



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

September 2021

www.mgsofbaltimore.org

From El Presidente:

Well, it's hard to believe that the summer of 2021 is drawing to an end, Labor Day is right around the corner and the 42nd Annual "MGs On the Rocks" British Car Show and Parts Market is coming up on Saturday, September 25th. September and October are shaping up to be busy months with numerous events. We have the following events coming up:

Saturday, September 11 - British Car Club of Delaware Fall Show

Sunday, September 19 - Britain on the Green 2021

Sunday, October 3 - 27th Annual Keystone British Car Club's British Motorcar Gathering

Sunday, October 10 - 25th Anniversary Hunt Country Classic

Sunday, October 16 – TRAC's Fall foliage Poker Run on-line registration at www.tracltd.org

Checkout this issue of the Octagram for fliers of the upcoming events.

Volunteers are needed for MGs On the Rocks, if you would like to help, please contact me at rql2mgbgt@aol.com or Eric Reitz at reitz1@aol.com What we need the most is people to car park cars on the show field and spectators.

The MGs of Baltimore, Ltd. Car Club has agreed to participate in the Annual Hampden Mayor's Parade on Sunday, December 5, 2021, staging at 12 noon at Poly-Western with the parade starting at 1:00 p.m. More information will be forthcoming as we get closer.

***NOTE – OUR SEPTEMBER MEETING WILL BE AT THE GUN CLUB NOT JOHNNY DEE'S**

Safety Fast!

Richard

New Members

Welcome to Mark Moffett who has a 1974 MG Midget

Welcome back to Carl & Denise McKinney who have a 1979 MG B

ARTICLES IN THIS NEWSLETTER ARE COMPLIMENTS OF:

R. J. – MGOB Member

M J Bulletin Feb/Mar 2021 – New Zealand Car Club

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### MGOB Gun Shoot

On Wednesday, August 25<sup>th</sup> Larry (I'm not an engineer) Heaps hosted the MGOB Gun Shoot. He did an exceptional job in creating a shoot arcade and spared no expense in creating Gold(like) medals. We hope to continue this series as the weather cools, because it sure was hot.

Eighteen people attended this classic event hosted by Larry Heaps. Thirteen members participated and 156 shots were fired. Good news – there were no injuries.

Keep an eye out for the next shoot as Doug has started a collection of "Buy a Shotgun Awards" He must be stopped. I just don't know how.

The two classes for shooting were -

#### Class One – with Scope

|                |                     |
|----------------|---------------------|
| Chris Horant   | First Place         |
| Eric Salminen  | Second Place        |
| Doug Diem      | Third Place         |
| Mark Alexander | Buy a shotgun award |

#### Class Two – no Scope

|                   |                     |
|-------------------|---------------------|
| Michael Medinger  | First Place         |
| Richard Jefferson | Second Place        |
| Diane Horant      | Third Place         |
| Doug Hart         | Buy a shotgun award |



## Ford

rj

The 4<sup>th</sup> has come and gone so Summer is on the downhill run. Hope you've got to get the top down and out on the road. We have a lot to thank old Henry Ford for, and I guess making cars affordable for the masses rates as number 1! Now it may come as a surprise to you that I can think (*at all*) of 2 more things that Henry gave us.

You may not know this, but Henry had two lifelong buddies plus an entourage of other friends that he hung out with constantly. They were together so much that there's a statue of them called "Uncommon Friends" located in Ft. Myers Florida. If you haven't guessed by now the rather distinguished friends were Harvey Firestone and some guy named Edison. In fact, Ford liked Edison so much that they became next door neighbors in Ft Myers.

The 3 of these guys practically invented RV'ing, at least as it was practiced in 1914's. As you can image the vehicles were not equipped with many of today's models conveniences not to mention GPS navigation was not even a dream. Just getting out of the city and investigating the backroads was the goal. I find the backroads of PA to be just alluring. Best of all PA has more brew pubs popping up everywhere, something old Henry could have only wished for

But this isn't about camping, it's about friendship and those lucky enough to have friends. Now this brings me our club (**MGs of Baltimore** in case you're reading this second hand). I don't know how many times I've seen other LBC's and wondered if they are a member of the club? It doesn't matter what they're driving: we love Healeys and Triumphs too. It's not like I'm into a club numbers thing, it's I'm wondering if that person could become my lifelong friend like Edison. (*I could use some illumination don't you think?*).

To foster these new friendships, I think a new must have in my vehicles (**not just the B**) is a membership application for MGOB. Where else can for \$20 bucks a year you can be invited to 3 great parties plus the chance to meet your next lifelong friend? Not to mention that membership in MGOB also includes membership in the LEL (League of Extraordinary Loafers, out moto: "we find extraordinary ways to waste both time and money) Unfortunately, we lose a friend once in a while (Miss you Joey) and this should remind us the more friends we add to our list the better.

