

# Octagram



Welcome to  
the first Blizzard  
of 2016



But not the First in Baltimore



'Happy  
Valentine's  
Day



See Page 8



## Feature Articles



After the  
Holidays Party'



The 'Chilly' Run



Nuts or  
Washers?



What's in a  
Name?

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## From El Presidente



**RICHARD LIDDICK  
EL PRESIDENTE**

To start off with, I want to thank Anne & Doug Hart for hosting the 2016 “After the Holidays” Party. It was another fine event, with about 35 people in attendance. It was a good time with great food & drink from both MGOB and the dishes brought by the members. Thanks to everybody that helped make the night fun.

For those of you that missed the party, you missed out on door prizes and a chance to see the North American Nuffield Cup on display. But take heart, you have another shot at a fun filled party coming up this month when Richard & Carol Jefferson host the Annual “Chilly Run” on Sunday, February 21, 2016. Look for more info about this annual event in this issue of the Octagram. Looking ahead, Eric Salminen our Rallye Master is hard at work planning the Annual “Get the Dust-Off” Rallye. This year’s event is scheduled for Sunday, May 1, 2016. There will be more on this in future issues of the newsletter.

I’d like to remind the members that owe dues for 2016 that they are now due. Dues are \$15.00 for one year or \$36.00 for three years. **How do I know if I owe dues?** You should have received an e-mail telling you so, if I have a current e-mail address. If in doubt contact us via e-mail and we will check you status and let you know. Come March, if we have not received a check (or cash at the meetings) a postcard will be mailed out as your final notice.

MG 2016 – Louisville, KY, if you have not registered and plan on attending I suggest you do so NOW. Registration has now surpassed 500 cars and the hotels and events are filling up. Yours truly is on the planning committee and I can tell you that this is the one MG event for 2016 that should not be missed, with the exception of the 37 Annual “MGs on the Rocks” that one shouldn’t be missed either. If I am not mistaken we currently have about 20 or more MGOB members registered for this event.

Finally, I want to congratulate Michael Egliskis & Vicky Hinline on their engagement and Peter Charles and Ann Martz on their wedding.



### NEWSLETTER NOTE

To assist you, I will always hook the web link to email addresses and icons or emblems to ease your discovery of and research of articles and events. So if you want more information while viewing the newsletter click the associated icon.

*Your Editor*

### MGS OF BALTIMORE AFFILIATIONS

North American MGA Register,  
American MGB Association, MG Car  
Club UK, MG Owner’s Club UK



## ABOUT US

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 clubs 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 club membership meets at 7:30 PM the first Tuesday of every month at [Pappas' Restaurant](#), located at 1725 Taylor Avenue, Baltimore, Maryland. The restaurant is located off the 695 Beltway and Perring Parkway. Come early (around 6:00 p.m.) and have dinner restaurant .

The meetings are about sharing experiences, taking care of club business and normally include a monthly tech session provided by our MG “technical guru” Randy Kegg.

Many members of MGoB are owners of the other classic British marques and all are welcomed to join the club.

*Copied from the MGoB Web*

## MEMBERSHIP

### NEW MEMBERS

#### Welcome to:

Jim & Bonnie Durr with their  
1977 MGB

An follow up reminder that is 2016, time for club membership renewal. It is one of this year’s best \$15 investments. Consider mailing Kathy (her address is below) and give her your renewal or come to the February meeting and renew in person.

We even included a membership application/renewal on the next page for your convenience.

Submit your address changes  
and membership applications  
to:

Kathy McHenry  
5237 Glen Arm Rd E  
Glen Arm, MD 21057



**It is Membership  
Renewal Time!**



**MGs of Baltimore Ltd. Membership Registration**  
Please fill out the registration form.  
You'll want to enjoy all the benefits of membership!

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

Dues for MGOB are a blazing \$15 Bucks a year. (January through December)  
Save some bucks! Send in \$36 and your registration will go for 3 years.  
You save \$9 bucks- enough for some do-dad you'll need on your British prize.

**SHOW SPECIAL: Register now and get three months free.**

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

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



**NORTH AMERICAN  
MGA REGISTER**



**It's Still Winter!**





## Upcoming Events

MGOB Meeting	February 2 <sup>nd</sup>
Annual “Chilly Run” (See Page 16)	February 21 <sup>st</sup>
MGOB Meeting	March 1 <sup>st</sup>
Antique & Classic Car Swap Meet (Flyer on Page 30)	March 12 <sup>th</sup>
Get the ‘Dust Off’ Rallye (Flyer on Page 34)	May 1 <sup>st</sup>
All British Marque Car and Motorcycle Show (Flyer on Page 28)	June 4 <sup>th</sup>



# MGOB Officers and Chair Persons

## *President*

Richard Liddick  
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Richard

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Randy

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Mike

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Tracy

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Jack

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## *Newsletter Chair*

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## BRITISH CAR WEEK

British Car Week is Coming in May 2016

It is not too early to begin planning for this year's British car week. It begins on 28 May and runs through 5 June 2016. You



can visit the British Car Week web site, <http://www.britishcarweek.org>, for more information. (Just click on the icon)



The Annual MGOB 'Chilly Run' will be held on Sunday, February 21, 2016 starting at 1:00 p.m.  
The Snow date will be Sunday, February 28 at 1:00 p.m.

This years' host will be:  
Richard & Carole Jefferson  
2520 Overlook Court  
New Freedom, PA 17349  
Phone: 410-374-6330  
E-mail: [mgobjefferson@msn.com](mailto:mgobjefferson@msn.com)

## ANNUAL MGOB 'CHILLY RUN'



The Club will supply drinks, you bring along your favorite chili recipe for judging or non-chili item for that matter. Desserts are always welcome.

Please R.S.V.P. the Jeffersons and let them know that you are coming.

