



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

August 2021

www.mgsofbaltimore.org

From El Presidente:

It's hard to believe, but we are already in August and the 42nd Annual "MGs on the Rocks" British Car Show is less than 2 months away. Door prize items have been coming in from Moss Motors, Abingdon Spares, Stoner Car Care Products, Treasured Motor Cars to name a few. But let's now get too far ahead of ourselves because there's a lot of fun things taking place in between.

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 Flower
913 Saint Anne Drive
Street, MD 21154

LANCO's 31st Annual "A Taste of Britain" British Car Show & Polo Match will be held on Sunday, August 22nd in Rothsville, PA. See the flier in this issue. Coming up near the end of August, is the Annual Altoona British Car Show August 28-29 details and registration is available on line at www.pabritishcar.com The British Car Club of Delaware will be host their Annual Fall Car Show at Bellancia Airport Museum on Saturday, September 11 from 9:30 a.m. – 2:30 p.m. for more info go to: www.bccdelaware.com On Sunday, September 19, the Capital Triumph Register will host their Annual "Britain on the Green" British Car & Motorcycle Show at Gunston Hall in Lorton, VA. This is a nice event at a great location and it's normally held in the late spring, but as we know Covid-19 messed everything up. For more information and to register go to: www.capitaltriumphregister.com/bog/bog-2021-update/

Now if you don't attend any other British car events this year there are two must attend events 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.mgsofbaltimore.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.

Finally, a "Celebration of Life" for Joey Bates will be held on Saturday, August 7th from 1 pm to 5pm at the American Legion Post 256 located at 19520 York Road in Parkton, MD 21120.

Safety Fast!

Richard

ARTICLES IN THIS NEWSLETTER ARE COMPLIMENTS OF:

Safety Fast – June 2021 (The MG Car Club)

Kansas City MG Car Club – July 2021

Prince Charles' and William's MGC/GT

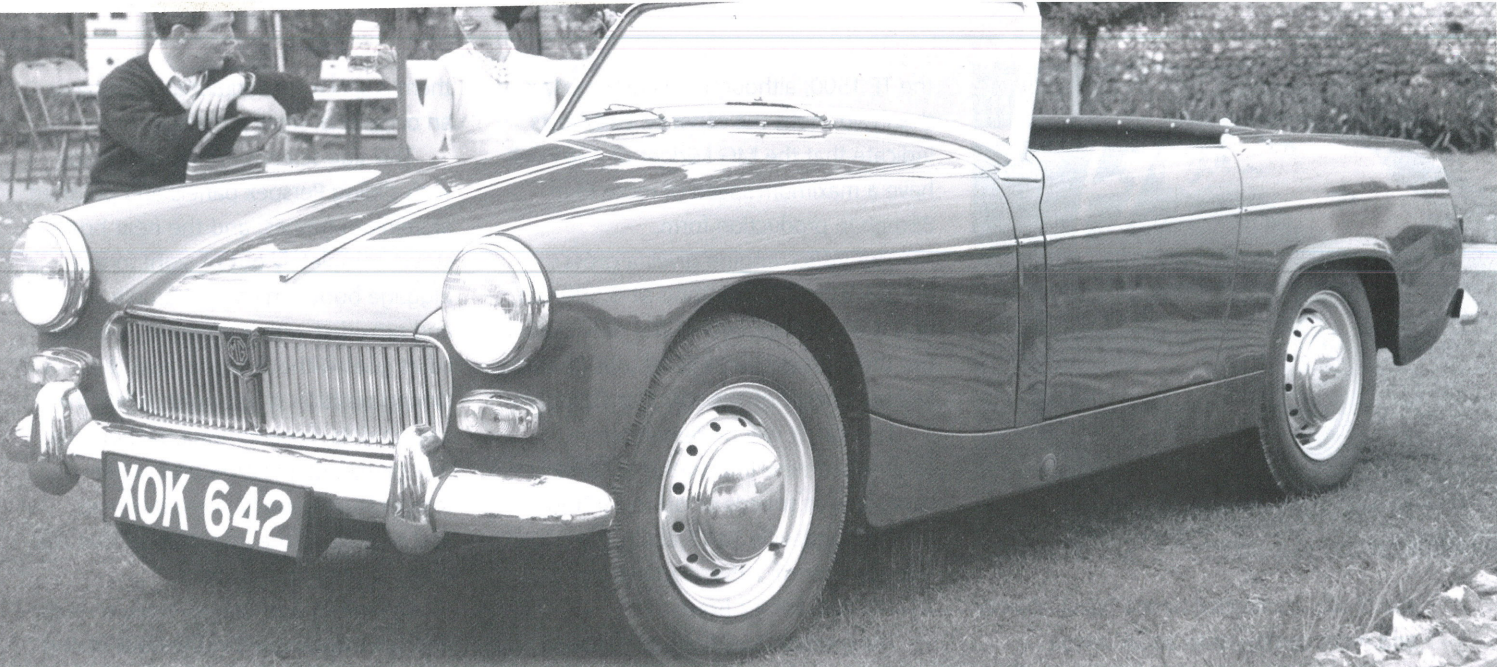
When Prince Philip's oldest son, Prince Charles, turned 18, he was given a 1967 Mineral Blue MGC/GT (plate SGY 766F). The MG was later given to Prince William when he turned 17. The MG was restored and given a new license plate, WGU 277F (see photo) and now resides in the Queen's Museum at Sandringham. In 2009, Prince Philip presided over MG's 85th anniversary celebration at Windsor Castle. 250 MGs of every model paraded on the grounds. Is your MG special? Prince Philip sure thought so.



