



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

February 2022

www.mgsofbaltimore.org

From El Presidente:

Well, we've started 2022 and it seems like deja vu all over again. Stinking Covid-19 has reared its ugly head again causing us to delay both the "After the Holidays" Party and the Chilly Run. See below for the revised dates. We'll be keeping an eye on the situation, and it appears the positivity rate has been steadily dropping for the past couple of weeks, so we should be good to go with the revised dates.

Here's a report from Sick Bay: As most of you know our Treasurer, Tech Guru and Keeper of the Tools, Randy Kegg has been in a tough fight with Covid-19 he has been making improvements and hopefully turning the corner. Steve Meisel, our Vendor Wrangler is home and recovering from his recent hospital stay. Kurt Nagl, our Former Presidente is home and recovering from his lengthy stay at the hospital, he's looking forward to getting started putting his MGB-GT back together. Lastly Tracy Trobridge, our Club Secretary & Rocks Registrar, appears to be on the road to a full recovery after having both of her hips replaced. At the January MGOB meeting she entered without the aid of a cane or walker. Please keep them all in your thoughts and prayers.

Steve and Tina Sharpe have agreed to host the 24th Annual Chilly Run Sunday, March 20th. The festivities begin at 2:00 p.m. Please bring your favourite chili or non-chili to enter 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
667-314-3987
E-mail: steveesharpe@gmail.com

Chuck Moreland has agreed to host the Annual MGOB "After the Holidays" Party on Saturday, April 9, 2022 at his home starting at 6:00 p.m. located at:

1113 Rayville Road
Parkton, MD 21120
410-218-6140
gtroadsters@comcast.net

Eric Salminen has started work on the 33rd Annual "Get the Dust-Off" Rallye. The date has been set for Sunday, May 1st, 2022. Please see the registration form in this issue.

Finally, the **2022 MGOB Club Dues are now due**. To simplify things, we have included a list of those that **DO NOT** owe dues. If your name is not on the list you owe 2022 club dues. **Please send your \$20.00 cheque payable to:**

MGs of Baltimore, Ltd. Car Club
5237 Glen Arm Road East
Glen Arm, MD 21057-9456

Safety Fast!
Richard

MGB60



1962

2022

Membership Update

The following members **DO NOT** owe dues

Glenn S. & Barbara	Abbott		John & Marylyn	King
Shane & Megan	Absher		Victor & Jackie	Knox
Jerrold & Abby	Appelbaum		Brian & Denise	Kraus
Karen	Barry		Matthew	Kutz
Ahmet & Miriam	Baschat		Richard & Kathy	Liddick
Neal & Suzanne	Becker		Bob	Lippert
Daniel & Marilyn	Bederka		Jack & Liz	Long
Steve & Linda	Berry		Jim & Donna	Lucas
David K	Bickel Jr		Michael & Mary	Lutz
Dennis & Carol	Blevins		Rick & Patsy	MacInnes
Bill & Cindy	Bollinger		Bob & Missy	McKenna
Suzie	Boltz		Carl & Denise	McKinney
Howard & Susan	Bonds		Richard C.	McShane Jr.
Randy & Barbara	Bruns		Dale & Wallis	Meeks
Jim	Buckmeier		Stephen & Sally	Meisel
Tom	Burnham		Tom & Maria	Miner
Tom	Carroll		Mark	Moffett
Peter & Ann	Charles		Glenn & June	Monrad
Joe	Clark		Richard & Janet	Moure
Mark	Conley		Roger & Lara	Nicolson
Marc	Daemen		Chip	Norman
Jack & Joanna	Dagilas		Louis	Novak
Bruce & Barbara	Darsch		Ken & Sharon	Olszewski
Clint & Beth	Davis		David	Orbock
Anthony & Jackie	DeBella		Tom	Orisich
Johan & Britney	DeVicq		Drew & Linda	Paren
Doug	Diem		Brent & Nicka	Pohl
Don & Ruth	Dube		Bill	Redding
James & Bonnie	Durr		Cheryl & Eric	Reitz

John & Patricia	Ellis	William	Riley
Duff & Barbara	Fowler	Eric & Mary	Salminen
Paul	Gass	Mike & Kathleen	Schenking
Michael & Michelle	Groves	Marty	Schlining
Bill & Bonnie	Hallock	Ned & Pattie	Shields
Paul	Hanley	Bert & Sandy	Shirey
Charles	Harris	Rick	Smith
Doug & Anne	Hart	Ed & Laura	Spada
Bill	Henry	Tom	Sweeney
Chris & Diane	Horant	Tracy	Trobridge
Kamil & Rajiha	Ismail	Alan & Carol	Tucker
Richard & Carole	Jefferson	Steve & Valerie	Williams
Mike & Jan	Keadle	Sergio & Joy	Zarbin
Randell & Sheila	Kegg	Al & Val	Zoellner

