



# OCTAGRAM



The Newsletter of the MGs of Baltimore

October 1, 2014

## ROCKS HAS COME AND GONE FOR 2014

As usual, the 2014 MGs on the Rocks was a big success and wonderful weather contributed to that the enjoyment.

Jack Long and his committee did an outstanding job of planning and presenting the event at Rocks State Park in Harford County, MD. The weather could not have been better. It warmed to the 80s and lots of people came to the show both as exhibitors and and spectators alike. We had a reported 225 cars on the showfield some 400 people to enjoy the day.



A special thanks to all the members who participated in organizing and working during the MGs on the Rocks 2014. Jack Long and his planning committee did an outstanding job in putting on the show this year. A list of the winners is posted on page 3 as well as on our web site at [www.mgsofbaltimore.org](http://www.mgsofbaltimore.org).

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## MGs of Baltimore Affiliations

North American MGB Register North American  
MGA Register

American MGB Association

## TIDBITS

Thoroughbred & Classic & cars Facts & Feats The Ultimate Guide

**Most 1960 model Chryslers had  
Vacuum safety door locks.**

## NEW MEMBER/S

Jake Mays with a 1965 MG Midget, 2006  
Mini Cooper and a 2003 Land Rover Dis-

## LAST MEETING TECH TALK

**Randy started a 2-part tech session involving  
the search for white smoke on a TD/**



## MEMBERSHIP

**Submit address changes or membership applications to:  
Submit postal or email address changes to:  
Kathy McHenry  
5237 Glen Arm Rd E**

*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 by MGOB members for  
free.**

**35th Annual MGs on the Rocks Winners  
September 27, 2014**

<u>Class</u>	<u>Description</u>	<u>Place</u>	<u>Name</u>	<u>Car</u>
100	MGB Roadsters 1962-1967	1 <sup>st</sup>	David Collier	63 MGB
		2 <sup>nd</sup>	Lee Miller	67 MGB
		3 <sup>rd</sup>	Jeff & Bert Shank	67 MGB
200	MGB Roadsters 1968-1974	1 <sup>st</sup>	Gloria Ciarrocca	70 MGB
		2 <sup>nd</sup>	Ed & Sue Katz	69 MGB
		3 <sup>rd</sup>	Joe Rizzo	73 MGB
		4 <sup>th</sup>	Michael Courtney	74 MGB
300	MGB Roadsters 1974-1/2-1980	1 <sup>st</sup>	Joe Jason	80 MGB
		2 <sup>nd</sup>	Ed & Julie Polonus	75 MGB
		3 <sup>rd</sup>	Mike & Betsy Lang	76 MGB
		4 <sup>th</sup>	Bill Hallock	77 MGB
400	MGB/GT	1 <sup>st</sup>	Mark Deeds	73 MGBGT
		2 <sup>nd</sup>	Forrest Collier	67 MGBGT
		3 <sup>rd</sup>	Brooks Thompson	74 MGBGT
		4 <sup>th</sup>	Tom & Maria Johnson	70 MGBGT
500	MG Midgets 1961-1974	1 <sup>st</sup>	Dennis Cestra	64 Midget
		2 <sup>nd</sup>	Edgar Moss	74 Midget
		3 <sup>rd</sup>	Sergio Zarbin	69 Midget
600	MGC, MGC/GT All Years	1 <sup>st</sup>	Robert Aufderheide	67 MGC/GT
		2 <sup>nd</sup>	Mary Goodman	69 MGC
		3 <sup>rd</sup>	Jim Buckmeier	69 MGC/GT
700	MGA All Years	1 <sup>st</sup>	Vicki Leonard	60 MGA
		2 <sup>nd</sup>	Glenn Monrad	62 MGA
		3 <sup>rd</sup>	Tom Fairchild	58 MGA
800	MG Midgets 1974-1/2 up	1 <sup>st</sup>	Robert Kaiss	79 Midget
900	MGTC, TD, TF - All Years	1 <sup>st</sup>	Chris Hostage	50 MGTD
		2 <sup>nd</sup>	A. Scott Thompson	53 MGTD
		3 <sup>rd</sup>	Glenn Johnson	54 MGTF
1000	MG Other - All Years	1 <sup>st</sup>	Rob & Kris Hill	82 Victor MGTF 1800
		2 <sup>nd</sup>	R Jay Gift	34 MG
1100	MG V8 - All	1 <sup>st</sup>	Richard Benson	75 MGB V8
		2 <sup>nd</sup>	David Cherry	79 MGBLE V8
		3 <sup>rd</sup>	Richard Moure	75 MGB V8

