



# OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

April 2024

[www.mgsofbaltimore.org](http://www.mgsofbaltimore.org)

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From El Presidente:

Joe Clark's Celebration of Life was held at the Rocks 4-H Camp on Saturday, March 30, it was well attended with a sizable number of MGOB members present along with family members & other friends. Funny, but when I think of Joe, I cannot help thinking about Wayne Norman. Joe was Wayne's uncle and the two of them did many things together ranging from trains to MGs.

Bridget McCarron is looking to organize a MGOB group to caravan to Watkins Glen, NY for the Grand Prix Festival 2024 - Sept. 5 - 8, 2024. MG is the featured marque this year. Leaving on Thursday September 5th, and to attend sanctioned activities on Friday September 6th and Saturday September 7th as an MGOB group. For more information is available in this issue and at <http://www.grandprixfestival.com/>. Bridget can be reached at: [bridgetmccarron@yahoo.com](mailto:bridgetmccarron@yahoo.com)

On Saturday, April 13 the Frederick Church of the Brethren & the Clustered Spires British Car Club will hold their Car Cruise-In and Food Drive. See this issue for more info.

The Capital Triumph Register's 26<sup>th</sup> Annual "Britain On the Green" British Car Show will be held on Saturday, April 28<sup>th</sup> at Gunston Hall. See the flier in this issue for more info.

Larry Heaps will be hosting the **MGOB Rolling Tech Session** on **Saturday, May 4<sup>th</sup>**. Starting at: 9:00 a.m. Where: 816 Chance Ct; Street, MD 21154 RSVP: 410 452-5349 home; 443 966-0659 cell

**The 35<sup>th</sup> Annual "Get the Dust-Off" Rallye** will be held on **Sunday, May 5<sup>th</sup>**. See the event flier in this issue of the Octagram.

Finally, 2024 **MGOB Club dues are now past due**. There will be a list published in this issue of the Octagram listing the 49 members that have not renewed as of this writing. In addition, postcard notices have been mailed out. If we do not receive your dues by April 6<sup>th</sup> your name will be purged from the MGOB Roster and E-mail group. 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 April 2nd meeting. If you are **not receiving meeting notices**, etc. please make sure we have your **current and correct e-mail address**.

Safety Fast!  
Richard

# DUES OWED LIST

Shane & Megan Absher		Andrew & Dina Kulp
Ahmet & Miriam Baschat		Jack & Liz Long
Bob Bates		Joseph Mallia
Daniel & Marilyn Bederka		Dale & Wallis Meeks
Bill & Cindy Bollinger		Jim & Mary Miller
David Botzler		Tom & Maria Miner
Randy & Barbara Bruns		Bill & Pam Minor
Tom Burnham		George Moore
Mark Conley		Richard & Janet Moure
Marc Daemen		Roger & Lara Nicolson
Bruce & Barbara Darsch		Jim & Jane Orrell
Philip De-Bodene		Mike & Cathy Pavese
Johan & Britney DeVicq		Brent & Nicka Pohl
Rick & Cynthia George		Robert & Dana Reisse
Ron Gillis		William Riley
Charles Givre		Seth & Amy Rochette
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		Jim Strickler
Bob Keefer		Loren Mark Walker
John & Marylyn King		Al & Val Zoellner

Welcome to David & Jane Grant with a 1971 MGB-GT.

## Small Exhaustion

rj

Thinking about a teenage buddy of mine, Ronnie B (**witness protection rules apply**) aka BARV. (**We're from the South so of course you had a nickname**) He was only 15, so we all wanted (**like every young American male**) was a driver's license; almost as much as SEX! (*Let's stay with the former automotive related subject for this note.*) Now, Barv loved VW's more than any other car. Again, we grew up in NASCAR country so a VW fetich was a little off the reservation. No matter, he loved them and had posters and advertisements for Bugs all over his room.

Now in this 60's era VW was running a "Think Small" ad campaign. I remember an ad they ran where there were cars, trucks, ambulances and even firetrucks depicted, and they were all VWs. I guess their message was, do you need more car than this? Again, this was the era when every other car maker was about style and horsepower. They also had subtle hints in their advertising that if we all just chose a single mode of transportation, we would all get along together as human beings. (**Man, that's a big ask!**)

You may ask, why did these thoughts exhaust through the leaky gaskets holding my gray matter together? Well, I ask you to walk into any parking lot and describe what you see. I expect you'll see a forest of SUVs. Except for color and wheel covers every SUV in the lot looks like every other SUV in the lot. (**OK the rest of the parking area is trucks, but this is a car note**) My Goodness we have reached VW's quest for absolute unanimity! (**World harmony not so much.**) When we park it's hard to pick yours out from all the others, isn't it? (**Admit it. haven't you set off your key fob alarm just to find your car more than once?**) This thinking allowed other exhausted thoughts to continue to escape. Why this car style? Is it at all good looking? Is it necessary? And what ever happened to car differentiation? OK, I did see a brand-new Maserati SUV yesterday. All I could think was that's a hundred grand or so **NOT** well spent and gee it looks just like Carole's 2014 Mazda CX5. Ok, the wheels were different.

I think VW forgot something. Humans are aspirational! This goes double for American humans who from an early age sat in front of the TV to be bombarded by car ads. Each ad had its own viewpoint, but integral to them all was that if you had this car, you were better than the guy that had that car. (*Think Chevy vs. Cadillac*). As I continued to mind exhaust, I thought that perhaps Detroit and their ilk have sold us a phony aspirational goal. A car is the second most expensive thing we will ever buy!!!! (**Not including second and third wives and children who won't leave home**). Think about it, the second most expensive thing you'll ever buy is just a transportation appliance? Do you ever get excited about any other appliance? (**Man, my toaster ROCKS**) I worked with a guy who had this attitude. He had some 90s vintage Chevy Caprice and that's what he called it, a Transportation Appliance. You may find fault with his choice, but his concept has merit.

