



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

April 2022

www.mgsofbaltimore.org

From El Presidente:

Thanks go to Steve and Tina Sharpe for hosting the **24th Annual Chilly Run**. It was a fun event with about 35 members in attendance. I'd also like to thank Karen Barry for putting together another one of her fantastic baskets, this time with a Mexican theme. Look for a complete list of both the classes and winners along with some photos in this issue of the Octagram.

Chuck Moreland will be hosting 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
RVSP at 410-218-6140
gtroadsters@comcast.net

Bring a dish to share. The Club will provide drinks along with other items to snack on. Please let Chuck know that you will be coming and what you will be bringing.

Eric Salminen has started work on the 33rd Annual "Get the Dust-Off" Rallye. The date has been set for Sunday, May 1st, 2022. The event will start and end at Dejon Vineyards, located 5300 Hydes Rd; Hydes, MD 21082. Registration opens at 10:30 am. There will be a drivers meeting at 11:15 a.m. For a registration form go to our website at www.mgsofbaltimore.org Questions e-mail Eric at mgobrallymaster@gmail.com

Reminder, there will not be a service for Randy, but more to his liking there will be a "Celebration of Life" on **Sunday, May 15, 2022 from 1-5 p.m.** at Randy's sister's home located in Fallston, MD. Look for an event notice in this and the next few issues of the Octagram. For those that have asked about making donations in Randy's name it has been suggested if you wish to donate, please donate to the Leukemia & Lymphoma Society. There is no obligation to do so.

The 44th Annual Original British Car Day will be held on Sunday, June 5th, 2022 - 8:00 AM to 3:00 PM - Serra Valley Farms in Mt. Airy, Maryland. This year's Featured Marque is the MG Roadster - 1962 to 1974 Registration information/forms are expected to be available in early April 2022).
www.chesapeakechaptermgclub.com

TRAC's Annual Brits By the Bay will be held on Sunday, June 26th, 2022 at Dejon Vineyards from 10:30 a.m. to 3:00 p.m. for more info go to www.TRACLTD.org

Safety Fast!
Richard

24th Annual Chilly Run

Winner's List

Hottest - Hunka, Hunka Burning Love - Michael E. Lutz

Best No Tomato Version – Tina Sharpe

Sweetest – Ken Olszewski

Best Overall – Richard Liddick

Best Appetizer – Vicki Hinline

Best Desert - (Chocolate Layer Cake) Jack Stern

Best Veggie Chili - Carole Jefferson

Cutest Attendee – Millie Dinnerman

Best Nintendo and Tyco Racer – Nico Anthony DeBella



THE HEALEY SILVERSTONE – HOW A MARQUE STARTED

Before the Austin-Healey 3000, before the Austin-Healey 100, the Healey company had been started in 1945. Donald Healey himself had been shot down in 1918, at the end of WW1 and had gone on to Monte Carlo Rally glory in the 1930's as a driver (1st in 1931 and 2nd in 1932 in a 41/2-litre Invicta; 3rd in 1934 in a Triumph Dolomite), but decided after the second world war to start his own company. The Donald Healey Motor Company's first car was the very expensive Healey Elliot, a large sedan with a Riley engine but Healey's heart was really in sports cars (for the road and racing) and so with the help of designer Len Hodges the Healey Silverstone was introduced in 1948. Built to a price of under one thousand pounds to avoid a 66.66% luxury purchase tax, it was a light roadster built on the same chassis as the Elliot sedan and was powered by a 2.4-litre Riley in-line 4-cylinder engine and a 4-speed manual transmission.



Somewhat ahead of its time aerodynamically, with a long narrow body, faired-in cycle wing fenders and headlights behind the radiator grille, the car had no bumpers and at the back a slot was cut out to house a spare wheel so it did not add to the wind resistance. Two people could fit into its narrow cockpit and it had minimal luggage space. In fact the 1949 model (the D-type) was so narrow and uncomfortable it had to be enlarged for the 1950 model year (the E-type) to accommodate "normal"-sized drivers! However, both versions were more successful on the track than as road cars and, with a top speed of 110mph and an 11 second 0-60mph, won the Alpine Rally in 1949 and 1951, and the 1951 Liege-Rome-Liege Rally. Hand-built in the Healey factory in Warwick only 105 Silverstone's were built before production was given over to the much more civilized Nash-Healey in 1951, built almost exclusively for the US market, as the British government pushed for export markets to take precedence in an effort to boost an economy still reeling from the effects of WW2. The Healey story had begun ...