**Bonus:** I looked at our club membership form and while official, it has all the sex appeal of the post office. Basically, there's no marketing of the club on the form. If I drop it on someone's windshield, why would they read it and want to join? So, I made up my own form and attached it to this - my latest brain-exhaust note. While not official, I'll wager if it is sent to Kathy with \$20 bucks, it will be magically accepted. (*Sorry no crypto currencies accepted at this time although fresh farm produce may be considered.*) Feel free to make copies of this non-official form and spread them throughout the kingdom!

Oh yeah that third thing we thank Henry for; back in 1919 Ford had all this waste left wood from building his cars and the wood burned to run his factories. Being a savvy guy, he engineered a way to compress the wood shavings and the charred wood it in to briquets. The process worked well and charcoal for BBQ was born. The business was so successful that it became a distraction, so he turned it over to the husband of one of his cousin's a guy named Kingsford. In closing I think we should all make use of some charcoal by inviting an MGOB member (old or NEW) over for a BBQ. (I like my steak rare please!)



***We invite you to join the largest club in the area dedicated to British car enthusiasts.***

***Your membership benefits include:***

- ***You get invited to all club events. Including these three great parties:***
  - ***The after Christmas celebration***
  - ***The “Chilly Run”***
  - ***The summer pool party***
- ***You get the club’s newsletter***
- ***You get access to the club’s extensive tool chest***
- ***Our monthly meeting is held at very nice restaurant and each meeting includes a tech session. Johnny Dees Lounge 1705 Amuskai Rd Loch Raven, MD (First Tuesday of the month)***
- ***We also host an annual tech session Saturday hosted by the club’s tech guru.***
- ***MGOB sponsors the annual “Get the Dust-Off Rallye” the first Sunday in May.***
- ***You can join us at MG’s on the Rocks. This is the oldest continuously running British car show in the world! Celebrating our 42 year in 2021!***

***All this for \$20 per year!***

**Visit us on the web: [MGsofBaltimore.org](http://MGsofBaltimore.org) or Find us on Facebook**

**Please complete the form on the next page and mail it with a cheque made payable to MGOB to:**

**Kathy Liddick  
5237 Glen Arm Road  
Glen Arm, MD 21057**





## MGs of Baltimore Ltd. Membership Registration

Please fill out the registration form.

You'll want to enjoy all the benefits of membership as listed on the previous page!

|                                                                                |  |
|--------------------------------------------------------------------------------|--|
| Your Name (MGing is a family activity, Please include those of family members) |  |
| Address                                                                        |  |
| City/State/Zip                                                                 |  |
| Contact Number                                                                 |  |
| e-mail Address                                                                 |  |
| MG's or Other British Cars Owned                                               |  |
| Areas of interest: Technical, Rallyes, Social, Restoration                     |  |

Dues for MGOB are a blazing \$20 Bucks a year. (January through December)

Mail your check made out to: MG's of Baltimore Ltd.

To: Kathy Liddick: 5237 Glen Arm Road, Glen Arm, MD 21057



**NORTH AMERICAN  
MGA REGISTER**



## Nuffield College

Some of our overseas members and affiliates who have made the 'pilgrimage' to Abingdon have gone on to my Morris/MG tour of Oxford which usually starts at Alfred Lane Mews where the first MGs were made. How many of the sites we visit depend upon the willingness of folks' legs to walk the distances involved. After refreshments at Marks & Spencer opposite the original Queen Street Morris Garages showroom, I always finish at Nuffield College and give some explanation of its construction and purpose. The college was built, essentially, on Morris and MG profits from the 1920s to 1940s and is not only unique in that its founder was an Oxonian (like me), but unique in its introduction of subject matter to the university. Its journey to completion was also a tortuous one.

Most of the photos of Morris/Nuffield are familiar to the MG community, but the one right is unusual as it was taken while he was still making and selling cycles from his parents' home in James Street, Oxford. While still a man of modest means, he looks fairly self-confident. (Laurels Cycling Club)



### Background

Morris/Nuffield started making cars in 1913 but was kept busy on war work from 1914 – 1918. Although there was a brief economic upturn immediately after the war, by the early 1920s lagging demand and deflation forced many car makers out of business. Morris not only survived but increased his market share and forced Ford to abandon manufacturing in the UK until it re-established at Dagenham in 1931. Three factors enabled Morris to survive and prosper in this difficult period: no car left his factories unless paid for, he had no shareholders to pay and most profits were reinvested in the business, and his cash pile enabled him to slash prices which sent competitors to the wall. So successful was Morris that in 1925 Alfred Sloan of General Motors called in at Morris's small scruffy Cowley office and offered a cheque for £11 million for the whole company which at the time was worth about £5 million. Morris refused and General Motors bought Vauxhall instead.