I exhausted more thoughts on how this SUV thing is subliminally sold as an aspiration to us. You always see the SUV full of happy people in the ads. Goodness we've even added 3 rows of seats to accommodate more happy people. Have you really ever seen a SUV packed with kids where they and the driver/navigator are happy? Not counting the driver, if anyone in the car is under 35, their face is glued to their cellphone, and they could be riding in my friend's Caprice for all they know or care. (**Remember we live in the age of UBER**) In fact, most SUV's you will observe just have a single occupant. Sometimes there's two, but this 2 person percentage drops. A full SUV is a rare bird. I ponder, have our aspirations made us purchase something we don't need? (**That's a lot of cash outlay over a lifetime, what else could I have had?**)

We also see these happy people (**actors**) dashing through the snow or busting through the forest, while again smiling and knowing that their better than the other guy because they're driving the latest world class SUV thing. Please think about your own observations. Ever see a shiny new SUV overland in the forest or dashing through the snow? The only off road these folks will ever do is perhaps a dirt parking lot. Dashing through the snow; think work from home killed any need for a commuter to SUV to the office. So, without these marketing concepts we're back to talking **Transportation Appliance**.

Let's talk style now. OK we're talking SUV's here, so the style conversation is short. They really have none. Basically, you took a sedan then cut off the top and stuck a box over the two rows of seats. Much like the Minivan craze, you can't talk much style with an SUV.

OK, there is price and performance discussion. If you lay out \$50k for even \$150k for an SUV, it's still an SUV. But this one has a zillion horsepower. Correct, but what good is it when you're on the beltway? The owners of these mega horsepower SUVs will only view the racetrack from the parking lot.

With all these pondering questions, I had to come up with some practical solution. I wanted something utilitarian that would do the job. I wanted style (**Perhaps an Italian design**) and of course shelling out even \$50k is out of the question. **Eureka, I have it!** I know of a four-passenger car with a place for extra stuff, with enough utilitarian features that more than meet the SUV / **Transportation Device** criteria. It even has an Italian design! It's the MGB GT! (**You knew I was going to get to this place sooner or later, didn't you?**)

Think about it. The BGT fulfils the occupancy criteria for drive and navigator. Sure, the back seat is smaller, and legroom is shallow, but how much room does a kid need anyway? (**As long as they can connect to the internet!**) There is no AC or heated seat (**This can be added for a few bucks**), but there's no \$700 dollar a month car payment either. Can it dash through the snow (**maybe**) or run through the jungle (**NO**), but it has been known to conquer dirt parking lots. Gas milage with no turbo to feed is easily 30 mpg, longer with overdrive. That much better than the majority of SUVs. (**British Layland saves the planet?**)

So, fear not uniformity my friends, there is an alternative. Yes, you're correct it will be hard to find in the parking lot between the mountains of SUVs. But you know you're going to get many more envious looks on the road driving a BGT than in one of the SUV sameness masses.

I've exhausted these thoughts so please go listen to the melody I've embedded in the title and remember no one ever wrote a song about a SUV.



**It comes in three economy sizes.**

These are just some of the sizes Volkswagens come in. Regular, large and giant economy size.

The one on the right, our big bus-like box, and the one in the center, our medium sized Squareback sedan, are only about 7 inches longer than the beetle.

But don't let their size on the outside fool you about their size in the inside. Just open a door and you'll find enough room for more than enough things.

Then there's the familiar bug. While it's not as big as the other two Volkswagens, it has plenty of room for 4 people and a small dog. Plus a suitcase for everybody but the dog.

All three Volkswagens do everything you expect from a Volkswagen. Except look silly. One of them (the Squareback) looks exactly like a car. They have air-cooled engines in the rear that won't freeze up in the winter or boil over in the summer.

They won't use any anti-freeze and are very easy on gasoline. (The bug and the Squareback average about 27 miles on a gallon of gas. The box about 23 miles.) And they all go about 35 to 40,000 miles on a set of tires.

So you see, no matter what size we make VWs, they're all pretty economical.

Why not come in and size one up!





***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](http://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***

# 1933 Alpine Trial – Introduction

by Dan Shockey

Historically there are four great endurance trials from Europe, the Monte Carlo Rally, the Mille Miglia, the Le Mans 24-hour race and the Alpine Trial (or Rally), also called *LA COUPE INTERNATIONALE DES ALPES*. The focus in July was this Alpine Rally. Rather than the ice and snow and freezing cold of the Monte Carlo Rally, the Alpine was more likely choking dust and rocky roads and heat at the lower elevations, though fog could be a problem over the high passes. Some years there were avalanches, ice, snow and valley flooding.

MG had stunning success in the Mille Miglia run in the spring of 1933 and followed with a daring team entry for the Alpine. After running the K3 sports racing car in the Mille, MG entered the 6-cylinder L2-type 'Magna' sports car in the Alpine. The Alpine was featured for ordinary cars not racing cars. Other MGs were entered, most notably a J3 Midget sports car you will read about. The entries were by individuals, with factory help, and not by the MG company itself.