How to determine what type of ignition coil your car needs

To begin with, there are two types of coils used on our LBC's: ballasted and non-ballasted. The non-ballasted are most common on the pre 1970 cars but many of the later cars have been converted to this type of system. This conversion is sometimes required if you are using an after market electronic ignition. This type of system requires 12 volts to the coil at all times that the ignition is on. The coil must also have a 3 ohm rating so that it will not burn out.

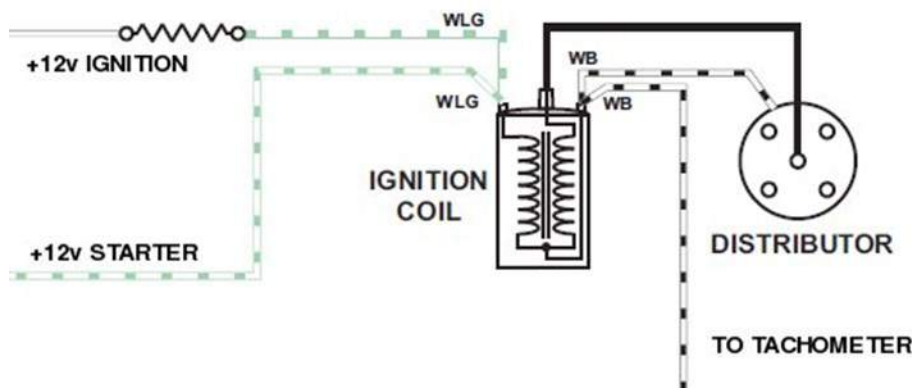
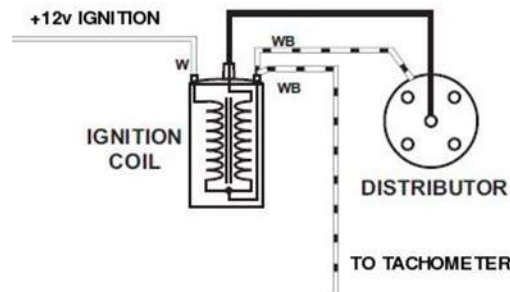
The ballasted systems were created to improve cold weather starting. This system only requires 6-9 volts to the coil and uses a 1.5 ohm coil. A ballast resistor is used to step the 12 volts from the battery down to the 6 to 9 volts required to fire the ignition after the car is running. At startup, another circuit sends 12 volts directly to the coil and then shuts off after the motor is running to prevent the coil from burning out.

So which system do you have? Here is a simple way to find out. Connect a multimeter positive cable to the ignition side of the coil (usually the positive "+" side) and the negative cable to ground, then turn on the ignition. If you get a reading of 6 to 9 volts you have a ballasted system. If you get a reading of around 12 volts you have a non-ballasted system.

Our 1983 Mini had been extensively modified by the previous owner so I was unsure what type of system it had. By doing this simple test, I was able to determine that it had a non-ballasted system and needed a 3 ohm coil.

Thanks to classicmini.weebly.COM for the original tutorial.

Non-ballasted Coil-Only powered
when the ignition is on



Ballasted Coil-Ballast
built into the wire to
reduce voltage; Wire
from starter powered
when starter is on

MG Marque *by Charlie Collins*

The MG Midget is a small two-seater sports car produced by MG from 1961 to 1979. It revived a name that had been used on earlier models such as the MG M-type, MG D-type, MG J-type and MG T-type.



The first version, announced at the end of June 1961 was essentially a slightly more expensive badge-engineered version of the MkII Austin-Healey Sprite deluxe version.

The original 'frogeye' (Bugeye) Sprite had been introduced specifically to fill the gap in the market left by the end of production of the MG T-type Midget as it's replacement, the MGA had been a significantly larger and more expensive car with greater performance. Many existing MG buyers turned to the Sprite to provide a modern low-cost sports car and so a badge-engineered MG version reusing

the Midget name made sense. The new Midget differed from the Sprite only in grille design, badging, improved interior trim, better instruments and added external polished trim to justify its higher price.

Mechanically the car was identical to its Austin-Healey counterpart, retaining the rear suspension using quarter-elliptic leaf springs and trailing arms from the 'bugeye'. The engine was a 948 with twin SU carburetors producing 46 hp at 5500 rpm and 53 lb/ft at 3000 rpm. Brakes were 7-inch drums all round. A hard top, heater, radio and luggage rack were available as factory-fitted extras.