## Nuffield College

Even so, with no heir and death taxes Morris's business would not have survived his death, so in 1926 he both went 'public' and started serious philanthropy. The company's capital was fixed at £5 million with £2 million shares at £1 each, and £3 million 7½% cumulative preference shares. Morris held all the voting ordinary shares and had complete control of the dividends so that in the following two years he took no profit and £2 million went into reserves. In 1934 when Morris became Lord Nuffield, companies which he privately owned, MG and Wolseley, were sold to Morris Motors which both enhanced Morris's private wealth and also the value of the company he controlled. By 1936 with the Leonard Lord-inspired Morris 8 in full production sales and profits soared. Always frugal with an occasional tendency to meanness, Morris now Nuffield had more wealth than he would ever need and, probably, that he wanted. What he did want was to stay in control.

### Benefactions

Morris's major charitable giving had started in 1926 with the establishment of a Professorship in Spanish at Oxford University. Various and often considerable donations were made to primarily medical areas, including the establishment of the Oxford Medical School at the Radcliffe Infirmary where, in the early 1940's Howard Florey and his team successfully developed therapeutic penicillin. By 1943 Nuffield was 65 and in the midst of the war concerned that were he to die not only would death duties have to be paid by selling ordinary shares, but that control of the Nuffield Organisation of companies would pass into the hands of others. He had always been sceptical as to the usefulness of 'high finance' and imagined – not unreasonably – that the shares would be sold to those who would strip out as many assets from the company as they could in the shortest time and cripple it. A process much repeated and current in Britain's version of financial capitalism. In 1943 therefore all of Nuffield's ordinary shares totalling over £10 million were vested in the Nuffield Foundation, the income from which (£400,000 p.a.) provided funds for 'good causes'. The model for the Nuffield Foundation was the Rockefeller Foundation. The Ford family in the U.S.A. did something similar. The Nuffield Foundation continues successfully to this day.

### The College

From the early 1930s with his wealth established Nuffield had started to think beyond professorships in medicine and donations to specific worthy causes. Aware that he had transformed Oxford with his factories and high pay he seems to have wanted a lasting physical memorial, especially as he had no heir. With this in mind, in 1936 he bought a run-down disused canal basin for £100,000 located between the city centre and the railway station and opposite Oxford prison and hangman's hill. This was the only central site available large enough for a college as he envisioned it.

On 8th July 1937 Lord Nuffield called in on the Chancellor of Oxford University in his London offices. He told Lord Halifax that he had it in mind to put up £250,000 to build a college on the canal basin and to find another £750,000 to fund the endowment. His preference was for a college of engineering and accountancy. Unsurprisingly, the news spread fast among the senior university officers; nowadays we would say that many of them



## Nuffield College

were 'gobsmacked'. Delicate negotiations then followed. The university's own plan was for the development of what was then called 'social' or 'modern' studies, now social sciences. Besides, the university saw no need for engineering as virtually every other university in the country offered engineering including Cambridge with which Oxford had a tacit understanding against duplication of subjects.

Some have claimed that Nuffield was thwarted or even hoodwinked into supporting social sciences but this is overstatement. He accepted the duplication argument and was interested in some topics of a social nature including depressed areas, the problems of the elderly, and unemployment. His first philanthropic donation had been £10,000 in 1926 to fund parents' fares so that they could visit their sons in young offender institutions, Nuffield having learned that they were less likely to reoffend if visited. Nuffield's problems were not so much the subject matter as some of the senior university figures who were very public Labour Party members and pamphleteers. Nuffield was solidly Conservative. However, ultimately Nuffield wanted a college in his name and the subjects to be developed became less important than other, more practical obstacles.

The remit agreed with the University was that the college should be devoted to post-graduate research in the social sciences with an emphasis on practical outcomes in terms of policy. It was also to be residential and mixed sex – the only college to be so for many years. While Nuffield disliked some of the left-wing academics involved in the project, what he wanted most of all was a traditional yet forward-thinking college which bore his name and which according to the then Registrar "Gave beauty and dignity to the western approach to the City".

The remit having been settled the next task was the design and the architect Austen Harrison was commissioned with Nuffield's approval. Harrison though had spent his professional life outside the UK and had not until this point designed any buildings for the UK. Harrison set to work and produced a design and model in January 1939 but as Nuffield was in the southern hemisphere he did not get to see the model until June 1939. Nuffield's response to the design is best explained in an interview with the architect Austen Harrison recorded in 1970 by the then warden of the College, Norman Chester.

**Chester:** If you could say something about your early ideas of the college and its architecture and the schedule of requirements which the university gave you.

**Harrison:** The plans that I worked out were based on schedules of definite requirements – residency and so on – and two, the deed of Lord Nuffield's gift and generally what he said was he wanted a college in the traditions of Oxford, that was the Nuffield side. The specifications had all been worked out by the committee, the university committee but I needed a partner ..... I had known Piers Hubbard in Palestine and he asked me whether I would take him on as chief draughtsman and in the end I made a partnership of three – Thomas Barnes and I and Hubbard. (The same name as the late MGA devotee is pure coincidence).





