



# THE OCTAGON

Newsletter of the M.G. Owners Club  
The Northern California Centre of the M.G. Car Club



North American MGB Register



**Since 1957!**

Shockey  
Photo



## September 2023



## About *The Octagon* and the MG Owners Club

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. *The Octagon*, our newsletter, is published monthly by the MG Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

### DIRECTORY of MGOC OFFICERS for 2023

President: **Kirk Prentiss**, [kirkprentiss@gmail.com](mailto:kirkprentiss@gmail.com)  
 Vice President: **Andy Preston**, [andypreston@att.net](mailto:andypreston@att.net)  
 Treasurer: **Marla Preston**, [marlapreston@hotmail.com](mailto:marlapreston@hotmail.com)  
 Secretary: **Mike Jacobsen**, 415-333-9699,  
[MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

### BOARD MEMBERS AT LARGE

Member-at-Large: **Mark McGothigan**, 510-633-1981,  
[markmc3us@yahoo.com](mailto:markmc3us@yahoo.com)  
 Member-at-Large: **John Hunt**, [huntsails@comcast.net](mailto:huntsails@comcast.net)  
 Member-at-Large: **George Steneberg**, 510-525-9125,  
[j2george@pacbell.net](mailto:j2george@pacbell.net)

### APPOINTEES

Commercial Advertising: **Rick Anguiano**, 209-617-8492  
[webmaster@mgocsf.org](mailto:webmaster@mgocsf.org)  
 Corresponding Secretary: **George Steneberg**,  
[j2george@pacbell.net](mailto:j2george@pacbell.net)  
 Historian: **George Steneberg**, 510-525-9125,  
[j2george@pacbell.net](mailto:j2george@pacbell.net)  
 Photographer: **Rick Anguiano**, 209-617-8492  
[webmaster@mgocsf.org](mailto:webmaster@mgocsf.org)  
 Registrar: **Steve Kellogg**, 408-355-4125,  
[webmaster@mgocsf.org](mailto:webmaster@mgocsf.org)  
 T Register Director: **Jim Carlson**, 408-224-3992,  
[mgjim@comcast.net](mailto:mgjim@comcast.net)  
*The Octagon* Editor: **Dan Shockey**, 309-696-0803,  
[magnut\\_dan@hotmail.com](mailto:magnut_dan@hotmail.com)  
 Webmaster: **Rick Anguiano**, 209-617-8492  
[webmaster@mgocsf.org](mailto:webmaster@mgocsf.org)  
 Regalia: **Andy Preston**, 707-795-3480, [andypreston@att.net](mailto:andypreston@att.net)

### CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.

MGB: **Steve Lilves**, 415-924-3173, [slilves@sbcglobal.net](mailto:slilves@sbcglobal.net)  
 MGB Early & Originality: **Don Scott**, 707-942-0546,  
[Don@napanet.net](mailto:Don@napanet.net)  
 MGB V8 Conversion: **Tony Bates**, 408-666-6174,  
[avbates@yahoo.com](mailto:avbates@yahoo.com)  
 MGC: **Tom Doyle**, 530-546-9924, [wtdoyleii@gmail.com](mailto:wtdoyleii@gmail.com)  
 M.G. Midget: **Christian Rowcliffe**, 415-359-6319,  
[Car@rowcliffe.com](mailto:Car@rowcliffe.com)  
 MGA Coupe: **Andy Preston**, [andypreston@att.net](mailto:andypreston@att.net)  
 MGA & Twin Cam: **George Steneberg**, 510-525-9125,  
[j2george@pacbell.net](mailto:j2george@pacbell.net)  
 Z-Magnette Saloon: **Eric Baker**, 510-531-7032  
[mgpb36@yahoo.com](mailto:mgpb36@yahoo.com)

T-types: **George Steneberg**, 510-525-9125,  
[j2george@pacbell.net](mailto:j2george@pacbell.net)