In October 1962, the engine was increased to 1098 cc, raising the output to 56 hp at 5500 rpm and 62 lb/ft at 3250 rpm, and disc brakes replaced the drums at the front. 13x4" Wire spoked wheels became available.

The doors had no external handles or locks, and the windows were sliding Perspex side-screens. A heater was an optional extra.

Production was 16,080 of the small-engine versions and 9601 of the 1098.

A car with the 948 cc engine was tested by the British magazine *The Motor* in 1962 and had a top speed of 87.9 mph and could accelerate from 0-60 mph in 18.3 seconds. A fuel consumption of 40.2 miles per imperial gallon (33.5 mpg-US) was recorded.

In 1964 through 1974, the Midget MkII was released. Externally the main changes were to the doors, which gained wind-up windows, swivelling quarter lights (AKA wing windows), external handles, and separate locks. The windscreen gained a slight curvature and was retained in a more substantial frame. The hood (US – top), though modified, continued to have a removable frame that had to be erected before the cover was put on. The rear springs were replaced by more conventional semi-elliptic types, which gave a better ride. The engine block was strengthened, and larger main bearings were fitted, increasing the power to 59 hp at 5750 rpm and torque to 65 lb/ft at 3500 rpm. A total of 26,601 were made.

From 1966 through 1974, the engine grew to 1275 cc using the development seen on the Mini-Cooper 'S'. Enthusiasts were disappointed that this was a detuned version of the 76 bhp at 5800 rpm Cooper 'S' engine, giving only 65 hp at 6000 rpm and 72 lb/ft at 3000 rpm. A reduced compression ratio of 8.8:1 was used instead of the 9.75:1 employed on the Cooper S engine.

Con't on next page...

MG Marque Article con't..



The Midget used the 12G940 cylinder head casting that was common to other BMC 1300 cars, whereas the Cooper 'S' had a special head with not only larger inlet, but also larger exhaust valves; however, these exhaust valves caused many 'S' heads to fail through cracking between the valve seats. The detuned engine was used for reasons of model range placement – with the Cooper 'S' spec engine, the Midget could have been faster than the more expensive MGB. The hydraulic system gained a separate master cylinder for the clutch. The hood (Top) was now permanently attached to the car, with an improved mechanism making it much easier to use.

In late 1967 (1968 model year), US-spec cars received several safety additions: a padded dashboard, smaller main gauges, collapsible steering column, scissor-type hood hinges, a third windshield wiper, additional side marker lights, and anti-burst door latches.

In Dec 1968, beginning s/n 66236, the rear axle gear ratio was reduced from 4.22:1 to 3.90:1, giving 16.5 mph for every 1000 rpm. This increased final drive ratio gave better fuel economy. Minor facelift changes were made to the body trim in late 1969 (1970 model year), with the sills painted black, a revised recessed black grille, and squared off taillights as on the MGB.

To meet US federal regulations Midgets from 1974 through 1980, large black plastic-covered bumpers were added to the front and rear and the ride heights were increased. The increased ride heights affected handling, and anti-roll bars were added to help with the higher center of gravity. The A-Series engine was replaced by the 1493 cc Standard SC engine from the Triumph Spitfire, coupled to a modified Morris Marina gearbox with synchromesh on all four gears. The increased displacement of the new engine was better able to cope with the increasing emission regulations

In the US market British Leyland struggled to keep engine power at acceptable levels as the engines were loaded with air pumps, EGR valves, and catalytic converters to keep up with new US and California exhaust emission control regulations. The U.S market model's dual SU HS2 carbs were swapped for a single Zenith-Stromberg 150 CD4 unit catalytic converter carb in 1976 and all models after came with the Zenith-Stromberg 150 CD4T. Power fell to 50 hp at 5000 rpm and 67 lb-ft of torque at 2500 rpm. The round rear-wheel arches were now square again, to increase the body strength, and the front arches were lowered to minimize the gap from raising the suspension. The last car was made on 7 December 1979, after 73,899 of the last versions had been made. The last 500 home-market cars were painted black.



From Wikipedia

TR Marque *by Chris Cooper*

The Triumph Mayflower is a British four-seat 1+1/4-litre small luxury car noted for its razor-edge styling.