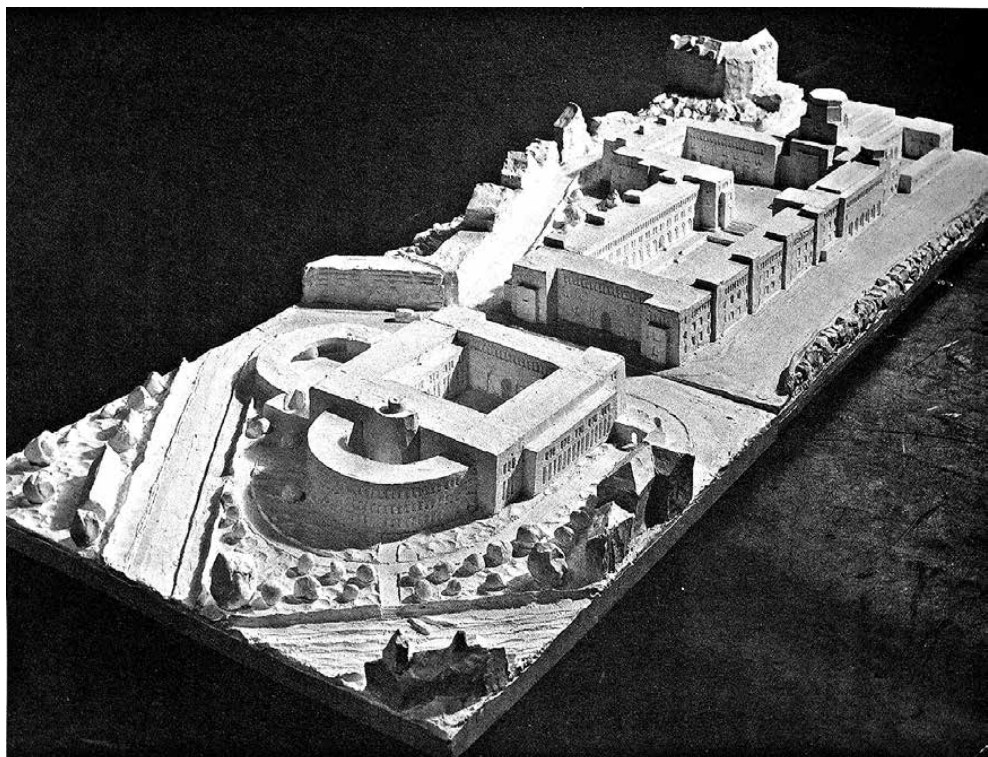
## Nuffield College

**Chester:** I see from the minutes of the committee that the decision to appoint you was made in June 1938 and in October 1938 they were shown preliminary plans which they approved and that by January 1939 they approved the finished plans. Could you say something about the work you put in on those early plans?

**Harrison:** We got to work at once and of course it was a larger site than the present one as it included the land on the other side of the road and there was (to be) a tunnel under the road connecting the two portions of the college. One day the Vice-Chancellor thought it would be a good idea to show the donor the plans which had been approved. In due course I went to the office of Lord Nuffield. I remember a very small office, a large table in the middle covered in paper – I went there with the Vice-Chancellor and someone brought in a large plaster model of the building. There was nowhere to put it. Eventually it was placed under the table, then the Vice-Chancellor, Lord Nuffield and myself got down on our knees and crawled round the room looking between the legs of the table. It wasn't a good position because a model should be seen in the position of the eye in the street.

**Chester:** You went round and round looking at it?

**Harrison:** There was absolute silence, and then finally Lord Nuffield got up, we got up,



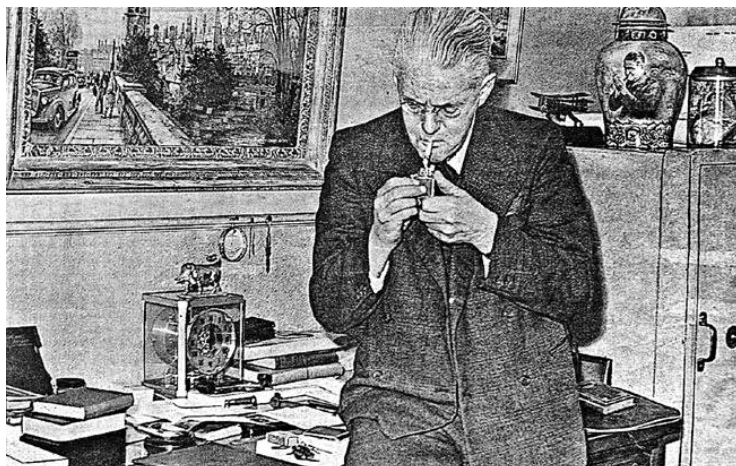
Model of the first design for the college.



