



OCTAGRAM

THE MONTHLY NEWSLETTER OF THE MGs of BALTIMORE MD

January 2024

www.mgsofbaltimore.org

From El Presidente:

50th Annual Hampden Mayor's Christmas Parade was held on Sunday, December 3rd, 2023, despite the dampness and cloudy skies a few MGOB'ers still turned out and took part. I decided to wimp out because it was still raining at my house at 11:00 a.m. However, Kamil Ismail (77 MGB), Bridget McCarron (76 MGB V-8) & Steve? (60 MGA Coupe) showed up and represented MGOB. Bridget & her partner Harry dressed up at the Grinch & Cindy Lou Who. Bridget and Steve managed to complete the parade, while Kamil developed car trouble and pulled out at the beginning of the parade. From what I have been told even though our numbers were few we scored a hit with the parade committee in the reviewing stand.

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

Steve & Tina Sharpe will be hosting the **27th Annual Chilly Run, on Sunday, February 18th, 2024**, with a snow date of Sunday, February 25th, 2024. The fun will start at 1:00 p.m. Enter your favorite chili dish, non-chili dish or dessert for a variety of prizes. Don't forget we have the Hunka, Hunka Burning Love Award for the hottest chili. The rule for this award is the winner must eat their chili too. Location: 1291 Cambri Drive, Westminster, MD 21157 **RSVP – 667-314-3987 or stevesharpe@gmail.com**

Finally, 2024 MGOB Club dues are now due. Please look at the next page to see if your name is on the list. If it is it means you **DO NOT Owe 2024 Dues**. If your name is not on the list that means you owe. You may either pay at the meeting or mail your your \$20.00 cheque payable to MGs of Baltimore, Ltd. to:

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

Finally, I want to let those of you that don't know that we lost our longtime member and my friend Joe Clark in December. Joe was part of a team of Clark & Norman (he was Wayne's uncle). Joe's wife, Sue, is looking at scheduling a Celebration of Life event in the spring. I will keep you posted about it once I know something.

Safety Fast!

Richard

MGOB 2024 Dues List

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

Glenn S. & Barbara	Abbott		Victor & Jackie	Knox
David M	Amos		Brian & Denise	Kraus
Joe & Barb	Auer		Richard & Kathy	Liddick
Bill	Berg		Mike	Mangan
Bill	Berg III		Richard C.	McShane Jr.
Suzie	Boltz		Glenn & June	Monrad
Howard & Susan	Bonds		Allan	Ness
Terry & Alyson	Bradford		Louis	Novak
Jerry & Sharon	Browning		Tom	Orisich
Jim	Buckmeier		Ben & Marlene	Perricone
Tom & Colleen	Carroll		Rich	Polan
Clint & Beth	Davis		Mary	Pratt
Matthew	Dinnerman		Bill	Redding
James & Bonnie	Durr		Tom & Susan	Renda
Michael & Vicki	Egliskis		Jon	Rhodes
John & Patricia	Ellis		Travis & Jessica	Roop
Duff & Barbara	Fowler		Marty	Schlining
Dale & Claudia	Glatfelter		Emily	Shaw
Bill & Bonnie	Hallock		Ron	Skidmore
Bill	Henry		Mark	Spaulding
Chris & Diane	Horant		Chuck	St. Claire
Kamil & Rajiha	Ismail		Terry	Steyer
Andrew	Jerdonek		Tom	Sweeney
Bob	Johnston		Tracy	Trobridge
Sheila	Kegg		Alan	Tucker

We would like to welcome our newest Members, The Roop Family (Travis, Jessica, Magdalene & Charlotte), to the Club. They have a 1979 MGB.

Debumping* the MGB and Midget

By Dan Shockey, with sources indicated

That is a proper word, isn't it? Of course, the rubber-bumper MGB and Midgets are proper English sports cars. I used to dislike the rubber bumpers but do not mind them now, especially if the front of the MG is lowered a bit. However if you want the look of shiny chrome bumpers, there are inexpensive options to get there. It can be done even without cutting and welding and repainting.

No-Cut Option

This can look pretty good, surprisingly. I did it with a 1979 Midget that I had. It still had lovely original red-orange paint. Once you remove the bumpers, note how heavy they are with their steel backings. All that weight at the far ends of the car does not help ride and handling. One other option, by the way, is to keep the soft covers but remove the heavy steel backing. The soft covers can be painted to match the car that is a more modern look, like the RV8 versions of the MGB.

With the bumpers removed, you can see what needs filled and replaced. At the front, The traditional MG grille is apparent by its absence. There are the two large rubber-bumper supports coming through the grill area. These can be cut off or you can thin the grille in those areas and leave them. The kits use these to mount the chrome bumpers. They do add some support in case of an accident or provide mounts for driving lights or a badge bar.

The best way to thin the grille over the supports is to replace the center material with a mesh screen. The mesh also better hides the supports and any wiring behind the grille. You can often find a good grille at a swap meet or on eBay. Once I found a one-piece aluminum replacement for \$10 that I used on my BGT in place of the Leyland style recessed 1971 grille.

Next you will notice that the holes for the indicator lights are too short and too wide. There are suppliers for sheet metal and fiberglass splices for those holes that allow you to mount the turn-signal lights. Or you can make your own adaptors or use a different style of lamp, such as from a Mini. Lots of room for creativity for MGs! You have already changed it from original. (See page 17.)

