



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

October 2021

www.mgsofbaltimore.org

From El Presidente:

Well, the 42nd Annual “MGs On the Rocks” British Car Show & Parts Market is in the history books. In spite of all of the adversary, we had a fantastic event with 197 cars registered and over 500 spectators in attendance. A big shout out to all of the volunteers that helped make this one of the best British Car shows in the Mid-Atlantic area. I'd like to thanks our donors and sponsors starting with Moss Motors, Ltd, Little British Car Co., Abingdon Spares, The Roadster Factory, British Marque Car Club News, Vintage Restorations, Merryman Modifications, Castrol Oil, Treasured Motor Cars, Stoner Products, Hagerty Insurance, Triumph Rescue and British Parts Northwest.

Special thanks go out to Eric and Cheryl Reitz, Tracy Trowbridge, Eric Salminen, Richard Jefferson, Ron Gillis, Karen Berry, Mary Lutz, Sally Meisel, Steve Meisel, Clint Davis, Steve Sharpe, Steve Williams, William Fiege, Carol Tucker, Randy Kegg, Barbara Fowler, Duff Fowler, Glenn Abbott and all of the volunteers that make this event happen. Without them and the attendees we wouldn't have been doing this for 42 years. Checkout our Facebook page and our website at www.mgsofbaltimore.org for a list of the 2021 winners and pics.

Moving on we have a lot of things going on:

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

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.

Chuck Moreland as agreed to host the Annual MGOB “After the Holidays” Party on Saturday, January 8, 2022 at his home located at 1113 Rayville, Road, Parkton, MD 21120 – RVSP at 410-357-4222 or gtroadsters@comcast.net

Steve Shape has agreed to host the Annual Chilly Run in February 2022 date TBD

Finally, The MGOB nomination of officers for the executive board takes place at the October meeting. Now is your chance to throw the bums out and start fresh with a new slate of do-nothing bums. If you want to place your name in the hat to serve have a member in good standing nominate you and get a second and you get to play a role in this great organization.

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

Safety Fast!

Richard

New Members

Welcome to Tom Burnham & Sandy Conner who have a MG Midget, a MGB and a Triumph TR6

ARTICLES IN THIS NEWSLETTER ARE COMPLIMENTS OF:

R. J. – MGOB Member

Bits & Spares – The newsletter of the British Motoring Club of Arkansas –
August 2021

