



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

January 2022

www.mgsofbaltimore.org

From El Presidente:

I am proud to announce that the MGs of Baltimore, Ltd. Car Club has been awarded First Place in Division 2 in the Annual Hampden Mayor's Parade on Sunday, December 5, 2021. We had 12 member cars in attendance that ranged from Kenny Olszewski's 74 MGB, my 69 Austin America, Suzy Boltz' MG Midget, Tom Orisich's 72 MGB, & Glenn Abbott's 52 MGTD to name a few

Chuck Moreland as agreed to host the Annual MGOB "After the Holidays" Party on Saturday, January 8, 2022, at his home starting at 6:00 p.m. located at:

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

The club will supply drinks and a main dish, we ask that you bring along an item to be shared and any special drink you may enjoy. In addition, Chuck has suggested that we hold a "White Elephant" gift exchange like we did at the Jefferson's a couple of years ago. Participation is optional, but if you want to take part bring a wrapped gift of your choice. Look for a general listing of the game rules in this issue of the Octagram.

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 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
410-750-2463
stevesharpe@gmail.com

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

White Elephant Gift Exchange Rules

1. Each player brings one wrapped gift to contribute to a common pool.
2. Players draw numbers to determine what order they will go in
3. Players sit in a circle or line where they can see the gift pile
To make things easier, everyone should sit in the order in which they will take their turns.
4. The first player selects a gift from the pool
5. The following players can choose to either pick a wrapped gift from the pool or steal a previous player's gift. Anyone who gets their gift stolen in this way can do the same – choose a new gift or steal from someone else.

To keep things moving along, there are a couple of limits on gift swapping:

- a. A present can only be stolen once per turn, which means players who have a gift stolen from them have to wait to get it back.
- b. After three swaps, the turn automatically comes to an end (otherwise things could drag on for a *long* time).

When playing this game at work or other parties most people brought something they wanted to get rid of from their house. Therefore, there is no reason to go out and buy something for the game. If you want to buy something, please do not spend a lot of money. This game is meant to be fun.

The most exchanged gift we had at work one year was an elegantly wrapped box that once opened held an onion.

New Members

Welcome to our following new members:

Roger & Lara Nicolson with a 1960 MGA

Al & Val Zoellner with a 1973 MGB

ARTICLES IN THIS NEWSLETTER ARE COMPLIMENTS OF:

The Kansas City MG Post – December 2021

Safety Fast! – July 2021

Peachtree MG Registry Newsletter – December 2021

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## Below are the members who DO NOT owe dues

Abbott, Glen & Barbara

Baschat, Ahmet & Miriam

Bickel Jr, David

Bollinger, Bill & Cindy

Boltz, Suzie

Bonds, Howard & Susan

Bruns, Randy & Barbara

Buckmeier, Jim

Burnham, Tom

Clark, Joe

Conley, Mark

Dagilas, Jack & Joanna

DeVicq, Johan & Britney

Fowler, Duff & Barbara

Groves, Michael & Michelle

Hallock, Bill & Bonnie

Hanley, Paul

Liddick, Richard & Kathy

Keadle, Mike & Jan

Knox, Victor & Jackie

Kraus, Brian & Denise

Kutz, Matthew

McKinney, Carl & Denise

Meeks, Dale & Wallis

Moffett, Mark

Nicolson, Roger & Lara

Norman, Chip

Paren, Drew & Linda

Redding, Bill

Reitz, Cheryl & Eric

Smith, Rick

Tucker, Alan & Carol

**MGOB are the big winners in 2021. We took 1<sup>st</sup> place in the 2021 Mayor's Holiday Parade and we are the official winners of the Lord Baltimore Cup. We only won by 9.3 points, which wasn't much. We hope everyone who participated in the two events MGOB's annual Get The Dust Off & TRAC's Poker Run. We look forward to seeing you at these events in 2022.**



