



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

December 2023

www.mgsofbaltimore.org

From El Presidente:

MGOB will participate again in the **50th Annual Hampden Mayor's Christmas Parade**. We will meet at the north end of Poly-Western HS at Falls Rd. at **noon**. The Parade will be on **Sunday, December 3rd, 2023**. So, pick out your favorite Holiday outfit and decorate your MG and let's go wave at the kiddies. I hope to see you there.

Anne & Doug Hart will be hosting the **Annual MGOB "After the Holidays" Party on Saturday, January 6th, 2024**, starting at 6:00 p.m. The Club will supply drinks and the main event, we ask that you bring a dish. Where: 1912 Twin Lakes Dr, Jarrettsville, MD 21084. RSVP – 410-557-6042 or Anneski6160@aol.com

Steve & Tina Sharpe will be hosting the **27th Annual Chilly Run**, on **Sunday, February 18th, 2024**, with a snow date of Sunday, February 25th, 2024. Look for more information in the next issue of the Octagram.

I'd like to take a moment to thank Mike Lutz for his years of service to the club, Mike served as First Vice President for many years and after taking a break for a bit was talked into coming back on the board a few years ago. I also want to thank Rich Polan for stepping up to serve on the MGOB executive board as First Vice President.

Finally, 2024 MGOB Club dues are due starting in January. There will be a list published in this issue of the Octagram, if your name is on the list, you **DO NOT Owe 2024 Dues**. Please send your \$20.00 cheque payable to MGs of Baltimore, Ltd. to:

MGOB
5237 Glen Arm Road East
Glen Arm, MD 21057-9456

Or you can pay at the meeting.

Safety Fast!

Richard

MG 2024 Registration is now open at: <https://mg2024.regfox.com/mg2024>
Note that NAMGBR's 32nd Annual Convention will be held April 21st – 24th.



MGOB 2024 Dues List

If your name is on this list, you DO NOT owe dues at this time

Glenn S. & Barbara	Abbott	Brian & Denise	Kraus
David M	Amos	Mike	Mangan
Bill	Berg	Allan	Ness
Bill	Berg III	Ben & Marlene	Perricone
Suzie	Boltz	Mary	Pratt
Howard & Susan	Bonds	Bill	Redding
Terry & Alyson	Bradford	Tom & Susan	Renda
Jerry & Sharon	Browning	Jon	Rhodes
Jim	Buckmeier	Emily	Shaw
Matthew	Dinnerman	Ron	Skidmore
Michael & Vicki	Egliskis	Mark	Spaulding
Duff & Barbara	Fowler	Chuck	St. Claire
Bill & Bonnie	Hallock	Terry	Steyer
Bob	Johnston	Tom	Sweeney
Victor & Jackie	Knox	Alan	Tucker



Heat Exhaustion

by: rj

In case you haven't noticed, the weather has changed. While many do the tragic thing of parking their LBC till the first Robins appear, I submit that this isn't good for you and certainly not good for your LBC. To address the former, it's not good for you to go into hibernation! Face it, how many football games and Hallmark movies can you endure without becoming a total couch-potato. Second, and more importantly, LBC's do not sit well and age poorly the longer they sit. *(This applies to your body too)* LBC's engines need to run, their tires need to rotate, and their suspensions need to be flexed.

This brings me to the purpose of this **Exhaust**, which is heat. Many avoid winter drives not because of salt and slush, which can be avoided *(And if you can believe the media, we all will be avoiding this since Pennsylvania will soon have the same weather as south Florida..., yeah sure)*, but because these cars are cold *(Hence the use of driving gloves and lap blankets)*. One of the many frustrations of LBC owners *(Other than the excellent Lucas wiring)* is that the heating systems in these cars, to be candid, is not optimum. Strange in that these cars were built in the UK to be daily drivers in a climate that "Changes in Latitude" are more on the chilly/wet side. *(Of course, the media says London will soon have the same climate as Honolulu, so no worries)*

Carole's beloved MGB is also stricken with this same lack of a proper heating situation. In fact, when driving her car, which we do in the winter, turning on the heat reminds me of having an old lady blow gently on my ankles. In true procrastination mode I have decided to try and do something about this now that we need the heat. *(Timing is everything!)* Now, I have been in an MG where the driver had to turn down the heat, to say I was shocked and impressed is an understatement. So, the following exhaust outlines what I'm going to do and the tips I have received on keeping your buns warm on a cold winter drive.

