



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

December 2021

www.mgsofbaltimore.org

From El Presidente:

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. Poly-Western is located at Falls Road & Cold Spring Lane, 21211. The best way to get there if traveling from the north is to take Falls Road (MD Route 25) south from I-695 or Northern Pkwy. Once you go past the Village of Cross Keys you may encounter police barricades, just tell them you are part of the parade. We will line up on Falls Rd in Division 2 to start the parade.

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 410-218-6140 or gtroadsters@comcast.net

Steve and Tina Sharpe have agreed to host the 24th Annual Chilly Run Sunday, February 20th with a snow date of Sunday, February 27th, 2022. The festivities begin at 2:00 p.m. Please bring you favourite chili or non-chili to event into the fierce competition for The "Hunka, Hunka, Burning Love" Award and the other "Special" Awards that are chosen by the hosts. Don't forget to R.S.V.P. Steve & Tina to let them know you are coming and what you will be bringing. Drinks will be supplied by the club.

Steve & Tina Sharpe
1291 Cambria Road
Westminster, MD 21157
410-750-2463
E-mail: steveesharpe@gmail.com

Finally, I want to thank the members that nominated the existing Executive Board to remain in place for another year. I also want to thank Jim & Bonnie Durr for organizing the November League of Extraordinary Loafers get together at McFaul's Tavern. I'd would like to congratulate Bob Bates on being selected as one of the North American MGB Registers Good Samaritans for 2021 for the assistance he provided to others at MG International 2021 – Atlantic City.

Safety Fast!
Richard

New Members

Welcome to our following new members:

Mike & Jan Keadle with a 1973 MGB that is a project car. Roger & Lara Nicolson with a 1960 MGA 1600

ARTICLES IN THIS NEWSLETTER ARE COMPLIMENTS OF:

The Octagon – The Newsletter of the MG Owners Club/The Northern California Centre of the MG Car Club – October 2021