## Mayors Holiday Parade 2022







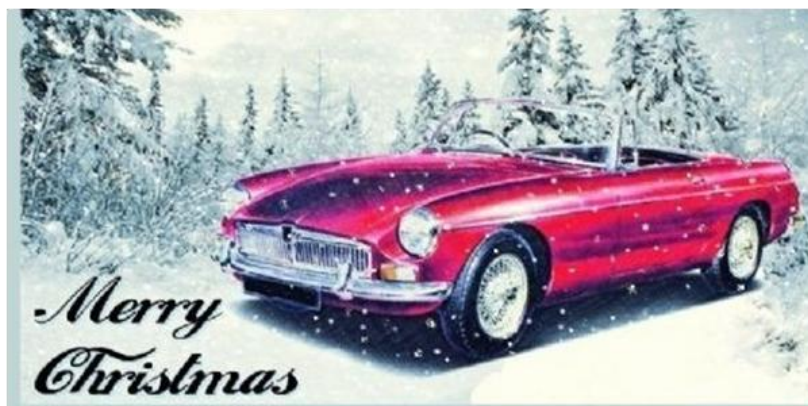
## Midget Mumblings

*By Steve Olson*

Recently on a Fall Foliage drive, the morning temperature was no more than 40°. First time this season the heater in the Midget would really be needed. Normally, it melts the soles off my shoes, but this time it did not. I opened the bonnet to make sure the conveniently located heater valve was not closed and it was not. The heater box was warm, but no warm air was blowing. So I checked the wiring, which in my case involved a fused hot wire and a relay. Fuse was good and banging the relay made no change. I lay on my back on the seat and managed to get my head under the dash to check the switch. I could see the red/white wire and its LED dash light was plugged in. I could see the green/white wire leading to the blower motor (via the relay) was plugged in. And there was a bare brass male spade on the back of the switch. Diagnosis complete. But I could not locate any green wire with female connector among the wads of factory loom and some ugly DIY wires I had added over the years. Hopefully, once we were moving, some air would flow through the heater.

Looks like when I was installing the new oil pressure/temp gauge a while back and had the tach removed to get access, I must have knocked that green wire loose and it ended up somewhere in the snarl of wires. Once I got home with the car, I again removed the tach to gain access and, sure enough, the green wire dangled right in front of me. Once I plugged it back on, the switch made the relay click and the fan whirled to life. When I added the relay to the circuit a few years back to deliver the full voltage to the fan motor, it increased the speed and volume of the air movement substantially. Still no gale force, but at least a strong breeze.

Brits have different ideas of creature comfort in cars. They assume you will be out in the elements getting to and from your car and will dress appropriately. Inside the car, your hat, scarf, coat, and gloves should keep you comfortable. They know adding any insulation would make the cars heavier and they don't have power to spare for hauling extra weight. And a heater fan that would produce more than a gentle zephyr, would require more amps of electricity than the feeble dynamos or later alternators can be expected to produce. Of course, the car's door cards provide little insulation and the flapping one-ply convertible tops provide almost none. Gaps around the windows (or side curtains) allow any warm air to escape and moist damp drafts to enter. But we are the crazy ones who bought these cars and drive them! We complain while they get rich selling us parts to keep the cars running decades after they became obsolete. Somebody is the clever one and it ain't us!



# **The Rise and Fall of BriWish Racing Green**

*by Peter Robinson*

*as published in the Peachtree Registry Newsletter December 2021*

Why is British Racing Green British? Well, the history goes back to the beginning of the century (that's the 20<sup>th</sup>. century for the young kids on the block!). In 1902 the Gordon Bennett Race was won for the first time by an Englishman named Selwyn Francis Edge in a Napier. In his honor, the British were entrusted with the organization of the 1903 affair. The British authorities however would not permit this race to be held on Eng-lish roads -since organized racing was illegal (remember the Brooklands circuit - the world's first purpose-built motorsport venue was not opened until 1907, and the Indianapolis Motor Speedway was spawned from Brooklands in 1909). By a special act of parliament, certain public roads in Ireland were permitted to be used (note that at this time, the now Republic of Ireland was still part of British dependant territory). As a compli-ment to the Irish, all English cars were painted dark green (and of course this was the era when generally all cars were painted black). Hence the origin of British Racing Green (BRG).

When closed circuit and staged racing on public and private roads became popular in Europe, there was much rivalry between both marques and nations. There was particular rivalry between Britain and Italy. When events were held in Italy, the crowds urged on the red Ferraris, and made sure that the road gates (this was the era before the advent of cattle grids -or cattle guards in US English, preventing livestock from migrating to a neighbor's field) were wide open to give the cars an uninterrupted run. However, when the green British cars were spotted in the distance, the locals would leisurely open the gates, effectively slowing their run! The Brits subsequently overcame this problem by painting their cars red, to the confusion of the excited Italian spectators. This, along with corporate sponsoring and advertising led to the demise of BRG as a national racing color.

The appeal of British Racing Green has ebbed and flowed with fashion over the years, but as late as 1996 green was the top color choice in new car sales in the UK including metallic variants. Personally I am very partial to the color, although my '79 MGB is the slightly lighter Brooklands Green -as were all later MGs. Where does Brooklands Green come from? ...well, that is another story!