It was built by the Standard Motor Company and sold by Standard's subsidiary, The Triumph Motor Company.

It was announced at the October 1949 British International Motor Show, but deliveries did not commence until the middle of 1950.

One of the nine prototype Triumph Mayflowers, "JWK 612", was factory tested 5000 miles across Europe in 1950, they used the famous rooftop test track of Impéria Automobiles in Belgium.

The Mayflower was manufactured from 1949 until 1953.

The Mayflower's "upscale small car" position did not find a ready market, and sales did not meet Standard's expectations.

The company's next small car, the Standard Eight of 1953, was a basic 0.8-litre economy car.

A Mayflower tested at Brooklands racing circuit, by British magazine The Motor in 1950 had a top speed of 62.9 mph (101.2 km/h) and could accelerate from 0–50 mph (80 km/h) in 26.6 seconds.

A fuel consumption of 28.3 miles per imperial gallon (10.0 L/100 km; 23.6 mpg -US) was recorded.

This is a Great Looking Like a mini me Rolls Royce Silver Cloud

Thanks
Chris Cooper

Take Care and God Bless

Leland Felix is the proud owner of one of these!





*Celebrating
a
Life*



IN LOVING MEMORY OF

Randell Stuart Kegg

MARCH 11, 1954 - FEBRUARY 4, 2022

May 15, 2022
1:00- 4:00 PM
2407 CLARET DRIVE
FALLSTON, MARYLAND
21047

ANYONE FAMILIAR WITH RANDY, KNEW HE
LOVED THE MG CLUB, HIS FAMILY AND
FRIENDS. WE ARE GETTING TOGETHER THIS
DAY TO HONOR HIS LIFE.

Any questions feel free to call me, I am
Cindy Deickman Randy's sister, at
443-527-4962





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**



MGs of Baltimore Ltd. Membership Registration

Please fill out the registration form.

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

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

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

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

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



**NORTH AMERICAN
MGA REGISTER**

Tools Available for Club Members Contact Eric Salminen 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	Mike Lutz	410-592-8610	mgtlutz@verizon.net
2 nd Vice President	Ken Olszewski	443-299-6591	kenmgob@comcast.net
Treasurer	Eric Reitz	410-207-7548	reitz1@aol.com
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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.

Welcome New Members

Neil Shovlin with a 1969 Austin Healey Sprite
Dan Wolf & Family with a 1971 MGB

Articles in this newsletter are courtesy of
the Bits & Spares Newsletter publication of
the British Motoring Car Club of Arkansas

CALENDAR

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
- 7th Lewes British Motorcar Show
- 15th Randy Kegg Celebration of Life

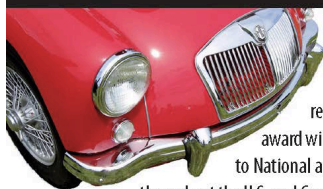
JUNE

- 4th Cars & Motorcycles of England
- 5th Original British Car Day
- 6th – 10th NAMGAR GT 47
- 7th Club Meeting
- 19th – 23rd NAMGBR Convention
- 26th Brits by the Bay

MGs of Baltimore Affiliations

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

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color,

award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year

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



North American MGB Register

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

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

North American MGB Register

PO BOX 876 • Downers Grove, IL 60515-0876

Toll-free phone: 800-NAMGBR-1
www.namgbr.org



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:** _____



Please join us for the 27th Annual Lewes British Motorcar Show. This year's show is again overlooking the Delaware Bay and Lewes Cape May Ferry.

May 7, 2022

8:00 am to 3:00 pm

The British Are Coming...Once Again!

Twenty-seven years is an amazing milestone for the Lewes British Motorcar Show, sponsored by the Lewes Chamber of Commerce in conjunction with the British Car Club of Delaware. The show will take place on the grounds of the Lewes Ferry Terminal for the Cape May-Lewes Ferry, overlooking the Delaware Bay.

We are excited to be able to welcome the feature this year (also a new milestone), Modern British Classics, British cars 2001 and newer. *So, for the first time all British cars are welcome both classic and modern! Keep an eye out for classic and modern displays, side by side.*

Registration is limited to the first 100 (2000 & older) and first 20 (2001 & newer) British cars. Please make sure to register early!

While there will be much to see at the show, visitors are encouraged to take advantage of historic downtown Lewes, home to a wonderful number of shops and restaurants, as well as all that the Delaware beach area has to offer.