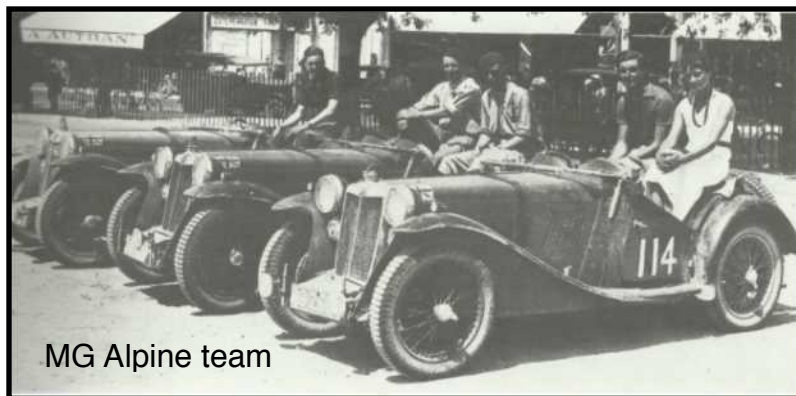
Also for 1933, a British manufacturer called SS Cars entered three of their new SS1 large sporting cars. Painted in patriotic red, white and blue colors, Bill Lyons ran these in the 3-litre class. (SS of course later became Jaguar.) Another entry of interest was Sam Collier of Long Island with an Auburn, the only US entry. The Collier brothers later started road racing in the States and even acquired one of the L2 MGs that ran in the 1933 Alpine. Donald Healey also competed in the 1933 Alpine.

The Magnas were stock production cars with full weather equipment and standard under-car exhausts. They did have an under-shield added for protection from the rocky unpaved roads and carried two spare wheels. All were driven from Abingdon to the start of the Trial in Italy, an adventure in itself.

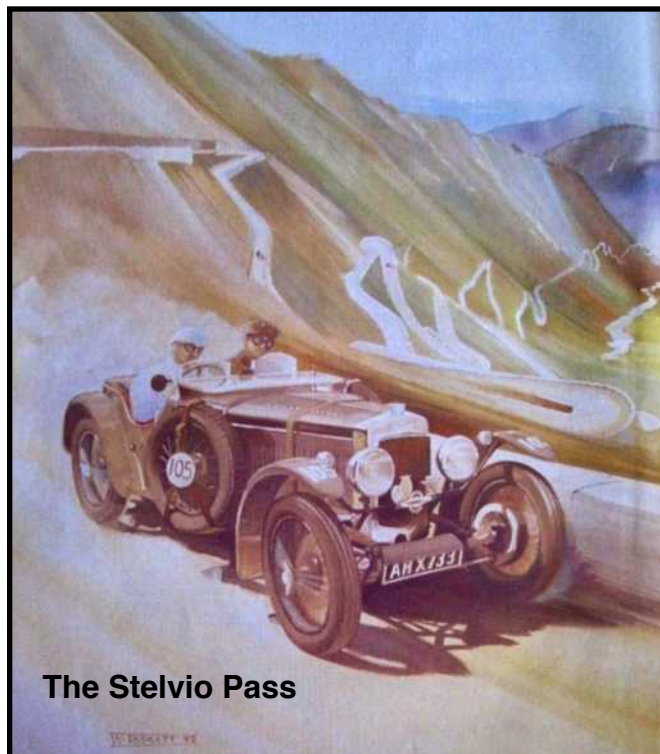
The three MGs had only just competed a week earlier in a race at Brooklands, winning their class. These had to be hastily prepared for the Trial, returning fenders and weather equipment and replacing the high-compression race-prepared engines with stock engines that would handle whatever fuel would be available in Italy. (Reliable fuel was a big problem in the 1930s. That is why MGs of the time had low compression engines that could burn anything.)

There are fun colour films of the Alpine taken by Triumph in the 1950s when they used the event to publicize their TR2 (later TR3 and TR4) sports cars. You can find some of these films on youtube, "Coupe des Alpes." The films showed TFs, MGAs and other cars of the time in action over the passes. They also filmed Le Mans including the MGA debut in 1955. We used to borrow these films from the Jaguar dealer and rent a 16mm projector to show them at events for the MGA club. In the 1980s, only Jaguar was left as repository of these films. (How different things were then!) I don't know if anyone is selling DVD copies of these wonderful films. I have copies on VHS (and a working player, so far.)

I was confused when I saw that Elsie and Tommy Wisdom had success also in the 1934 Alpine Trial. But it turns out that they ran another make of British cars that year. You can see them and even hear Elsie speak on a very short video on youtube. Look under 1934 Alpine Trial. Elsie is a wonderful chronicler as you shall read. I tried to leave it as she wrote it. Reading the names of the people and the places and passes is part of the joy of the account, at least to me. Often reports of these events can be quite sterile and colorless.



MG Alpine team



The Stelvio Pass

# 1933 Alpine Rally

*from MG Magazine, Sept., 1933*

by competitor Mrs. Tommy Wisdom (Elsie) – nickname "Bill"

"Either we flatten out the Alps or the Alps flatten us!" That was the motto jokingly adopted by the members of the M.G. Alpine team. There was an underlying seriousness about it, however, for it was a real job of work, and failure we could not afford to risk.

The International Alpine Trial is the most exciting reliability test to which any standard touring car can be subjected. It is really, in effect, a five day race over the worst roads and the highest mountains in Europe, and any car that can even complete this trial must be a pretty sound vehicle.

It has been said for so long that British cars are of no use on the Continent that some of us had come to believe it. Last year the trial was a comparatively easy affair and nearly everyone who went the distance won a Glacier Cup and that they didn't deserve them.

But this year the event had been made considerably stiffer; the average speed for the 1100cc class, for instance, was 42km per hour – just over 25mph. Not a very high speed for those of use who average 40 or more on journeys at home. I may say that I was of this opinion myself before the Trial started, but the first couple of hours showed me that it was not so easy, but confoundedly difficult to average that speed up narrow lanes and dangerous mountain passes and, just as bad, down them.

This speed had to be averaged up the timed passes, a matter next to impossible with the great majority of cars. And for every 10 seconds below that average speed a mark was deducted. It meant driving hard all day, taking every advantage of those all too rare straight stretches for a burst of 70 or so and, incidentally, any car that is not capable of a quick 70 is not much use to us in the Alpine Trial.