# MGs COMPARED

By Paul Ireland

## HISTORY



### RV8

Approximately 2,000 RV8s were built between 1992 and 1994. Rover's aim was to keep the MG brand alive. The RV8 is based on a modified MGB heritage body shell fitted with the Rover V8 engine. Some 85% of the production was sold in Japan but these cars have started to appear on the UK market. Mine is a low-mileage Japanese import.

The RV8 is a poor man's Aston Martin. A very fast, smooth and comfortable two-seater tourer. There are not enough "o's" in smooth to describe the RV8.





**I am fortunate to own two classic MGs. People often ask me which I would keep if I had to sell one. These are very different cars and both are well used, touring in the UK and Europe. They were also used as the testbeds for the recommendations in my book *Classic Engines, Modern Fuel* — the Problems, the Solutions (<http://classicenginesmodernfuel.org.uk>). So which would I prefer to keep?**

## TC

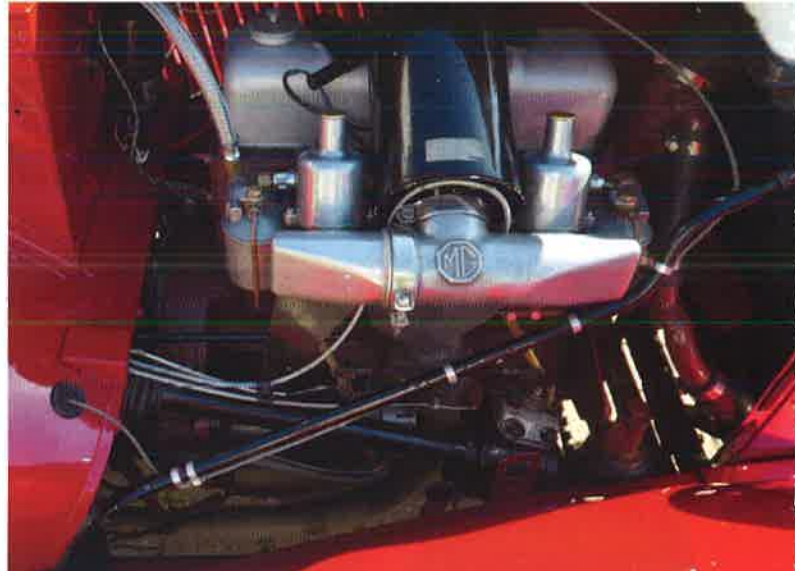
Approximately 10,000 TCs were built between 1945 and 1949. Mine is one of the last off the production line. The TC was built during a time of austerity after the war. It is basically a pre-war MG TB with a modified suspension. The reason? Apparently, the factory was unable to source phosphor bronze for the sliding trunnions.

The TC is the archetypal two-seater sports car. A super car of its day. Un-modified road cars were often raced on the track or trialed on hill climbs.

This was the car that introduced two-seater sports cars into the USA in the late 1940s.







## ENGINE AND PERFORMANCE

### RV8

|              |                                   |
|--------------|-----------------------------------|
| Capacity:    | 3,950cc.                          |
| Cylinders:   | 8 in 90 degree Vee formation.     |
| Fuel system: | Lucas multi-point fuel injection. |
| Max. power:  | 192bhp @ 4,750rpm.                |
| Max. torque: | 235 ft lb @ 3,200rpm.             |
| Performance: | 0-60mph (100kph) 5.9 seconds.     |
| Max speed:   | 135mph (230kph).                  |
| Weight:      | 2,822lbs Gross weight.            |
| BHP / Ton:   | 152 BHP / ton.                    |
| Gears:       | 5 forward gears.                  |
| Gearing:     | 28.97mph / 1000rpm in 5th.        |

### TC

|              |                                |
|--------------|--------------------------------|
| Capacity:    | 1,250cc.                       |
| Cylinders:   | 4 in-line.                     |
| Fuel system: | Twin 1 1/4" SU.                |
| Max. power:  | 54bhp @ 5,200rpm.              |
| Max. torque: | 64 ft lb @ 2,600rpm.           |
| Performance: | 0-60mph (100kph) 18.5 seconds. |
| Max speed:   | 78mph (126kph).                |
| Weight:      | 1847 lbs Gross weight.         |
| BHP / Ton:   | 66 BHP / ton.                  |
| Gears:       | 4 forward gears.               |
| Gearing:     | 14.7mph / 1000rpm in 4th.      |

Both the RV8 and TC engines have the reputation for being robust. They have flat torque curves and rev freely. They accelerate well over the rev range and can be driven without excessive gear changes. 1st to 4th gear ratios are well suited to driving on country roads. Both have a throaty exhaust note.

