan Ave. Turn left at the light and into the shopping center. Look for Johnny Dee's Lounge, 1705 Amuskai Rd, Baltimore, MD 21234. www.JohnnyDeesLounge.com Park amongst the other MGs on the upper lot. We meet for dinner at 5:45 and the meeting is held in their meeting room at 7:30. Join us!*

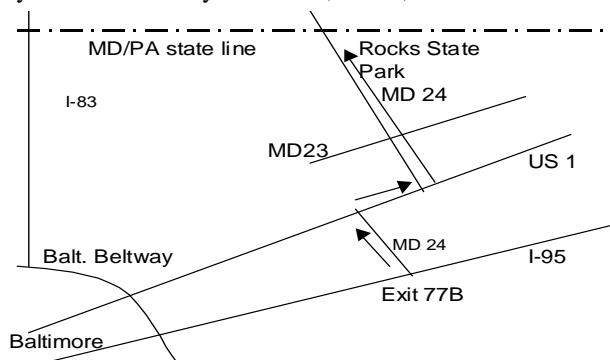
MGs on the Rocks

The 42nd Annual edition of one of the longest running British Car Shows in the USA promises to be a great event, we are expecting over 200 cars with MGs of all models and 8 classes of other British Marques. Popular vote balloting by the car owners is from 10:00 until 1:00 and awards are given out about 3:00 p.m.



Winners, are chosen by car owner's peers and receive awards at their cars as the crowd walks around the show field. This is some of the cars at the show. If you place check our website for the picture!

Directions: From I-95 North of Baltimore take exit 77B, follow Rte. 24 West 13 miles, briefly merging with and then leaving US 1, then later crossing MD 23. After 13 miles, turn right across the one lane bridge at Cherry Hill. Pull into the 4H Camp and **MGs on the Rocks** on your left. Look for MG Octagon signs enroute. You can set your Navigation system to: 2 Cherry Hill Road, Street, MD 21154



MGs on the Rocks

If you love British cars this is the place to be the last Saturday in September. The Rocks State Park 4H Camp is an excellent country setting in rural Harford County, MD. Bring a picnic basket or purchase your lunch at the show and join the MGs of Baltimore for what has always been a superb show. Bring your parts shopping list for your ongoing renovation projects or your Christmas wish list for shirts and books. **See you at the Rocks!**

Our Regular Features

The things that have brought British car drivers back year after year will be there:

- ☞ A field full of British cars in a casual park setting
- ☞ Lots of vendors of new and used parts.
- ☞ A great selection of various British cars for sale.
- ☞ An unlimited supply of expertise on whatever technical or restoration problem you have.
- ☞ Classic British Invasion Music by Jamming Jefferson
- ☞ On site food by Uncle Moe's Soul Food & Gill's Ices
- ☞ A wide range of classes for awards for all British Marques, including the Murphy Cup for best MGB of the show and the Senator Norman Cup for Best of Show.

Put your car on the field! Although we have many beautiful cars, this is very much a **come as you are** gathering. Only owners of cars on the field can vote.

Things To Remember

Pre-register! Awards are generally 3 or more per class, but may vary as pre-registration indicates. We base our new classes on pre-registrations, so if you want to justify any new classes make sure you pre-register. Dash plaques are only guaranteed to pre-registrants. Plus you can drive right past that long line of on-site registrants!

Important times: The **field opens** at **9:00** a.m., all **vendors** should be in place by **10:00** a.m. Voting is closed at **1:00**. Awards will take place on the showfield as soon after **3:00** as vote counting allows.

Sorry, no pets please, Park Rules.

Lodging is available at Exit 77A & Exit 80 off of I-95 to get more info go to: www.iexitapp.com

Mail-In Registration Form

Name _____

Address _____

City _____ State ____ Zip _____

Phone (opt.) _____

Email (opt.) _____

Car Make _____ Model _____

Year _____ Colour _____

Did you win your class last year at Rocks? Y N

Attending from what Car club? _____

Registration

Car show entrant: \$20.00 if mailed before 9/1 _____

Car show entrant: \$25.00 at show or after 9/1 _____

For Sale Cars: \$20.00 before 9/1 _____

For Sale Cars \$25.00 at show or after 9/1 _____

Total enclosed: _____

Make cheques payable to "MGs of Baltimore, Ltd."

Parking fee at entry gate is \$5.00 per car,

Vendor space \$20.00 for the first 20'x20' space, \$20.00 for each additional space. Vendor registration is only at the event; no preregistrations will be taken. To have vendor information included in the registration packet contact the Chairman below before 8/22.

To register fill out the above, tear on the dotted line, enclose cheque, and send to;

Registrar: Ms. Tracy Trobridge
3150 Pfefferkorn Road
West Friendship, MD 21794

For additional information, call:

Chairman: Eric Reitz – Phone: 410-207-7548

Email: Reitz1@aol.com

Co-Chairman: Richard Liddick - Phone: 410-817-6862

Email: RGL2MGBGT@aol.com

MGs of Baltimore, Ltd

Fall Foliage Poker Run



2021

Date: Saturday, Oct. 16, 2021 (Rain or Shine)

Registration Opens: 10:00 am

Driver's Meeting: 10:30 am

First Car Off: 11:00 am

\$100 for best hand

\$50 for second best hand

\$30 for third best hand

\$20 for worst hand

Starting Point: Shawan Plaza at York & Shawan Roads

Registration Fee: \$20.00 if postmarked by Oct. 13th otherwise, \$30.00 the day of the event

Registration open to ALL cars, modern or vintage (max. 54 cars)

TRAC's annual Poker Run will tour Maryland back roads. You will follow gimmick rally style instructions through several towns while you collect your cards to make your poker hand. Instructions will be simple enough for a child to navigate. A navigator and working odometer will be helpful but are not necessary.

For updated information or online registration (fee applies), please visit our website at:
www.tracld.org

Detach registration form below and mail with check made payable to TRAC to:

TRAC Poker Run
2 Gunpowder Drive
Joppa, MD 21085

Name: _____ Address: _____
City: _____ State: _____ Zip Code: _____ Telephone: _____
Car Year: _____ Make: _____ Model: _____

Waiver of Liability Agreement:

We are aware of the hazards associated with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, site owners, and TRIumphs Around the Chesapeake, Ltd., collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this event. We have read, understand, and agree to the terms of this release.

Signature: _____ Date: _____

Signature: _____ Date: _____