The M.G. Magna (L-type) team was entered for the Coupe de Alpes, the manufacturer's team award which was for the team of cars losing least marks during the event. Against us we had the now well-known team of Singer "Nines" and a team of Ballila Fiats; those who remember how fast were the Ballilas in the Mille Miglia will also realize that we were up against a pretty stiff proposition.

We were a merry band of adventurers that crowded aboard the Townsend Auto-ferry that morning. Our team consisted of No. 112, W.E.C. Watkinson and H.A.F. Ward-Jackson, who took a Magna through the Trial last year and knew something of what was before them. Then there was No. 113, L.A. Welch, a few years ago motor-cycle trails champion in this country, and who knows the Alps backwards, and his brother D.F. Welch, who also has had experience in the Alps with motorcycles and three-wheelers. Then there was my husband and myself (No. 114) who had motored in the Alps before, but had never even thought of anything quite so terrific in the way of mountain passes as we were to see later.

The cars consisted of those same M.G. Magnas which, captained by Allen C. Hess, had captured premier position in the Relay race at Brooklands the previous Saturday. It had been a rush to get them ready, for obviously foreign fuels would be useless with the fairly high compression ratio used for the track, and the engines had been changed, and wings, running-boards, and screen replaced. But, except for the Bonora quick-action filler caps, all three cars were perfectly standard production models.

The run down was without particular interest, although the heat was terrific and we took full advantage of an opportunity to be in the open air swimming bath on the banks of the Rhine. And we lost Watkinson!

We went into Italy by way of Switzerland, the minute State of Liechtenstein and Austria over the Arlberg Pass, just to see how the cars liked the hills.

Then in Marano we heard bad news. Watkinson was having trouble, and eventually he limped in at 3am on the next day. And this is the incident which we have discussed and argued about for hours – how did a quarter-inch nut first get inside the induction pipe, and then, after having bent and battered sundry valves, get into no. 1 cylinder? It certainly wasn't there when the cars left the works, and it most definitely was inside when we took the engine down! (Later sabotage was suggested.)

Fortunately we met two of the stoutest fellows imaginable in the persons of Messrs. Romegeally and Becker, the Zurich M.G. agents. These two, with the assistance of the rest of us, work for two solid days and repaired the havoc caused by that accursed nut. We managed to replace the valves, but scored cylinders, block and piston heads had to be left as they were. This was bad news for a team with five days of real hard motoring before them.



Still, everyone was having their problems, and cars were in pieces all around Marano. With our other two cars there was little to do besides draining their sumps and checking over things.

On Monday morning at crack of dawn we were let into the park where the cars had stood under guard all night and given the signal to start. All three cars started up immediately, good augury for the future, and off we went with the first pass just outside Marano's back door. This was the Giovo, the summit towering 7200 feet above sea level, a twelve mile long climb, fairly steep with innumerable corners and some very nasty sheer drops into the valley below.

The Giovo was the indirect cause of many retirements, for at the top most people found that they were well down on the average speed required and accordingly trod hard on the loud pedal. Since the descent of the Giovo is just as difficult as the ascent there were naturally many "phenomenal avoidances!" And then we saw unlucky No. 13, Herr Klotz's Mercedes, upside down in a field.

We had decided on this first stage to find out, if possible, the speed, particularly up the passes, of our friendly rivals, the Singers and the Fiats. The Italians were the chief threat, but although they could go like the wind down the passes, their excellent brakes and road-holding being particularly noticeable, we could hold them without exerting the motors.

At Lago di Misurina, a beautiful lake in the centre of the valley, which was the scene of the great Italian campaign during the War (WWI), was the setting of the first control. Five minutes were allowed either way at controls and after that the competitor was penalized one mark per minute up to a maximum of one hour, at which period he was automatically retired.

Then followed numerous passes to the Passo di Pordoi. This was the first hill-climb, 7154 feet high and six-and-three-quarter miles long with a loose surface and many bends, but the least of the difficulties of the faster cars being the risk that had to be taken in passing slower cars. Actually we lost two, four and three marks respectively, while the Singers lost a total of 30 and the Fiat team, 41. We were already in a commanding position – although we knew all too well that we had four more days to go and we had to get all three cars though. However many points the other teams lost it only needed one of our cars to go out and we automatically went to the bottom of the class.

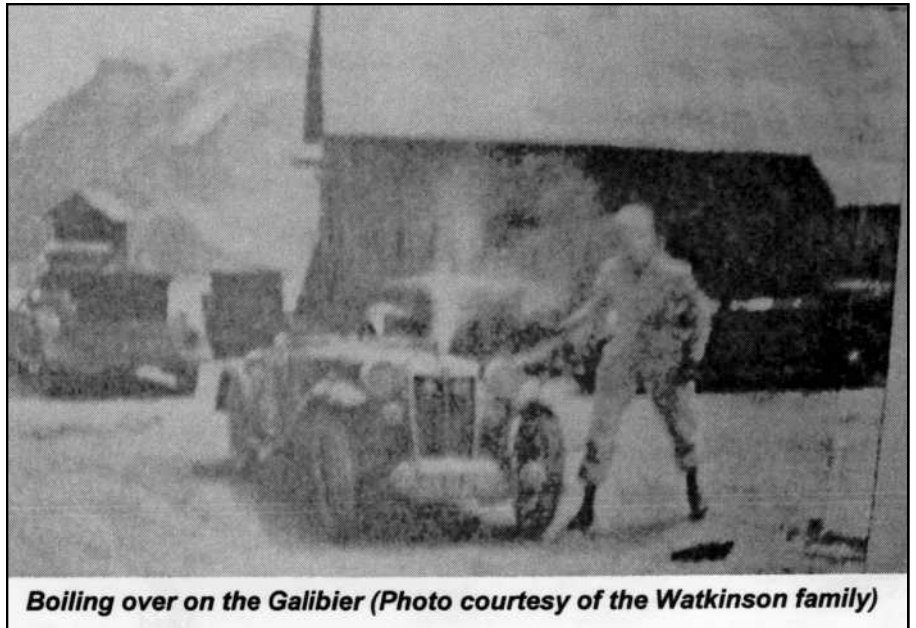
That day there were retirements, Blackstone's O.M. uprooting a boundary stone with bad results for the car, and petrol feed troubles putting an end to the hopes of the Montague-Johnstone's Riley, W.M Cooper's Talbot and Lt.Col. MacFarlane's Wolseley. T.W. Oxley (Frasier-Nash) went clean off the road on the Pordoi, and in all there were two retirements. So after 250 miles for the first stage of the trial we were back at Marano.