## Nuffield College

dusted our knees and there was silence for about three or four minutes. Then Lord Nuffield turned to me and said “I’m sure you’re a very good architect, Mr Harrison and I’m sure this is a very beautiful building, but I don’t like it.” I was rather taken aback and asked him what it was he didn’t like in it., and he said “It’s not Oxford”. And I said I had been carefully trying to carry out the deed of gift. It was then put to me that “The building had to be in the traditions of Oxford and this isn’t in the traditions of Oxford. There are no pinnacles, no spires, and it has flat roofs”. And I said quite a lot of the colleges in Oxford have flat roofs. I had come to the conclusion that what was wanted was quadrangles, rooms off staircases, a hall, and certainly a chapel as a chaplain had already been appointed. He said “I don’t care a damn about the staircases, but where are the domes, towers and the pinnacles?” It was obvious that what he wanted was what he knew of certain colleges and he wanted our backing in his design.

**Chester:** He always had a picture of Magdalen College over his desk.



Lord Nuffield pictured at his famous desk in 1954.

**Harrison:** Yes, well that may very well have been what he had in mind. Well there was nothing else to be said and we said goodbye.

**Chester:** There is in the archive a letter from Lord Nuffield dated 15th August (1939) stating:

“My dear Vice-Chancellor, in confirmation of what passed at our interview yesterday I write to say that after careful consideration I feel obliged to adhere to my adverse judgement of the plans submitted for Nuffield College. I consider the plans to be un-English and not in keeping with the best traditions of Oxford architecture, as well as contrary to my express wish that it should be in conformity with that tradition. Indeed, I can go as far as to say that if a building of this type were to be erected I would not allow my name to be associated therewith”.

(Nuffield, who could easily be riled, was apparently unimpressed by the fact that Harrison had turned up sporting a beard and wearing sandals!)

*Peter Cook - MGCC – Overseas Director.*

**Part two to continue next issue.**



## Nuffield College

### Part two continues from last issue.

There is a note from the Vice-Chancellor which says:

“The unfortunate position has been reached because it was not understood that Lord Nuffield desired a particular form of architecture, namely Tudor-Gothic and wished for a building in harmony with that. Due to his absence abroad from December to April he could not be consulted about the elevations at an early stage. Mr Harrison saw Lord Nuffield in July 1939 and is aware that the plans did not meet with his approval. Since then all work on them has been stopped but Mr Harrison has not yet been informed of Lord Nuffield’s final word and the Committee has asked to keep the matter confidential at the moment”.

Then at a meeting of the committee in October (1939) “it was agreed that Mr Harrison be informed about the terms of Lord Nuffield’s disapproval and asked whether he was prepared to make fresh plans, and in that case he was asked with the Vice Chancellor to call upon Lord Nuffield and to discuss ideas about the new design which should be illustrated by a sketch plan”.

**Harrison:** My memory is very clear. Sometime after the meeting the donor expressed his disapproval the Vice Chancellor came up to London to see me and pointed out to me that he was in a very difficult position in that Lord Nuffield was a very rich man and we want more money from him so we need to compromise with his views. I offered to design another building and this was accepted.

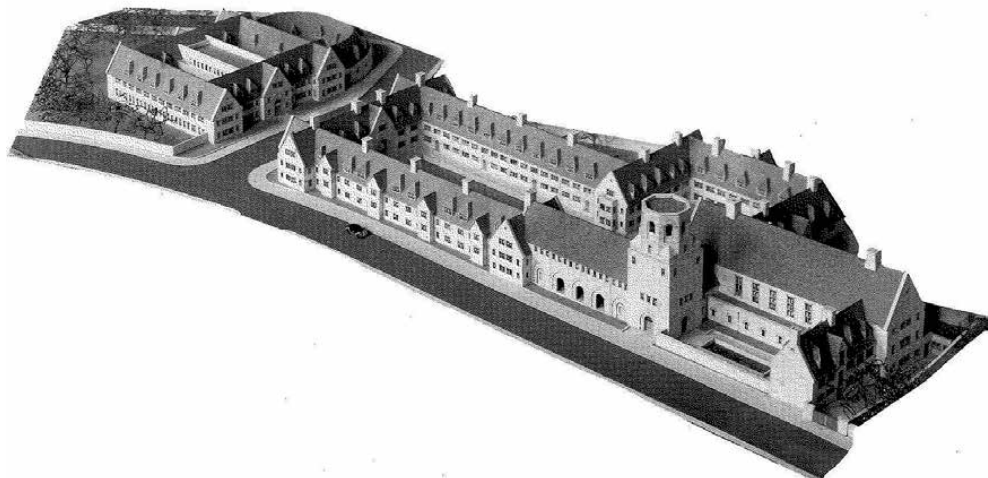
A sketch plan was made and this was approved by Lord Nuffield so the second design was worked upon in detail by Harrison. In the meantime, during the war when no building work could take place, a few academics had been appointed and set to work on various reports anticipating both eventual victory and a massive task of reconstruction. The reports were for various reasons inadequately drawn up, including the government’s unwillingness to share fairly basic data on employment and housing now deemed secret. For Nuffield this was just another aspect of frustrating delay. Positively though, the second design which met the wishes of Nuffield and the university’s remit was a considerable change from the first as can be seen in the photo of the model. It is worth pointing out that in the official biography written with Nuffield’s full participation and published in 1955 there is no mention of the misunderstandings about the college’s design.