**35th Annual MGs on the Rocks Winners  
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<u>Class</u>	<u>Description</u>	<u>Place</u>	<u>Name</u>	<u>Car</u>
1200	Other British - All Years	1 <sup>st</sup>	Ed Mallon	65 Sunbeam Tiger
		2 <sup>nd</sup>	Dale Wright	62 Daimler SP 250
		3 <sup>rd</sup>	Randy & Sheila Kegg	66 Morris Traveler
1300	Triumphs - TR2, 3, 4,	1 <sup>st</sup>	Frank Angelini	59 TR3A
		2 <sup>nd</sup>	Andrew Seville	57 TR3
		3 <sup>rd</sup>	Dennis Morrison	60 TR3A
1400	Triumphs Others	1 <sup>st</sup>	Richard Anderson	78 Spitfire
		2 <sup>nd</sup>	Terry Kahl	69 Spitfire
		3 <sup>rd</sup>	Paul Tegler	75 Spitfire
		4 <sup>th</sup>	Philip Snyder	76 Spitfire 1500
1500	Triumphs TR-250 & TR6	1 <sup>st</sup>	Steve Swift	76 TR6
		2 <sup>nd</sup>	Tom Henry	73 TR6
		3 <sup>rd</sup>	Scott Reese	73 TR6
1600	Healeys All	1 <sup>st</sup>	Robert Quickel	62 3000 BJ7
		2 <sup>nd</sup>	Stephen Caldwell	66 3000 BJ8
		3 <sup>rd</sup>	Frank & Lynn Custis	67 3000
1700	Jaguar	1 <sup>st</sup>	Bob Skelly	68 E-Type
		2 <sup>nd</sup>	Henry Clay Ver Valen III	57 XK140MC
		3 <sup>rd</sup>	Donald Courtney	70 SXK-OTS
1800	Modern British 1982 and Newer	1 <sup>st</sup>	Suzanne Quarter	02 Aston Martin DB7
		2 <sup>nd</sup>	Jason & Debbi Dainton	82 Austin Mini Mayfair
		3 <sup>rd</sup>	Jeff Christopher	12 Mini Cooper Coupe
1900	Healey Sprites	1 <sup>st</sup>	Pat Nace	65 Bugeye Sprite
		2 <sup>nd</sup>	Chris Becker	59 Bugeye Sprite
		3 <sup>rd</sup>	Don Shook	61 Bugeye Sprite
Premier Class (Winners in their class at last year's show)		1 <sup>st</sup>	Mike Jennings	64 Austin Healy 3000
		2 <sup>nd</sup>	Mike Lutz	49 MGY
		3 <sup>rd</sup>	Robert E Laughlin	61 Bugeye Sprite
<b>Best of Show -The Murphy Cup</b>			Mark Deeds	73 MGBGT
<b>Farthest Distance</b>			Ed & Julie Polonus From Peoria, Illinois 812 Miles	75 MGB
<b>Club Participation Award</b>			LANCO	
<b>Diamond in the Rough</b>			Not Awarded	

# TECH SESSIONS: *Lunch-n-Learn*



## What is that tool?

What is that tool Stan is using in this picture to install the oil pump mounting studs? Many at the Tech Session had never seen such a tool before. Therefore, I asked Neil for some details. He said the tool is from *Snap On Tools* - it's called a **Stud Removal/Installation Tool**. It comes with two different clamping devices to accommodate small and large-sized studs. Neil bought it so long ago he had no idea how much it cost. He went on to say that he, and Wayne use it on all engine rebuilds. KD also makes one and there are other designs from other tool makers.

It's made for use with a half inch drive ratchet, but they usually use an adapter to allow use with a 3/8" drive. This makes it easier to handle. In the photos, the tool has the adapter and a 3/8" ratchet attached.

A quick check of the Internet revealed the ad below from

Amazon, but there were a wide variety stud extraction and/installation tools shown. Some looked a lot different from this one. Check 'em out.



## K-D Tools 1708 Stud Extractor

List Price: \$44.33  
 Price: ~~\$28.04~~ & Free Shipping on orders over \$35  
 You save: ~~\$16.29~~ (37%)

Ships from and sold by Amazon.com

**NEXT TECH SESSION: 30 August**  
**Topic: To Be Determined**

Below is the stud remover (and installer) set that Stan got at Auto Zone for \$30.00. They look like spark-plug sockets and fit a 1/2" drive. They fit over the stud, and only grab with the bottom third, avoiding the threads.



Above. Stan reports that *Auto Zone* sells and loans stud remover & installer sockets.