The second day's run included a timed climb of the Stelvio, the highest road in Europe, 9150 feet above sea level. Once again the M.G.s performed magnificently, and whilst we lost marks, as did practically every other competitor, we succeeded in further entrenching our position. It was a difficult climb, for hairpin after hairpin, 49 of them in all, followed one after another in succession for 11 miles, and engines were 'revved' flat out in first and second for some 25 minutes before we were amid the snow on the summit. Then we had the Passo della Bernina, the Abula and the Fluella before we reach St. Moritz.

There had been many more retirements that day, but the British cars were doing well, and our own team, by reason of their speed up the passes, was in a commanding position already.

St. Moritz is 6000 feet up in the mountains and the rarefied air, a shower of rain and a cold night in conjunction, were not likely to aid any at starting of motors left all night in the open.

As a matter of fact, the rarefied air played havoc with carburation, most settings being far too rich and dozens of cars were in trouble for this cause – a few lost five valuable marks through having to make use of the starting handle – but luck was with us, for the Magnas started, as indeed they did during the whole period of the trail, at the first press of the starter.



***Boiling over on the Galibier (Photo courtesy of the Watkinson family)***

That day we tackled the Julier Pass (7500 feet) then the 6700 feet of the San Bernadino and then the Ceneri at a mere 4150 feet. There came the Customs through which competitors were passed with all possible speed and we had practically a main road run to Turin, Italy's Coventry. Compared with the previous day's run and what was to follow we had a fairly easy time.

From Turin to Grenoble we went by way of the Col de Sestrieres, followed by the Col du Mont Genevre across the frontier to Guillestre, a frontier town crowded with very warlike police on those maneuvers which, nowadays, last all the year. After the control came the dreaded Col d'Isoard. This pass was certainly the worst of the lot: a military road with an atrocious surface reminiscent of Beggar's Roost, with the camber sloping the wrong way and no barriers at all between the road and the valley hundreds of feet below. We were all glad when the summit was reached without incident. Before us was the Galibier, the third and last of the timed climbs and certainly the most difficult. Only three cars, a supercharged Bugatti, a supercharged Alfa-Romeo and H.R. Aldington's Frazer Nash succeeded in averaging the required speed up this pass, so its difficulty will be appreciated.

The Magna team could afford to take things more easily though all three cars shot up the pass like scared cats – for by now we were leading comfortably, and, bar trouble, the coveted trophy was ours. W.E. Belgrove, who was competing a J3 Midget for the Glacier Cup on the 1100cc class, had lost only two points and was leading for this award – a particularly fine effort since he was also up against stiff competition.

The Galibier was not the last obstacle of the day's run, however, for there followed the Col de Telegraph, the Col de la Croix de Fer and then the descent of the Col du Glandon. It was a race against time, for we were all some 20 minutes behind our schedule and this last pass, for those in a hurry, was a fearsome business, and drive as hard as we could, few had more than a few minutes in hand at the Grenoble control.

On the following day we set out on the final section, the run to Nice. Once again the run to the first control was comparatively easy, but from Guillestre it was once more a race, the ascent and descent of passes, with their twisting sinuous corners, making high speed quite impossible, and testing brakes, steering and road-holding to the utmost. There was one serious crash, one of the German Rohrs overturning on an S-bend. Many of the British competitors stopped to render assistance – a sporting action which very nearly made them late at the final control.

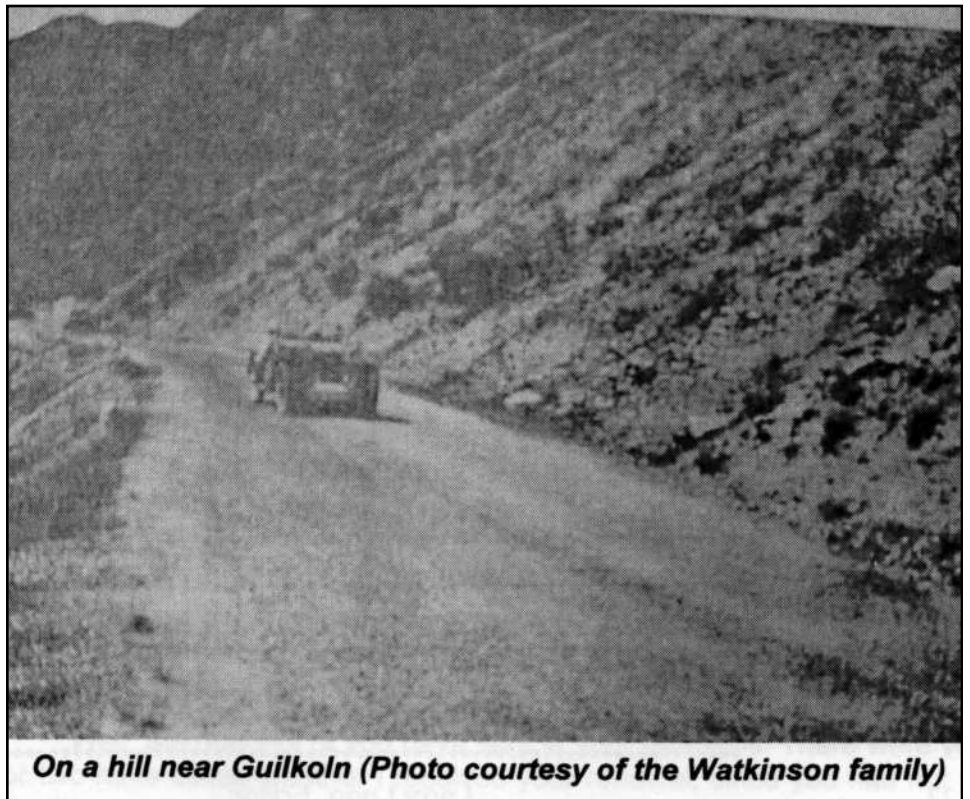
So eventually we drove along the Promenade des Anglais – the finish of the most strenuous trial ever held.