Northern California Octagon – July 2021

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## *Photos from Rocks*



**42nd Annual MGs on the Rocks Winners  
September 25, 2021**

| <u>Class</u> | <u>Description</u>                     | <u>Place</u>    | <u>Name</u>              | <u>Car</u>          |
|--------------|----------------------------------------|-----------------|--------------------------|---------------------|
| 100          | <b>MGB Roadsters<br/>1962-1967</b>     | 1 <sup>st</sup> | David Collier            | 63 MGB              |
|              |                                        | 2 <sup>nd</sup> | Bob Lippert              | 67 MGB              |
|              |                                        | 3 <sup>rd</sup> | Dave Trout               | 65 MGB              |
| 200          | <b>MGB Roadsters<br/>1968-1974</b>     | 1 <sup>st</sup> | Gloria Ciarrocca         | 70 MGB              |
|              |                                        | 2 <sup>nd</sup> | Marty Green              | 74 MGB              |
|              |                                        | 3 <sup>rd</sup> | Brooks Thompson          | 74 MGB              |
| 300          | <b>MGB Roadsters<br/>1974-1/2-1980</b> | 1 <sup>st</sup> | Alex Ollerman            | 76 MGB              |
|              |                                        | 2 <sup>nd</sup> | Dave Hicks               | 80 MGB              |
|              |                                        | 3 <sup>rd</sup> | Steven McDowell          | 79 MGB              |
|              |                                        | 4 <sup>th</sup> | Charles Swartzbaugh      | 78 MGB              |
| 400          | <b>MGB/GT</b>                          | 1 <sup>st</sup> | John Valentine           | 66 MGB-GT           |
|              |                                        | 2 <sup>nd</sup> | Clint Davis              | 71 MGB-GT           |
|              |                                        | 3 <sup>rd</sup> | Forrest Collier          | 67 MGB-GT           |
| 500          | <b>MG Midgets 1961-1974</b>            | 1 <sup>st</sup> | Shane & Megan Absher     | 67 Midget           |
|              |                                        | 2 <sup>nd</sup> | Edgar & Levi Moss        | 74 Midget           |
|              |                                        | 3 <sup>rd</sup> | Dale Meeks               | 71 Midget           |
| 600          | <b>MGC, MGC/GT All Years</b>           | 1 <sup>st</sup> | Don Dean                 | 69 MGC-GT           |
|              |                                        | 2 <sup>nd</sup> | Jim Buckmeier            | 69 MGC-GT           |
| 700          | <b>MGA All Years</b>                   | 1 <sup>st</sup> | Jack & Sheila Stern      | 57 MGA Coupe        |
|              |                                        | 2 <sup>nd</sup> | Tom Ensminger            | 62 MGA              |
|              |                                        | 3 <sup>rd</sup> | Vicki Egliskis           | 60 MGA              |
| 800          | <b>MG Midgets 1974-1/2 up</b>          | 1 <sup>st</sup> | Kryssa McHenry (Liddick) | 76 Midget           |
|              |                                        | 2 <sup>nd</sup> | Mike Pavese              | 79 Midget           |
| 900          | <b>MGTC, TD, TF - All Years</b>        | 1 <sup>st</sup> | Glenn Abbott             | 53 MG-TD            |
|              |                                        | 2 <sup>nd</sup> | Charlie Baldwin          | 55 MG-TD            |
|              |                                        | 3 <sup>rd</sup> | Lynn Maclasy             | 53 MG-TD            |
| 1000         | <b>MG Other - All Years</b>            | 1 <sup>st</sup> | Michael Medinger         | 59 MG Magnette      |
| 1100         | <b>MG V8 - All</b>                     | 1 <sup>st</sup> | James Harbold            | 73 MGB-GT V6        |
|              |                                        | 2 <sup>nd</sup> | Glen Gimbel              | 79 MGB V6           |
| 1200         | <b>Other British - All Years</b>       | 1 <sup>st</sup> | William Clark            | 54 Arnolt - Bristol |
|              |                                        | 2 <sup>nd</sup> | Ed Mallon                | 65 Sunbeam Tiger    |
|              |                                        | 3 <sup>rd</sup> | Kim Barnes               | 70 TVR Vixen SZ     |
|              |                                        | 4 <sup>th</sup> | Eric Schoetker           | 2012 Aston Martin   |
| 1300         | <b>Triumphs - TR2, 3, 4,</b>           | 1 <sup>st</sup> | Dennis Morrison          | 60 Triumph TR-3A    |
|              |                                        | 2 <sup>nd</sup> | Todd Brenner             | 58 Triumph TR-3     |
|              |                                        | 3 <sup>rd</sup> | Joel Snyder              | 62 Triumph TR-3     |