The Kansas City MG Post – November 2021

The Octagon – The Newsletter of the MG Owners Club/The Northern California Centre of the MG Car Club – November 2021

~~~~~

## NAMGBR Good Samaritan Award

At the November meeting Bob Bates was presented with the NAMGBR Good Samaritan Award for his actions in Atlantic City at the convention. Bob was given this award for assisting Nick Pappas and Aviva Hoffman with car issues at MG International 2021 Atlantic City. Nick had starter issues with his MGB V-8 Conversion and used Bob's trailer as a work ramp to get to the starter. Aviva drove her 1963 MGB to Atlantic City from Georgia and developed clutch issues the day of the car show. Bob lent her his truck and trailer to get it to a repair shop that was recommended by Trip Arnold. Bob had brought his 1952 MG TD to AC using his truck & trailer.



# Adding MG Storage

By Dan Shockey

Most of us MG enthusiasts in Northern California are faced with a perpetual shortage of space for our cars, spares and tools. Garage space is often limited and has to be shared with other family member needs. You might consider building a shed beside or behind your house. MGs are small and don't need a lot of room to get past a building so you may be able to add a gate to a fence to bring a car into your yard. Sometimes you can disguise the gate to still look like a solid fence. I did that in my San Jose house. A couple blocks of wood can get you over the curb.

The transitional Craftsman house (circa 1920) I grew up in had a very small frame garage that could only have fit a Model T. Dad called it a "lean to." It "leaned to the east," he said. He remembers one very cold January when I rebuilt the front suspension of my TR3 in that garage.

Nearly all cities allow a 'garden' shed to be added to your property of up to 120 or 125 sq. ft. without a permit. Some folks have built more than one such shed on their properties. It isn't clear if there are limitations on how many you can have. It helps to have a yard that is not too open to view by neighbors and to have sympathetic neighbors – or neighbors doing their own additions. Neighborhoods with an HOA are a special problem and can be very restrictive. I have seen HOA 'agreements' that do not even allow you to change oil inside your garage.

A small shed allows you to step into additions. Build one and wait to see if anyone complains. Then add a carport or an extension or even build a second one.

You need a hard shed with a solid floor to keep rodents from your prized MG. It is helpful to have electricity as well for lights and to be able to run rodent repellents, heaters or dehumidifiers. Cities can be very restrictive on that so you may have to be 'creative' in getting 'temporary' electricity to the units. It seems like Northern California cities have softened up on these restrictions in recent years but best to be cautious.

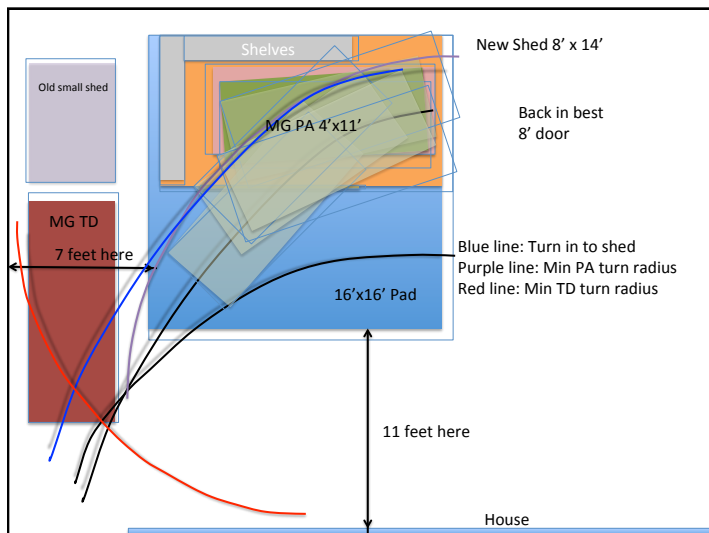
An active MG enthusiast in Orange County has 3 low metal sheds. These are large enough to hold an MG in each – though you have to remove the whole front of the shed to get them in or out. He used them for long-term storage. Where there is a will, there is a way.

I purchased my home with an eye to adding storage space. The house is on a ½ acre hillside and somewhat country. The prior resident had built a 16x16 rental in the back on a custom concrete pad. (Very ambitious for a renter!) He had to remove the structure when he left but the pad was there directly behind the 2-car garage. Also by removing and changing the fence beside the garage, there appeared to be enough space to move an MG along the side to the back.

Andy Preston has this shed in his back yard. "I constructed the shed myself with the help of a friend. It fits an MG very nicely and has lots of shelf space for spare parts. I place plywood over the grass to get the car out. I can't believe you can fit your PA in your new shed. It looks very tight."







There was a large, rusting old shed on the "RV pad" above my house. I planned to get rid of that so there would be no net shed increase. It was in poor shape; rather than keeping rodents out, I found two large rats living in it when I cleared it. Life is an adventure!

I spent a lot of time trying to decide what to do to utilize the pad and sidewalk "driveway." Originally I thought to add a door to the back of the garage and drive through to a new shed behind. But that meant giving up the laundry area that was in the garage space. I spent time at Tuff Shed and web sites looking at options. Tuff Shed builds sheds with plywood floors but I already had the nice concrete pad. I really needed a very small garage. They build garages but not in that small a size. I ended up hiring a friend of Thuy's to build a 120 sq. ft. shed (8' x 15') that I could access from the narrow sidewalk. He did exactly what I wanted and it was less expensive than the prefab sheds. He also built a carport cover on the side.