There only remained the final inspection, marks being deducted for cars with bent axles – and there were not a few of these – gears not operative and 'dud' lights. None of the Magnas or the Midget lost points on this score. The Magnas, against severe opposition, had won the Coupe des Alpes and the Midget had won, from opposition no less severe, the Glacier Cup.

The cars were in excellent condition, and on the way back to Calais showed that 75 mph and more was still within their powers even after the five days 'caning' they had received.

The International Alpine Trial is an admixture of the London-Exeter and the Land's End quadrupled in severity, the Le Mans 24-hour race and a Donington Park Meeting, with the addition of a few passes which cannot be compared with anything else at all. Any car which can get through this trial successfully MUST be above average.

*(Tommy Wisdom was described as a newspaperman.)*



***On a hill near Guilkoln (Photo courtesy of the Watkinson family)***





### 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

President	Richard Liddick	410-817-6862	<a href="mailto:rgl2mgbgt@aol.com">rgl2mgbgt@aol.com</a>
1 <sup>st</sup> Vice President	Rich Polan	410-727-5588	<a href="mailto:richardpolan@yahoo.com">richardpolan@yahoo.com</a>
2 <sup>nd</sup> Vice President	Ken Olszewski	410-459-9202	<a href="mailto:kenmgob@comcast.net">kenmgob@comcast.net</a>
Treasurer	Eric Reitz	410-207-7548	<a href="mailto:reitz1@aol.com">reitz1@aol.com</a>
Secretary	Tracy Trobridge	410-489-7444	<a href="mailto:tracy21794@yahoo.com">tracy21794@yahoo.com</a>
Newsletter	Kathy Liddick	410-817-6862	<a href="mailto:themgbabe@comcast.net">themgbabe@comcast.net</a>
Membership	Kathy Liddick	410-817-6862	<a href="mailto:themgbabe@comcast.net">themgbabe@comcast.net</a>
Rallye Master	Eric Salminen	443-463-3071	<a href="mailto:mgobrallymaster@gmail.com">mgobrallymaster@gmail.com</a>
MGs on the Rocks	Richard Liddick Eric Reitz	410-817-6862	<a href="mailto:rgl2mgbgt@aol.com">rgl2mgbgt@aol.com</a>
Tool Meister	Eric Salminen	443-463-3071	<a href="mailto:mgobrallymaster@gmail.com">mgobrallymaster@gmail.com</a>
Web Master	Richard Liddick	410-817-6862	<a href="mailto:rgl2mgbgt@aol.com">rgl2mgbgt@aol.com</a>
Regalia	Cheryl Reitz	410-336-2584	<a href="mailto:creitz@dap.com">creitz@dap.com</a>
Tech Advisor	Chris Horant	410-679-1378	<a href="mailto:cshmk3S3@verizon.net">cshmk3S3@verizon.net</a>

## 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

## APRIL

2 <sup>nd</sup>	Club Meeting
13 <sup>th</sup>	Clustered Spires Car Show
21 <sup>st</sup> to 24 <sup>th</sup>	32 <sup>nd</sup> Annual NAMGBR Convention
27 <sup>th</sup>	Boy Scout Troop 328 Classic Car Show
27 <sup>th</sup>	Treasured Motorcar Services Open House
28 <sup>th</sup>	Britian on the Green

## MAY

5 <sup>th</sup>	Get the Dust Off Rallye
7 <sup>th</sup>	Club Meeting
10 <sup>th</sup> & 11 <sup>th</sup>	Carlisle Import Show
19 <sup>th</sup>	Brits by the Bay

## JUNE

2 <sup>nd</sup>	46 <sup>th</sup> Annual Original British Car Day
4 <sup>th</sup>	Club Meeting

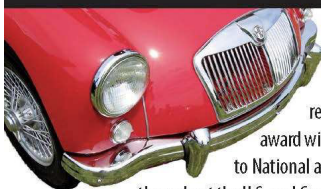
## JULY

2 <sup>nd</sup>	Club Meeting
15 <sup>th</sup> to 19 <sup>th</sup>	NAMGAR Convention

### 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, 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](mailto: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!