Don't forget the coveted, Hunka, Hunka Burning Love Award is up for grabs, ( the Hottest Chili) which the winner must also eat. Along with other awards of the host decides to choose.





# Want Ads

For sale--Lulu is a '79 MGB roadster. Originally from Texas. She runs nice. 98% orig. nos match. Fundamentally tight body, interior, orig. paint. 4cyl, 4 sp. Dual carb conversion; manual choke conversion for reliable starts; new top; new rear shocks; new fuel pump & hoses; new master cylinder; trans. rebuilt. Orig. tools, manual, service booklet. Has spare parts including AC. \$8500. Email:

[jappelbaum@verizon.net](mailto:jappelbaum@verizon.net) [Click Here for more Pictures](#)



From Minor Classics Restorations - - One of our customers wants to sell his MG Magnette. Could you list it in your next newsletter? It is a 1958 MG Magnette (titled as a 1959). The car is located in Canton, Illinois. He is asking \$5500.00. The owner is Douglas Freeman, phone (309) 647-2196.

Thanks.

David Wright

Minor Classics Restorations LLC

Restoring classic British motorcars since 1978

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





## Do You Know the Answers to these Simple British Car Questions

1. When was the MG Car Company Limited founded?
  - A) 1962
  - B) 1958
  - C) 1949
  - D) 1924
2. Which is NOT a MG model?
  - A) ZR
  - B) MGR
  - C) ZS
  - D) MGC
3. What year did the MGB Roadster feature split rear bumpers with the number-plate in between?
  - A) 1979
  - B) 1962
  - C) 1976
  - D) 1970
4. Why was production of the MG TF paused in 2005?
  - A) MG Rover went into receivership
  - B) Company was prepping the factory for a new 2007 model
  - C) Low sales volume
  - D) A comprehensive recall due to safety concerns
5. In what country was the MG XPower SV sports car produced?
  - A) Italy
  - B) Germany
  - C) U.K.
  - D) France

**Answers in March**



**OCTAGRAM**

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 reader's own risk. The Club, officers, or newsletter staff will not be responsible for any misinterpreted or incorrect technical information. If in doubt, consult with a certified technician. Articles appearing herein may be used by other automobile clubs and organizations in their newsletters and for other informational purposes provided appropriate credit and recognition of the source is given.

*Classifieds: Items for sale or wanted may be advertised at no cost to MGoB members .*

### On the Covers

Front Cover: MGA in the snow

Back Cover: MG-TD



# After the Holidays Party

There was lots of good food. There were lots of good friends. There were lots of conversations involving LBC's. There were plenty of doors prizes given out. See if you can find yourself in one of the many pictures in this issue.



After the  
Holidays  
Party



All the 'After the Holidays Party' pictures featured in this issue are also on our Facebook page at:

<https://www.facebook.com/groups/116094781753585/>





After the  
Holidays  
Party



After the  
Holidays  
Party



After the  
Holidays  
Party



An Old Ad



# The Chili (Chilly) Run

By Carole & Richard Jefferson

One day Carole and I noticed that February seemed long and cold, with not much in the way of activities, especially if it involved her MGB. We did note however that the cold was excellent for stimulating the appetite. It was combining these stimuli to a bunch of car-folk that lead us to host the First Annual Chili (Chilly) Run at our place way back in 1997.



Looking back through the years provides for some hot chili history. The name itself has history. The first flier I created spelled it “Chilly” since it was designed to have a British driving flavor to the event. A few

real MG’ers each year manage to get their cars to the event; at least if the salt is not too bad.

We’ve had thirteen different hosts over the twenty years of having this event. Pretty soon Peter and Kenny will want to create a T-shirt.

The annual awards for the best of the best chilies are random. It’s up to the hosts to create the awards. They have all used their imaginations to both name the various awards as well as come up with some interesting trophies. So in any given year you could get an award for “Best Veggie Chili” or “Blame it on the Dog”.

Of course the most famous award and the only one that has become an annual trophy is the “Hunk of Burning Love”. This award has a history of it’s own as well as rules for the competition. The first two Chili Runs did not have this award. 1999 was the first Hunk including a trophy created by the artistry of Len Picton and awarded to Joe Clark. Len had created the award from an Elvis themed greeting card. Joe Clark won the award the next year too, but then he lost the award.

So Elvis went missing for a few years till Randy and Sheila Keg hosted in 2003 and awarded a new Elvis-based award to Alex Ollerman. This was the event where Kenny O performed the infamous birthday cake carpet trick.



In 2009 the original award reappeared. It was salvaged before being awarded to Mike Lutz. The Jeffersons modified the original Picton design to make it flasher and of course technology was employed to make it lighter and faster.

Now we have both the original and duplicate Elvis. Of course to win this coveted title, which must be returned at the next year's event, you just have to make the hottest chili. The only rule is that the winners must eat one complete bowl of their own cooking.



#### A short history of Host and Hunk Winners

Year	Host	Hunks
1997	Jeffersons	No hunk yet
1998	Olszewskis	No hunk yet
1999 (1 <sup>st</sup> Hunk)	Pictons	Joe Clark
2000	Williams	Joe Clark
2001	Bates	Richard Jefferson
2002	Normans	No hunk
2003 (New Elvis)	Keggs	Alex Ollerman
2004	Moreland	Alex Ollerman
2005	Moreland	Alex Ollerman
2006	Tom Orisich	Alex Ollerman
2007	Kraus	Mike Lutz
2008	Pictons	Mike Lutz
2009 (Elvis returns)	Longs	Mike Lutz
2010	Harts	Mike Lutz
2011	Longs	Ned &Patti Shields
2012	Lutz	Alex Ollerman
2013	Pictons	Ned &Patti Shields
2014	Jeffersons	Aidan Shrzewski
2015	Picton	Sheila Stern
2016	Jeffersons	???????????????