New Members

Welcome to our following new members:

Brent & Nicka Pohl with a 1979 MGB

Tom and Maria Miner with a 1975 MG Midget

Bob & Missy McKenna with a 1979 MGB & a 1986 Morgan +8



Car Tunes
“No Static at All”
By: rj

Once upon a time a long-long time ago in the far away Rocky Mountains, you’d find yours truly working as a service technician for Montgomery Wards. (*Perhaps a leading factor in their bankruptcy?*) Now this story has nothing to do about my performance as a technician (debatable---sure I can fix your Benelli motorcycle right as soon as the part manufacturing strike is over in Italy). No, this story has to do with music and somewhere as I meander down the page, I’ll tie it back to your beloved British Iron.

You see Monkey Wards use to pay us every Friday. You can image how small that paycheck was, so every buck was precious. It just so happened that between the shop and my best buddy’s home there were two must stops. One was a pizza place and who doesn’t need a pizza on Friday. The second was a really great record shop. Now this was the time that every great band was dropping great albums (*yes, those vinyl things*) every week. So just like junkies Len and I would drop 5 or 6 bucks on a new album. We would then head to his place and listen as the albums were meant to be listened too, listening to both sides completely! Now that’s a Friday night.

Unfortunately, time travel is not available, but perhaps we can get a better deal on music. Now I don’t want to come off as promoter for some streaming service. I’ll just give you my opinion for the one I use. It’s Spotify. There are others and they all have similar features, so let’s not debate which service is best. Now for the good part, instead of docking my paycheck weekly for \$5 or more they charge me \$10.99 per month. Of course, I don’t get just a few albums I literally get every song by every artist ever recorded. This may be the best money I ever spent.

Before someone goes bonkers on the sound quality of streamed music let’s get over the fidelity issue right now. Yes, the sound is better when I load a cd and turn up the volume on my Klipsch speakers. You must realize that I have spoken to most of you. Now I’m making generalization here (*but if the shoe fits*) you guys don’t hear that good anyway. So, especially in a top-down car (*see you knew I would get there*) fidelity isn’t the issue. I’m guessing that variety and reception are the main selling points for your car-tunes.

So, I’ve got my iPhone streaming Spotify in the car. I’m listening to a custom playlist. I’m not listening to a set playlist from some FM look-alike Sirius connection. I listen to the exact song, by the perfect artist, precisely when I want to. Not bad for \$10 bucks.

Now on to more car stuff. In case you haven’t noticed it’s Winter outside. That means it’s time for a new car project. How old is that stereo in your car? Yeah, you paid a lot of money for it and sure the FM sort of works without static, that is if you don’t leave your zip code. It’s been a tough two years (*and counting*) you deserve a new toy. Let’s install a radio that was made with streaming and modern media in mind.

The good news for all is that these new radio’s come with MGs and MGOBers in mind. First, they’re not expensive at all. I purchased one on Amazon for a blazing \$38 bucks. I liked it so much that I purchased a second one and the price was now about \$28. (The internet is anti-inflationary!) OK, yes it was probably made in some country that you wouldn’t want to live in, but what isn’t these days. (*Through the efficiency gained by industrial espionage you can at least be sure the design was American!*) It gets better, these new designs are so much smaller that fitting it into a MG is not a hassle. ***Make sure you check the dimensions before you buy!***

What you will find on the unit is a USB port and Bluetooth connectivity. OK, I'm making an assumption here. I assume all of you now own a smartphone (*Hell, even Kenny O gave up his beloved flip phone.*) Now you can plug the phone into the USB and stream whatever. I even stream the audio from TV shows. Podcasts are also good on road trips. Those great local radio stations (XPN or TMD) never fade out and have no static as you leave your zip code. Think about it, maybe what you like most about the new car you own is entertainment center; your MG can duplicate this.

There are some cautions. I wouldn't buy a unit from Joe's electronics; a brand name is probably better. (Mine is a Boss) . Make sure you examine the display for size, brightness, and display color. If I could change anything on my unit it would have a bigger brighter screen. (*Sounds like an "old-eyes" problem that you probably have too*). Most of all be cautious, you may find yourself listening to more music rather than exhaust note from your British steed- - - that would be sad.