This has served me well. Until last fall, I put the tiny MG PA Midget in the shed. It required me to steer it back and forth or use a floor jack to get it in there but I used the carport for extended work. And I was able to store a lot of spares and things inside. It was fine.

Last fall, I decided to remove the 'pergo' type flooring in the garage (another renter addition so he could sublet the garage) so I could better work on the MG in there. Underneath pergo is plywood over 1x4 spacers and hard foam insulation. It was impossible to move a car on a jack over such an uneven, 'soft' floor.

I ended up with a lot of plywood, 1x4s and insulation panels. I then realized that I had the makings of a temporary 2<sup>nd</sup> shed. That would allow me to pull the MG straight in and free up space in the first shed. That would allow me to move stuff from the laundry area and remodel that area as well.

I only had to buy 2x2s for the shed walls and a roll of roofing. The 1x4s made the roof structure. I had very little plywood and insulation left over after insulating the walls and ceiling. This structure is just larger than the tiny Midget in all dimensions and can be readily dismantled or even rolled away when the time comes. I painted it with whatever exterior paint was marked down at the hardware store (\$5 a gallon.) This was a lovely shade of pink. I have picked up some \$5 gallon gray paint since that I plan to repaint it with to help it blend in with the concrete wall behind it.

You can add storage space to most house situations. The 120 sq. ft. shed is a great solution where you can use it. If you are in an HOA, you will



need to be very clever in your approach.

This was my shed right after construction and before I moved in. The TD went to the house garage where the MGA now lives in its place. The pink mini-shed fits where the TD sits near the concrete block wall. At left: loading the PA alongside the garage.

# Exhaust Note

By: rj

## *Time keeps on ticking ticking into the future*

Man, I wish they would stop screwing with the clock. Perhaps coming off a quarantined confinement has made it worse this year, but the recent change of the clock has been tough to take. I expect it may have something to do with the number of calendars I've used up. All this preamble is just to remind you that it's time to start planning for the short days and long nights ahead.

Do you sometimes feel that time stands still in a garage? You go out to your **Sanctum Sanctorum** and time just goes away. No matter what you're doing (*and sometimes we do damn little*) it makes us feel like we are accomplishing something. In the end we wonder where the time went? So perhaps with time standing still in the garage we don't age?

Now is the time to start planning garage projects for the short days. First, for some of us, we must get over what I call **"Rat Hole Thinking"**. Have you ever noticed when you're planning a project (*or explaining one to your wife*) Rat Hole thinking occurs? Oh, I guess I had better explain what we will now call **RHT**. Being humans, we always take things to extreme (supersize if you will) and this especially happens on **negative thoughts**. (*"Oh my god we could be killed!"*) When explaining our proposed project to others these thoughts can be multiplied usually by the number of people we are explaining it to. Thinking of one bad thing after another we can spiral down the Rat Hole of doing absolutely nothing. Or as my old major use to say; *"Excuses are the tools man uses to build great monuments of nothing."*

Let's say you're thinking of doing a project on your trusty British steel. RHT will have you worrying that the job is too big, you could break something else, you don't have the skill to do this, etc. Norman Vincent Peale isn't around anymore to always get you thinking positive. You can do anything you put your mind to and when it comes to our cars it's already been done before and there's probably a YouTube video on how to do it (**Thanks Twisty**)

Lucky for you that you also joined a club where the obstacles you can think of can be overcome with the joint efforts of the membership. Hey, we even have access to some neat tools to get the job done. Just think of how two MGOBers could make time stand still if you work on the project together!

So, take some time and start thinking of making time stand still this coming Winter (*There I had to say that nasty cold word*) and don't let RHT get in the way. [Now you can listen to the song I put in your head](#)

## Midget Mumbblings

*By Steve Olson*