On July 10th Gil once again hosted a Car Show at his Ice Cream Shop in New Freedom, PA. Thank you to all who came out and supported him. This was the 2nd annual event, and we are all looking forward to doing it again next year.

This month most of our articles are about the MG Midget. There is a reason for this believe it or not. In July the MG Midget celebrated her 60th Birthday. As a wife and MG Lover it is my opinion that the MG Midget is the mistress of the MG World. Every man will have every available space filled with a small British car but the minute a Midget becomes available they have to have it. Now I will be the first to admit she is a sexy car but come on. We are parking our everyday cars on the road unprotected from the weather but that Midget will get the prime spot in the garage.

So enjoy the articles and Happy Birthday Midgee.



ONCE AGAIN – *an MG Midget*

The MG Midget was announced in June 1961. To celebrate the 60th anniversary, this article heralding the exciting new MG Midget was printed in the July 1961 issue of *Safety Fast!*

Well, here it is! After a lapse of more than six years, the MG Car Company is once again manufacturing a sports car bearing the famous type-name, 'Midget'. Once again there is an MG that is just right for the younger enthusiast – inexpensive, compact in dimensions, but offering better performance than ever before.

It was with the Midget series that the MG Car Company really made its name, and, whatever other models were marketed, a Midget was always included in the range from 1929 to 1955. The first was the famous M type, with its 847cc engine, three-speed gearbox, and maximum speed of some 62mph. The last was the TF 1500, with 1466cc power unit and maximum of close on 85mph. The Midget had grown up, its engine capacity almost doubled, and





the TF was succeeded by the faster, sleeker and more comfortable 'MGA' range.

It is, in fact, exactly 25 years since the last Midget of under one litre capacity; the well-loved PB which ceased production in 1936. That is perhaps the most significant feature of the latest Midget – that it really is a small car, measuring not much more than 11ft overall.

But it is also a real sports car, for the small dimensions have not been achieved at the cost of poor performance.

The new model is actually the fastest unsupercharged MG Midget ever produced. The top speed probably 10mph higher than that of the last one-litre Midget, and it is even higher than that of

the TF 1500, although the engine is less than two-thirds the capacity. Early tests indicate that the MG Midget of 1961 will have a maximum speed of more than 85mph in production form.

The 948cc engine gives a gross power output of 49.8bhp at 5,500rpm, and is a development of the unit used in the BMC record car, EX219, designed by Sydney Enever of the MG Car Company.

This car, it will be remembered, established new International Class G records at speeds of up to 147mph on the Bonneville Salt Flats in the late summer of 1959, and averaged 138.75mph for 12 hours.

The gearbox, too, has a competition background. It is a close-ratio type, developed as the result of experience gained by the BMC Competitions Department in sporting events of all types, and the ratios are therefore ideally suited to the engine. Maximum speeds in the gears, without excessive rpm, should be at least 25mph in first, 45mph in second and 65mph in third.

The two-seater body, also engineered at Abingdon, sets a new standard in the shape of small sports cars, while the comfort of driver and passenger has been studied to an extent undreamed of in the days of earlier Midgets. The bucket seats are individually adjustable, and behind

them is space for additional luggage or an occasional small passenger.