**42nd Annual MGs on the Rocks Winners  
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| <b><u>Class</u></b>                                                     | <b><u>Description</u></b>        | <b><u>Place</u></b>                                                      | <b><u>Name</u></b>                                                      | <b><u>Car</u></b>                                        |
|-------------------------------------------------------------------------|----------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------------------------------|
| <b>1400</b>                                                             | <b>Triumphs Others</b>           | 1 <sup>st</sup><br>2 <sup>nd</sup><br>3 <sup>rd</sup>                    | Terry Hunt<br>Leo Handerhan<br>Gregory Rowe                             | 73 Triumph Stag<br>70 Spitfire<br>64 Spitfire            |
| <b>1500</b>                                                             | <b>Triumphs TR-250 &amp; TR6</b> | 1 <sup>st</sup><br>2 <sup>nd</sup><br>3 <sup>rd</sup><br>4 <sup>th</sup> | Glenn Davis<br>Steve & Val Williams<br>Matthew Altobelli<br>Mark Ambush | 76 TR-6<br>70 TR-6<br>74 TR-6<br>75 TR-6                 |
| <b>1600</b>                                                             | <b>Healeys All</b>               | 1 <sup>st</sup><br>2 <sup>nd</sup><br>3 <sup>rd</sup>                    | Tom Jacob<br>David Maulo<br>Frank & Lynn Curtis                         | 59 100-6<br>54 100 LeMons<br>67 3000 MK III              |
| <b>1700</b>                                                             | <b>Jaguar</b>                    | 1 <sup>st</sup><br>2 <sup>nd</sup><br>3 <sup>rd</sup><br>4 <sup>th</sup> | Michael Courtney<br>Lem Burnett<br>Dennis Blevins<br>Barry Leese        | 70 XKE OTS<br>70 XKE<br>70 XKE<br>74 XKE                 |
| <b>1800</b>                                                             | <b>Healey Sprites</b>            | 1 <sup>st</sup><br>2 <sup>nd</sup><br>3 <sup>rd</sup>                    | Sam Weigard<br>Don & Diane Weir<br>Phil Matte                           | 59 Bugeye Sprite<br>58 Bugeye Sprite<br>58 Bugeye Sprite |
| <b>Premier Class</b><br>(Winners in their class<br>at last year's show) |                                  | 1 <sup>st</sup><br>2 <sup>nd</sup><br>3 <sup>rd</sup>                    | Cheryl Reitz<br>Mike Lutz<br>Darrell Lutz                               | 61 MGA<br>48 MG-YT<br>60 Morris Minor                    |
| <b>The Murphy Cup</b><br><b>Best MGB of Show</b>                        |                                  |                                                                          | Bob Lippert                                                             | 67 MGB                                                   |
| <b>Senator Wayne Norman</b><br><b>Best of Show Award</b>                |                                  |                                                                          | William Clark                                                           | 54 Arnorlt Bristol                                       |
| <b>Diamond in the Rough</b>                                             |                                  |                                                                          | Nigel Kail                                                              | 78 MBG                                                   |
| <b>Farthest Distance</b>                                                |                                  |                                                                          | Barney Gaylord                                                          | 58 MGA                                                   |
| <b>Club Participation Award</b>                                         |                                  |                                                                          | Darrells Garage                                                         |                                                          |



## *"It's late September and I really should be back in school"*

By: rj

Two things I try to eliminate from my thoughts are **envy** and **regret**. I find life is just so much better without those two things hanging on my already overtaxed brain. I can't help you with the **envy** part, you just must get over the fact that God made some people smarter, better looking, stronger, etc. than you. Since I can't help with envy, let me help you with reducing **regret**.

I had two different people comment to me that they wish August would go away, ostensibly to get to the cooler weather in September. Yes, in August we had some 90 degree plus days. ***Alert the media it gets over 90 degrees in August in Pennsylvania!!*** One of these folks was my neighbor, who by the way never leaves his house, and you know his home AC was set to 70 degrees. The other was a cashier at Home Depot, again another person who had to suffer the slings and arrows of walking from her air-conditioned car to her air-conditioned workplace; Oh, the humanity! I implored both persons to never wish a way a day of your life. (*Today is called the "present" for a reason*)

Which brings us to little British cars and eliminating regret. (*OK, you knew I was going to get to cars sometime, didn't you?*) It's Fall and **Rocks** is in the rearview mirror. (awesome this year wasn't it! ) Now many will be thinking of winterizing your British steed. What are you thinking? I bet you look at your car and start to **regret** that you didn't put more miles on it this past year. Ok here's the solution.