# Nuts or Washers?

## Locking Fasteners, Lock Washers et al

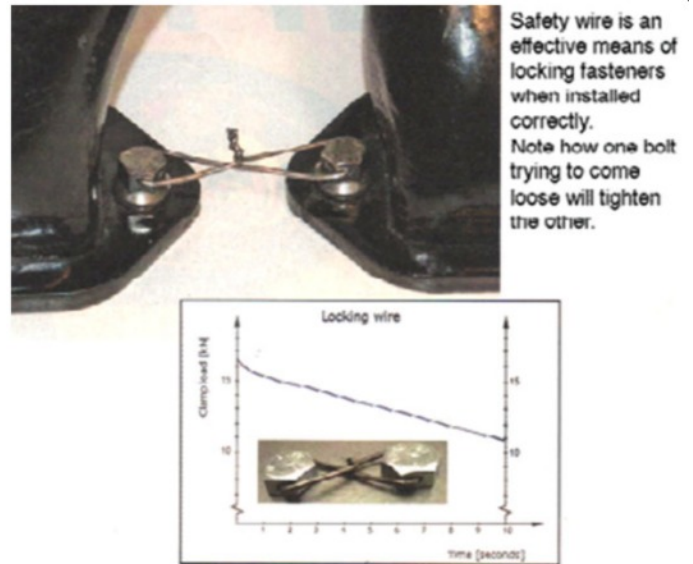
Thank You AZ MG Club

Why or why not lock washers? This is a good question and one that can be surprisingly complicated. First, let's discuss how bolts or screws or studs (fasteners) are supposed to work. As you torque the fastener, you are actually stretching it. Each and every fastener has a specific torque that will keep it tight with no locking device. An example are your head bolts, rod bolts (most engines), and main bolts. For the majority of engines, these have no locking devices.

I know some early engines have lock tabs but I leave them out to reduce weight and the possibility of the little pieces breaking off. Even most flywheel bolts lack a locking device. If and when the fastener can be torqued or twisted enough to stretch to the required tension, it needs no locking device, not even LOCTITE. It will stay together.

ARP Bolts, the premier bolt supplier in racing, has a lubricant you are supposed to use to torque their bolts and studs. They know how far the bolts will stretch at a specific torque with their supplied lubricant to reach the ultimate clamping force and maintain it. Most "race" engines are built with stretch gauges, measuring the amount the fastener stretches and not the torque.

Torque figures are a way the bolt manufacturers have come up with so the average person can properly tighten the fasteners. Some fasteners are assembled to a specified low torque and then tightened a number of degrees more. IE: torque it to 45 lb. Ft. and then go 45 degrees more and then 45 degrees more. They know how far it will stretch.



So, what about the fasteners that we cannot torque to the correct stretch point? There are many fasteners that we do not want to torque to the stretch point. These could be fender bolts, bolts going into aluminum parts, etc. We use some form of locking device. Everyone reading this should be familiar with the different types available. Each one provides a form of friction to stop the bolt or nut from coming loose.

There are the split washers, inner and outer star washers, lock tabs, safety wire, LOCTITE, lock nuts, castle nuts and split pins. There are other older or newer devices that we normally

# Nuts or Washers?

will not see on our cars. So what are the best? Let's start with the different type washers.

The most common we see are split washers and there are a few different styles of these but they all work about the same. ARP says they are useless at any time. They say to get the washer to bite into the bolt, nut, flat washer or surface, they have to be tightened so much that they get flattened out and provide no help. On exhaust systems, they get so hot they lose their tension and become useless.



Locking nuts come in a variety of forms including jam nuts, captured serrated washers, nylon inserts, and serrated flanges.

Star washers are also common on our cars. They provide more friction between the head of the bolt and whatever you are putting the bolt thru. They work as long as you do not over tighten them and flatten them out. They have the side effect of gouging through painted surfaces. This makes them good to go between a painted surface and a ground wire. They make better contact.

There are also wave washers and one called a Belleville washer. We seldom see these but they have the same drawbacks as the split washers, they get flattened out and provide little friction to hold bolts in place. There is something relatively new that you may not have seen by a company called Nord-lock.

These are “wedge lock” washers. These are a two piece design that have small ramps inside the two pieces and as the bolt or nut tries to back out, the design causes the bolt to try and stretch and makes itself tighter. These are good for exhaust locations where high heat effects all the other washers. You will not see these on most production cars because of cost.

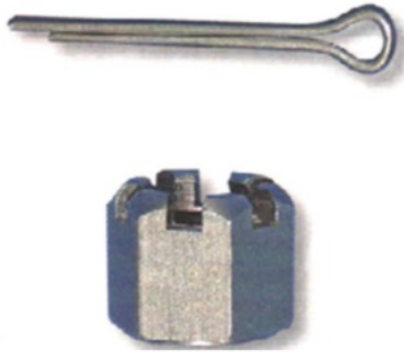
One product that I like is LOCTITE. This is a liquid chemical that just takes a drop on the threads to hold bolts in place. It hardens in the absence of air and provides a chemical lock between the threads. It also fills any gaps between threads so there is less room for vibration. There are numerous brands and strengths so read their label to see which is good for your project. I use some on any bolt I cannot reach with a wrench after assembly.

Now, let's look at external locking devices. My favorite, because of the look, is safety wire. This is probably the most difficult to use. The fastener has to have a small hole drilled in it and there needs to be something to attach the other end of the wire to. This could be a small hole in the item being fastened or it could be the next bolt

in line. I have seen the side plate on a Merlin engine in an unlimited hydro-plane racing boat that had about 60 bolts safety wired together in perfect alignment. This must have taken hours to perform.



Another time honored mechanical method of retention is the castellated nut and cotter pin. These are still common on critical suspension components.