They can be used to remove and install 1/4", 5/16", 3/8", and 7/16" studs.

*Auto Zone* says they are for hand operation only.

Stan uses his with a torque wrench.



Left. A similar set that can be found on the Internet.



## Above

A. Stud remover/installer socket wrench assembly.

B. Snap On stud remover/installer used at the Tech Session.

C. The black stud is the clamping device. There are two sizes. One for smaller studs; the other for larger. The clamping device is "V" shaped with a gripping surface that adjusts to the exact size of the stud and then is held in place by the turning motion of the ratchet. The "V" shaped allows it serves for both installing and removing studs without further action.

## What's in Your Tank? by Karen Bull

Are you experiencing bad performance in your classic car? There could be many reasons for this but let me suggest one that you may not have thought of. Did you know that the gasoline we have been using in California since 2010 contains 10% ethanol? It is also called gasohol and is an alcohol fuel that is known to reduce emissions when used in automobiles.

Ethanol's high octane rating means better engine performance in modern vehicles but there are some possible bad effects on older engines.

- Low concentrations of ethanol (around 5 to 10 percent) may weaken and eventually destroy rubber parts such as gaskets and seals. As concentrations get higher, ethanol removes build-up in the gas tank that could then get caught in other parts of the car.
- Ethanol tends to retain water. This water retention could rust gas tanks and cause water damage to other components of the car.
- Ethanol has a corrosive nature that can potentially shorten life for your vehicle's engine. • The corrosive nature of the fuel, as well as having to burn more fuel to operate at the same degree of efficiency, forces the engine to work harder.

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### **Prevention**

Classic car owners should clean out their car's fuel tank and seal it with an ethanol-proof material if they are worried about potential complications from etha-

# UPKEEP AND PERFORMANCE HINTS

## WIRE TO DISC WHEEL CONVERSION

**Q:** I have a '70 MGB roadster that I'm changing from wire to disc wheels. And I know it's not as simple as it sounds. The cotter pin inside the front wheel hub(s) has proven to be a bugger to remove. Any suggestions.?

Bob Crane

**A:** Those pins are no fun even when they are cooperative. My suggestions to you are as follows:

First, clean as much gunk and grease away as possible. Get a long, narrow drift, chisel or flat steel piece that can fit down inside the splined hub between the hub and spindle, into the slots of the castellated nut and is long enough to be tapped with a hammer from outside. Also, you will need a narrow pin or drift to push the cotter pin out, a set of long needle-nosed pliers that can fit into the hole in the spindle to grab the pin, a narrow bent rod or hook that can be used to pull the cotter pin out by it's eye and a pair of vice grip pliers.

Make sure the car is VERY securely supported with the front wheels off. Align the holes in the splined hub with the cotter pin and use the needle nosed pliers to turn the pin such that the turned tab ends are parallel to the spindle. Use the long drift to try to straighten the bent ends. Turn the cotter pin 180 degrees and repeat and turn 90 degrees so that the eye of the pin is visible on the opposite side. From the other end of the pin, put the bent pin in from the hole in the hub and force the bent end into the eye of the cotter pin. This may require using an awl or other pointy tool to open the end of the cotter pin eye enough.

Grab the bent pin shaft with a vice grip and try to pull the cotter pin out. This may also require gentle persuasion with a hammer to move or, if the bent ends of the cotter cannot be straightened enough to fit through the hole on the spindle, cutting those ends off with a cutter or sharp chisel first. If it moves enough to get into the spindle, but proves too tight for the bent pin to remove, you can then use to drift pin and hammer from the other side to force it out. Similarly, if you can only get the pin so far out, it might be easier to cut off the "eye" and push the pin the other way out. In total frustration, I've removed both ends of the cotter pin as close to the castellated nut as possible and used a deep-well socket and a long breaker bar with a pipe on it to just remove the nut and shear the pin off.

This is a last resort as it can do significant damage to the threads on the spindle and/or nut One more point on the rear axle: If this is a legitimate factory wire wheel car, the axle will be considerably narrower than a disc wheel car. About 1.5" narrower. Just changing the hubs at the ends of the axle could have the tires rubbing the bodywork on the inside.

If you do not want to change the axle for full-width disc wheel one, use either off-set wheels or a spacer or adapter kit with the disc hubs to position the tires correctly. The adapter would be about 3/4" thick, bolt to the hub as the wheel would, but have another set of studs between the holes to the axles studs for the wheels. The thickness would increase the axle width enough to have the disc wheels in stock position. Similar for a spacer, but you may need longer studs in the disc hubs to accommodate the added width. Off-set wheels would move the back-plate of the wheel to the back so as to compensate for the narrower axle.