PS

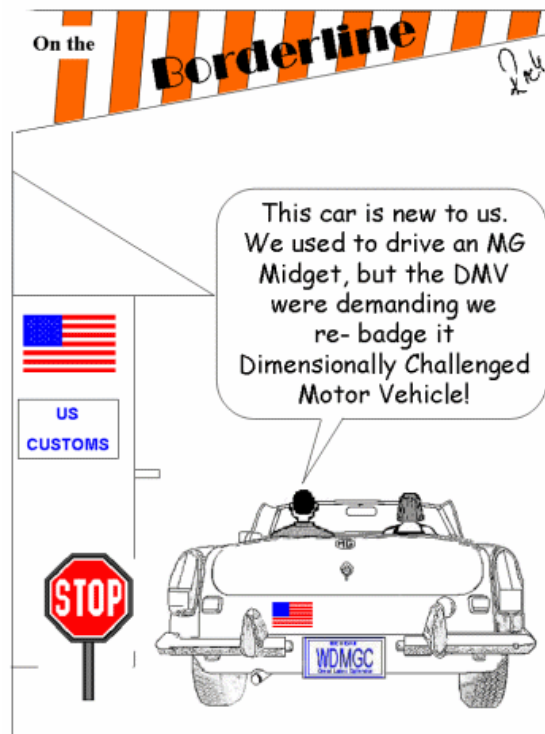
Sorry I didn't write anything last month; didn't know I would be missed. I was going to write some philosophical New Year stuff, but I probably had another cup of Christmas cheer instead. So, here's a short exhaust note to make up for my absence. I got this not from one of the great Greek philosophers Plato, Socrates, Aristotle, or Omicron but from that prolific source of wisdom The *American T-shirt Manufacturing Association*. I share with you one of their wisdoms. (I saw it in a bike shop.)

"You didn't get too old to ride.
You got old because you stopped riding."

So, what have you stopped? Now I'm Exhausted!

rj-Out

PSS - For those of you searching your memories for the Lyric here's the [Link](#)



Simple Stuff

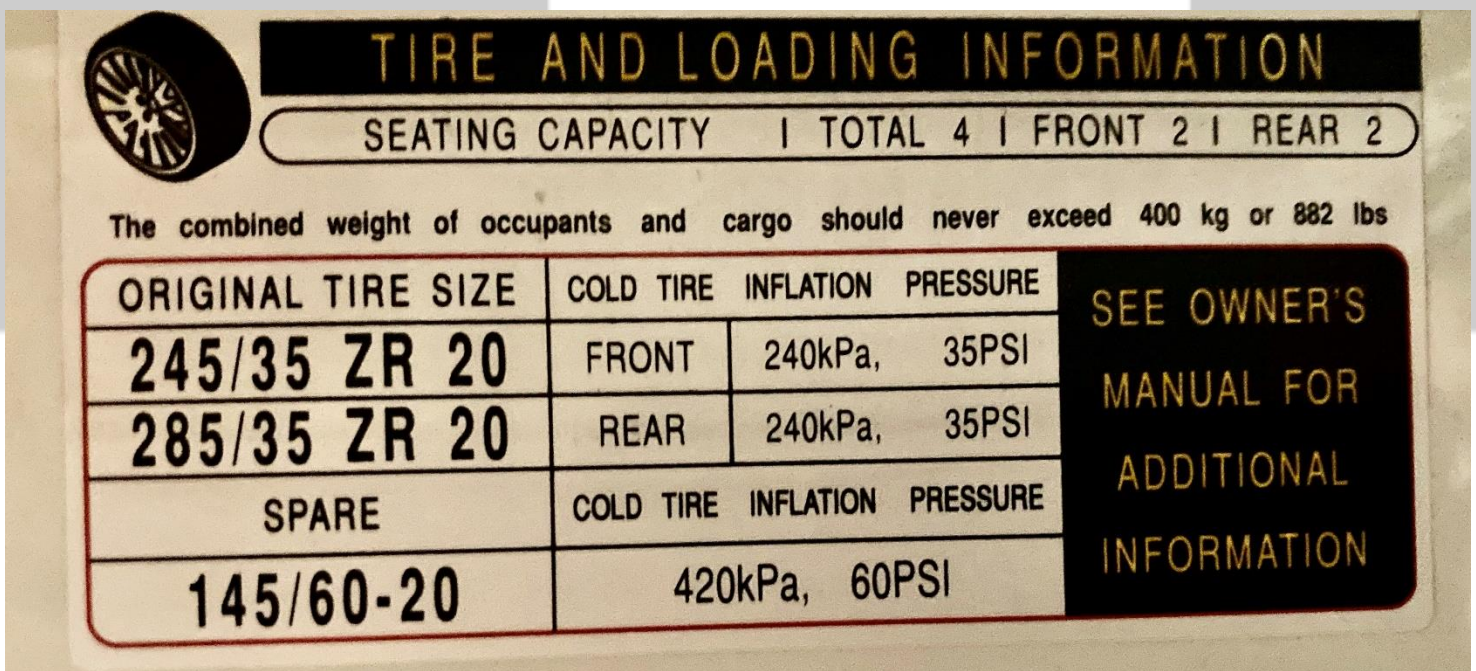
Don't let the pressure get to you!