How to use your heater tips:

I figure you know how to turn the heater on so these are some other things else you can do to strike a blow against Old Man Winter. First, make sure your cable to the heater valve actually works. Does it turn the valve all the way on or off when you turn the select knob on the dash?

Next, are you using a magnetic cover on the fresh air intake on the bonnet? This prevents cold air and water from coming into the system. This cover also lets you do the following trick. You usually close the fresh air vents using the under-dash handle and also close the dash vents if you have them. Instead of that, with the magnetic cover in place open both vents. This process will let you recirculate the warm cabin air just like a car built since the Reagan administration.

Now, let's raise the water temperature. A simple piece of carboard in front of part of your radiator will accomplish this. You can start with a small piece of cardboard and then work up to one that raises the temps without overheating in say heavy traffic. *(What are you doing in heavy traffic on a nice Winter drive anyway?)* I always put one in front of my oil cooler too, since warm oil is nicer to your engine. Another change that has been suggested is to change our thermostat to a 190-degree model. It's an easy change and will let the water get hotter than normal. I've done this before and it's kind of a pain since you must change it back in the spring and face it our memories are getting shorter. This does work and does raise the engine temp that supplies your heater with a boost. Oh, on that note, when the first Robin appears remember to remove the carboard you installed.

Now here's one I've heard but have not verified. Check the voltage to the heater fan. I'm told that low voltage to the fan obviously will force less air onto your cold ankles. You might also want to clean out all the leaves, bugs and other wonderfulness that has collected through the bonnet scoop.

Here is an easy one. Put a shop-light under your bonnet and close it. Now go look under dash inside the car. See all those holes that now leak cold air. Some cars are worse than others. I've seen some that make patterns looking like constellations and while Orion is cool, it will also keep you cold.

Next under the bonnet, check the seal between the heater core and the body work for leaks; plug these up. Next check the vent tubing under the dash, you can expect to find cracks here, but using the handyman's secret weapon "Duct Tape" can fix most of these.

My winter work:

I will be doing all the above methods to try and get it as good as I can. I measured the heat on the incoming and outgoing lines to the B heater core. I found the incoming water was 107 and the outgoing was about 97, so there is some heat exchange going on. After I add the cardboard to the radiator, I expect this temp to be closer to the 180 at the radiator.

Next, I'm going to get some radiator flush and rig up an exchange so that I can flush just the heater core. There's no telling how much crap has accumulated in this thing in the cars 49-year history. I'm really thinking this is going to help a lot. Note, radiator flush is acid and so be careful. I'm concentrating on the heater core, but if you haven't flushed your cooling system since the invention of the internet, you might want to tackle the whole job. ***(Gee wouldn't it be nice if BMC included a radiator drain to facilitate this?)***

Next, and this one will take some craft, I will remove the heater valve, take it apart and using a drill open this port up, which will allow more water exchange from the engine block. I'll probably need to modify the gasket too.

Got any tips that I missed, please let us know. ***(NO, the addition of a remote heater from a VW Thing is not an option!)***

Time for a Winter Drive

All this work should make the B a little cozier and I'll let you know how successful I am. The purpose of this work is, of course, to drive the car. Winter drives are great, the leaves are off the trees, and you can see deeper into the forest and notice things that are amazing that you would not see in the summer. With the top up you can even hear the pleasant person sitting next to you and of course you'll be playing music from your favorite winter playlist. No matter if driving gloves and a lap blanket are still needed, that's the way they do it in the Mother Country. So, get to work and try to stay warm. You can listen to the Wintery tune I embedded in the title of this Exhaust Note.

[End of Exhaust](#) (bonus track)

A Cold Dark Night on the Moors: An English Christmas Ghost Story by Joe Carroll

Looking back, it must have been Christmas 1946. I had studied engineering at Sheffield during the war and after graduating I decided to take employment in this city of engineers. Although I was from the south, my mother was a Yorkshire lass and, as often as I could, I visited her sister and family in the village of Skelpton, about two and a half hours travel by car. My father had given me his old M type MG Midget after he "fettled" it for me. With petrol available again, it was a most welcome gift.

