



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

February 2024

www.mgsofbaltimore.org

From El Presidente:

First off, a big shout-out goes to Anne & Doug Hart for hosting the annual MGOB "After the Holidays" Party, about 40 members took part in this gala event held at their home in Jarrettsville. The big door prize winner was Chuck Morland who took home \$150.00 gift certificate from British Parts Northwest. There were numerous other lesser prizes handed out too. The food was good, the drinks were cold, the Jell-O shots went down smoothly, and the desserts were plentiful.

Here's a follow up to last month's piece on the 50th Annual Hampden's Mayor's Parade, thanks to the efforts of Bridget McCarron & her partner Harry, along with Steve? (MGA Coupe) & Kamil Ismail MGOB received 2nd Place in the cars class. Bridget (Cindy Lou Who) was presented with the trophy at the January meeting.

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. The fun will start at 1:00 p.m. Enter your favorite chili dish, non-chili dish or dessert for a variety of prizes. Don't forget we have the Hunka, Hunka Burning Love Award for the hottest chili. The rule for this award is the winner must eat their chili too.

1291 Cambria Drive
Westminster, MD 21157
RSVP – 667-314-3987
steveesharpe@gmail.com

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 **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. If you are **not receiving meeting notices**, etc. please make sure we have your **current and correct e-mail address**.

Safety Fast!

Richard

MGOB 2024 Dues List

If your name is on this list, you OWE dues at this time

Shane & Megan Absher	Matthew Kutz
Tom Allen	Jack & Liz Long
Roger & Susan Amato	Michael & Mary Lutz
Jerrold & Abby Appelbaum	Joseph Mallia
Karen Barry	Bob & Missy McKenna
Christopher Bartlett	Michael & Camille Medinger
Ahmet & Miriam Baschat	Dale & Wallis Meeks
Bob Bates	Stephen & Sally Meisel
Daniel & Marilyn Bederka	Jim & Mary Miller
Bill & Cindy Bollinger	Tom & Maria Miner
David Botzler	Bill & Pam Minor
Randy & Barbara Bruns	Stuart Mitchell
John Buell	George Moore
Chas & Pam Burke	Chuck Moreland
Tom Burnham	Richard & Janet Moure
Peter Carroll	Kurt & Susan Nagle
Peter & Ann Charles	Roger & Lara Nicolson
Bill Clark	Chip Norman
Mark Conley	Alex Ollerman
Marc Daemen	Ken & Sharon Olszewski
Jack & Joanna Dagilas	David Orbock
Bruce & Barbara Darsch	Jim & Jane Orrell
Anthony & Jackie DeBella	Jim & Susan Pallace
Philip De-Bodene	Drew & Linda Paren
Johan & Britney DeVicq	Mike & Cathy Pavese

James Dilisio	Brent & Nicka Pohl
Cliff Essman	Robert & Dana Reisse
Paul & Alicia Farley	William Riley
Rick & Cynthia George	Bob Robinson
Ron Gillis	Seth & Amy Rochette
Charles Givre	Steve & Tina Sharpe
Michael & Michelle Groves	Neil Shovlin
Leo & Terry Handerhan	Rick Smith
Paul Hanley	Ed & Laura Spada
Craig E. & Lesley Harriman	Wendy & Robb Stahl
Paul & Sandy Hohne	Jack & Sheila stern
Richard & Carole Jefferson	Jim Strickler
Bob Keefer	Loren Mark Walker
John & Marylyn King	Alice Whitehair
Andrew & Dina Kulp	Al & Val Zoellner

NEW MEMBERS

We would like to welcome our newest Member, Liz Haines, to the Club. Liz has a 1977 MGB.



Heat Exhaustion Part 2

Part 1 was published in the December Octagram

rj

OK my friends, I have completed my winterization/heat-optimization mission for Carole's B. I'm sure you won't be amazed too much that once I made an effort to make the car more cold-weather friendly --- it was! The numbers tell the story. As with all projects the stories are the most important thing.

I hope you can see from the pictures that should be included some of the modifications and their effects. Here's a summary of my findings and conclusions.

Operational temperature matters most. As you can see from the chart on a cold day the engine never heated up to a proper running temperature. This is bad on two fronts. First you get no heat. Second, running a car with the engine cold is bad for it. When racing we never push the engine hard until both water and oil are at a proper temp. I like 180 degrees for both.

I was easily able to raise the running engine temp by blocking air to both the coolant and oil radiators. Now, at the racetrack we quickly accomplish this task. We add or remove racers tape as needed to get that just right racing temp. Racers tape is tough, relatively cheap (***bet you haven't said that often lately***) and easy to apply and remove. But you realize that you're dealing with an LEL kind of guy; so why do something simple when we I can complicate this process.