The dual gauge that tells me engine temperature and oil pressure is purely mechanical. The oil pressure from a tiny copper tube acts directly on the gauge. And a similar size copper tube filled ether (or maybe it is alcohol) transfers the expansion pressure of a wax capsule inside the thermostat housing to the gauge. It is not uncommon for the ether to find a way to escape. There are a couple places I know that can rebuild these gauges, but they charge about as much as the cost of a new one plus it takes weeks to ship yours to them, get it rebuilt, and have it shipped back. I lack the patience for that. I found that Rimmer Brothers in the UK had the gauge in stock at an attractive price. In about a week, the fresh new gauge arrived and it was an exact match except for the manufacture date in tiny print. Close enough for me.

Installation is not that simple. The gauge is located in the center of the instruments and right above the steering column. Even lying upside down in the driver's seat with my head under the dash, I could just barely see the things I needed to be able to reach. But my fingers are not a foot long and do not bend in more than one direction. I decided to remove the tach, which I can almost get to, and use that opening to get to the dual gauge. And that actually worked. With effort, I managed to get enough slack in the oil line to let the gauge pull out through the front of the dash just a bit. I just couldn't get enough room for my tubing wrench to fit onto the nut connecting the oil line. I ended up using an old half-inch wrench from a thrift store. But first, I had to grind it a bit thinner and cut a slot in the box end to slip over the oil line.



As they say, reassembly is simply the reverse of the process. Of course, it is never quite as easy as that sounds. Along the way, I had managed to cause the LED bulb in the fuel gauge to go dark. Access to that would have been fairly easy, except I didn't discover that problem until after I had put all the rest back together and took a drive after dark. But just a simple head stand did allow replacing that bulb eventually.

The important thing is that the new unit again shows me that the engine operates just below the 'N' mark and oil pressure reads a bit higher than before. I know nothing I did actually increased the oil pressure, but I like seeing the needle point a bit higher. Midgets with the 1500 motor have such low oil pressure that for 1977, MG replaced the oil pressure gauge with just an idiot light. As long as there is 3 or 4 PSI, the light stays off and the owner is happy. Great engineering! Solved a frequent customer complaint and the lamp probably cost less than the gauge. A perfect Win/Win solution back before that bit of jargon had become part of corporate speech.



# Offside and Near-Side—a Mystery Solved

by **Terry Trovato**

Ever wonder why the eared knock-offs used to attach wire wheels to the splines on the right side of our British cars are stamped with "offside" undo? Obviously, the "undo" designation determines which way you should apply the hammer to the ear of the knock-off to loosen, or undo, the wheel. But "offside?" That's another story. It goes back to the horse-drawn carriage equestrian days in England prior to the invention of and manufacturing of the first automobile in the Mother Country.

A bit of background: The first automobile bodies in England were created by "coachbuilders," who had been building coaches that were pulled by teams of horses. More often than not the bodies of these coaches contained wooden skeletons and this practice was continued when it came to creating bodies for automobiles. And, to carry the equestrian theme further, when wire wheels, manufactured by Rudge-Whitworth featuring an eared, center-locking knock-off hub system came into vogue, the knock-offs designated to hold the wheels onto the right side of the vehicle were designated as "offside."



Why? Because an Englishman always mounts his favorite steed from the "near," or left side; hence, the right side of the animal is the "off" side.

It should be noted that the left-side eared knock-offs have a right-hand thread pattern, while the right-side eared knock-offs feature the reverse, left-hand thread pattern. This ensures that the knock-offs, when correctly applied to the designated side of the vehicle, won't loosen themselves while traveling forward. There are two common safety concerns here: One, never install the knock-offs designated for the left side on the opposite side of the vehicle and vice-versa. When affixed to the proper side of the vehicle, the knock-offs are self-tightening, but if reversed, they are self-loosening! Also, it is suggested one should never try and tow a wire-wheeled car backward via a tow-dolly.\*

So, "Offside Undo?" Thank the equestrians from days gone by. [And I thought it related to "kerbs" - Ed.]