In its standard configuration, the RV8 has a flat spot around 2,500 rpm. I've found that this can be fixed along with improving fuel consumption by fitting a Tornado engine management chip. ([www.tornadosystems.com/product/14-cux-tornado-chip-4-0-tvr-morgan-rv8/](http://www.tornadosystems.com/product/14-cux-tornado-chip-4-0-tvr-morgan-rv8/)).

The RV8 is very fast. Floor the accelerator at 40 mph in 3rd gear and before you can take a breath, the speedo has rocketed up to 85 mph. Frighteningly, the fuel gauge drops just as fast. Fortunately, this is mainly due to the petrol sloshing to the back of the tank rather than just increased fuel consumption. Unlike the Starship Enterprise, the RV8 is not fitted with inertial dampers.

The TC is much slower than the RV8. However, with its flat windscreen and low-cut doors, the TC "feels" much faster

than it is. For example, 30mph in a TC is more like 60mph in the RV8. This makes the TC's "perceived" acceleration and top speed seem like that of the RV8. Hence it has been given a similar mark.

The RV8 is an effortless cruiser needing only 2,500rpm for 72mph. With its hood down and windows wound-up, wind levels and noise are acceptable, making 65 – 70mph a reasonable cruising speed.

The TC was built before motorways. While the top gear ratio of 14.7mph / 1000rpm is perfect for driving on A, B and C class roads, 3,500rpm gives a rather low cruising speed of 51mph. Many owners have now fitted five-speed gearboxes (<https://hi-gearengineering.co.uk/mg-tb-tc-5-speed-gearbox-conversion-kit>). This can be chosen to give virtually the same 1 to 4 ratios as the standard box. It does not change the general feel of the car. The 18mph / 1,000rpm in 5th gear gives a more acceptable cruising speed of 60mph at 3,200rpm. Without the hood or side-panels

fitted, driving a TC at this speed is a very windy experience. A cruising speed of 55mph is far more comfortable. This is also fast enough that you do not get passing lorries blowing you off the road.

If the RV8 is driven gently it is possible to get 30mpg. However, fuel consumption is very "right foot" dependent. 18mpg is easy to achieve. This coupled with a measly 11 gallon (51 Litre) fuel tank makes regular filling stops a necessity. When touring, this usually means every 200 miles or so. This is why the fuel gauge is the most important instrument.

In contrast, the TC has a 13 1/2 gallon (61 Litre) fuel tank. It will regularly return 35mpg or more on trips, giving a range of nearly 500 miles. This is why a fuel gauge on the TC is less important.

| RV8                      |           |
|--------------------------|-----------|
| Engine (un-chipped):     | ★ ★ ★ ★ ★ |
| Engine (chipped):        | ★ ★ ★ ★ ★ |
| Acceleration:            | ★ ★ ★ ★ ★ |
| Top speed:               | ★ ★ ★ ★ ★ |
| Cruising:                | ★ ★ ★ ★ ★ |
| Range on a tank of fuel: | ★ ★ ★ ★ ★ |

| TC                        |           |
|---------------------------|-----------|
| Engine:                   | ★ ★ ★ ★ ★ |
| Acceleration (perceived): | ★ ★ ★ ★ ★ |
| Top Speed (perceived):    | ★ ★ ★ ★ ★ |
| Cruising (standard box):  | ★ ★ ★ ★ ★ |
| Cruising (5 speed box):   | ★ ★ ★ ★ ★ |
| Range on a tank of fuel:  | ★ ★ ★ ★ ★ |

## UNDERPINNINGS

### RV8

|                   |                                                                                                      |
|-------------------|------------------------------------------------------------------------------------------------------|
| Body:             | Monocoque, zinc-coated and electrophoretically dipped.                                               |
| Front suspension: | Independent, double wishbone, coil over damper, anti-roll bar.                                       |
| Rear suspension:  | Live axle with torque control bars, elliptic taper leaf springs, telescopic dampers, anti-roll bar.  |
| Steering:         | Rack and pinion.                                                                                     |
| Brakes:           | Front, 10.6" ventilated disks. Rear 9" drums. Hydraulic split front / rear circuits, servo assisted. |
| Tyres:            | 205/65 x VR15 radial.                                                                                |

### TC

|                   |                                                                                         |
|-------------------|-----------------------------------------------------------------------------------------|
| Body:             | Chassis steel ladder, ash frame for tub, steel wings and panels.                        |
| Front suspension: | Live axle, multi-leaf springs, hydraulic dampers.                                       |
| Rear suspension:  | Live axle, multi-leaf springs, hydraulic dampers.                                       |
| Steering:         | Worm and peg.                                                                           |
| Brakes:           | Front & rear 9" x 1 1/2" drums. 4 leading, 4 trailing shoes.<br>Hydraulically operated. |
| Tyres:            | 19 x 4.50 cross-ply.                                                                    |

Both cars have firm suspension that is not harsh. The ride is comfortable on even Britain's, potholed roads. Their chassis are robust and give the driver plenty of feedback through the seat of their pants.