A BMW moment, in an MG? The oil cooler on the 74.5 MG in question is recessed quite a bit. It also collects a lot of road crap and is usually slick, making tape sometimes not stick. What the oil cooler is recessed from is more interesting. As I looked at it through the front valance toward the cooler, I observed that I was looking through two absolutely kidney shaped cut-outs. I began to ponder two things. One, Gee did BMW get that shape idea from MG? Two, I bet I can make some covers that match these shapes.

So, let's make covers. (***You have too much idle time on your hands too so put down your phone and do this.***) Starting with a paper template of the cut-outs I then went to cardboard and then to some thin sheet aluminum. The final product fits into the recess of the cut-out and was easily attached at the ends with small machine screws. A couple of things I must now remember. First take them off when Spring comes and second (***and the hardest thing***) remember where I put them so I can reattach next year.

I plan to build another cover like this for the coolant radiator. As you can see from the picture provided, I started with cardboard covering half the rad. I drove the car to see the effect. I later added tape to increase blockage and get to a normal running temp. Now tape is easier than something perfect made for this rad. Tape also can be quickly modified. Again, I'm an LEL guy, so why would I do something simple?

I also blocked all the extemporaneous holes in the firewall. These holes were probably caused by me not replacing something I should of. A little duct tape did the trick. I made sure I put the magnetic cover on the air intake (*Moss sells them*) and made sure the corresponding flap closed properly.

Make sure the heater control valve is working properly. Ours was not coming to a fully opened position. These valves do fail and are cheap so replacing a vintage one may be a course you should take. If your Rad is old replacing it will certainly help in the summer, and since finding someone to re-

core your old one is impossible, upgrading here may help in all seasons. Also, this B was equipped with a 180-degree thermostat. I did not think switching for a higher temp in the winter and switching back in the summer was a good use of time - I could be fishing instead.

I also performed a rad/cooling system flush. Follow the directions on the product you use. The Prestone I use had me run the car for quite a long time, but it probably did a good job. I found another thing to irritate us, finding antifreeze. Much like shoes that don't require you to bend down and drive-up windows, antifreeze only seems to come in premixed 50/50 containers. Gee mixing our own would be just too hard. Don't worry though, they charge about the same price for the 50% that is now water! **(It's probably Perrier)**

I'll let the charts numbers speak for themselves. Here's how the tests were performed and some observations. I ran the car in both cases till I got the max reading on the inside temp gauge. When all the modifications were completed, I ran the final test on the highway. I did this to make sure that the 32-degree air was being rammed through every opening in the B. I also was accessing personal comfort and want to give the convertible top with its R rating of ZERO every chance to suck comfortable air temperature out of the cabin. I used temp probe and laser surface temp detector to measure temps. Comfort level was accessed by removal of hats, gloves, and outer garments.

On the comfort front. I found that the previously reported opening of the dash air vents, and fan combination recirculated warmer cabin air was not confirmed by this test. I did find that rotating the heat direction knob halfway between interior and defrost provide the best comfort level.

Outside Temp	38	32
Inside temp final reading	57	67
Defrost air temp	None taken	100
Lower vent air temp	None taken	95
Oil temp		
in	110	144
out	100	95
Thermostat housing temp	170	180
Top of Rad temp	124	150
Heater core temps		
input	93	160
output	89	85

Now that I have exhausted this subject we should again focus on the reason for the work. Go and drive your car. You are forgiven on those days when the road crews decide to turn roads into salt encrusted rust accelerators. Enjoy the ride and this [music](#).

Last puff exhaust: if you haven't put some type of trickle charger on your storage list for your car---do it! Dead batteries are no fun and Horrible Freight sells an adequate unit. Remember you can attach the positive lead to any BROWN lead on the fuse block and avoid having to dig down to where BMC hid the batteries on these things. If you drive your car regularly you won't have to do this!





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
- 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

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 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

FEBRUARY

6th Club Meeting
18th 27th Annual Chilly Run

MARCH

5th Club Meeting

APRIL

2nd Club Meeting
21st to 24th 32nd Annual NAMGBR Convention

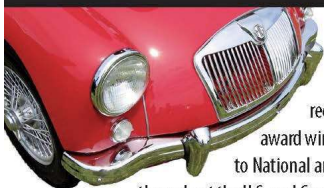
MAY

5th Get the Dust Off Rallye
7th Club Meeting

MGs of Baltimore Affiliations

North American MGB Register
North American MGA Register
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, Magette, 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

Save the Date
NAMGBR 32nd Annual Convention
April 21st to 24th, 2024

TRAIN YOUR SIGHTS
ON KATY-2024



North American MGB Register



Save the Date
NAMGAR Annual Convention

GT-49

*Resort reservations
are now open*

Mt. Hood Oregon Resort
Welches, Oregon

(503) 622-3101 x 0

Event name: GT-49

Event code: 2407GT49

Event dates: July 15-19, 2024

*100 rooms are blocked for us
and expected to sell out early!*