Stolen from the South Alabama British Car Club.

\* I am convinced the dangerous condition is when braking, creating a force between the rotating wheel and the stopping force on the hub. Hence a fast run backwards with hard braking could loosen a knock-off. I do not hear anyone warn people not to brake when backing up. I do not worry about towing a car backwards with no braking force on the hub. The only danger would be should the brakes lock up somehow or the wheel bearings seize. (I also could forget to release the handbrake that acts on all four wheels on my MG PA!) However, I wire on the knock-offs when towing backwards to not offend and worry other folks.

Our UK MG folk often speak of offside and nearside and I was never quite sure what side they referred to. I assumed that the "nearside" referred to the side next to the driver in the UK, i.e. the right side. Wrong! Then I thought it must be the curb side of a right-hand drive car. Right! (No, "Correct" since it is Left.)

There is a cute cartoon that shows a spectator studying a knock-off on an MG at a show and announcing, "Ah, this car is a 'Undo.'" Sorry, I couldn't find the cartoon. - Dan

Note bailing wire holding knock-off



# 5-Main MGB Motor Into an MGA 1500

by Dan Shockey

I recently attempted this job. It was a complex series of tasks, though not especially difficult or exacting to accomplish. My 1500 motor was tired and starting to leak. It turned out that the valve lifter surfaces were badly galled and had worn down the camshaft. So I could have rebuilt the engine economically and gained back power equivalent to a 1600 motor. But I wanted a further boost in power and to add a/c. Plus, an 18V MGB motor came my way, appearing to be in like-new, rebuilt shape at a great price.

Andy Preston recommended that I use this engine with the stock MGA gearbox and I had initially intended to do that. It would have simplified the job to not much more than an engine swap. I have been storing a D-type early MGB overdrive gearbox for many years and wanted to use that someday.

Then I was laid off from my job and I appeared to have a time window where I could tackle the extended project. Not knowing what all was involved, Thuy told me to go ahead and do it. Halfway through the project, we decided to move house.

You can find various descriptions of what is involved in such conversions, most notable Barney Gaylord's MGA tech site on-line. I will only put in some notes to give you an idea of what is involved. I know many folks have considered such a conversion.

## Engine

The early MGB motors, the ones with 3 main bearings instead of five, are the easiest swap. And many believe they remain the truest to the original. Three-main engines are considered freer-rev'ing. Nearly all MGA components bolt right up to this series of engines.

The 5-main engines have many advantages, however. They are much more available and have a much improved rear seal compared to the 3-main engines. A disadvantage is that they do not have a mechanical cable drive for the tachometer. However the mid-60s MGB electric tach is a near dead-ringer for the MGA tach. It can be converted to run on negative ground if you chose to do that.

My 1500 is an early car with the low mount starter. Later MGAs use a high mount starter, as do MGBs. In practice, this means that you have to either use an MGA starter and engine back plate or convert the tunnel to accommodate the different starter position. I was able to throw money at this and buy a new-style high-torque starter. With this starter, you do not need to modify the MGA tunnel and toe boards.

## Gearbox

The gearbox (transmission) is the major change. I wanted to use the early (D-type) MGB overdrive unit since it is much

narrower than the later LH MGB unit.

It still requires significant changes to the gearbox mount in the MGA. The style of mounting is different plus the driveshaft is a different style and longer than any MGB driveshaft.

I had to obtain a rear plate from an early MGB motor then modify it to take the later rear main seal. This was tedious but not difficult. I used an early 5-main flywheel, one of those aluminum aftermarket ones with holes for either the MGB or MGA clutch plates. I chose to go with an MGA clutch plate with an MGB clutch disk. That required the use of an MGA front cover and throw out lever for the gearbox.

Old engine and gearbox out above. New gearbox at left.





I was able to modify the gearbox mount with cutting and bending, no welding, just the addition of some plates bolted in to shore things up. I had to cut up the MGA tunnel. Mike Jacobsen gave me a spare tunnel that was very useful. The tunnel is not much changed, widened a bit in one area, and the parking brake mounts as normal. I needed to put in access plates to get at the overdrive components later, without having to remove everything for service and repairs.