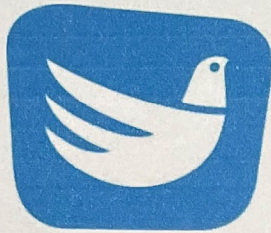
### North American MGB Register

PO BOX 876 • Downers Grove, IL 60515-0876

Toll-free phone: 800-NAMGBR-1

[www.namgbr.org](http://www.namgbr.org)





**Frederick**  
Church of the Brethren

&



*invites you to*  
***Car Cruise-In and Food Drive***  
**April 13, 2024    8am-1pm**

**Come and show off your ride!  
Cars, Trucks, and Motorcycles Welcome!**

**Where: Church Parking Lot  
201 Fairview Avenue  
Frederick, MD 21701**

***Entry Fee: \$5.00 or Non-Perishable Food***

***Free Admission to Spectators or bring food donations!***

***Contact Person:***

***Ed Moss    301-834-6691***

***emoss42856@yahoo.com***

**Benefits FCOB Deacons' Food Bank**



**Save the Date**  
**NAMGBR 32<sup>nd</sup> Annual Convention**  
**April 21<sup>st</sup> to 24<sup>th</sup>, 2024**

**TRAIN YOUR SIGHTS  
ON KATY-2024**



**North American MGB Register**



Dear Car Club representative,

Thank you for sharing our information with your club members. Registration is open for our event below and we'd love to have you and your members join us.

*Troop 328 invites you to join us for our third annual Classic Car Show on Saturday, April 27th (with a rain date of Saturday May 4th) from 10:00 am to 12:00 pm.*

*Location: 2300 Pot Spring Rd, Timonium MD 21093.*

*Vehicles from all eras are welcome.*

Sign up here: <https://www.signupgenius.com/go/60B0B4AADAFA2CA7FF2-47286187-classic#/>

**This event is free for our guest vehicles and to the public.**

Thank you,



Scouts BSA

## **Troop 328**

2300 Pot Spring Rd, Timonium MD, 21093

Kristen Engelke, Scoutmaster

[www.troop328timonium.com](http://www.troop328timonium.com)



# TREASURED

MOTORCAR SERVICES

EST. 1980

Join Us!

April 27

9am-2pm

## 2024 Spring Open House & Car Show

917 E. Tolna Rd, New Freedom, PA

VISIT US ONLINE - [TreasuredMotorcars.com](https://www.TreasuredMotorcars.com)

GIVE US A CALL: - 717-227-6787



Beautiful Cars!



Beef It Up  
Food Truck!

Fabulous Friends!





26<sup>th</sup> Annual Britain on the Green  
April 28, 2024

The Capital Triumph Register is proud to announce that the 26<sup>th</sup> 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 28, 2024. BOG, which welcomes all British cars and motorcycles, is well-established as one of the premier all-British shows in the metropolitan Washington, D.C. area.

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. Additionally, the Nation's Capital Jaguar Owners Club will again hold their Concours d'Elegance at Britain on the Green.

Please plan on joining us on April 28<sup>th</sup> for the 26<sup>th</sup> 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.

Further information on Britain on the Green can be found at:

<https://www.britainonthegreen.org/>

Early registration for Britain on the Green 2024 began in January and is available on the website.

**Date/Time:**

April 28, 2024

9:30 AM - 3:00 PM

**Location:**

Gunston Hall

10709 Gunston Road

Lorton, VA 22079

<http://www.gunstonhall.org/>

**Sponsored by:**

Capital Triumph Register

<https://www.capitaltriumphregister.org/>

**Britain on the Green website:**

<https://www.britainonthegreen.org/>

**Capital Triumph Register contact:**

John Buescher

703-475-5609

[bog@capitaltriumphregister.org](mailto:bog@capitaltriumphregister.org)





# The MGs of Baltimore, Ltd.

Present the 35th Annual Running of the

## GET THE DUST OFF RALLYE

Sunday, May 5th, 2024

First car off at 10:01 a.m.

Dedicated to the memory of Richard W. Murphy  
**\$20 per car to April 21st - \$25 per car afterwards**

Register by completing the entry form below and mail it with a check payable to "MGs of Baltimore, Ltd."

**OR** Scan the QR code to the for online registration (a small fee will be accessed by UBMe)

<https://www.ubmeevents.com/event/5aa79111-b1d4-4f1d-a52d-823fbcf1ec06>



**SEND TO: MGOB C/O Chris Horant, 2 Gunpowder Dr; Joppa, MD 21085**

This will be a GTA (Game, Tour, Adventure) style rallye 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](http://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 9:00 am. Drivers' meeting at 9:45. Please plan to arrive early. First car off at 10:01 a.m.  
**Contact Rallymaster Eric Salminen at (443-463-3071) or [mgobrallymaster@gmail.com](mailto:mgobrallymaster@gmail.com) for additional rallye information**

All vehicles must have at least 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:** \_\_\_\_\_

**Vehicle information: Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_ **Year:** \_\_\_\_\_ **Color:** \_\_\_\_\_

**Member: MGOB?** \_\_\_\_\_ **TRAC ?** \_\_\_\_\_ **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:** \_\_\_\_\_

**Sorry, but NO PETS or OUTSIDE ALCOHOL ITEMS are allowed at the winery!!!!**

## BRITS BY THE BAY 2024



### Modern & Classic British Car & Motorcycle Show

Open to ALL British Cars & Motorcycles

Come enjoy the beautiful country setting in Mt. Airy and see some great cars, while helping us promote and preserve the old British classic and the newer British "future" classics.

We'll have 24 marques from manufacturers including Triumph, MG, Jaguar, Jensen, Austin Healey, Mini, Range Rover with some open classes., too. We even hope to see some British motorcycles.

Each year since 2002, BBTB has invited all British marques, and the cars that come range from quality show cars to daily drivers....and we welcome them all. Let's get the British car enthusiasts and people who love these cars together for an afternoon of fun. This year we've found a great new location at Linganore Winecellars. After you've shown and seen some cars, we're certain you'll find a good reason to stay and enjoy the winery.