Look at the weather forecast and pick a nice upcoming morning. Now find a spot on the map to drive to. May I suggest a park overlooking water. Now arm yourself with some good coffee and perhaps a baked confection. Next drive your car to said spot. On the drive, turn off the radio (*This is hard for me to say*) and just listen to the morning quiet and the exhaust note of burning octane. Once parked, enjoy your breakfast, and think how much you enjoyed the drive. This will improve your outlook the whole day. And lucky you; you get to drive home too. See **regret** eliminated.

OK, I know some of you have not achieved professional loafer status. Here's the thing; you can still drive your car to work and on the way stop off and have yourself the same reflection breakfast. Many of you are working from home; so, the folks on the Zoom call won't even know you're not chained to your computer desk. Back when dinosaurs roamed the earth and I worked for a living, I had the opportunity to drive my LBC to work. It seemed on these days work was just a little more pleasant. I liked the drive to work and all day I thought of the drive home.

Well, I hope this simple solution has made you think. By the way this method can be employed in October, November even nice days in January (Although lunch may be a better option.) And please don't wish a way a day of your life. Remember with each passing day you're closer to your last top-down drive. I **regret** to say that's it for my latest sparkplug misfire; hope it helps.

PS: [You can now hear the song that's I stuck in your head](#)

## THE FIRST MINI?

Last month I covered the first Mini, on display at the British Motor Heritage Museum at Gaydon, England. But in researching this car I found a Facebook page from 2017 disputing the history of this car as the very first of its kind. I am copying the entire Facebook article below to detail the author's reasons for disputing the Morris Mini Minor, registration number 621 AOK, as the first production Mini.

"The exact chronology of Mini production has been distorted through the passage of time which has resulted in a series of half-truths becoming the accepted story. For a long time it has been accepted that 621 AOK, now at the BMH Gaydon museum, was the first production Mini. The truth is as follows. The first production Mini with the chassis number 101 was an Austin Mini Seven built at Longbridge on 3 April 1959. 101 has long since disappeared into the great scrapyard in the sky, but 102 built the same day amazingly survives. Registered 627 HUE, in 1965 this car was bought by Donald Healey and transformed into a convertible two-seater, apparently with the blessing of Alec Issigonis. 627 HUE is now owned by a Japanese Mini collector. Both Minis 101 and 102/627 HUE were delivered to one Alec Issigonis. The initial Austin production was as follows. Austin chassis 103 also survives, registered KEG 77, it was exported to Japan in 1996.

It was on 8 May 1959 that Mini production began at Cowley when Morris chassis numbers 101, 102, 103, 105, 106, 107, 108, 110, 111, 112 were all built. Bizarrely 104 and 109 were built a few days later. Morris Mini Minor chassis 101 was registered as 621 AOK. So why the confusion? One can only assume that in February 1965, when the millionth Mini was produced in the aftermath of the second Monte Carlo rally win, that BMC's PR machine simply made the understandable mistake of assuming Morris 101/621 AOK was the first car of all and it and Alec Issigonis posed outside Longbridge with a 1965 model for PR photographs that have appeared in the printed media ever since. In fact, Morris 101/621 AOK was the sixth production Mini. By the time the error was realized it was too late to backtrack and Morris 101/621 AOK has now become the official first Mini."

(<https://www.facebook.com/200375720507123/posts/621-aok-is-the-first-minithe-exact-chronology-of-mini-production-has-been-distor/202491863628842/>)



The "original" second Austin Seven (# 102)



The "original" Morris Mini Minor (# 101)

What is also interesting, from my combined Austin-Healey/MINI/Mini marque leader position of the BMCA is the fact that Donald Healey himself took possession of the second Mini made and chopped the top off to make the first Mini convertible! Who knew ..... ?