Unlike modern cars, the RV8 does not have ultra-low-profile tyres. While the 65% ratio radial tyres give good grip, they do not deliver the pin-sharp steering of a modern car. They do however give a more comfortable ride and you are less likely to kerb the attractive alloy wheels. The back axle is not referred to as "live" for no reason. Hit a bump when cornering hard and the back end will jump out of line. You also need to be very careful with your right foot! Too much enthusiasm and the back-end will try to overtake the front. Unlike the TC, this is more dramatic but can be corrected providing you act quickly.

The RV8's steering is very heavy at slow speeds, a weight training course before driving one is recommended. An alternative is to have power assisted steering fitted (Contact John Cummings via the V8 Register). This transforms the car at slow speed without removing any of the feel from the steering.

The RV8's brakes work well despite having drums rather than discs fitted at the rear. They are progressive and well weighted. The handbrake is conveniently located and works well.

The narrow cross-ply tyres of the TC offer about as much grip as a duck has on ice. Mine is fitted with Blockley tyres (<https://www.blockleytyre.com/>) which, despite their

looks, grip well in all conditions. However, push a TC and the back end will break away. For example, ten mph in the wet on a roundabout. The TC "speaks to you" and gives you plenty of notice before it starts to slide. When the back-end does go, it is gradual and with almost perfect front to rear weight distribution, the TC handles flawlessly. Body roll is minimal despite the lack of anti-roll bars.

The worm and peg steering box on the TC is legendary. This, coupled with spring-loaded track rod ends and drag links, makes the TC's steering like no modern car. You do not so much steer a TC as proceed down the road in a direction mutually agreed by the car and driver. With its low geared steering the TC is a delight to drive on winding country roads (when cornering, the steering is at one end of its play). More of a challenge is trying to keep the TC in a straight line on dual carriageways or motorways.

The TC's brakes work well. When set up correctly, there is minimal pedal travel. Once engaged, there is virtually no pedal movement, the harder you press, the faster

| RV8                  |           |
|----------------------|-----------|
| Handling:            | ★ ★ ★ ★ ☆ |
| Steering (standard): | ★ ★ ★ ★ ☆ |
| Steering (power):    | ★ ★ ★ ★ ★ |
| Brakes:              | ★ ★ ★ ★ ★ |
| Handbrake:           | ★ ★ ★ ★ ☆ |



the car stops. You do need to take care, as the drum brakes can fade on long, steep descents. The fly-off handbrake is fantastic. You can lock the rear wheels with ease. Early MGs were fitted with cable brakes front and rear. The TC's handbrake is the remnants of the earlier rear cable brake arrangement. The fly-off handbrake makes rapid hill starts a doddle. You can put the car in first gear and take the handbrake off at the same time – single handed.

| TC         |           |
|------------|-----------|
| Handling:  | ★ ★ ★ ★ ★ |
| Steering:  | ★ ★ ★ ★ ☆ |
| Brakes:    | ★ ★ ★ ★ ★ |
| Handbrake: | ★ ★ ★ ★ ★ |





## DRIVING

Both cars have comfortable driving positions and good visibility with the hoods both up and down.

The RV8's driving position is reclined, the small steering wheel, short throw gear stick and hand brake all conveniently located. There is room for the taller driver but you sit high with the top windscreen rail in your forward vision. This is not a problem with the hood down but can be claustrophobic with the hood up. The pedals are offset to the right. In practice this does not cause any problems. The seats offer good lateral support. The Japanese cars are fitted with air-conditioning which significantly reduces the passenger foot-well space.

The clear white-on-black rev counter, speedo and all-important fuel gauge are in the driver's direct line of vision. The warning lights are mounted low on the centre console and very hard to see, especially with the hood down.

| RV8                     |       |
|-------------------------|-------|
| Instrumentation:        | ☆☆☆☆☆ |
| Controls:               | ☆☆☆☆☆ |
| Visibility (hood down): | ☆☆☆☆☆ |
| Visibility (hood up):   | ☆☆☆☆☆ |
| Driver comfort:         | ☆☆☆☆☆ |
| Passenger comfort:      | ☆☆☆☆☆ |

In the TC you sit in an upright position with the large steering wheel close to you. It is comfortable to drive as long as you do not try to cross your hands when steering. The short throw gear stick and handbrake are well situated. Getting in via the rear-opening "suicide doors" is an art for both passenger and more so the driver.