### **Engine Externals**

I used the MGA manifolds, carbs, and as many externals as I could. I had to get the shortest MGB water pump to give me clearance for the radiator. I already had an alternator on the MGA so kept that now using the MGB mount. I put early MGB needles in the carbs. It was definitely too lean with the MGA needles.

### **Overdrive Shifter**

The overdrive box was missing its shifter. That caused me consternation. I was able to use the shifter unit from a later MGB box but I don't have the automatic cutouts for the overdrive so that it can only function in 3<sup>rd</sup> or 4<sup>th</sup> gear. The shifter is quite a bit further forward than the MGA. You can modify a shifter to lengthen it – if I had one. (I was able to buy the housing only on eBay.) I created a shifter that is bent back at about a 45-degree angle to put the knob at about the right place for the MGA but further tunnel mods were required.

I had to shim the radiator forward using plywood, about 7/16", I believe. That required bending the flat panel in front of the radiator.

The gearbox is a rather tight fit inside the modified tunnel so I was concerned about vibrations. So when it vibrated badly at first test, I was really worried. It turns out that I had neglected to tighten the very-loose rear u-joint bolts! It is fine now.

### **Overdrive Testing**

I tested the gearbox on the bench before installing it, using a large drill, a large drill bit the size of the input shaft (5/8"), and a bit of rubber hose connecting them. I am sure it was working though the speed change was not so apparent since the overdrive loaded down the motor. A stronger electric motor would have been better. I replaced the left cable knob on the heater panel with the O/D control switch.

Because we had decided to move, and with the GOF coming up, I set aside the MGA after only minimal testing. I have yet to get back to it and have not even completed wiring up the electric tach and the overdrive switches. The speedometer is WAY off, perhaps as much as 40% low.

### **Heater and A/C**

I removed the heater completely while the gearbox and tunnel were out, and installed the a/c evaporator under the dash. The removal of the heater gave me a lot more room under the bonnet to work on wiring (and O/D) tasks. I will complete the a/c installation as Stage 2.

### **Plan of Work**

I normally make a spreadsheet detailing all the tasks in order. In this case, I did not know enough to begin to create such a worksheet. It was 'winging it' more than I like to do. I really didn't know what all I would have to do at each stage. It came out better than I hoped – with the proviso that I am not quite done yet.

Each conversion will vary based on the engine, gearbox and model of MGA you are working with, along with preferences on clutch type (MGA vs. MGB). I plan to report back, perhaps even with a spreadsheet for future reference!

Above: Modified tunnel. Note a/c evaporator well forward under the dash





***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**



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

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

## DECEMBER

- 5<sup>th</sup> Hampden Mayor's Parade
- 7<sup>th</sup> Club Meeting (Election of Officers)

## JANUARY

- 4<sup>th</sup> Club Meeting
- 8<sup>th</sup> After the Holidays Party – Home of Chuck Moreland

## FEBRUARY

- 1<sup>st</sup> Club Meeting
- 20<sup>th</sup> Chili Run – Home of Steve & Tina Sharpe

### 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, Midget, 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).







Photo Courtesy: Parks Canada



***CAR SHOW***

***TECH SESSIONS***

***FUNKHANA***

***VALVE COVER RACING***

***MODEL COMPETITION***

***PHOTO CONTEST***



***THE NEXT GENERATION***

***WWW.MG2022.ORG***



***LIFT LOCK TOURS***

***LOCAL RALLY***

***SELF-DIRECTED DRIVES***

***PARKING LOT PARTY***

***SPECIAL GUEST***

***SPEAKER***

**D**uring the summer of 1992, hundreds of MGs converged on scenic Peterborough, in the Kawartha Lakes region of Ontario, for the inaugural convention of the North American MGB Register. Thirty years later, we are going back to where it all began. Come join us June 19th to 23rd to honour our history and celebrate the future. We will have a slew of activities for enthusiasts of all ages including a car show, tech sessions, lift lock tours, funkhana, local rally, self-directed drives, a parking lot party and an awards banquet with a very special guest speaker. We look forward to seeing you in Peterborough at THE MG event of 2022!

***JUNE 19 - 23, 2022***



**North American MGB Register**  
Including MGC, MG Midget, 1100/1300 MG, and Modern MG

**peterborough**  
outside the ordinary