Harrison decided that Nuffield wanted a more ‘picturesque’ building, so with Hubbard they hired bicycles and made a tour of Cotswold villages and on return had a clearer idea of what Nuffield might approve of. Pitched instead of flat roofs were now used, Cotswold-style windows were in the plans, and the stone was changed from the whiter, colder-looking Portland to the more sandy-coloured Clipsham in keeping with other colleges. There was a small tower above the chapel and the library was still over the road to be connected by a tunnel. Although Harrison worked upon the design in 1943/4 he was at various times sent abroad by the government to places like Malta where he worked on war-damaged facilities and buildings.

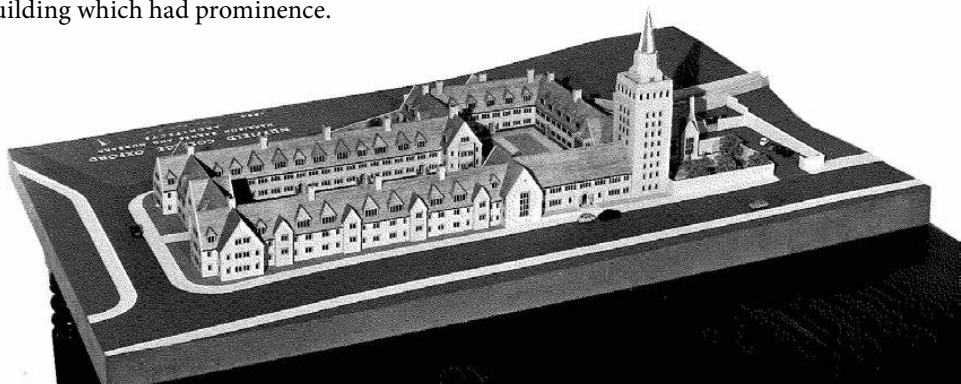




## Nuffield College



Permission to build due to materials shortages was finally given in 1949 and the foundation stone was laid in April 1949. It was now 12 years since Nuffield had made his offer to the university, he was 73 and there was still no building, or even part of one. Circumstances though led to what in retrospect was a turn for the better. So much time had elapsed that the endowment was insufficient as building costs had risen considerably. Another factor was that although the foundations and the basement storage spaces were of concrete, much of the building used what were then out-of-date methods. The college is not clad in stone, it is stone. Although building started by 1950, by 1952 it was realised that the college could not be completed within the current budget. There was money within the total endowment, but the dilemma was to have a college and not afford to staff it, or have staff and no college. Significant adjustments were made to the second design, the main one being to abandon the library building across the road and to enhance the size of the tower to house the library. This also meant that the chapel was abandoned to make library space. The Nuffield Foundation stretched its remit and provided another £200,000 towards building costs in 1956. Fortuitously, the much higher tower was nearer to Nuffield's own wish to have a building which had prominence.





## Nuffield College

The college was presented with its charter at a ceremony in June 1958 with Prince Philip (Duke of Edinburgh), the Warden Norman Chester and the Vice Chancellor in attendance. The photo shows the procession entering the college grounds, with Nuffield to the left of centre in his robes.



It was now twenty-two years since Nuffield had offered to fund a new college for Oxford university, and yet, as the photo below shows with the procession just a few yards further into the college grounds there was still much work to be done. It would take another three years before full completion.