With a single seat back, lateral support is non-existent (not that the TC can produce much cornering force). It is worth briefing new passengers with the use of the grab handle, especially on left-hand

| TC                      |       |
|-------------------------|-------|
| Instrumentation:        | ☆☆☆☆☆ |
| Controls:               | ☆☆☆☆☆ |
| Visibility (hood down): | ☆☆☆☆☆ |
| Visibility (hood up):   | ☆☆☆☆☆ |
| Driver comfort:         | ☆☆☆☆☆ |
| Passenger comfort:      | ☆☆☆☆☆ |

corners. Trying to steer a TC while fending off your passenger with your left elbow is not easy. On right-hand corners, the low-cut doors and the instinct for self-preservation encourage the passenger to use the grab handle. Fortunately, I have not had one fall out yet.

Foot space for the driver and passenger is excellent. Finding somewhere comfortable for the driver's left foot can prove difficult. I usually twist mine on its side and wedge it between the tunnel and clutch pedal. I have quite small feet.





The brown-on-green instruments are reasonably clear. Those most needed by the driver, the rev counter, oil pressure gauge and optional temperature gauge, are clearly visible. The observant reader will spot the speedo is on the passenger side. This is a significant benefit on organised runs. The navigator does not have to keep asking the driver how many miles to the next way-point. Unfortunately, it makes driving on roads peppered with speed cameras a challenge. Both the rev counter and speedo are marvels of clockwork engineering. The needles move up and down in "steps" and their readings lag reality by about half a second. Knowing your exact speed is based on inspired guesswork. If stopped by the police, I am not sure how well a plea of "officer I was only doing between 2,100 and 2,250rpm" would be accepted.

The one and only "driver's aid" in the TC is a light on the dash. When switched on, it illuminates between 15 – 30mph. I don't use mine.

The TC is not fitted with a fuel gauge. It has a 2 1/2 gallon warning light in front of the driver. This, coupled with the trip meter and dip-stick, is perfectly adequate given its long range.

## LUGGAGE SPACE

Two seater sports cars have never been known for their luggage carrying capacity. Both the RV8 and TC do not let the side down.

Internal stowage in both cars is limited. The RV8 has a small lockable glovebox and two seat pockets behind the front seats. The TC has two door pockets. The pockets in both cars are really only suitable for maps or navigation instructions.

Although the RV8 has a generous but shallow boot, it is mostly occupied by the spare wheel. A small aircraft-style suitcase will fit, leaving only sufficient room for a soft bag and a few items "stuffed into the gaps". The RV8 also has a space behind the seats, this is small and only practical for coats or other small items. Matters can be improved significantly if you are prepared to follow the example of modern cars and replace the RV8's spare wheel with a tin of emergency tyre repair, such as Tyreweld.