### When:

**Sunday, May 19, 2024**

**11am to 3pm**

Gates for show participants  
open at 10:30am

**Rain or Shine**

### Where:

**Linganore Winecellars**

**13601 Glissans Mill Road, Mt. Airy,  
MD 21771**

**[www.linganorewines.com](http://www.linganorewines.com)**

For more information and online registration for those wishing to bring their British Motor Car, please visit: [www.tracld.org](http://www.tracld.org)



# The Original British Car Day

46<sup>th</sup> Anniversary Meet

Sunday, June 2<sup>nd</sup>, 2024 ~ 8:00 am until 3:00 pm

**Rain or Shine!**

**Lilypons Water Gardens**

**6800 Lily Pons Road, Adamstown, MD 21710**

**Antique, Classic & New British Car & Motorcycle Show plus Flea Market**

**\*\*2024 Featured Marque - Triumph Spitfire\*\***



Sponsored by:  
The Chesapeake Chapter of the  
New England MG "T" Register

For more information call: 703-229-3317  
email: [spenglish@aol.com](mailto:spenglish@aol.com)  
To register online:  
[www.mgtchesapeake.com](http://www.mgtchesapeake.com)

\*\*\*Must be postmarked by May 10<sup>th</sup> to receive discounted entrance fees\*\*\*

The Original British Car Day  
52 N Main St  
Union Bridge, MD 21791

One Vehicle per Registration Form  
Please make check payable to:  
Chesapeake Chapter, NEMGTR

ENTRY # (OBCD will assign)

YEAR \_\_\_\_\_ MARQUE \_\_\_\_\_ MODEL \_\_\_\_\_

NAME (owner) \_\_\_\_\_  
CLASS # (see next page)

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

**WAIVER OF LIABILITY (MUST BE SIGNED TO ENTER)** NEITHER I, NOR MY HEIRS  
WILL HOLD THE CHESAPEAKE CHAPTER OF THE NEMGTR, OR LILYPONS WATER  
GARDENS, LIABLE FOR ANY DAMAGES DONE TO ME, MY GUESTS, MY PROPERTY,  
OR MY VEHICLE, WHILE ENGAGED IN OR TRAVELING TO OR FROM THIS EVENT.

ENTRANT FEES	Before May 10 <sup>th</sup>	After May 10 <sup>th</sup>
Show Vehicle	\$20	\$30
Vendor	\$40	\$50

SIGNATURE (Driver) \_\_\_\_\_ SIGNATURE (Passenger) \_\_\_\_\_



8:00 am ~ Show field opens  
 12:00 pm ~ Drive in Registration closes  
 12:30 pm ~ Voting closes  
 Winners will be announced around 2:30 pm

**\*Ballot Box and winner notification will be located at the Chesapeake Chapter Tent\***

### **AWARDS:**

1<sup>st</sup> Place: Pewter for each class with at least **2** vehicles registered  
 1<sup>st</sup> & 2<sup>nd</sup> Place: Pewter for each class with at least **4** vehicles registered  
 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> Place: Pewter for each class with at least **6** vehicles registered  
 Honorable Mention: Ribbon for each class with at least **8** vehicles registered  
 Featured Marque: A special award is presented!

If you are not present to accept your award in person, please call **410-775-0500** or email **VeLat14@hotmail.com** to arrange for pick up or shipping at recipient's expense.

### **SHOW VEHICLE INFORMATION**

**\*\*Every vehicle is placed in a predetermined class for popular choice voting and award purposes\*\***



**\*\*Vehicles must be parked in the assigned class to be eligible for awards\*\***

**\*\*If you are Preregistered but drive in with a different vehicle on show day, you MUST fill out a new registration form upon arrival, in order to be correctly classed in our database and eligible for awards\*\* (You will NOT be charged an additional entry fee!)**

~ Show Vehicles ARE accepted at the gate on show day for the \$30 fee. Your vehicle does not need to be Preregistered to be in our show!

~ A dash plaque will be given to all Show Vehicle entrants!

~ Name recognition in our program will be given to the first 100 Show Vehicles who preregister by May 10<sup>th</sup>!

~ Trailer parking will be in a designated area only. **Show Vehicles MUST be driven onto the show field.**

### **VENDOR SPACES: 12ft x 20ft**

Vendors may arrive as early as 7AM.

Day of show Vendor registrations are accepted at the gate for the \$50 fee.

If more than one vehicle is displayed, an additional vendor space will be charged.

**SPECTATORS:** \$10 per car. Leashed pets are welcome, thanks for your cooperation!

## **The Original British Car Day 2024 Car Classes**

Class	Class Name	Class	Class Name
01	Aston Martin	28	MGA
02	Austin-Healey 100-4/6	29	MGB Roadster 1962 to 1974
03	Austin-Healey 3000 MK I/II/III	30	MGB Roadster 1974 1/2 to 1980
04	Austin-Healey Bugeye Sprite	30a	MGB GT
04a	Austin-Healey Square Body Sprite	31	MGC Roadster & GT
07	Jaguar XK 120/140/150	32	MG Midget
08	Jaguar Saloon/Coupe to 1968	33	Classic Mini (all)
09	Jaguar XKE	34	MINI from 2002
11	Jaguar XJ6/12 Series I/II/III	35	Morgan
12	Jaguar XJS	37	Motorcycles
15	Jaguar Coupe & Convertible 1997 to present	38	All Other British Marques & Racing
		39	Rolls Royce & Bentley
16	Jaguar Sedan 1988 to present	40	Sunbeam Alpine
17	Jensen	41	Sunbeam Tiger
19	Land Rover	42	Triumph Pre-war or Variant
21	Lotus Classic through 1980	43	Triumph TR2 & TR3/TR3A/TR3B
22	Lotus 1981 through 2004	44	Triumph TR4/TR4A & TR250
23	Lotus 2005 to present	45	Triumph Spitfire & GT6
24	MG Pre-war or Variant	46	Triumph TR6 through 1973
25	MGTC	47	Triumph TR6 1974 to 1976
26	MGTD	48	Triumph TR7 & TR8
27	MGTF	50	TVR



**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!*