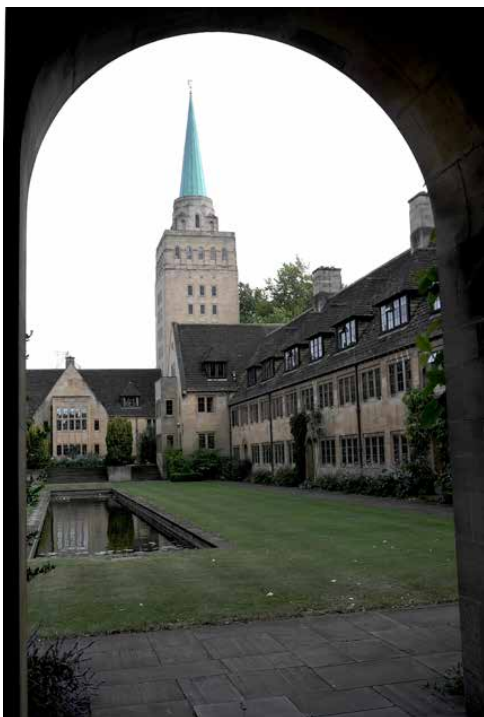






## Nuffield College

The considerable changes made between designs one and three are apparent, but one consistent feature is that of the upper and lower quadrangles. The lower quadrangle contains a rectangular pond with lilies and other flora, the architect's intention was to retain a feature reminiscent of the canal previously there. It was known that Nuffield was keen on plants and shrubbery, so the design reflected this. Lord Nuffield maintained an interest in some of the details as the building was slowly coming to completion. He said to Harrison that there was no ornament and the architect replied that there were plans for some stone carvings in the quadrangle: "What's the point of that", responded Nuffield, "you can't see it from the outside". So some ornamentation was added. It had been planned that the enlarged tower would be finished at the top as per the second design. However the main architect Harrison was preoccupied with other projects so Piers Hubbard was effectively in charge and he decided to add the spire or flèche. Harrison in the interview stated that he thought Hubbard was quite religious and wanted a spire to match the nearest visible church tower. The slender spire 'lifts' the whole building thereby giving it the prominence Lord Nuffield wanted, although he questioned why copper rather than slates was being used. Harrison explained to that it would turn green in time and would contrast well with the stone and look distinctive.



### Overview

The college has aged well and through financial diligence has moved from being one of Oxford's poorest to one of its wealthiest. Its reputation and ability to attract research grants is very high. It recently won a £10 million research grant from the Leverhulme Trust for demographic studies. It continues with the founder's intention that its research in the social sciences should have practical outcomes in terms of informing and persuading decision-makers and thus improving human social life. The building – the third version – has stood the test of time and is within the traditions of Oxford, yet lacking pronounced ornamentation and, by design, is by no means a replica of older colleges which would have been scorned for pretentiousness. It not only lacks the ostentatious Gothic ornamentation of much older colleges, it bears no scars from centuries of corrosive coal burning as the

others do. Lord Nuffield's instincts were correct on both the design and his wish for a lasting, living monument. For just three miles away in Cowley his original military college



## Nuffield College

factory is now expensive apartments, and his two later factories are business parks with assorted ever changing small enterprises, a budget hotel and cramped urban housing. There is a distinctly underwhelming statue to Nuffield which is surrounded by car parking. His brief investment in Pressed Steel in 1926 the other side of the ring-road is still making cars – BMW Minis. With Britain's withdrawal from the European Union its fate, always uncertain, now looks precarious.



Nuffield College now owns most of the land and buildings below the college up until the railway station. Most of it tired and houses a couple of nightclubs, small restaurants, a tyre depot and similar businesses. The college's plan in conjunction with the City Council (a college collaborating with the council to improve the lot of all Oxonians is rare) is to develop its land and combine much-needed cheaper housing for ordinary Oxonians along with more facilities for students and staff. The separation of 'town' and 'gown' is for other colleges. With the college this will improve the approach to the city centre from the west as originally intended. As for the scruffy car park where the library was planned to be, it's still there. Its capacity is 200; to park for an hour is £4; to park for a working day is £28. I would be breaking a confidence if I revealed how much revenue this run-down piece of tarmac contributes annually to college funds. Let's just say that in wishing to enhance the visual aspect of the area the college is faced with a serious dilemma.

*Peter Cook*

*MGCC – Overseas Director.*

### Sources:

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## Tools Available for Club Members

### Contact Randy Kegg to Borrow

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

# OFFICERS AND CHAIRPERSONS

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

## DISCLAIMER

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

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

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

# CALENDAR

## SEPTEMBER

- 7<sup>th</sup> Club Meeting
- 19<sup>th</sup> Britain on the Green (see flier)
- 25<sup>th</sup> MGs on the Rocks Car Show

## OCTOBER

- 2<sup>nd</sup> Treasured Motorcar Services Open House & Car Show
- 3<sup>rd</sup> British Motor Gathering – The Hellertown Show
- 5<sup>th</sup> Club Meeting
- 16<sup>th</sup> 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



The only MEMBER-RUN organization  
for MGB, MGC, Midget, 1100/1300 and  
Post Abingdon Car owners.