by Bob Vitrikas

One of the simplest and most commonly asked questions is, "What's the correct tire pressure for my car?" Mark Harris recently asked me this question based on a vigorous discussion going on in the MGA Twin Cam Forum. The answer to that question is pretty simple, but the science behind it can be confusing. Let me try to simplify it for you.

Before I get started, let me tell you what NOT to do. Never, never ever inflate your tires to the pressure given on the tire sidewall!!! That is the maximum pressure the tire will withstand before blowing up! OK, now that we've got that out of the way let's turn to the matter at hand.

First, I recommend going with the manufacturer's recommended tire pressures. You can find these on the driver door jamb, the fuel filler door or sometimes on the glove box lid. The owner's manual is another source for this important information. Take note that sometimes manufacturers will list tire pressures for normal and heavy load conditions and occasionally for different driving speeds. These are derived by carefully calculated tests that optimize the ride and handling characteristics under normal road driving conditions. Optimal TP and front to rear balance depend not only on tire size but



TIRE AND LOADING INFORMATION

SEATING CAPACITY | TOTAL 4 | FRONT 2 | REAR 2

The combined weight of occupants and cargo should never exceed 400 kg or 882 lbs

ORIGINAL TIRE SIZE	COLD TIRE INFLATION PRESSURE	
245/35 ZR 20	FRONT	240kPa, 35PSI
285/35 ZR 20	REAR	240kPa, 35PSI
SPARE	COLD TIRE INFLATION PRESSURE	
145/60-20	420kPa, 60PSI	

SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION

tire loading based on the weight they carry, camber, toe in/out etc.

Generally, manufacturers set cars up for moderate understeer which makes the car safer for most drivers. Understeer is when you turn the wheel and the car doesn't respond the way you think it should. The front wheels are plowing straight ahead. So you lift off the gas, transferring weight onto the front wheels and crank in more steering. Usually, the car responds, and you get around the turn safely. Unless of course you are driving faster than the front wheels can handle. Oh oh! We've all probably experienced this in the snow. Understeer is more typical for nose heavy cars. Reducing recommended TP's on the rear or increasing TP's on the front will reduce understeer and result in a more neutral steering vehicle. This compensates for the factory bias toward understeer and gives the car a more neutral handling characteristic but be careful where you tread because ...

From a safety aspect, oversteer is worse than understeer. Oversteer is when the car's back end breaks away when cornering and tries to pass the front. The natural response is to lift off the gas which unfortunately is exactly the wrong thing to do! This transfers even more weight off the rear wheels and accelerates (pardon the term) the loss of traction on the rear and the car spins out. Not good. This is more common on rear heavy cars like the VW Beetle or the Corvair. I can't think of a common British car that falls into this category. Can you?

Generally speaking, the heavier the car, or the larger the wheel diameter, the higher the TP. Cars like a Triumph or MG generally run TP's in the low 20s. Heavier cars like an SUV or pickup truck generally run TP's in the high 30s or low 40s. Trailer tires often run at 50 psi.

Why do some recommended tire pressures increase with speed? Primarily this is done to reduce tire distortion as speed increases. Tire distortion beyond a certain point decreases the load bearing capacity of the tire and hence its safety.

Bias vs radial tire pressures. Most of us have switched from bias to radial tires on our older cars. I could not find any viable recommendation to raise or lower TP's when changing from bias to radial. Thumbing through my MGA owner's manual I noted that the factory recommended different TP's for normal, high speed and competition driving. Hmmm...why would that be? I believe that's based on the fact that bias ply tires run hotter and deform more than radial tires so the MG factory has three different recommended TP's depending on speed and load. More TP = less deforming and less heat build up. Voila! Now keep in mind that's my opinion and like noses, everybody has one. And I'm a political science major...