On the rolling roads of the moors it was difficult for the MG's tiny engine to maintain an average of forty mph but I loved that car. I had left Sheffield right after work, just a day before Christmas. The late afternoon was grey and chilly. As darkness came the weather became colder with freezing rain which occasionally changed to sleet. Of course the car had no heater, but with warm clothes and the top up it was liveable. I stopped numerous times to clean off the windscreen, and at one stop I used an old trick of Dad's - I undid the bonnet catches and lifted each wing of the bonnet and placed a matchbox under each wing right in front of the windscreen. The weight of the bonnet held the matchboxes in place, allowing warm air from the engine to warm up the freezing tiny windscreen.

I was having problems with landmarks in the sleety darkness and the headlights were only so so, the car having a very basic electrical system. I set the moveable third brush in the dynamo to maximum and crossed my fingers.

As I began to get back into the car, I saw someone approaching. It was a man in Royal Air Force apparel; in fact he had insulated aircrew clothing and boots. In what I thought

was an American accent he said "Not the nicest weather to be out in." I concurred and in an honest moment I told him I was heading for Skelpton but with no visible landmarks and most of the signposts still removed for the war. I was lost. With an engaging smile he said "My base is just down the road a bit, I'll show you the way and I'm sure the boys will put you up for the night, it's not worth carrying on."

Conversation wasn't easy in the noisy little car but eventually he directed me into a lighted area at the entrance to the base. Getting out of the car he held up the barrier for me and I drove through to a well-lit Quonset hut he had indicated to me. As I closed the car door I turned to thank my saviour but he was gone. I thought perhaps he had gone to another hut.

As I opened the door of the Quonset, I stepped into a warm mixture of cigarette smoke and food. Two men seated at one of the tables playing cards looked up, surprised. I explained I was lost and one of them said, "I think you need warming up!". I was about to accept but I suddenly remembered that I had better drain the block on the MG before it froze. "No problem", said the smoker, "come with me". I followed him to a workshop where we put my car and he then produced a round squat safety kerosene car heater. He lit the wick, closed the gauze safety cover, and slid the heater under sump of the MG. "She'll be fine all night" he said.

As we left the workshop, I asked him where the airman who guided me in had gone, "What airman?" he replied. I told him about the new friend I had met on the road. "Well," he said, "first of all he's not a yank, he is a Canadian and his name is Gary. Let's get

back to the kitchen". Once inside the kitchen my helper said to his partner who was preparing a meal for me on the stove, "He's seen Gary." The cook seemed startled and said, "Give the young feller a scotch".

I can't recall what was on my plate, it must have been delicious, but I was shaken by the story they told me. It seemed the base was home to Lancaster bombers during the war. In 1943 or 44, I can't remember which, Gary Miller was a Lancaster pilot. What I do remember was his age, he was just twenty-three, not a lot older than me. Returning late to the base from a raid over Germany, their plane was running low on fuel and badly shot up. Approaching where Gary and his navigator figured the runway should be, when the runway lights came on the damaged instruments had them off course and the engines were misfiring from lack of fuel. Gary stayed at his post and ordered his crew to bail out. They obeyed and watched the stricken Lancaster lose height and crash off the runway. Gary died in the cockpit.

My two companions said they were posted to the base only recently, and although they were told of the ghost of the young pilot they had never seen it. The pair were to mothball the base which had been closed a year ago, with the help of local labour. It was a while before I fell asleep that night.

I awoke to a bright sunny morning, the sleet was melting and dripping off the window frames. After breakfast we got out the Ordnance Survey maps and my hosts showed how to get back onto the Skelpton road.

My uncle and Aunt's home was the usual happy, riotous place I had come to know. After the youngsters were put to bed the three of us sat in the cozy kitchen and I told them about my encounter with Gary. My uncle said "Aye lad, there's bin all kind of ghosts on t'moors. There's bin wars fought since before the Romans come".