Registration this year is electronic only through Eventbrite.

<https://www.eventbrite.com/e/27th-annual-lewes-british-motorcar-show-2022-registration-244698679337>

Cars & Motorcycles of England

AT HOPE LODGE - FT. WASHINGTON, PA



All-British Marque Judged Motorcar and Motorcycle Concours
and a Nationally Sanctioned Jaguar Concours d'Elegance

Field opens at 8:30AM – Judging begins at 10:00AM

Hosted by Delaware Valley Triumphs Ltd. (DVT) and The Delaware Valley Jaguar Club (DVJC)

Pre-Registration Only – Hope Lodge is a state owned Historical Property, subject to CDC/PA Guidelines

Visit www.dvtr.org for more information  Follow us on Facebook at “Cars and Motorcycles of England”

PRE-REGISTRATION for Cars of England at Hope Lodge

NOTE: For JCNA Concours Registration, visit www.delvaljaguarclub.com/event

Name _____

Address _____

Telephone _____

Email _____

SHOW CAR REGISTRATION(Non-JCNA Concours)

Marque _____ Year _____

Model _____ Award Class _____

Check this box if you are bringing a trailer ☐ (see reverse)

Pre-Register before May 28th: Cars \$20, Motorcycles \$10

Make checks payable to “DVT”

Mail registration form and check to:

Robert DeLucia
2593 Trewigtown Rd.
Colmar, PA 18915-9752

To join DVT, include a separate check for \$30 payable to “DVT”

Show Info Hotline: (267) 258-7071 or yukon80@comcast.net

Hope Lodge Information: www.historichopelodge.org

CAR CORRAL & AUTOJUMBLE

\$25 Pre-Register Only

Description of car/material _____

MOTORCYCLE AWARD CATEGORIES

All British motorcycle entries will be judged by “People’s Choice” ballot. Ballots will be distributed to each registered entrant in the show.

A single award will be given for the “Best in Show”. First and second place awards will be given in the following categories:

- BRITISH MOTORCYCLES
- Pre 1960
- 1960 - 1969
- 1970 and later
- Special Modified *

* A “Special Modified” motorcycle is a machine which has been substantially modified from the stock form.

FT. WASHINGTON’S HOPE LODGE

Hope Lodge was built between 1743 and 1748 by Samuel Morris, a prosperous Quaker entrepreneur. Morris acted as a farmer, ship owner, miller, iron-master, shop-owner, and owner of the mill now known as Mather Mill. Hope Lodge is an excellent example of early Georgian Architecture, and it is possible that Edmund Woolley, architect of Independence Hall, offered advice in building. Samuel Morris owned the estate until his death in 1770, when it was inherited by his brother Joshua. Joshua in turn sold the property and dwelling to another Philadelphia merchant, William West.

In 1953, ownership of the house was transferred to the Hope Lodge Foundation, and in 1957, to the Commonwealth of Pennsylvania. Today, Hope Lodge is administered by the Pennsylvania Historical and Museum Commission with the Friends of Hope Lodge, a non-profit support group formed to assist with operations at the site.

Hope Lodge Historic Site
553 South Bethlehem Pike
Ft. Washington, PA 19034
(215) 646-1595

Cars & Motorcycles of England at Hope Lodge

Saturday, June 4, 2022

For show status on day of show:

(267) 258-7071 or yukon80@comcast.net

Show Car & Motorcycle Registration

PRE-REGISTER by May 28th

Motorcycle	\$10
Car	\$20

Includes passenger’s admission, awards, and other memorabilia

Spectator Admission

Pre-Register \$10 / Person
Limited Spaces Available

Includes on-site parking and show festivities

Food and beverages available all day

JUDGED AUTOMOTIVE AWARD CLASSES

Entries in this prestigious group are judged by their marque’s standards for authenticity and period correctness.

To be judged, your vehicle must be a classic or antique (i.e. it must be at least 15 years old). Judging will be done on a 100-point scale. A vehicle must earn at least 70 points to be eligible for an award. Bonnets and bootlids up, please. Judging starts at 10:00AM.