The use of a pyrometer to measure tire tread temperature to determine ideal TP's is great if you have access to a racetrack where you can run several laps at high cornering loads and quickly come to a

Tyre sizes	5-60—15, 5-90—15 Road Speed
Tyre pressures (5-60—15):	
Normal	Front: 17 lb./sq. in. (1.2 kg./cm. ²) Rear: 20 lb./sq. in. (1.4 kg./cm. ²)
Full load or fast driving	Front: 21 lb./sq. in. (1.48 kg./cm. ²) Rear: 24 lb./sq. in. (1.69 kg./cm. ²)
Competition work, sustained high-speed driving	Front: 23 lb./sq. in. (1.62 kg./cm. ²) Rear: 26 lb./sq. in. (1.83 kg./cm. ²)
Tyre pressures (5-90—15 Road Speed):	
Normal	Front: 18 lb./sq. in. (1.27 kg./cm. ²) Rear: 20 lb./sq. in. (1.4 kg./cm. ²)
Full load or fast driving	Front: 22 lb./sq. in. (1.55 kg./cm. ²) Rear: 24 lb./sq. in. (1.69 kg./cm. ²)
Competition work, sustained high-speed driving	Front: 24 lb./sq. in. (1.69 kg./cm. ²) Rear: 26 lb./sq. in. (1.83 kg./cm. ²)

stop in the pits to check the temps across the face of the tire. Equal temps across the face of the tread = optimum suspension and TP settings for maximum tire contact patch which equals highest possible grip. I've done this many times on the track. I do not see how you could safely or usefully do this on the street.

Many well-meaning folks will suggest raising the TP above the manufacturer's recommendation. Most folks do not check their TPs often enough (at least once a month) and a typical tire will lose pressure over time so over inflating compensates for this. Under inflated tires can result in overheating the tire resulting in increased risk of tire failure. Many cars today are equipped with Tire Pressure Monitoring Systems (TPMS) which makes it easy to check TPs. Over inflating a tire will generally make it feel more responsive at the steering wheel, but ultimately that comes at the expense of reduced traction.

To sum it up, simply go with the manufacturer's recommended TPs and check your TPs at least every month using a good TP gauge! As they say in Abingdon, "Safety Fast!"



Proper Tools Help Car Projects

By Roger Elliott

While reassembling my GT6, I have found a few tools that I wish I had to start with.

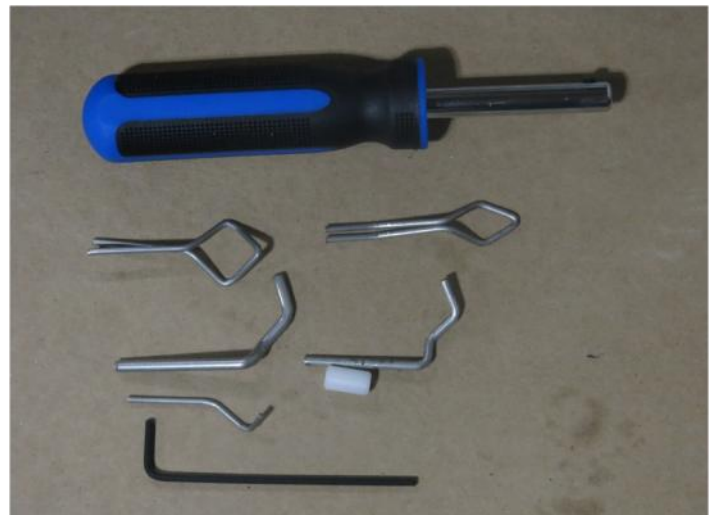
Get a Helping Hand

Many of the Triumphs have a silver plastic trim strip that is inserted into the windshield sealing gasket. I think it actually serves to help hold the gasket in place, but I have not been able to find anything definitive on that. I do know that on Pat's TR250, the seal did not lay down properly until we installed the trim.

I got the gasket and the windshield in fairly easily. During the couple of months after getting the windshield in, I tried to install the trim. I started at the bottom center and went toward the driver's side. The trim started going in easily until I got to the corner. Then all progress stopped. I tried various things: made a roller tool to help push the trim in, tried wedging something in the groove to spread it out and letting it sit for a couple of days. But nothing got me past that corner.

I read several different posts, and most of the people seemed to not have a problem just going around and pushing it in. That process worked fine with the trim on the GT6 hatch window. But my thumb was not surviving the attempts on the windshield trim.

So I found and bought a Gunson Trim Installer Tool. I used a bit of fuel hose wedged between the tool and the trim to apply pressure. I had the trim in within 20 minutes of starting in on it. I did mess up the edge of the trim in a couple of places, so I will probably give it another try later.



Inserting trim

(cont. on page 4)

Proper Tools Help Car Projects

(cont. from page 3)

Find the Invisible

The next tool I found handy is the Hole Finder tool for panel trim. When you have panels that are screwed in place as some Triumph and MG panels are, it is very hard to determine where the hole needs to be placed in the new panel. This hole finder tool is used to help locate the hole that is behind the trim so you know where to make the hole for screws.