Pre-war Midgets-Magnas-Magnettes: **George Steneberg**,  
 510-525-9125

PA/PB Midget 1934-36: **Eric Baker**, 510-531-7032,  
[mgpb36@yahoo.com](mailto:mgpb36@yahoo.com)

### COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Rick Anguiano** at 209-617-8492 or [webmaster@mgocsf.org](mailto:webmaster@mgocsf.org). 2023 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1<sup>st</sup>, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10<sup>th</sup> of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

### MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15<sup>th</sup> of the month preceding the issue in which you want them to appear. Please email all contributions to [magnut\\_dan@hotmail.com](mailto:magnut_dan@hotmail.com) or send them to: Dan Shockey, 12632 Edith Dr., Garden Grove, CA 92841

### RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? The club roster is available from Steve Kellogg upon request.

### MGOC.SF.ORG

Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at <http://mgocsf.org>.

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## Scottish Highland Games 2023

### September 2nd & 3rd

### Alameda County Fairgrounds - Pleasanton



AYE! The Scottish Highland Games are back at the Alameda County Fairgrounds! The sponsor, The Caledonian Club of San Francisco, has invited us back to participate in the British Car Show at the games. By bringing your **MG to show** you will be given full access to all of the games events for **FREE**. It's an all day event, and you can watch the Heavy Athletics, Highland Dancing and Pipe Band competitions. Go to the games webpage to see all of the events that are part of your free entrance:

<https://thescottishgames.com>

You will receive a **'two-day pass'**, a **\$120.00 value for both you and one passenger**. The two day pass is useable to participate in the car show one day, and come back as a guest a second time.

These tickets go fast so **RSVP ASAP. REGISTER BY AUGUST 30th!** What I need from you is the following:

- Day you will attend - Saturday Sept. 2nd or Sunday Sept. 3rd?
- Will you have a passenger?
- Confirm your cell phone number (in case Russ has to reach you)

All tickets and parking passes are being provided **electronically** this year. Again, details for this are in the FAQs, so read carefully. You **must** provide parking passes at the gate for entrance to the fairgrounds. You **must** arrive by 7:45am (very latest for entry) and stay until at least 4pm. We can bring easy-ups this year.

There are some requirements for attendance. Contact Russ Taft for info, reservations and passes.

[taftster@aol.com](mailto:taftster@aol.com), call or text: 925-788-7946



### Classic Cars

Aston Martins, MGs, Morgans, and other legendary British marques will be on display throughout Games weekend. Meet up with motoring enthusiasts for a nostalgic trip through the heydays of Britain's automobile history.

**Parking is in a nice area with shade, grass and close to a stage, food and all the action.**

**You may bring an easy-up for shade.**



# From the Editor

Greetings, MG Lovers,

26 September 2023

The summer is speeding by, nearly Labor Day. Which brings us the Highland Games then the Track Day at Sonoma Raceway. Great events. Try them!

I got some work done to the MGA Coupe. Well, perhaps "done" is too strong a word. But it feels good to make some progress. I can remember using a classic MG as a daily driver and just trying to keep up. Many times rushing to get it fixed in an evening or on the weekend before the next commute.

The TC clubs do an annual event called the Conclave. This year it is in Paso Robles in early October. Here's hoping the weather cools by then. It should be great by the time the GOF comes in mid-October near the coast north of San Diego. Not too late to sign up for that collection of fun car activities. Treat yourself!



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[rachel@otraclassics.com](mailto:rachel@otraclassics.com)

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

We celebrated my father's 99<sup>th</sup> birthday recently. He drove to the restaurant to meet us. He says he now has the perfect low-miles garaged car he always looked for.

Safety Fast! **Dan**



New noise-reducing exhaust tip on the Coupe.

Cartoon from Brian Sonner of Placerville



Geoffrey Locquenutte & Nelson: Along the way



Please call/email if interested!  
Free pass required for paddock



**When:** Saturday, Sept. 9 - Track opens at 7am. Be there by 10am to avoid missing any MG racing

**What:** All-MG Club Corral in Paddock. Info tour of the paddock, MGs & drivers, by club member. Social time with drivers.