The side screens are sturdily made with sliding Perspex panels and polished aluminium frames, and the neat hood stows completely out of sight in the luggage boot, which is of ample size and provided with a separate, lockable lid. It goes without saying that the driving position is just right, while the instruments (speedometer, tachometer, fuel gauge, oil pressure and water temperature gauges) are easily read and provide all the information that the driver is likely to require.

Safety belt anchorages, three to each side, are incorporated in the body during manufacture, and safety belts of the correct type may be obtained through BMC Service Ltd. A particularly handsome hardtop has been designed and will be available as an optional extra. When the MGA series commenced six years ago, it was not without regret that we bade farewell to the Midget. Now, however, we have the best of both worlds with a choice of two open two-seater MGs: the MGA with a new and much more powerful engine of 1622cc capacity, and the nimble little Midget – fast, economical, and ideal for the younger man.



SPECIFICATION

Engine: Four-cylinder ohv with chain-driven camshaft. Three-bearing counterbalanced crankshaft. Aluminium flat-topped pistons with clamp-type gudgeon pin. Bore, 62.9mm (2.478in). Stroke, 76.2mm (3in). Cubic capacity, 948cc (57.87 cu. in.). Compression ratio, 9:1. Gross bhp, 49.8 at 5,500rpm. Maximum torque, 52.5 lb. ft. at 2,750rpm.

Lubrication: Camshaft-driven concentric mechanical pump and full-flow external filter with replaceable element. Sump capacity, 6 pints (3.41 litres). Filter capacity, one pint (0.57 litre).

Cooling: Pressurised radiator with centrifugal pump and fan. Thermostatically controlled circulation. Capacity, approx 10 pints (5.7 litres).

Ignition: Lucas 12v coil ignition and distributor with automatic centrifugal and vacuum advance control.

Fuel system: Twin S.U. type H.S.2 (1 1/4in.) semi-down-draught carburettors with paper element type air-cleaners. Camshaft-driven mechanical fuel pump. Fuel tank capacity, six gallons (27.28 litres).

Chassis: Frame welded integrally with body.

Transmission: Single dry-plate clutch, hydraulically operated. Four-speed gearbox with synchromesh on second third and top speeds; ratios 3.2, 1.916, 1.357 and

1:1 (reverse 4.114:1). Remote gear lever, centrally mounted. Gearbox oil capacity, 2 1/3 pints (1.33 litres). Open propeller shaft with needle-roller universal joints; sliding splines at gearbox end. Three-quarter floating rear axle with hypoid bevel final drive, ratio 9/38 (4.22:1). Axle oil capacity, 1 3/4 pints (one litre).

Suspension: Independent front by coil springs and wish-bones. Quarter-elliptic leaf springs at rear. Hydraulic shock absorbers front and rear.

Steering: Rack and pinion 2 1/3 turns lock to lock. Two spoke steering wheel.

Brakes: Lockheed hydraulic with 7in drums, two leading shoes on front. Pull-up handbrake operating on rear wheels through compensator. Lining width, 1 1/4in (31.8mm).

Wheels and tyres: Pressed steel ventilated disc type wheels with tubeless four-ply 520 X 13in tyres.

Electrical: 12v dynamo and starter motor. Compensated voltage control. Battery, 38 amp. hour capacity. Seven-inch dia. headlamps with foot-operated switch to double dippers. Combined side and flasher lamps. Combined stop/tail lamps with flashers and reflectors. Fascia warning lamps. Twin windscreen wipers. Single wind horn.

Instruments: Speedometer with trip and total mileage recorder. Fuel gauge.

Combined oil pressure and water temperature gauges. Tachometer (standard equipment).

Bodywork: Two-door two-seater with space for occasional seats or luggage at rear of seats. All-steel monocoque construction integral with chassis frame and floor. Rear hinged bonnet top with lock controlled from inside car. Separate luggage boot with hinged, lockable lid. Curved, toughened glass windscreen with polished aluminium frame. Interior trim in vinyl-treated fabric with fitted carpet in rear compartment. Foam rubber cushions on seats with rubberised hair squabs. Both seats adjustable fore and aft. Rubber mats on floor. Open stowage pockets on doors. Vinyl treated fabric hood which, with hood-sticks and sliding sidescreens, can be stowed in luggage boot (special bags provided).