Aston Martin – all	
Austin Healey 100/3000	
Austin Healey Sprite	
Jaguar XK120-150 (non-JCNA Concours)	
Jaguar XKE (non JCNA Concours)	
Jaguar Saloons (non JCNA Concours)	
Land Rover – all	
Lotus – all	
MG – pre-war	
MGT series	
MGA – all	
MG/C/GT – chrome bumper	
MG/C/GT – rubber bumper	
MG Midget	
Mini – Classic	
Mini – New	
Morgan – all	
Racing/High Performance	SPECIAL AWARDS
Rolls-Royce/Bentley	Diamond-in-the-Rough
Sunbeam – all	Best-of-Show Participants’ Choice
Triumph Stag – all	Best-of-Show Judges’ Choice
Triumph TR2 – 3B	
Triumph TR4	
Triumph TR5 – TR250	
Triumph TR6 to 1972 (CC comm #)	
Triumph TR6 1973 – 1976 (CF comm #)	
Triumph TR7/8	
Triumph Spitfire – all	
Triumph GT6 – all	
Triumph Misc (Herald, Vitesse)	
TVR – all	
Misc. British Coupe	
Misc. British Roadster	
Modified	
Seniors	
Preservation Class	

* We reserve the right to combine classes, as needed



The Original British Car Day 2022

44th Annual Meet

Sunday, June 5th, 2022 - 8:00 AM to 3:00 PM
Serra Valley Farms - Mount Airy, Maryland

The Chesapeake Chapter of the New England MG "T" Register is proud to invite you to attend the 44th Annual Meet of **The Original British Car Day (OBCD)**. This event is held for the enjoyment of all British car and motorcycle enthusiasts. Come and enjoy this gathering of a wide variety of British Marques, all in one setting!

This year's Featured Marque is the **MGB Roadster, 1962 to 1974** (chrome bumper cars) in celebration of the MGB's 60th Anniversary. We look forward to participation from local MG clubs and welcome their members and cars on our show field!

Make plans to pay us a visit, whether you are displaying your car, or just coming to enjoy the event. In past years, we have had over 250 vehicles on our show field, with over 2,000 spectators in attendance.

Serra Valley Farms is located at 5601 Ridge Road, Mt. Airy, MD 21771.
Visit their website at www.serravalleyfarms.com for directions.

For more information and to register your vehicle for OBCD, visit our website at:
www.chesapeakechaptermgclub.com.

For questions, contact **Tom Renda** by phone at **410-804-7017** or by email at thomasdrenda@gmail.com.

All Roads Lead to GT-47!

WWW.GT-47.COM



Christmas Rock Overlook
Marian's LIBRARY
KIVA
Wooden Cross
BLACKSMITH SHOP
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





“Brits By The Bay”

2022

Modern & Classic British Car & Motorcycle Show

Open to ALL British Cars & Motorcycles

***** **NEW LOCATION** *****

Dejon Vineyards, 5300 Hydes Rd. Hydes, MD 21082

www.Dejonvineyard.com

Sunday, June 26th at 11am – 3 pm Gates open 10:30am Rain Or Shine

Pre-Register by May 19th to Receive a Free Show T-Shirt & Dash Plaque

Door Prizes, Music, & Good Ole Car Talk

Food, Snacks & Beverages Available On Site

ABSOLUTELY NO PETS OR OUTSIDE ALCOHOL ALLOWED

Questions? Please Contact: Britsbythebay@gmail.com

For Up-To-Date Info Go To: www.facebook.com/britsbythebay

Credit Card Payments Accepted Securely Online!

For More Information, Online Registration or Directions Visit:

WWW.TRACLTD.ORG

Detach coupon below and send it with your check made payable to TRAC.

Mail to: TRAC, 213 Heather Way, Havre De Grace, MD. 21078

Name: _____ Address: _____

City: _____ State: _____ Zip Code: _____

Car Year: _____ Make: _____ Model: _____

Email Address: _____

Club Affiliation: _____

Pre-Registered T-Shirt Size: Small _____ Medium _____ Large _____ X-Large _____

2 XL (\$2extra) _____

Pre-Registration: (Entries postmarked by May 19th) \$20 per car

Registration: (Registration postmarked after May 20th) \$25 per car

Online payment registrations will incur a \$1.50 processing fee.

Neither I, nor my heirs, will hold TRiumphs Around the Chesapeake, Ltd. or the Dejon Vineyard liable for any personal or vehicle loss, damages, liability or injury occurring during or as a consequence of being involved in or traveling to or from this show. Owners attending this show do so voluntarily and agree to assume all risks of any kind to their person or their vehicle.

Shade Canopies are At the discretion of TRAC

Signature: _____