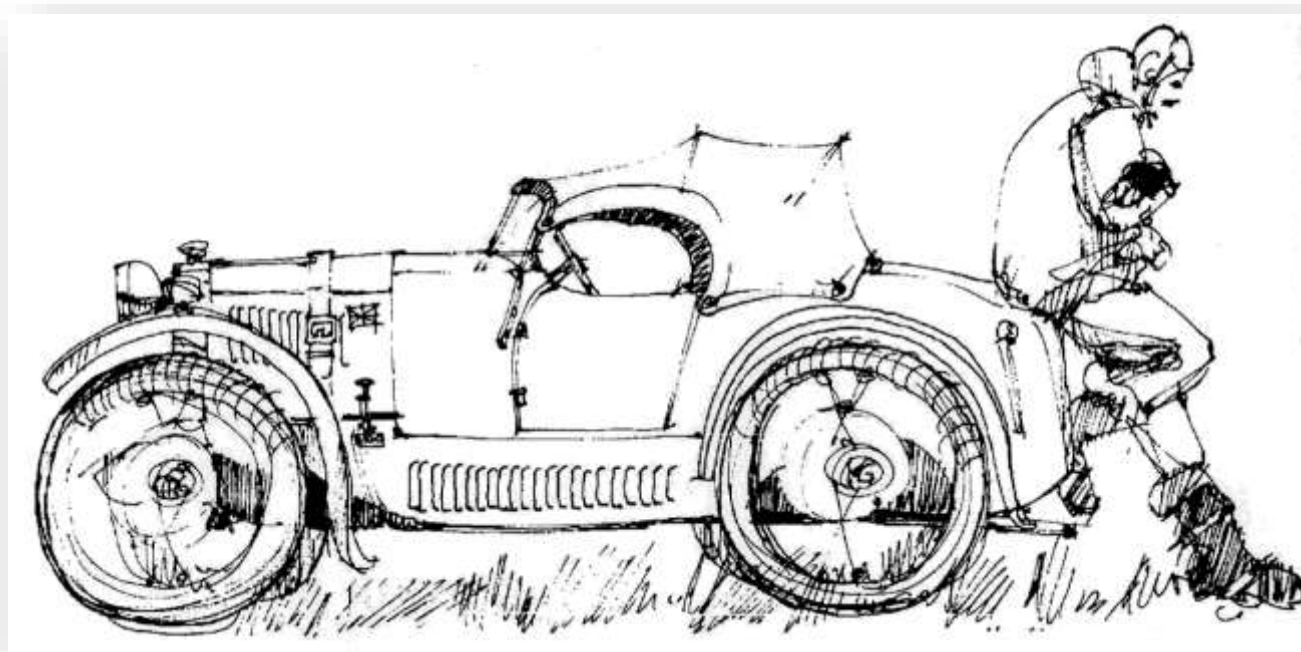
With my trusty little MG I often drove the narrow roads and at least once a year I would go to the outcrop about a hundred feet from the runway. The locals never disturbed the remains of the wreckage, however they did erect a cairn to Gary Miller's memory. On one of my visits to the site I ran into the farmer who grazed his sheep there. He said, "I see thee up here once int' while, thee might like to know there's a pub in Skipton on Swale were forces lads liked to go. Inside there's a glass mirror ont' wall. Along with other forces lad's names scratched ont' mirror thee'll find Gary's".

I found the pub, still there, and I was looking for the mirror. A young barman said, pointing, "If you are looking for the mirror, it's around the corner." I looked at all the names and there it was "Gary Miller". Returning to the bar the barman presented me with a fresh-pulled pint. I reached for my money, but an older man behind the bar said. "Nay, man, it's on the house for them that remember."