I purchased the hole finder tool at www.britishcarservicetools.com. You can get it with different Triumph, MG and Jaguar logos on the tool, or even have it personalized with your name. That logo doesn't make the tool work, of course, but it may help you remember what the tool is for a few years down the road.

See What You're Doing

The last tool I am going to recommend is not directly related just to car work. After years of struggling with drop lights – trying to get the light where I need it without burning myself, I have started using a headlamp for most jobs on the cars and many other tasks. It frees up the hands from holding a flashlight and usually gets the light into the right area. The lights on both of my lamps can swivel up and down to help get the light where you need it. But sometimes you really need to have the light even, with or below the eyes, to get into narrow areas. The headlamps don't allow you to do that without taking them off.

I have two different Milwaukee lamps, both rechargeable with a USB connection. One has the battery in the front with the lamp, the other has the lamp in the front and the battery in the back. I like the rechargeable ones, as I don't have to worry about replacing batteries.

The one with the battery in the front is better when I'm lying on my back under the car or in the foot well. The one with the battery in the back is more weight-balanced and a bit more comfortable to wear, so it is what I use most of the time.

I end up wearing one almost all of the time that I'm working on cars now. I don't always need it, but it's handy to have it on when I do – the light is right there.



Better weight distribution



More comfort if you're working on your back.

'Hot Hatch' of 1930!

The MG Midget Salonette - or 'Sportsman's Coupe'

One of the rarest MGs is the tiny coupe introduced in October of 1929. (A good year to launch a new car?) It was based on the first MG Midget, the M-type that was itself based on the Morris Minor, Morris' competitor to the popular Austin Seven. MG founder Cecil Kimber was promoting a line of rather antiquated larger cars in a crowded market. However two of his key men saw the new Minor in the Morris factory and thought it would make a great MG, a sporting car for the common man. Kimber was persuaded to give this a try – and the rest is history. Without the M-type Midget, MG would have been swept away and forgotten by 1932.

Based on the success of the Midget, MG decided to also make a closed coupe on the same chassis.

This was no small challenge, creating an attractive and sporting coupe on such a tiny "baby" car. MG worked hard with body supplier Carbodies to create the style. Five prototypes were built before Kimber decided on the definitive format.

MG enthusiasts today tend to consider this car (if they know of it) as the "GTi" or "Mini Cooper" of its day. Perhaps it was that to some but the factory promoted it to the lady driver, using such words as "dainty" and "a fast tender to a large car." Literature depicted the coupe piloted by two women. Though of course, open MGs were to become popular sports racing cars for numerous 'lady' drivers.

There was never a pretense to this as anything other than a two-seater, but behind the bucket seats there is an upholstered bench – perfect for the (small) family dog, as

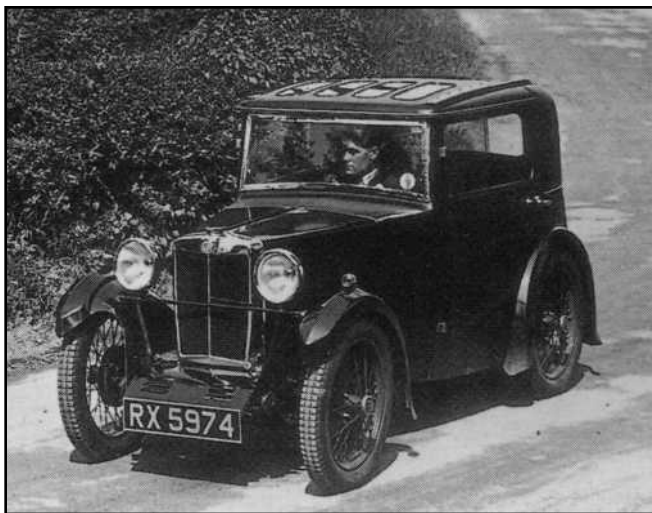
a baggage platform, or for a small child. Without the backrest, there is useful space there in addition to that of the modest boot (trunk). Handy pockets at the rear plus those in the foot wells provide the lady driver plenty of room.

To keep the tiny coupe from seeming claustrophobic, MG incorporated a delightful glass-paneled sliding roof and a rear vent that gives further airflow.

Top: The standard M Midget offered this weather gear

Above: A period photo

Right: A restored coupe "at speed"



The first M-types used Minor chassis supplied from the Morris works. The springs were flattened, the steering column raked, the pedals altered and the gear lever re-cranked, but other than fitting better shocks, the running gear was unchanged. For 1930, the M got a revised all-cable brake system. A larger cast-aluminum sump was fitted as the car became more MG and less Morris. An uprated SU carb and a more efficient camshaft boosted power from 20bhp to 27bhp, but you still had a Minor underneath the MG's smart coachwork. MG created its own chassis for models following the M.