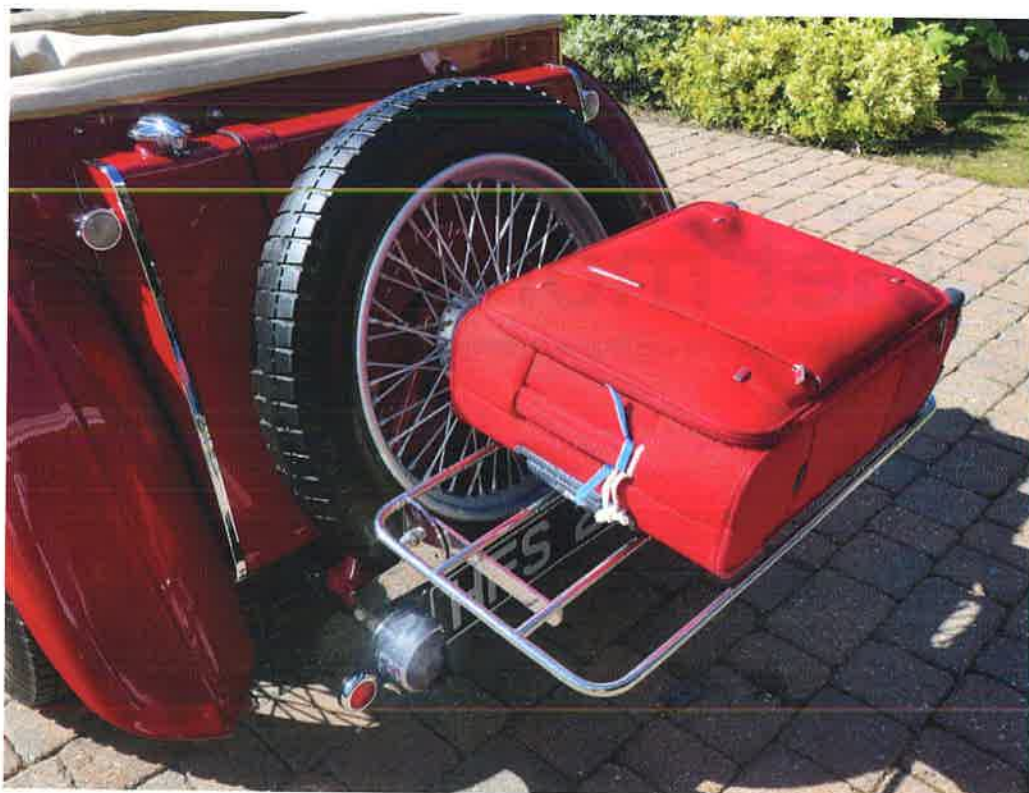


For its luggage, the TC has a reasonable space behind the seats. Like the RV8, this will only take a small case and soft bag. Fitting a low level luggage rack dramatically increases the amount of luggage you can carry.

With the spare wheel removed and low level rack, both the RV8 and TC can easily manage sufficient luggage and camping equipment for two people for a trip to the Classic Le Mans as we discovered on two separate occasions, both enjoyable experiences.

| RV8                 |           |
|---------------------|-----------|
| Luggage (standard): | ★ ★ ☆ ☆ ☆ |
| Luggage (enhanced): | ★ ★ ★ ☆ ☆ |
| Internal stowage:   | ★ ★ ★ ☆ ☆ |

| TC                  |           |
|---------------------|-----------|
| Luggage (standard): | ★ ★ ☆ ☆ ☆ |
| Luggage (enhanced): | ★ ★ ★ ☆ ☆ |
| Internal stowage:   | ★ ★ ☆ ☆ ☆ |







## WEATHER PROOFING

Both cars are provided with a half-tonneau that covers the hood and area to the rear of the seats. While these look very smart, they do not give any significant practical benefit. I rarely use mine in either car.

More useful are the full tonneau covers. These are easy to fit on both cars and will keep out the hands of interested people. The RV8's tonneau has been given a lower mark than that of the TC for two reasons. Firstly, there are no "pockets" for the headrests which means the seats have to be tilted forward before fitting the cover. Secondly, and more importantly, it is not totally waterproof.

The TC's full tonneau (with a cane used to "lift" the centre to stop water running through the zip) is the best way to keep the car dry in wet conditions. While the RV8's cover is waterproof, water can run in through the front windscreen air vents. A TC can be left with confidence in all weather conditions with its tonneau fitted. Should it look like rain, it is better to put up the RV8's hood.

An added bonus with both cars is that the tonneau can be unzipped down the middle, allowing the car to be driven with the passenger side covered. A real benefit when travelling alone.

The hoods on both cars are very easy and quick to put up; they are held by two

fastenings on the windscreen. The RV8's hood is then secured with six additional push-on fastenings, the TC's with two. Putting the hoods down is only a little more complicated as they need to be carefully folded to avoid trapping them in the hood frame.

The "ancillaries" are more complicated and time consuming to fit. The rear window on the RV8 needs to be zipped in. This is a fiddly process, especially in the rain. The TC needs to have four canvas side panels fitted. While slotting these in and tightening the screws is very easy, extracting them from the stowage bin behind the front seats is not.

More difficult is replacing the TC's side frames in their stowage box. This is like a Christmas cracker puzzle! If my calculations are correct, there are 192 different ways the side panels can be stored. They only fit ONE way.

The hood on the RV8 is excellent. I have used it at 85mph in heavy rain in France and not a drop of water has come in. The air-conditioning on the Japanese cars can be used to stop any condensation on the windows. The rear window can be partially unzipped to provide additional ventilation.

The TC is a different matter. While the hood will keep you dry, the front side panels can "bellow out" at higher speeds

allowing the "odd drop" of rain to get in. The inside of the car can get very damp. It is advisable for the driver to keep a cloth close to hand. They can use this to wipe the insides of the windows which mist up. It can get very stuffy. However, it is possible to remove one or more of the side panels to encourage the air flow, without getting too much rain in the car.