Dimensions: Wheelbase, 6ft 8in (2.03 metres). Front track, 3ft 9 3/4in (1.16 metres). Rear track 3ft 8 3/4in (1.14 metres). Overall length (with bumpers), 11ft 4in (3.45 metres). Overall width, 4ft 5in (1.35 metres). Overall height (hood raised), 4ft 1 3/4 in (1.26 metres). Overall height (hood lowered), 3ft 7in. (1.09 metres). Minimum ground clearance, 5in (0.13 metres). Weight approx 12cwt (609.6kg). ●





A MkII MG Midget with an Ashley Hard Top

BUYING AN MG MIDGET

If you've considered buying an MG Midget, but not sure where to start or what to look for, here Mark T Boldry gives you hints and tips to get you started

BODYWORK

Apart from the Mk1 Austin Healey Sprite, the body shape on the rest of the Midgets and Sprites looks the same. That's as far as it goes, as there are quite a few changes as production and models move through the years. However, there are many publications that go into great detail on all the minute changes, so I will just touch on a few more important ones. When looking at a Midget or Sprite attention should be paid to two main areas, corrosion and body damage/repairs. Starting at the front of the car, we have quite a few things to look at. The bonnet is often an area that has had some attention at times. Due to its design and the way it is held open, the whole assembly flexes. This causes stress in the front of the bonnet and where you have stress, you get corrosion. This, with the fact that the reinforcements of the panel at the front are a water trap, means that this is a serious corrosion area. Likewise, the lower front panel is vulnerable to corrosion, plus the lower parts of the front wings. On a detail note here, it is worth researching the model year of your car, as in 1968/69 there was a change in sidelight position. The later cars were fitted with the light unit slightly lower in the wing below the headlight. It is amazing how many cars are fitted with either the wrong wings or even odd wings! Look also to the front of the wheel arch – if it is out of shape or appears to be pushed out slightly, this could

indicate accident damage. Moving back, the rear of the front wings is also a mud trap where it meets the top of the sill. This area will rot away and also the footwell panel and sill with it. In extreme cases, the inner sill and front floor can be affected, too. The 'A' posts (door hinge panels) are very susceptible to rust, again a stressed area and a water trap. Pay particular attention here, as unprofessional repairs in the past have been common. The doors are often an area to be aware of rusting; pay particular attention along the bottoms and the front lower corners. Because



There are quite a few things to check at the front of the Midget. The bonnet is often an area that has had some attention at times



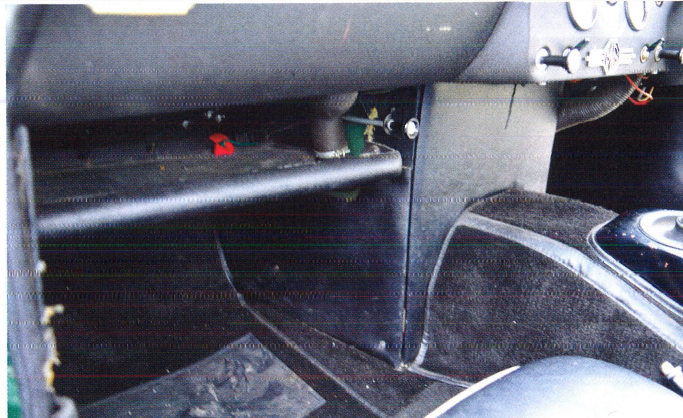
The rear of the front wings is a mud trap where it meets the top of the sill. It's worth checking the sills thoroughly as well

of the nature of these little cars, being a convertible, they have often been used in wet conditions; ingress of water through open-top motoring, or just leaks, can often lead to constantly wet carpets and thus, over time, rusting floors and sills. Because the roof is NOT a supporting panel, the main strength of the shell is in the inner and outer sills and the gearbox tunnel. It is very rare that the gearbox tunnel will be found to have any corrosion, due to engine and gearbox oil leaks over the years protecting it. The sills on the other hand are a key area of corrosion. Badly fitted sills or a damaged car can quite often be noticed when opening and closing the doors. The gaps should be neat and equal and the door should open and close with ease and should certainly not nip.