However, if you had to remove the plate, it would take about the same time to remove it. Safety wire should go thru two or three bolts in a row at the most for practical purposes. For bolts not right next to each other; you thread one end of the wire thru the first bolt, twist the wire and then thru the next bolt hole, then twist the ends together. If the bolts are right next to each other, just one twist between the bolts and twist the ends together. The specifications on how tight to make the twists, yes there are standards for this, has changed in the recent past. I use about 6 to 7 twists per inch between bolts.

Split pins are one we see a lot on our cars. They are mostly on suspension but are used elsewhere. Some flange nuts on transmissions and differentials use them, axle nuts are another place. And how many of you struggled to remove the split pin on your front wheel bearings when you have wire wheels? These require special nuts called castellated nuts or castle nuts for short. Is it because they look like part of a castle?

They also require special bolts or studs. These are usually used in sets because the holes have to line up in the nut and bolt when properly tightened. It is permissible to either tighten or loosen the nut one slot to get proper alignment with the hole in the bolt. This makes as confident of a locking device as safety wire and one of the most positive vibration proof there is.

Lock tabs are another positive device. They fit between two bolts and have little tabs that get bent over the head of the nut. There are some that go on one bolt and have a tab that locks to the part and one for the bolt head. If they have been used once, they should be replaced as the little tabs could break off from vibration. You see these used less the later your car. They were used on main and rod bolts in the engine, on ring gears in differentials and bearing hubs on old Triumphs.

If you are removing these, I would replace them with a grade eight flat washer to act as a dampening device under the bolt head. Grade eight, what is that and where did it come from? There are many grades of bolts. The worst is hardware grade, never use them. Grade five is ok for a lot of places on our cars, such as fender bolts, bumper bolts, but NEVER for high torque or stress locations. For these, get grade eight or better. Some good hardware stores now carry these and there are always specialty nut and bolt suppliers (Threads for the South) in Atlanta areas is my favorite. Never use

# Nuts or Washers?

stainless steel bolts for high stress either. Or for a lot of suspension places, they can fracture and crack. Stainless also galls easy and can make removal very hard. Use a good quality anti-seize on them. Stainless looks prettier than regular hardware so use it carefully.

Last in this discussion is nuts. We already discussed a little about castle nuts so let's look at the other type of nuts. There is the plain jane standard nut you see all over your car. These come in all the different grades and the only two you should use are grade five or eight. There are four style locking nuts you may see. One is the familiar Nylock or nylon locking nut. These have an internal insert that grabs the bolt threads and resists them from backing out. Great for most uses but not around high temperature areas, the nylon can melt. These are reusable and are not one time only nuts. Nylon

has a memory and will return to its original shape. It will work as well the 50th time as the first, unless subjected to heat. This is from the Nylock company, not from me. Other locking nuts used on cars, not necessarily ours, are captured serrated which have a serrated star washer permanently attached to the nut and nuts with a serrated flange. One last type is jam nuts. This is where you take one nut and tighten it to your specs, then lock it down with another nut, jamming them together.

Triumphs use the jam nuts on the top of the front shocks. We don't see them many other places. Except on most of our gear knobs. You screw the knob down and lock it in place with a nut already on the gear lever. Well, this has been a little longer than I anticipated. But you see how complicated it can get.

Barry Rosenberg  
British Car Service  
678-355-0877

Reprinted from August issue of mgTalk, The Southeastern MG T Register



Lock washers come in a variety of forms – split washers in standard and high collar diameters (left middle and upper) toothed washers (middle) can have internal or external teeth and some are available for countersunk holes, and wave washers and Belleville are often found in light duty applications (right). The unique wedge lock washers are relatively new and are extremely effective (lower left).

# The Great, The Beautiful and The Forgotten



*The 'Great' An  
Original MG  
Midget*

*The  
'Beautiful'  
MG  
Midget*



*The 'Forgotten'  
MG Midget  
Planter*



## 2016 Car Season

As we begin the new year, we can look forward to and begin planning for next year's car season. I've thrown some highlights of old favorites and maybe some different ones to start the car season off. And if you are in for a day trip, maybe a museum would be good. Just consider them windows of opportunities

This list is not all inclusive and does not yet include our 26<sup>th</sup> Annual Spring Get the Dust-off Rallye.



## Editor's Corner

With our new newsletter layout, I would like to grace the front and back covers of each monthly issue with a Little British Car (LBC). I would like the pictures to be of member's cars, either finished or as project cars. If you have good quality pictures of yours or of a friend's car, please contact me and I will make arrangements to get a hi-res copy of your photo and also get a little information about the picture.

I would also like to feature a car project, along with our technical corner and Randy's Tech Tidbits. The car project could be a past, present or planned renovation/restoration project. If you know of anyone that might be willing to



have their project documented, please let me know.

Always remember, this is your newsletter and I am always open to suggestions. Please let me know what you want to see in your newsletter.

*Your Editor*

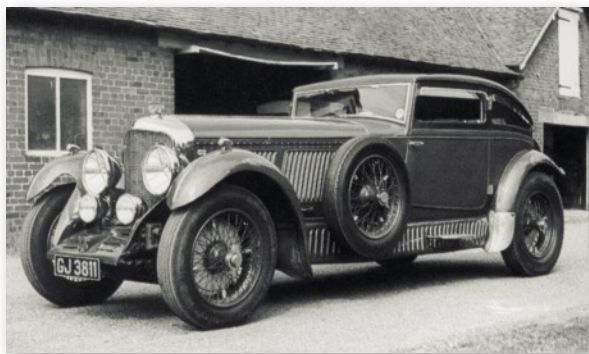


# January "Octagram" Trivia Answers



1. Which famous racing marque, that produced some of the most powerful road-going cars of the 1920s and 30s, is famed for producing luxury Grand Tourers and fast sports saloons? A) Berkeley B) Bond C) Bristol D) Bentley

**Answer: Bentley** - Walter Bentley came to prominence during the First World War as an aero engine designer and producer. He set up his racing car company in 1919 and this came of age by winning four consecutive Le Mans races between 1927-31.