As standard the TC had no indicators, relying instead on driver hand-signals. The front side panels have flaps for this purpose. Trying to steer the car while unclipping the side panel flap and sticking your hand out is not easy. As most modern drivers probably do not know the meaning of hand signals, it is advisable to fit flashing indicators to a TC, avoiding this problem.

The heater on the RV8 is good. The massive V8 engine generates a lot of heat. You can always keep warm in the car even with the hood down. The downside is that the foot-wells can get rather hot. Even with the Japanese cars this is difficult to address. The only use for the air-conditioning with the hood down is to increase fuel consumption.

The TC was built before the era of central heating, GORE-TEX and warm fleece clothing – people were much tougher! The TC is not fitted with a heater.







I have driven it with the hood down in sub-zero temperatures and kept perfectly warm, thanks to my ski suit. However, the controls were somewhat difficult to operate with the thick ski gloves. With the hood up the TC's cabin is quite "toasty".

| RV8                  |       |
|----------------------|-------|
| Tonneau:             | ★★★★☆ |
| Hood:                | ★★★★☆ |
| Driving in the rain: | ★★★★★ |
| Keeping nicely warm: | ★★★★☆ |

| TC                   |       |
|----------------------|-------|
| Tonneau:             | ★★★★★ |
| Hood:                | ★★★★☆ |
| Driving in the rain: | ★★★☆☆ |
| Keeping nicely warm: | ★★★★☆ |



## CONCLUSION

While these are very different cars, they both scored an excellent 84% in the above evaluation. They are cars for the enthusiastic driver. If driven with respect they are guaranteed to put a huge smile on your face. After all, they are both MGs. While neither car is perfect, their minor issues do not lessen driver enjoyment – they are what give both of them their special character.

The question: Which one to choose? The head says the RV8. This is a very

capable modern car, missing only those annoying "driver aids". It is fast and comfortable yet still oozes a classic car character. Spares are mainly easy to find, depreciation non-existent, running costs very reasonable (providing you are not too heavy with your right foot). What is there not to like?

The heart says the TC. This is an

astoundingly attractive and practical car. While it looks like something from the 1930s, it drives like a 1960s car. It certainly turns heads. Spares are very easy to source. Like the RV8, depreciation is zero. An added benefit, it is very easy to maintain. Unlike modern cars, it has an engine you can see.

I think I will keep them both.

| RV8          |       |
|--------------|-------|
| Final Score: | ★★★★☆ |

| TC           |       |
|--------------|-------|
| Final Score: | ★★★★☆ |



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



Please fill out the registration form.  
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**NORTH AMERICAN  
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## Tools Available for Club Members Contact Randy Kegg to Borrow

- Engine Stand (2)
- Engine lift with tilt device (2)
- Whitworth wrenches & sockets
- Whitworth thread file
- MGB Kingpin Reamer
- Sandblaster (Suction from a bucket type)
- Rostyle Wheel Paint Mask (MGB)
- Midget King pin reamer
- SU Carb throttle shaft reamer for MG T, A, B carbs
- SU Carb throttle shaft reamer
- Midget carbs
- Torque Wrench Click Type 0-150 ft lbs
- Standard 12" socket set
- Hub Puller
- Compression tester
- Harmonic balancer puller
- Camshaft Degree Wheel with TDC finder.
- Timing light
- Dwell/Tach Meter
- Differential flange removal tool
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- Slide hammer for bushings, bearing caps and axle extraction tool
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- 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

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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

## 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

## MARCH

1<sup>st</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  
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**North American MGB Register**

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# SOUTHERN HIGH FFA ALUMNI CAR, TRUCK & TRACTOR SHOW

## 9th ANNUAL

**Saturday, April 23, 2022**

**10am - 2:30pm**

**Registration 10am - Noon  
The Greene Turtle  
3213 Solomon's Island Rd  
Edgewater, MD**



**Come support  
Agriculture Education  
and the  
Southern High School  
FFA Chapter**



**Judged Show!!!**

**Awards at 2pm**

**Registration \$20 Per Show Participant (includes \$5 of 50/50 tickets)**

**Dash Plaques & Goody Bags For The First 100 Vehicles Registered**

**Door Prizes, Silent Auction, 50/50 Raffle**

**Home Baked Pies order on-line and some available at show**

**Watch for more information on Facebook**

**Proceeds from this show support the Southern High School Agriculture Education Program,  
FFA Chapter and the FFA Alumni Scholarship Fund**

**Rain Date - Sunday, April 24th**

**For weather related updates call 443-883-6425**

**or visit the Southern High FFA Alumni Facebook Page**

**<https://www.facebook.com/Southern-High-FFA-Alumni-365772420197036>**



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