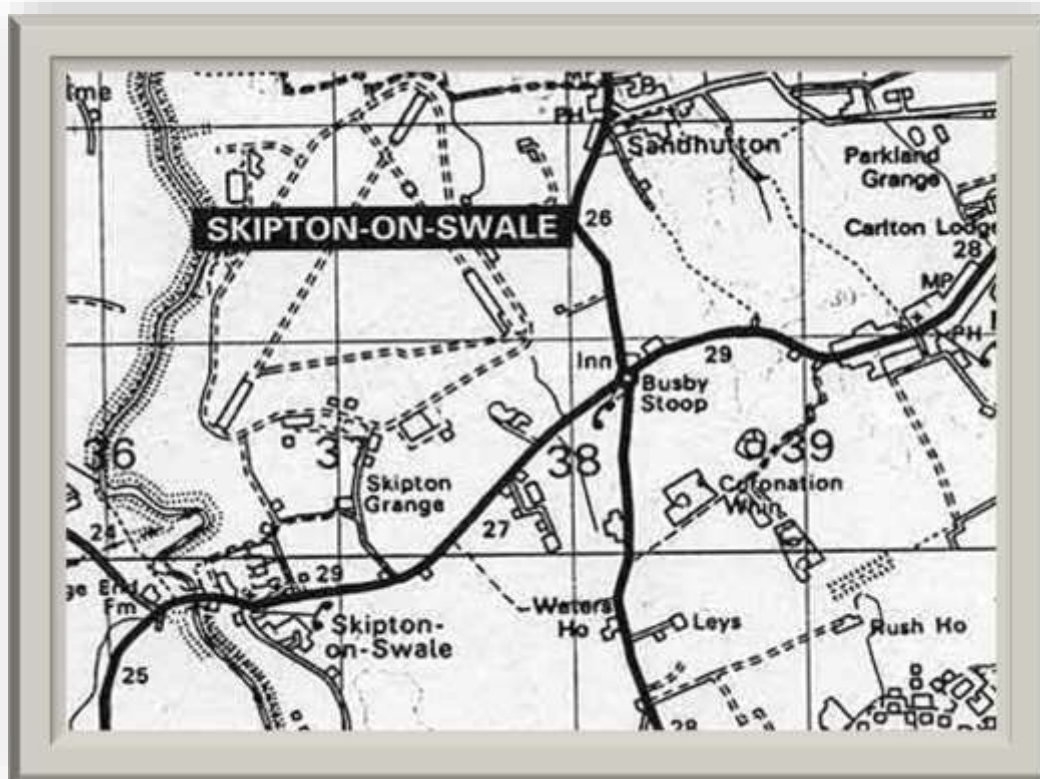
The Last Word: This story is fiction, but if you ever get to Skipton on Swale, there is a pub with servicemen's names scratched on a mirror. And as far as I know, if someone is moved by it, the publican still pulls a free pint for them!

Note 1: With permission from Joe Carroll, who wrote the story many years ago for the Canadian Classis MG Club. The artist and origin of the illustration of the ghost leaning on the 'boot' of the M-Type are unknown. Note 2: The former RAF base Skipton On Swale can still be recognized on Google Maps if set to Satellite View.

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Submitted by Reinout Vogt



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:***
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- ***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!***

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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
- 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

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DISCLAIMER

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Articles appearing herein may be used by other car clubs or organization in their own newsletters, providing appropriate credit and recognition of the source is given.

The MGs of Baltimore, Ltd. Car club was established in 1977. The club represents over 150 members in the Metro Baltimore area. As the name implies, the club centers its activities around the preservation and enjoyment of the cars that bear the classic MG marque. The club is affiliated with the following national organizations: The North American MGA Register and The North American MGB Register. 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. The MGs of Baltimore is a 501 (c) 7 Not-For-Profit Corporation.

CALENDAR

DECEMBER

2nd

New Freedom Parade (Gill's Ice)

3rd

50th Annual Hampden Mayor's Christmas Parade

5th

Club Meeting

JANUARY

2nd

Club Meeting

6th

Annual MGOB "After the Holidays" Party

FEBRUARY

6th

Club Meeting

MGs of Baltimore Affiliations

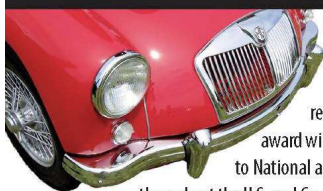
North American MGB Register

North American MGA Register

MG Car Club UK

MG Owners Club UK

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North American MGB Register

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North American MGB Register

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Toll-free phone: 800-NAMGBR-1

www.namgbr.org



MG2024

WHEN APRIL 21ST – 24TH, 2024

WHERE
Katy, Texas

FEATURING: NASA tour, George Ranch, Welcome Social, Hemi Hideout, Partners Tea, San Filipe Museum, guided and self-guided tours and much more.

WEBSITE SCHEDULED TO OPEN FIRST OF DECEMBER

**CELABRATING
100 YEARS OF
MG**



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