The next areas of concern are the rear spring mountings. The early cars with the quarter elliptic are more vulnerable to corrosion as all the stress of the mounting is taken up in one area at each side of the car. Look for collapsed spring box mountings or an uneven ride height as an indication of trouble. I have come across some frightening so-called 'professional' repairs in this area, most of which were totally unsafe. The later cars with the semi-elliptical springs are still a cause for concern, but less so. Rear wings and inner arches are quite often rusted away – pay particular attention to the area behind the back of the rear wing where it is a double skin and comes up to meet the boot floor. Finally the boot floor itself. Areas of corrosion are common along the back of the



The A Series engine came in various sizes, and is pretty reliable. There are a few things to check though



Ingress of water through open-top motoring, or just leaks, can often lead to constantly wet carpets

boot floor where it meets the rear panel. Check for poor repairs here also.

ENGINE

In most cases, Midgets and Sprites had the trusty BMC 'A' series engine fitted. It came in various sizes ranging from the early cars with 948cc and then 1098cc to the later models with the larger 1275cc unit. From there a major change was made and in 1975 the 'A' series engine was replaced with Triumph's 1500cc unit.

In general the 'A' series engine was a trustworthy lump but as in all cases, neglect and over-enthusiasm often brought them to their knees earlier than desired. Look for low oil pressure particularly when the engine is fully warmed up; a worn engine will breathe and you can smell burnt oil and fumes from under the bonnet as well as the exhaust. One engine that perhaps should be mentioned to pay particular attention to is the early 1098cc version fitted to the Mk2 Midget and Mk3 Sprite. These engines shared the same crankshaft as the Austin A40 and Morris Minor 1000 and whilst seemingly OK in these models, was not a strong unit in a Spridget. A more substantial crankshaft was fitted to the later 1098cc engines (with engine number prefix 10CC) and this shared the larger journal sizes of the Mini Cooper S range. The 1275cc engine was and still is a tuner's delight, it is one of those engines that can be bored and stroked to nearly 1600cc and develop very healthy power. I will not go down the route of tuning here, except to say beware of tuned and tired engines. None of these engines have the life of today's engines and one would expect to be rebuilding an engine at about 70-80,000 miles of normal use.

The later 1500 engine when in good fettle is a good unit and develops good power and torque. However, it has a weakness. Its crankshaft journals are small and therefore their life is not long. I have heard of modifications to the lubrication system that drastically improve matters, but this is not an everyday modification.

GEARBOX

The early cars were fitted with what is known as a 'smoothcase' gearbox, easily distinguishable by its smooth appearance. These gearboxes are weak and spare parts are almost impossible to obtain now. However, those with early cars do have less powerful engines and tend not to suffer too much trouble. The later gearbox is the 'ribcase' and again it can be easily identified by its appearance. A much stronger gearbox and one that can be rebuilt. You may find some cars that have had various five-speed gearboxes fitted. Beware of this if you are after a 'pure' car, that is all I am going to say about five-speed conversions.



Another thing to be aware of is worn synchromesh and gearbox internals

Going back to the standard gearboxes, the problems to be aware of are noisy first and reverse gears. These gearboxes have a straight cut first and reverse and do have a 'whine' of their own, but this should not be mistaken for worn gears and bearings, which is much more pronounced. Another thing to be aware of is worn synchromesh and gearbox internals. These gearboxes both 'smoothcase' and 'ribcase' are pleasant and easy to use. They have NO synchromesh on first gear so it is not advisable to try to change down to first whilst on the move. The later gearbox fitted to the 1500cc models are a lot stronger but carry a weight penalty; they certainly are not a cause for major concern.

AXLE, STEERING and SUSPENSION

I have grouped these together as I feel it is one area of the car that can be covered as a whole. The front suspension and steering is often the MOT tester's favourite area on these cars, if you decide to take your Midget for one, and particular attention must be taken to inspect these items carefully. Wear and corrosion cause problems here and this is usually down to poor and irregular maintenance. There are between three and four greasing points on each front suspension and steering unit. These need lubrication very regularly and NOT with grease but with thick oil or a waterproof grease. The most common cause of MOT failure here is what is known as 'Kingpin' wear. Most cases that I have had to deal with over the years show little or no wear at all but excessive corrosion to the bottom of the 'Kingpin'. Likewise, the 'Fulcrum' Pin suffers in the same way. Other problems to be aware of may be track rod ends and play in the rack ends, but neither of these are major areas of concern. The front springs give little trouble but the rears start to sag after time and may require re-setting or replacement. The rear axle usually gives little or no trouble but listen for a noisy differential. Occasionally the rear hubs may leak oil into the rear brakes but this is usually due to lack of inspection and servicing and is easily sorted.