In 1931, Bentley became part of Rolls-Royce, before being bought by BMW in 2003. Famous Bentley names were the Continental, the Corniche and the Mulsanne. Rolls-Royce in turn became part of the German Volkswagen Group in 1998.

2. Which sports saloon was one of the more successful British Leyland products, being the first ever mainstream car to have four valves per cylinder and the first British car to offer alloy wheels as standard? A) Discovery B) DB5 C) Dolomite D) Defender

**Answer: Dolomite** - The Triumph Dolomite offered the practicality of a four door saloon, but with the performance of a sports car - its Sprint version could achieve 0-60 mph in 8.7 seconds, which was pretty fast for the 1970s.

In that iconic TV series that epitomized 1970s machismo, 'The Professionals', Bodie drove a Dolomite. Or at least he did until producers switched him to a Ford Capri. British Leyland couldn't keep up with demands of TV continuity requirements, and kept sending in different coloured ones to the props department! Ford proved a bit more reliable in this respect.

3. Which Land Rover model was one of the first cars to offer a compromise between off-road ability, streamlined looks and comfortable day-to-day road use? A) Frontera B) Focus C) Freelander D) Fiesta

**Answer: Freelander** - Even though any SUV represents a compromise, detracting from its off-road capability, the first generation Freelander performed creditably in the Camel Trophy Overland Race and Land Rover G4 Challenge Trophy. The Mk.1 was the first Land Rover model to offer HDC (Hill Descent Control).



The Freelander 2, introduced in 2006, was typical of many designs in that it shared much of its main engineering components with other cars: its 3.2-litre petrol engine is the Volvo S16 engine, while its 2.2 litre diesel is a DW12 Peugeot-Citroen PGA design.



# What's in a Name?

## What Does the Name M.G. Mean?

From [www.MGNuts.com](http://www.MGNuts.com) also published in this month's EChatter from the Emerald Necklace M.G. Register

*Note: The following page is not intended to fuel an age-old debate, but rather to present a viewpoint often overlooked. This page is presented as a mixture of opinion and fact and should be considered as such. – Ed.*

The common belief is that the name "M.G." stands for "Morris Garages". Whether or not this is true has been the subject of much debate over the years. While it is much easier to simply accept the most visually obvious answer to the issue, there is substantial evidence that it is not true. The other side of the argument states that M.G. stands for itself and is not an abbreviation, but rather a name in itself. The story goes like this...

The letters for M.G. were chosen as a tribute to William Morris and his company, Morris Garages. Cecil Kimber, while working for Mr. Morris in the 1920's, began building custom cars from Morris chassis. The cars needed a name since they were not a Morris offering, but rather a custom job. Mr. Kimber named them M.G. as a tribute to his employer. The cars were quite successful and eventually Cecil branched off and started building his own line of cars. He officially named this new entity "The M.G. Car Company". The company was financed and therefore owned by Mr. Morris, with Kimber acting as its general manager.

It is certainly possible that in the very beginning while still working at Morris Motors, Cecil chose the letters "M.G." as an abbreviation for Morris Garages. However, if that was the case then he very quickly changed his mind! After all, if M.G. really stood for Morris Garages then how could two companies exist with the same name at the same time?



Other evidence for this argument is on the vehicle maker's plate which always state the full name of the company who built it. On every M.G. made, it states "The M.G. Car Company", never "The Morris Garages Car Company". Even looking back to the earliest days of M.G., one cannot find Morris Garages listed on any company letterhead or even in the very first M.G. Magazine of 1933.

Further argument is offered in this article from M.G. Driver's Club web site which describes the true meaning of M.G. and includes comments directly from Cecil Kimber's daughter who remembers her fa-



## What does the name "M.G." Mean? (Cont.)

ther being asked this question on many occasions...

Here is a letter from the Postbag of MG Enthusiast magazine in 1992. It is self-explanatory and an important piece of MG history.

"Regarding the dots in M.G. as I started this particular ball rolling with my letter to Auto Classic magazine, my thoughts on this matter may be of interest as they involve a personal conversation with Mr. Kimber himself, some sixty years ago.

First let me dispel the 'experts' who doubt Mrs. Cook's (Jean Kimber Cook, daughter of Cecil Kimber, founder of the M.G. Car Company) comments – she is absolutely correct in stating that 'M.G. does not stand for Morris Garages.' As regards the dots, however, they are there for a particular reason which I will come to later.

Despite what numerous books and commentators say, the truth of the matter is that Mr. Kimber, in pursuit of a name for his inspired cars, chose the M from Morris and the G from Garages as a tribute to his employer – Billy Morris, they were not abbreviations. Had anyone dared to suggest to him that they were shorthand initials for Morris Garages, he would have given them 'flea in the ear' pointing out there already was a Morris Garages – how could there be two?

At an R.A.C. awards dinner in the Thirties, Mr. Kimber, as our guest of honour, made quite clear to all present that he wanted it known that M.G. stood just for itself – 'The British Sports Car.' I was there (and still have the signed menu card) and it came from the man himself! His daughter – Mrs. Cook – also related this fact in your April/May '88 issue.

As to the famed dots, my friend M.E.L. Gosling – a motorcyclist, having been informed the M.&G. were not shortened, queried the use of the dots; Mr. Kimber told us it was simply a matter of design – more visually attractive, and no other reason. It was confusing then, as now, however, and no-one would dare to take on the master. We later studied the factory literature of the time, and agreed – he was right! 'That which Mr. Kimber joined together, let no editor or tired typesetter put asunder.' If it was good enough for



## What does the name "M.G." Mean? (Cont.)

the boss of M.G. it should be good enough for the rest of us.