# Get the Best Needles

**Written for the HS4 Carbs on Your 1962-69 MGB, generally applicable to all MGs**

By Denny Hale as printed in the Kansas City MG Car Club Newsletter, 9/2020

One of the reasons to find the needles to optimize the performance of any standard MGB is replacement of the standard Cooper paper-element air cleaners with ones of the direct flow type. These allow a greater volume of air to flow with less restriction to the carburetors and inlet manifold, so that – in theory – if you don't change the original jet needles fitted to the carb pistons to match the increased airflow, your B won't be able to perform to its optimum. In other words, by allowing more air through, you lean the fuel/air mixture.

Since our carbs were designed decades ago, the composition of the gasoline we now use has changed enormously. Two obvious changes; today's fuel lacks any lead content and it's more volatile – both of which are undesirable for a B-series engine as fitted to our MGB's. Most of us have taken steps to overcome some of the problems with today's gas either by having hardened valve seats fitted in the cylinder head or by using a suitable additive when we fill up, so that we can burn unleaded fuel with less cause for worry, even if performance is reduced by virtue of having to retard the ignition. However, finding more suitable jet needles can help here by enabling us to recover some of the performance.

It should go without saying that, before you start experimenting with carburetor settings, you need to be confident that there are no other issues affecting your B's ability to perform to its best. Your engine's valve timing, tappet, ignition and plug gap settings are all correct, the distributor is in good condition with the contact breaker gap correctly set and the vacuum advance working properly. Piston crowns and valves should be free of excessive carbon deposit (otherwise pre-ignition is likely to occur). If these prerequisites aren't pretty close, messing with carb settings won't help performance much, if at all.

By letting in more air with your direct flow filters you are leaning the fuel/air mixture. So you need to find richer jet needles, i.e. those with a taper profile slightly thinner than standard. However, it's not quite that simple. SU needles are shaped with such a profile as will achieve the precise fuel/air mixture requirement for any engine load/throttle condition. For example, when you suddenly open the throttle to accelerate, the depression created in the manifold causes the carburetor piston to rise, pulling the needle upwards with it through the jet orifice. Because the needle is tapered, more fuel is able to pass through the jet, thus providing an enriched mixture necessary to provide the power for acceleration. Obviously a crucial element in this scenario is the degree and profile of taper of the needle.

All chrome-bumpered B's fitted with engines codes up to 18GG were fitted with twin HS4 carburetors employing type 5 (18G, 18GA; 1962-64) or FX (18GB, 18GD, 18GF, 18GG; 1965-67) needles as standard for use with the paper-element air cleaners. If a richer setting was required, type 6 needles were suggested. An SU needle is described first by its length and then by (diminishing) diametric measurement at a number of equidistant points down its length in the direction of the taper. Have a look at the comparative diametric profiles of these recommended needles (for the MGB's 1-1/2 inch carburetors, the width is always 0.090).

See the tables below.

| <u>Engine Model</u> | <u>Dates Installed 5/62</u> | <u>Model Years</u> | <u>Carb Type</u> | <u>Carb Body</u> | <u>Needles</u> |
|---------------------|-----------------------------|--------------------|------------------|------------------|----------------|
| 18G                 | – 2/64                      | 62 – 63            | Dual HS4         | AUD-52           | MB             |
| 18GA                | 2/64 – 10/64                | 64 – 64            | Dual HS4         | AUD-135          | #5             |
| 18GB                | 10/64 – 11/67               | 65 – 67            | Dual HS4         | AUD-135          | FX             |
| 18GF                | 11/67 – 9/69                | 68 – 69            | Dual HS4         | AUD-265          | FX             |
| 18GH                | 9/69 – 8/70                 | 70                 | Dual HS4         | AUD-326          | AAE            |
| 18GK                | 8/70 – 8/71                 | 71                 | Dual HS4         | AUD-465          | AAL            |
| 18V                 | 8/71 – 9/74                 | 72 – 74 ½ Y prefix | Dual HIF4        | AUD-434          | AAU            |
| 18V                 | 8/71 – 12/74                | 72 – 74 ½ Z prefix | Dual HIF4        | AUD-493          | AAU            |
| 18V                 | 12/74 – 8/80                | 75 – 80            | Zenith-Stromberg | 175CD5T          |                |