The feature that really distinguished the Minor and MG was the overhead-camshaft engine. Part of what Morris inherited when it bought Wolseley in 1927, the general design of the 847cc four cylinder was based on the



Hispano-Suiza aero-engines that the company had built during WWI. This was when inexpensive cars had low-performance flat-head engines.

The Coupe was nearly 200 pounds heavier than the two-seater, but achieved 61 mph against the open car's 63mph. An Austin Seven would just about hit 50mph so the M-type was fast enough for its time. (Performance was increasing rapidly – the 1933 MG J2 famously reached 80mph!)

Does the Sportsman's Coupe successfully combine sportiness with its looks? Driving the coupe provides the answer: this MG is a genuine little sports car.

In all, 3235 M Midgets were made, the last in 1932. Of these, only 530 were Sportsman's Coupes. The cheaply-made coupe bodies did not hold up well and enthusiasts preferred the open cars. Thus in 2022, only 6 of these coupes are known

to still exist though some have been converted to open models.

Overall, of the 11,000 overhead cam MGs built 1929 to 1935, over 4000 have survived. This is a truly remarkable number given the war, scrap drives and the annual road-worthy testing required in the UK since about 1960 when these were very low-value old cars.

by Dan Shockey

Top: The 'hatch' – room for a small suitcase or two

Above: Luxury interior of a restored coupe

Right: The sliding sunroof and 'cathedral' skylights





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

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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.

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 – February 2022

The Kansas City MG Post – November 2021

The Square Rigger – Winter Edition – JANUARY 2022 – The Newsletter of the Chesapeake Chapter of the New England MG-T Register

CALENDAR

FEBRUARY

1st Club Meeting

MARCH

1st Club Meeting

20th Chili Run – Home of Steve & Tina Sharpe

APRIL

5th Club Meeting

9th MGOB “After the Holidays Party”

23rd Williamsburg British Car Club British & European Car Show

24th Annual Britain on the Green

MAY

1st Get the Dust Off

3rd 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!

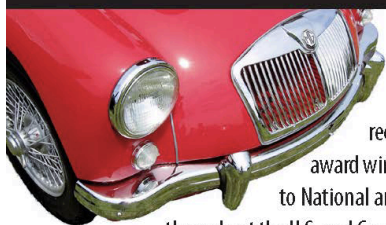
North American MGB Register

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





22nd Annual

Williamsburg British Car Club British & European Car Show
To benefit **The ARC of Greater Williamsburg**
The Shops At High St.
High Street, Williamsburg, VA 23185

Saturday April 23rd, 2022

Schedule: 9:00am show field opens – 11:00 am show field closes

Show: 10:00am to 2:00pm, food from on-site restaurants available

12:00 balloting closes, awards at 2:00pm or earlier if ready

Preregistration Guidelines:

Preregistration must be received by April 9th, 2022. All registered cars will be placed in a class for judging and award purposes. Cars must be parked with their assigned class to be eligible for awards. Trailer parking available nearby. All cars must be driven onto the show field under their own power. Classes will be determined by preregistered entries. This is a popular vote car show. Balloting for best in class will be conducted by the registrants; judging for The Chairman's Best will be judged by three WBCC members. This is a rain or shine show -since the parking lot is a two-story structure, the bottom lot is dry. A portion of the proceeds will be given to **The Arc of Greater Williamsburg**. Door prizes will be awarded and there will be a 50-50 raffle. Email: WBCCBCD@gmail.com, contact: Mark Caldwell 865-599-0294. Car show dash plaques will be distributed to all preregistered vehicles. Kit cars allowed for display only.

Featured Marque

This year, our featured Marque is Elizabeth II. It was February 6, 1952, when Princess Elizabeth became Queen Elizabeth II. She not only has a lot of cars, but she also drives several of them; hence there will be two featured classes: **Royal Business** that takes the Queen to her important activities. This fleet consists of Rolls-Royce, Daimler, & Bentley. **Royal Toys** includes her personal fleet consisting of Range Rover, Rover, Aston Martin, & Jaguar.

Car Show Registration: https://www.wmbgbrit.com/crimson.alb_024.htm

24th Annual Britain on the Green

April 24, 2022

The Capital Triumph Register is proud to announce that the 24th annual Britain on the Green (BOG) will be held at historic Gunston Hall, the colonial home of George Mason, in Lorton, VA, on Sunday, April 24, 2022. BOG, which welcomes all British cars and motorcycles, is well-established as one of the premier all-British shows in the metropolitan DC area.

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.