You are not alone in your ignorance of these important points: witness the new signs outside the M.G. Car Club premises in Abingdon – no dots – someone has slipped up, and they really should know better. This is not the first time the club has abandoned its history – only since the arrival of previous magazine editors, was the exclamation mark following 'Safety Fast!' returned to its rightful place; again this is an important piece of M.G. history and is there for a reason.

The excellent centrespread in your September 1991 issue is how it should be done – or are these just dots in front of my ancient eyes? You can do it when you try! Today's printing technology can easily be programmed to include the dots in M.G. and exclude them from MGB etc., it is simple, if you care enough.

May this octogenarian offer some advice to all the young bloods? Do not ignore your marque heritage, that is what made it great. If required, I will gladly dip into my pension to fund glucose tablets for your typesetter, and blobs of paint for the M.G. Car Club signs, along with a copy of "M.G. by McComb", wherein on each page, you will see how the letters should be presented when not in the octagon.

Congratulations to Mr. Barry Foster for his spirited response (Aug. '91): was it really such a short letter – or had you cut it? Here's hoping he can work the magic on Mr. Kimber's own club.

Finally, on the subject of the dots: your own magazine, while not having the benefit of the octagon on the front cover, would, as Mr. Kimber intimated, impart more visual impact with bold stops in place – after all, what is an Enthusiast?

Before I go chasing the other Brooklands lads, upstairs – where engines do not break, and fuel is free – do me and Mr. Kimber's memory a favour: remember that the mists of time have a habit of obscuring the facts, so shun the self-proclaimed experts, become a purist and stand out from the crowd and proudly state – 'M.G. stands for itself – not Morris Garages, and the dots are there as a matter of design only.'



# Cars & Motorcycles of England



at Oakbourne Mansion - Westtown, PA  
**Saturday June 4, 2016**



Field opens at 8:30am  
 Judging begins at 10:00am



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



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



Visit [www.DVTR.org](http://www.DVTR.org) for more Info



Follow us on facebook at  
 "Cars and Motorcycles of England"



## Registration for Cars & Motorcycles of England at Oakbourne Mansion

NOTE: For JCNA Concours Registration, visit [www.jcna.com/clubs/dvjc](http://www.jcna.com/clubs/dvjc)

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_

email \_\_\_\_\_

Pre-Register - Registration before May 28th - \$20; thereafter - \$25

Make checks payable to "DVT" *Motorcycle Registration \$15*

Mail registration form and check to:

Cars & Motorcycles of England

604 Indigo Lane

Downingtown, PA 19335

To join DVT, include a separate check for \$25 payable to "DVT".

Show Info Hotline: (609)760-8198 or (267)258-7071

Oakbourne Mansion Information: [www.oakbournemansion.org](http://www.oakbournemansion.org)

**SHOW VEHICLE REGISTRATION(Non-JCNA Concours)**

**CAR CORRAL & AUTOJUMBLE - \$25**

Marque \_\_\_\_\_ Year \_\_\_\_\_

Description of car/material: \_\_\_\_\_

Model \_\_\_\_\_ Award Class \_\_\_\_\_

(see reverse)





## MOTORCYCLE AWARD CATEGORIES

All British motorcycle entries will be judged by "Peoples Choice" ballot. Ballots will be distributed to each registered vehicle 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.

## WESTTOWN TOWNSHIP'S OAKBOURNE MANSION

Oakbourne Mansion, located in the heart of Westtown Township, is a large Victorian building that originated as a residence in the late 19th Century. It was built by Mr. and Mrs. John Hulme, who used it as a summer home for several years. In 1882, Mr. and Mrs. James Smith purchased the Mansion and surrounding grounds. They enlarged the building and developed the grounds into an arboretum and horse breeding operation. After Mrs. Smith's death in 1893, the property was willed to the Philadelphia Protestant Episcopal City Mission. At this time, it was used as a convalescent home for women. The Westtown Township purchased the Mansion and surrounding grounds some seventy years later.

The Mansion is currently owned and operated by the Westtown Township for public meetings, community activities and private banquets. Part of the second floor of the mansion houses fulltime living quarters for the groundskeeper. A water tower of unusual architectural character is located approximately 200 feet to the southwest of the Mansion. Though the tower is no longer used for water storage, it remains as a well-preserved example of historic design and construction techniques.

Oakbourne Mansion  
1014 South Concord Rd.  
Westtown, PA 19382

## Cars & Motorcycles of England at Oakbourne Mansion

Saturday June 4, 2016

For show status on day of show call:  
(609)760-8198 or (267)258-7071

### Show Car & Motorcycle Registration

- \$15 Motorcycle Registration
- \$20 Car Pre-Registration (before May 28)
- \$25 Received After May 28

Includes passenger's admission, awards,  
and other memorabilia.

### Spectator Admission

- \$5 Adults
- \$4 Seniors
- \$3 Youth (6-17); 5 and under free
- \$12 per Car - Family up to 4

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 XK-120/150 (non-JCNA Concours)
- Jaguar XK-E (non-JCNA Concours)
- Jaguar Saloons (non-JCNA Concours)
- Land Rover - all
- Lotus - all
- MG - pre-war
- MG T-series
- MGA - all
- MGB/C/GT - chrome bumper
- MGB/C/GT - rubber bumper
- MG Midget
- Mini - Classic
- Mini - New
- Morgan - all
- Racing/High Performance
- Rolls-Royce/Bentley
- Sunbeam - all
- Triumph Stag - all
- Triumph TR2 to 3B
- Triumph TR4 to 250
- Triumph TR6 to 1972 (CC comm #)
- Triumph TR6 1973-1976 (CF comm #)
- Triumph TR7/B
- Triumph Spitfire - all
- Triumph GT6 - all
- Triumph Misc. (Herald, Vitesse)
- TVR - all
- Misc. British Coupe
- Misc. British Roadster Modified
- Seniors
- Preservation Class
- Furthest Distance Driven to Show
- Oldest Car

**SPECIAL AWARDS**  
Diamond-in-The-Rough  
Best-of-Show Participant's Choice  
Best-of-Show Judge's Choice

\* We reserve the right to combine classes as needed.