| 5              | FX              | 6      | 7        | CC    | GP    | BB3   | RO    | FG    |
|----------------|-----------------|--------|----------|-------|-------|-------|-------|-------|
| (Stock 3 main) | (Stock 5 to GG) | (rich) | (richer) |       |       |       |       |       |
| .089   width   | .089            | .089   | .089     | .089  | .089  | .089  | .089  | .089  |
| .0850          | .0855           | .0850  | .0850    | .0850 | .0850 | .0850 | .0850 | .0850 |
| .0814          | .0827           | .0814  | .0814    | .0810 | .0800 | .0810 | .0810 | .0795 |
| .0785          | .0800           | .0785  | .0785    | .0780 | .0760 | .0780 | .0770 | .0750 |
| .0758          | .0775           | .0775  | .0755    | .0750 | .0750 | .0750 | .0740 | .0710 |
| .0733          | .0750           | .0725  | .0720    | .0725 | .0725 | .0718 | .0710 | .0678 |
| .0705          | .0715           | .0696  | .0686    | .0698 | .0696 | .0687 | .0685 | .0650 |
| .0680          | .0680           | .0666  | .0650    | .0670 | .0666 | .0654 | .0660 | .0625 |
| .0653          | .0653           | .0636  | .0620    | .0640 | .0636 | .0622 | .0633 | .0600 |
| .0627          | .0627           | .0606  | .0587    | .0610 | .0606 | .0589 | .0605 | .0580 |
| .0600          | .0600           | .0577  | .0553    | .0580 | .0577 | .0554 | .0580 | .0560 |
| .0590          | .0590           | .0550  | .0520    | .0550 | .0550 | .0526 | .0558 | .0540 |
| .0580          | .0580           | .0520  | .0490    | .0520 | .0520 | .0494 | .0530 | .0520 |





***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**

## 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

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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

## 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)
- 23<sup>rd</sup> Vintage Restorations Open House

## NOVEMBER

- 2<sup>nd</sup> Club Meeting

## DECEMBER

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

### MGs of Baltimore Affiliations

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



North American MGB Register

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

**ANNUAL MEMBERSHIP \$30** (\$45 overseas)

- Dash plaque • Membership card • Window decal
- Six bi-monthly issues of *The MG Driver*,  
a 68-page informative magazine.
- Annual national convention – a four-day MG party!

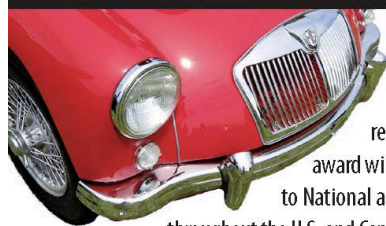
**North American MGB Register**

PO BOX 876 • Downers Grove, IL 60515-0876

Toll-free phone: 800-NAMGBR-1

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

## Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, 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).





# *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

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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: \_\_\_\_\_



# Vintage Restorations Ltd.



## 28th Anniversary CELEBRATION

Vintage Restorations Limited invites you to attend our Open House and FREE Car Show!

All makes and models welcome!

Join us Rain or Shine!

Saturday, October 23rd, 2021, 10 am to 3 pm



**Shop Tours, Cars & Trains on Display! See Working Large-Scale and Model Railroad Equipment.**

*Food & Refreshments available in town at The Buttersburg Inn and Original's Pizza.*

410.775.0500 | [www.vintagerestorationsltd.com](http://www.vintagerestorationsltd.com) | 52 North Main Street  
Union Bridge, MD 21791 (Corner of Rt. 75 & Main Street)