For the front, changing the hub is all that is required to use stock wheels. I hope that helps you. Let me know how you make out.

Art Isaacs

**American MGB Association, March Octagon**

The MGs of Baltimore car club has some specialty tools that are available to the membership. Listed below are the tools that are currently available.

## Guidelines

The MGs of Baltimore Ltd. owns certain tools, and membership entitles you to the use thereof. You do so at your own risk. If you don't know how a certain tool works or how it is used, seek the advice of a member proficient in the use of the equipment or tool.

. **The person borrowing the tool is responsible for it until it is returned to the club. It cannot be directly handed off to another member without the approval of Randy Kegg.**

- . Club Tools are available only to current members of MGOB.
- . Tools are borrowed for a reasonable period of time, typically two to four weeks.
- . The club will maintain a logbook that will keep track of the whereabouts and status of the tools.
- . Persons not returning tools will be subject to unspeakable consequences. (You don't want to know.)

The person responsible for club tools is Randy Kegg. He can be reached at [Randell\\_Kegg@msn.com](mailto:Randell_Kegg@msn.com) or 410-592-3733.

## Tools

- Engine Stand (2)
- Engine lift with tilt device (2)
- Whitworth wrenches
- Whitworth sockets
- Whitworth thread file
- MGB Kingpin Reamer
- Sandblaster (Suction from a bucket type)
- Rostyle Wheel Paint Mask (MGB)
- Midget Kingpin reamer
- SU Carb Throttle shaft reamer
- Click Type Torque Wrench 0-150 ft-lb.
- Standard 1/2" Socket set
- Hub Puller
- Rear Hub sockets for MGA and early and late MGB
- Steering Wheel Puller / Harmonic balancer puller
- Camshaft Degree wheel with TDC finder, etc.
- Timing light
- Dwell/Tach Meter
- Differential flange removal tool
- Brake line bender – tubing cutter – bubble type flaring tools
- Slide Hammer for bushings and bearing caps



There may be additional tools added to the tool box that have not yet been added to this list..



## Calendar

### October

6th MGOB meeting 7:30

### November

3rd MGOB meeting 7:30

### December

1st MGOB meeting 7:30

## Old British Films

"Long after television grew to dominate American and British homes, newsreel producer British Pathe kept at it, documenting the news of the day until finally ceasing production of new short films in 1970 after 60 years of effort. Earlier this month, all of British Pathe's 85,000 films were put online including fascinating, rare and often weird car footage that resemble nothing so much as a jet-age Top Gear."

<https://autos.yahoo.com/blogs/motoramic/treasure-trove-of-british-newsreels-reveals-top-gear-s-ancestors-164409680.html>

*Thanks to Bob Bandera for passing on this information and link.*

*from the Arizona MG Club*

## Lame Joke of the Month

An elderly man was driving his MG on the Edens highway when his cell phone rang. It was his wife calling.

"Roger," she said, "I just heard on the news that there's a car going the wrong way on Edens! Be careful!"

It's not just one car – it's dozens of them" he told her.

Vintage Viewpoint    MG Car Club of Chicago

## Spread the Stupidity

### EVER WONDER

Why the sun lightens Our hair, but darkens our skin?

Why dont you ever see the Headline    Psychic Wins Lottery?

Why is abbreviated such a long word?

Why is it that Doctors call what they do practice

Why is lemon juice made with artificial flavor, and dishwashing liquid made with real lemons?

Why is the time of Day with the slowest traffic called rush hour?

Why isn't there Mouse-flavored cat food?

Why didn't Noah Swat those two mosquitoes?

Why do they sterilize the Needle for lethal injections?

You know that Indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?! By the way, the black box, is not black, its orange.

Legal aliens have to carry a green card. Did you know it isnt green?

Why don't sheep shrink when it rains?

Why are they called Apartments when they are all stuck together?

If con is the opposite of Pro, is Congress the opposite of progress?

If flying is so Safe, why do they call the airport the terminal?

Only in This Stupid World .....do drugstores make the sick walk all

the way to the back of the Store to get their prescriptions while healthy people can buy cigarettes at the front.

Only in This Stupid World.....do people order double cheeseburgers large fries, and a diet coke..

Only in This Stupid World.....do banks leave vault doors open and then chain the pens to the counters..

Only in This Stupid World .....do we leave cars worth thousands of dollars in the driveway and put Our useless junk in the garage.

Only in This Stupid World .....do we buy hot dogs in packages of ten and buns in Packages of eight..

Only in This Stupid World .....do they have drive-up ATM machines with Braille lettering.