**Chesapeake Region**  
**Antique Automobile Club of America**



\*\*\* 43rd Annual \*\*\*

**Antique & Classic Car  
 Swap Meet**



**\*\* Buy/Sell/Swap - Free Admission - Free Parking \*\***  
**Saturday, March 12, 2016 - 7 am to 3 pm (Rain or Shine)**

**Howard County Fairgrounds**  
**Route 144, West Friendship, Maryland 21794**

**Reserve your space in this LARGE Baltimore area,  
 under cover antique & classic car parts swap meet.**

**Hours:** The Swap Meet will be open to the public Saturday, March 12<sup>th</sup> from 7am to 3pm. Vendor setup will be Friday evening March 11<sup>th</sup> from 4 pm to 7 pm and Saturday morning from 6:30 am to 8 am.

**Location:** Howard County Fairgrounds, Route 144, West Friendship, MD.

**Directions:** From Baltimore, west on I-70 to MD 32 (Exit 80) Go south on MD 32 and then west on Route 144, following the signs for the Howard County Fairgrounds.

**Vendor Spaces:** Indoor spaces are approx. 100 sq. ft. (10 ft. x 10 ft.); (some spaces may vary in shape) Cost is \$25. Undercover spaces are approx. 10 ft. x 15 ft. and cost \$20. Car Corral spaces (for vehicles age 20 years or more) are \$15 for each vehicle. Outdoor spaces are approx. 10 ft x 40 ft. and cost \$20

**Condition:** Space only is supplied. Vendors must supply their own tables, chairs, etc. Vendors are required to leave spaces clean. All materials and trash must be removed at the end of the meet.

**Swap Meet will be held regardless of weather conditions.** Therefore, money paid for reserved spaces is not refundable.

**Reservation Deadline:** Submit your reservation using the form below as soon as possible. Effort will be made to reserve space location previously held.

**Reservations postmarked after February 1<sup>st</sup> will cost an additional \$10 per space.**

**Visit our website:**  
[www.chesapeakeaaca.org/](http://www.chesapeakeaaca.org/)

**VENDOR REGISTRATION**

Detach and mail this portion with your check made payable to *Chesapeake Region, AACA* to:

Tom Young  
 Chesapeake Region 2016 Swap Meet  
 613 McHenry Road  
 Baltimore, MD 21208-4753

For additional information: 443-744-6338 or email [tbirdtoms60@verizon.net](mailto:tbirdtoms60@verizon.net)

Name \_\_\_\_\_ Telephone: Day \_\_\_\_\_ Evening \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP \_\_\_\_\_

Number of Indoor Vendor Spaces ..... @ \$25 each = \$ \_\_\_\_\_

Number of Undercover Vendor Spaces ... @ \$20 each = \$ \_\_\_\_\_

Number of Outdoor Vendor Spaces ..... @ \$20 each = \$ \_\_\_\_\_

Number of Car Corral Spaces ..... @ \$15 each = \$ \_\_\_\_\_

**Total Enclosed: \$ \_\_\_\_\_**

**Add \$10 per Vendor Space if postmarked after February 1<sup>st</sup>.**



# Our Connected British Car Clubs



Southeastern MG T Register,  
LTD



Keystone Region MG  
Club, Inc



The M.G. T-Party



Central Virginia British  
Car Club



Octagram

We belong to a group of almost 40 British Car Clubs stretching across the United States. Roger helped get us involved with these clubs and made sure we stay connected, the club editors share articles and resources that improve the quality and breadth of information you get in our newsletter. These clubs are an invaluable resource for all of us. We are better informed because Roger and the rest of these editors had the good sense and foresight to share. *Sharing, What a concept.*

Over the next few issues I am going to identify these clubs, so you can browse, see their cars and what their up to. I will post their logos and link their web sites to them, so all you need to do is click on their logo to visit and explore.

I am sure Roger's done this before, but it is good to re-advertise our connected car clubs. The group is ever changing and growing, there are even some new members this month. I hope you enjoy these connections to other Little British Car owners.



Peachtree MG Registry



Idaho British Car Club



Bay British Cars



North American MGB  
Register

# Save The Date! June 13-17, 2016



The Web Site is Setup.  
Go To <http://www.mg2016.com>  
Now!

## MG2016 – Maintaining the Breed

The North American Council of M.G. Registers is pleased to announce that MG2016 will be held from June 13th-17th, in Louisville, Kentucky!

Join the North American MMM Register, the New England MGT Register, the North American MGA Register, and the North American MGB Register for four fun-filled days of MG camaraderie. Louisville is home of the “Louisville Slugger” (the official baseball bat of major league baseball), Churchill Downs (where the “most exciting two minutes of sports” is held each May), and is the source of 1/3 of the world’s supply of bourbon. Louisville will have something to offer to everyone in attendance.

Louisville is centrally located for the majority of the host registers’ members. The mid-week event will allow for travel to and from Louisville on weekends! Contracts have been secured with a group of seven hotel properties (essentially across the street from each other) that will meet your budget and expectations.

Plan to arrive in Louisville on Monday afternoon as you will not want to miss our opening ceremony that evening at Churchill Downs, home of the Kentucky Derby. (This event will have limited seating, so register early!)

Event information, registration, regalia sales, and hotel information is available at [www.mg2016.com](http://www.mg2016.com) in the fall of 2015.