For my Midget, I used TD or Bugeye (or Big Healey) style bumper over-riders mounted to those bumper supports (without a cross bar). I flattened a tube to mate to the rounded back of these. See Figure 3.

You can use the RB (rubber-bumper) front valence (the panel under the bumper that is usually bent badly from curbs) or buy a new or used chrome bumper valence. One guy used the extra square holes in the RB valence as brake cooling ports.

Moss Kit

Moss supplies a kit for the MGB conversion which includes everything except the grille which you can buy separately. This may be the best way to go but you can do it on the cheap if you buy the parts used and can make some adaptors as needed. Dixon in May is the best swap meet in the Bay Area currently.



For classic looks, lower the ride height with a suspension kit and add Moss' chrome bumper conversion kit.



Below: Glued-in or screwed-in filler section

Rear Conversion

At the rear, the conversion is straight-forward except for the large gaps below the tail lamps. This is the most noticeable area to fill. You can buy sheet metal pieces to fill these gaps. They are intended to be welded in but you can mount them with glue or homemade brackets. There is an extra body seam when you do. That seam can be filled later if and when you repaint the MG. One source provides these filler panels with folded edges that are intended to be mounted without welding. You will need to paint them to match the body. But you may need to paint the new valences and other brackets anyway. You can get the paint matched and even put into spray cans. You could make these fillers yourself (steel or fiberglass, even plastic) or cut them from a scrapped body. Or even 3D print them, I suppose.

The rear bumper can be replaced with Bugeye style over-riders as well.

There are other ways of replacing the rubber bumpers, either for a retro look or for a more modern look. There are vendors for panels that fill the bumper space with other looks, generally without bumpers. See also *The Octagon*, issues April/2023, March/2023 and July/2023.

The later MGBs and Midgets do offer some nice features not included in the earlier cars. (See *The Octagon*, May/2021.) And many of them were purchased as second cars and not driven hard and put away wet like the earlier cars. So you see really nice cars with original paint even now all these years later.

California Emissions

A problem with the MGs after 1975 in California is the requirement for smog testing that requires an original look to the emission controls. However we have found that the catalytic converter can be empty and the car will still pass. This lowers the exhaust back-pressure and keeps that source of high heat out from under your bonnet that is right under your leaking carburetor. The catalytic converter is likely to be empty anyway after some years of use. I have known folks who swap out the entire system or just the carbs every two years for testing but of course I cannot recommend that. And there may be other options for cars that are not driven for regular use.

I hate seeing these RB cars go to the scrap yards when they can be saved and made to look like the earlier MGs. We need these less-expensive cars to draw in the younger enthusiasts.

* 'Debumpering' to be added to the New Oxford English Dictionary in 2075



Author's '79 Midget above. Bill Hiland's Super B below during assembly. Shockey photos.



Reference Material



1979 MGB at left, owned by Bill Hiland.
Shockey photo.
RB MGB above owned by Steve Strublic.
Strublic pic. Name of "Alice"

Fortunately, there are a number of specialist that offer a chrome bumper conversion kit and this makes life a little easier, but it generally still requires painting and welding. However, the bumpers are mounted to the existing rubber bumper mounts and at first glance, the finished product is quite convincing and it is quite difficult to spot the fact it is converted. The kits generally run towards the £400 level though, as the three main items of expense are the grille and bumpers. Unfortunately, the experience of many is that the re-production items do not last as long as the originals, and are also poorly shaped and finished with sharp edges and problems in getting the grille to sit square in the nose.

At the front, however, it is possible to get away without painting and welding as it is at the rear if you don't mind a slightly non-standard look, and the same comments apply to the Sebring valences. Several of the kits available are comprehensive and even include the piece to fill in the front wing aperture. The pieces to be fitted under the rear light units are also easily available as separate items to be welded on, or if you are replacing the rear wings (both lower half or full rear wing) then generally the outer half of the cone is already there, requiring only the inner half to be welded on. In my case, as I was having both lower rear half wings done, I only needed one cone piece which I cut in half to fit thus saving me a few pounds!

Creating the front Sebring look

Many buyers of the r/b cars will have differing opinions on whether they like the look, but, if like me, you bought a r/b GT because it is the lowest in pecking order (read cheapskate!), then you may want to consider losing the rubber bumpers. The mass of the bumpers is fairly significant, as much as 40kg (88lbs) and so improvements in not just acceleration, but also handling are effected, since weight is lost from each end of the car.





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- ***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!***

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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**



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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)	
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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

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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

JANUARY

2nd

Club Meeting

6th

Annual MGOB "After the Holidays" Party

FEBRUARY

6th

Club Meeting

18th

27th Annual Chilly Run

MARCH

5th

Club Meeting

APRIL

2nd

Club Meeting

MGs of Baltimore Affiliations

North American MGB Register
North American MGA Register
MG Car Club UK
MG Owners Club UK



North American MGB Register

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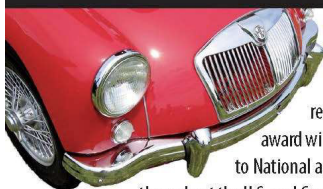
North American MGB Register

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April 21st to 24th, 2024

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North American MGB Register



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GT-49

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