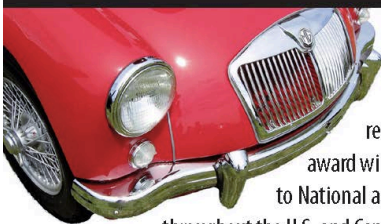
- ANNUAL MEMBERSHIP \$30** (\$45 overseas)
- *Dash plaque • Membership card • Window decal*
  - *Six bi-monthly issues of The MG Driver, a 68-page informative magazine.*
  - *Annual national convention – a four-day MG party!*

### North American MGB Register

PO BOX 876 • Downers Grove, IL 60515-0876

Toll-free phone: 800-NAMGBR-1  
[www.namgbr.org](http://www.namgbr.org)

## Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year

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





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

The Capital Triumph Register is proud to announce that the 23<sup>rd</sup> 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 19<sup>th</sup> for the 23<sup>rd</sup> 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 23<sup>rd</sup> 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 1<sup>st</sup> 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 42<sup>nd</sup> 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](mailto: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](http://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!*

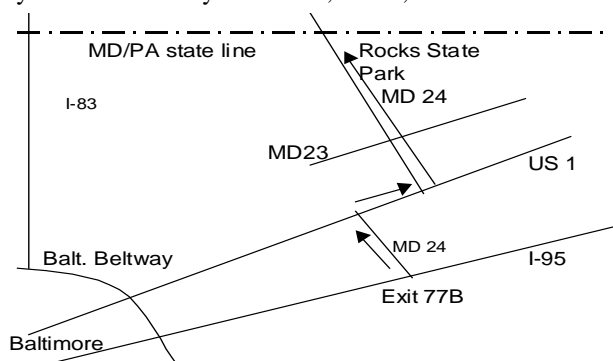
# MGs on the Rocks

The 42<sup>nd</sup> 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](http://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](mailto:Reitz1@aol.com)  
Co-Chairman: Richard Liddick - Phone: 410-817-6862  
Email: [RGL2MGBGT@aol.com](mailto:RGL2MGBGT@aol.com)

**MGs of Baltimore, Ltd**





# *FALL 2021*

## **OPEN HOUSE & CAR SHOW**

**Saturday, October 2<sup>nd</sup>**  
**9AM - 2PM**

See our exciting facility upgrades.  
Meet our new staff members.

### **FEATURING**

- Beautiful Cars -
- Fabulous Friends -
- A Few Surprises -

Several completed restorations and performance vehicles are expected for display, and we invite all other Interesting Treasures to drop in and show off a little as well.

### **JOIN US AT THE SHOP**

**917 E. Tolna Road, New Freedom, PA**  
(about 1 1/2 miles off of I-83, Exit 4, Shrewsbury)

### **VISIT US ONLINE**

**TreasuredMotorcars.com**  
(services, photos, events and more)

**CONTACT US BY PHONE**    **410-833-2329 or 717-227-6787**





**NEW CLUB NAME  
SAME GREAT SHOW!**

*A consolidated club:*  
Keystone Region MG Club &  
British Car Club Lehigh Valley

# 27th Annual BRITISH MOTORCAR GATHERING THE HELLERTOWN SHOW

**Sunday, October 3, 2021**

Show hours 10 am-3 pm | Field opens 9 am

**SPECIAL POST-COVID FALL EVENT  
OUR 2021 SHOW WILL BE NON-JUDGED**

Alfred J. Fritchman Reservoir Park, 3400 Reservoir Rd., Hellertown, Pa.

This is the same all-British show usually held the second Sunday in June ... rescheduled to the fall.

Same park, same show ... But **NO POPULAR VOTE** this year. Just come and have fun.

*Participation gifts • Special awards • Door prizes • Outstanding food and music*

Large covered picnic pavilion • RAIN or SHINE EVENT

*Come to your favorite wooded show park and enjoy the day!*

**INFORMATION:** Cliff Maurer | 484-225-8619 | [show@keystonebritish.com](mailto:show@keystonebritish.com)

**⇒ Register online at [keystonebritish.com](http://keystonebritish.com)**

**\$15** pre-register  
by September 27

OR WRITE A CHECK payable to **Keystone Region MG Club**  
FILL OUT FORM BELOW and MAIL WITH CHECK TO:  
BILL WEBB • 180 WINARD AVE, SELLERSVILLE, PA 18960-2123

**\$20**  
at the gate

NAME (please print) \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

YEAR \_\_\_\_\_

MAKE: \_\_\_\_\_

MODEL: \_\_\_\_\_

COLOR(S) \_\_\_\_\_

The undersigned hereby releases and indemnifies all the organizers of the British Motorcar Gathering, the Keystone British Car Club (aka Keystone Region MG Club, Inc.), the Hellertown Borough Authority, Fritchman Reservoir Park, and all supporting sponsors and participating vendors, collectively and separately, from any and all liability or property damage, including injury while participating in this event. I have read and agree to this release as a condition for my permission to attend and participate in this event.

Sign here \_\_\_\_\_

Date \_\_\_\_\_

*I accept these conditions by my signature and date above*



# 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](http://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: \_\_\_\_\_