We are pleased to welcome the Nation's Capital Jaguar Owner Club (NCJOC) which will once again join Britain on the Green to host a Jaguar Club of North America (JCNA) Concours d'Elegance (Concours) event according to national JCNA rules.

Also, for 2022 we will feature a special display of British Saloons (sedans) and Cabriolets: luxury and common place family cars from Great Britain with grace, pace, and space.

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.

So please plan on joining us on April 24th for the 24th 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 April 11, 2022 will receive the collectable 24th anniversary show poster by famed artist Joseph Craig English.

Further information on Britain on the Green can be found at: <https://www.britainonthegreen.org/>

Early registration for Britain on the Green 2022 begins February 1.

BOG Show Car Registration Prices:

On-line early registration received by April 11, 2022: \$30 per car

Registration after April 11, 2022: \$40 per car

Mail in registration: \$40 per car

BOG Spectator Admission Prices:

Adults: \$10

Children 6-18: \$5

Children under 6: free



Washington D.C. Region SCCA
and
The MGs of Baltimore, Ltd.
Present the 33rd Running of the
GET THE DUST OFF RALLYE
Sunday, May 1, 2022
First car off at 11:31 a.m.



Dedicated to the memory of Richard W. Murphy

\$30 per car to April 21st - \$35 per car afterwards

To register complete the entry form below and mail it with a check payable to "MGs of Baltimore, Ltd."

SEND TO: Eric Salminen, 12321 Jerusalem Road, Kingsville, MD 21087 (mgobrallymaster@gmail.com)

This will be a GTA (Game, Tour, Adventure) style rally of approximately 60 competitive miles. No unpaved sections. **All vehicles welcome.** Classes will be provided for Historic up to 1981 and modern 1982 and later.

START & FINISH: Dejon Vineyards, 5300 Hydes Rd., Hydes, MD. www.dejonvineyard.com. Bring along your picnic basket lunch and tailgating supplies. Food truck will be available on site. Wine tasting will be provided for entrants (MGOB hand stamp required).

REGISTRATION: Opens at 10:30 am. Drivers' meeting at 11:15. Please plan to arrive early.

Contact Rallymaster Eric Salminen at (443-463-3071) or mgobrallymaster@gmail.com for additional rally information

All vehicles must have no more than 2 people in the car. *If a minor (less than 18 years old) is to participate you must contact us in advance to secure a minor release form which requires the signature of both parents.*

Driver: _____	Navigator: _____
Address: _____	Address: _____
City/St/Zip _____	City/St/Zip _____
Phone: _____	Phone: _____
e-mail: _____	e-mail: _____

SCCA region: _____ **Member#** _____ **SCCA region** _____ **Member #** _____

Vehicle information: Make: _____ **Model:** _____ **Year:** _____ **Color:** _____

Member: MGOB? ____ **TRAC?** ____ **SCCA/Branded Rally?** ____ **Other:** _____

Class: Select one _____ **Historic** _____ **Modern** _____

I hereby warrant that the entered vehicle is on the road legally, is being used by the entrant with the owner's permission and is covered by liability insurance of not less than \$20,000/\$40,000/\$15,000 or the minimum requirements in the state of registry, whichever is higher.

Driver Signature: _____ **Navigator Signature:** _____

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American Milking Devon Oxen
MINIATURE DONKEYS
MINIATURE HORSES

- LISTEN TO A COWBOY BAND AT A REAL CHUCKWAGON COOKOUT
- ENJOY HIGH TEA AT A HIGHFALUTIN' MANSION
- CONQUER PIKES PEAK
- TAKE ADVANTAGE OF NUMEROUS TOURS AND SIDE TRIPS TO JAW DROPPING, INSPIRING LOCATIONS
- SAMPLE LOCAL CRAFT BEER AND DISTILLED SPIRITS. REPEAT.
- VISIT COOL MUSEUMS, THE AIR FORCE ACADEMY AND THE U.S. OLYMPIC TRAINING CENTER
- BASK IN THE GLOW OF COLORADO SPRINGS, THE "LONDON OF THE WEST"

The Flying W Wrangler Ranch



June 6-10, 2022
Colorado Springs, Colorado



*FAMOUS FOR ITS SOPHISTICATION AND GENTEEL VIBE, COLORADO SPRINGS EARNED THE NICKNAME THE "LONDON OF THE WEST" IN THE 1800S. AND IT STILL MEASURES UP. TRIPADVISOR JUST RANKED COLORADO SPRINGS 7TH AMONG THE "TOP 25 EMERGING DESTINATIONS" IN THE WORLD. BEST GET HERE BEFORE THE STAMPEDE.



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

During 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