Mark your calendar today to save these dates. We know that you will want to be a part





# Kimber Festival

APRIL 8-10, 2016

AMERICA ON WHEELS MUSEUM - ALLENTOWN, PA

The Kimber Festival brings together enthusiasts who are keenly interested in M.G. history. Organized as an academic conference, the program consists of presentations about all M.G.s with topics that may include design and production, technical discussions, competitors, and competitions. You do not need to be a NEMGTR member to present or attend. All MG enthusiasts are welcome!

Registration fee includes Friday evening and all day Saturday admission to the classic car museum, a wine and cheese reception on Friday evening, with the literature swap meet, the Saturday festival presentations by M.G. researchers, luncheon, and the Saturday night dinner with speaker.

Friday the 8th of April enjoy the museum in the afternoon followed by a meet and greet. Dinner on your own followed by a natter in the hotel bar.

Saturday, starting at 9:30 there will be a series of speakers. Lunch and dinner will be at the museum with a speaker at each meal. We will also feature a book show and tell where attendees can show a book that is special to them and explain why.



Registration for the event will be \$75.00 and includes museum admission, the Kimber Festival day, and both lunch and dinner on Saturday.

## Location:

America on Wheels Museum is our host for this year's Kimber Festival. The office in the museum is the only remaining part of the old building which use to be a meat packing plant called A&B meats (founded in 1887). In total he building is 43,000 square feet. The museum offers over 23,000 square feet of Exhibit space divided into three main galleries and several smaller Exhibits. It also offers food and educational experiences for all.

## Motel Information:

Ramada Inn, 1500 MacArthur Road, Whitehall, PA, under 2 miles to the America on Wheels museum where the Kimber Festival will be held. Call the hotel at 1-610-439-1037 to make your reservation. The special room rate of \$71.99 can be booked by asking for the Old M.G. rate. The hotel requests that reservations be made by March 8th to receive this special rate.

## Registration Information

The Registration fee is \$75.00 per person and includes Saturday lunch and dinner. Register online and save a stamp! [Click here for the registration form](#)

If you wish to sign up by snail mail, click here to download a [PDF of the Registration form](#)

You may also visit the New England MG 'T' Register by [clicking here](#), for more information.

## YOUR Talk - at the "Kimber Festival" Requested

The New England MG T Register is seeking proposals for papers to be presented at its Kimber Festival to be held from April 8 through 10, 2016 at America On Wheels Museum in Allentown, PA.

This meeting brings together enthusiasts who are keenly interested in M.G. history. Organized as an academic conference, the program consists of presentations about all M.G.s with topics that range from design and production to competitors and competitions. Papers about the last MGB will be as welcome as one about the first M.G., Old Number One.

Proposals for papers on subjects related to the old car hobby will also be welcomed. A few years ago, for instance, we had a presentation about flower arranging using M.G. parts. Following the Festival, a certain number of the papers will be selected for publication in The Sacred Octagon, the Register's magazine.

A computer projector will be available at the venue. Proposals must be received by December 31, 2015; notification of acceptance is anticipated by January 31, 2016. Proposals should be submitted online using our Call for Papers form below. Please make sure to attach a one-page abstract describing the content of the presentation in the file upload section of the form.

For More Information please go to [www.nemgtr.com](http://www.nemgtr.com)

Questions should be directed to Richard L. Knudson at [FC7900@gmail.com](mailto:FC7900@gmail.com).



Washington D.C. Region SCCA  
and  
The MGs of Baltimore, Ltd.

Present the 27th Running of the

**GET THE DUST OFF  
RALLYE**

Sunday, May 1, 2016

First car off at 11:01 a.m.

Dedicated to the memory of Richard W. Murphy



This will be a straight-forward Time-Speed-Distance Monte Carlo style rally of approximately 60 competitive miles. No unpaved sections. Timing will be scored to one-one hundredth of a minute (.01). All vehicles welcome. Classes will be provided for Vintage (pre-1960), Historic I (1960's), Historic II (1970-1981), Seat-of-the-Pants (let's not get too serious about this and have fun), and SCCA competitive classes - Stock, Limited, Equipped, and Novice. Awards will be based on number of entrants per class. Very nice trophies including \$100 winery gift certificate to the MGs of Baltimore team with the best score.

**START:** 12321 Jerusalem Rd, approximately .6 miles west of the Historic Jerusalem Mill, 2813 Jerusalem Rd, Kingsville, MD. Exit 74 from I-95, 2.3 miles north on MD 152 (Mountain Road), left onto Jerusalem Rd, 1.2 miles to Mill, .6 miles further to the start on the left. Or south on 152 from US 1, Right onto Old Joppa Rd (traffic light), Right onto Jerusalem Rd. for 1.8 miles to start location on the left.

**REGISTRATION:** Opens at 10:00 am. Drivers' meeting at 10:30. Please plan to arrive early.

**FINISH:** Dejon Vineyards, 5300 Hydes Rd., Hydes, MD. [www.dejonvineyard.com](http://www.dejonvineyard.com). Bring along your picnic basket lunch and tailgating supplies. Wine tasting will be provided for entrants (MGOB hand stamp required).

Contact Rallymaster Eric Salminen at (443-463-3071) or [mgobrallymaster@gmail.com](mailto: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.

**\$30 per car to April 23rd - \$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: Dennis Blevins, 1213 River Road, Quarryville, PA 17566 ([lucas2mg@yahoo.com](mailto:lucas2mg@yahoo.com))

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!** (SCCA Novice class - 6 or less total rallies run by driver or navigator)

Vintage  Historic I  Historic II  S.O.P.  SCCA -Equipped  -Limited  -Stock  -Novice   
 (Classes may be combined at the rallymaster's discretion for competitive purposes.)

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: \_\_\_\_\_



# Octagram



The Newsletter of the MGs of Baltimore

Published by the MG's of Baltimore, LTD Car Club at  
<http://www.mgsofbaltimore.org> or on our Facebook Page at  
<https://www.facebook.com/groups/116094781753585/>