BRAKES

The brakes on these little cars are very reliable when in good condition. Drum brakes all round on the early cars, and disc/drum combination on all models from the 1098cc engine onwards. Bad maintenance and worn parts can lead one into thinking that the brakes need uprating. The fronts require inspection now and



There are between three and four greasing points on each front suspension and steering unit

again and the rears require regular adjustment to keep them performing well.

EXTERIOR TRIM

The trim on the outside of the car is an aesthetic thing only. Sprites were fitted with no fancy strips on the bonnet or waistline, whereas the Midget was until 1969 when the trim vanished in stages of production. Later cars were fitted with a sill finisher and sill lettering. Careful inspection may reveal corrosion around the fittings for these trims.

INTERIOR TRIM

The trim changed slightly almost from model to model, so if you are looking for an accurately detailed car, your research should be thorough. Many cars over the years have been messed around with and items swapped from model to model.

MAINTENANCE

As with any car, servicing and routine maintenance is compulsory and certainly aids the reliability and enjoyment you will get from your trusty steed. The engine requires oil and filter to be renewed every 6,000 miles or 12 months (whichever occurs first) plus air filters, plugs, points and condenser should also be renewed at the same time. Gear oil is usually fitted for life, but regular changing can't do any harm at all; likewise the rear axle oil. Brakes, as mentioned above, require looking at frequently even if only to dust them out and adjust them. However, more importantly, remove the front brake pads and push back the caliper pistons every now and then, just to be sure that everything is free and working.

Looking after the bodywork is easy. Regular washing under the car and cleaning out trapped mud and deposits will help prevent corrosion, and touching up stone chips will do likewise. Remember, cellulose paint and chrome are both porous so regular waxing will also help these areas. Finally, an underbody wax such as Waxoyl or Dinitrol is also a good deterrent against corrosion.

Points of reference taken from "Original Sprite & Midget" by Terry Horler Thank you to Nigel Guild of Former Glory for allowing us to take the photos, to see Nigel's current stock of MGs for sale please visit www.classicmg.co.uk ●

Tools Available for Club Members Contact Randy Kegg to Borrow

- Engine Stand (2)
- Engine lift with tilt device (2)
- Whitworth wrenches & sockets
- Whitworth thread file
- MGB Kingpin Reamer
- Sandblaster (Suction from a bucket type)
- Rostyle Wheel Paint Mask (MGB)
- Midget King pin reamer
- SU Carb throttle shaft reamer for MG T, A, B carbs
- SU Carb throttle shaft reamer
- Midget carbs
- Torque Wrench Click Type 0-150 ft lbs
- Standard 12" socket set
- Hub Puller
- Compression tester
- Harmonic balancer puller
- Camshaft Degree Wheel with TDC finder.
- Timing light
- Dwell/Tach Meter
- Differential flange removal tool
- Brake line bender - tubing cutter, bubble type flaring tools
- Slide hammer for bushings, bearing caps and axle extraction tool
- Lift-A-Dot Upholstery Punch tool
- SU Carb Synchronizer
- Pickle Fork for Tie Rod Ends
- Mob Clutch Alignment tool
- Front Suspension Toe-In adj tool
- Rear Hub Sockets for MGA and early and late MGB.
- Cylinder Leak Down tester

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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

AUGUST

- 3rd Club Meeting
- 7th Celebration of Life for Joey Bates (see El Presidente Piece)
- 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

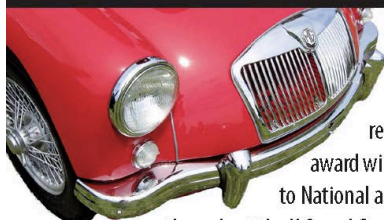
OCTOBER

- 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



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

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/>

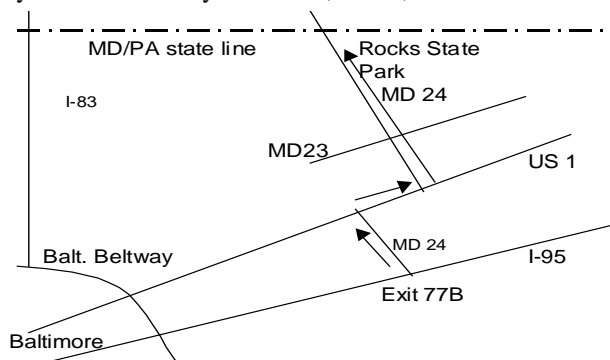
MGs on the Rocks

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