**Who:** Club members' MG and non-MG sports cars welcome

**Costs:** Free entry - No fee for parade laps. Bring your lunch or purchase

**Camping:** Free camping available in the paddock Friday night

**Details:** Mark McGothigan, 510-333-3696, [mark.mcgothigan@gmail.com](mailto:mark.mcgothigan@gmail.com);  
John Hunt, 925-330-7849, [huntsails@comcast.net](mailto:huntsails@comcast.net)

Shockey Photo

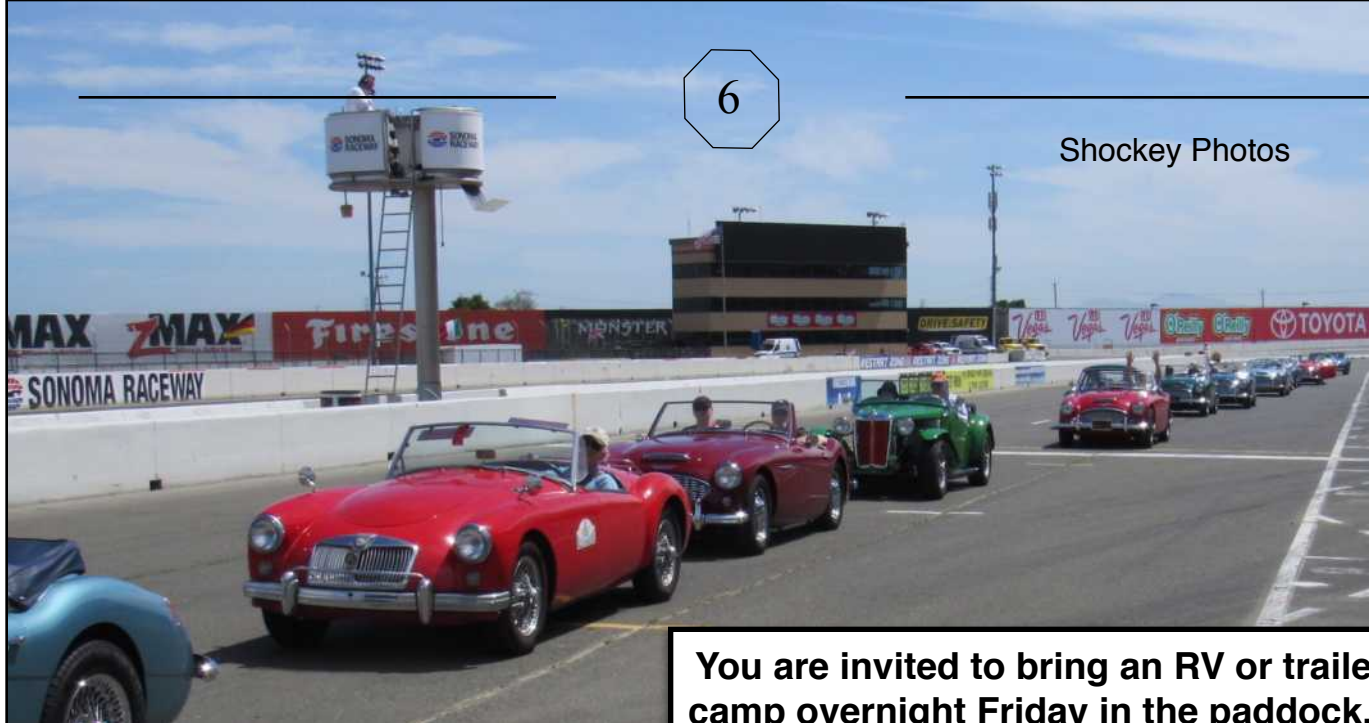


September 8-10, 2023

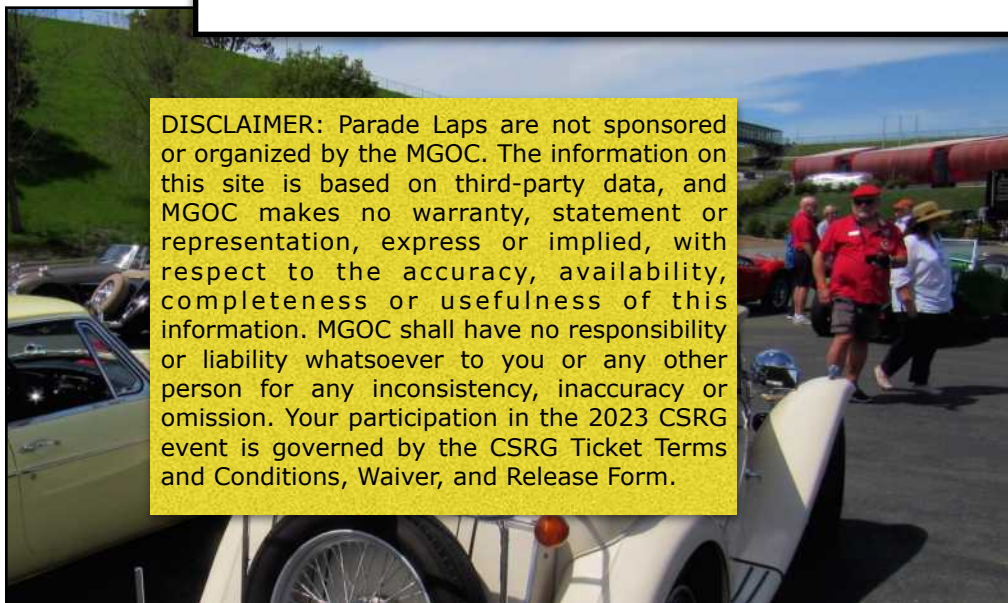
20th CSRG Charity Challenge at Sonoma Raceway

(Open Sound Event)

This is our signature event, with over 250 entries, spectators, car club displays, vintage aircraft flyovers and more. And starting in 2022 this becomes a full, three day event, with practice and some qualifying on the optional Friday session. Since the first Charity Challenge in 2004 our charity rides program has raised over \$1M for the Sonoma County charities, and the Saturday night part dinner and auction are as fun as parties can get.



**You are invited to bring an RV or trailer and camp overnight Friday in the paddock. Mark will bring an RV and shade. Many of the racers camp so it is a fun time. Bring chairs.**



**DISCLAIMER:** Parade Laps are not sponsored or organized by the MGOC. The information on this site is based on third-party data, and MGOC makes no warranty, statement or representation, express or implied, with respect to the accuracy, availability, completeness or usefulness of this information. MGOC shall have no responsibility or liability whatsoever to you or any other person for any inconsistency, inaccuracy or omission. Your participation in the 2023 CSRG event is governed by the CSRG Ticket Terms and Conditions, Waiver, and Release Form.

## More Information

Entry will be free for all spectators. CSRG will set up an MG clubs paddock area near the grandstands in the pit area. You will need a (free) pass to get in there so someone will have those as you enter the track. We expect at least one parade lap and possibly 2 or 3.

The CSRG parade laps are scheduled for the noon lunch break. However there is a very slight possibility that they might have to cancel those should something happen to badly upset the day's schedule. Odds of that happening are 5% or less but be aware that it could happen.

This is a fund-raiser event for CSRG. You are welcome to make a contribution but it is not a requirement for participation in the event. They have raised over \$1million for Sonoma area charities.

In addition to the CSRG parade laps in your car, you can also contribute \$100 to \$175 in return for a white-knuckle ride in an actual vintage race car around the track.

They plan a fly-over by vintage aircraft during this years' event. As an added treat, MGOC club member Bev Morgan usually sings the national anthem for this event.

**Note that Parade laps are not sponsored or organized by the MGOC**



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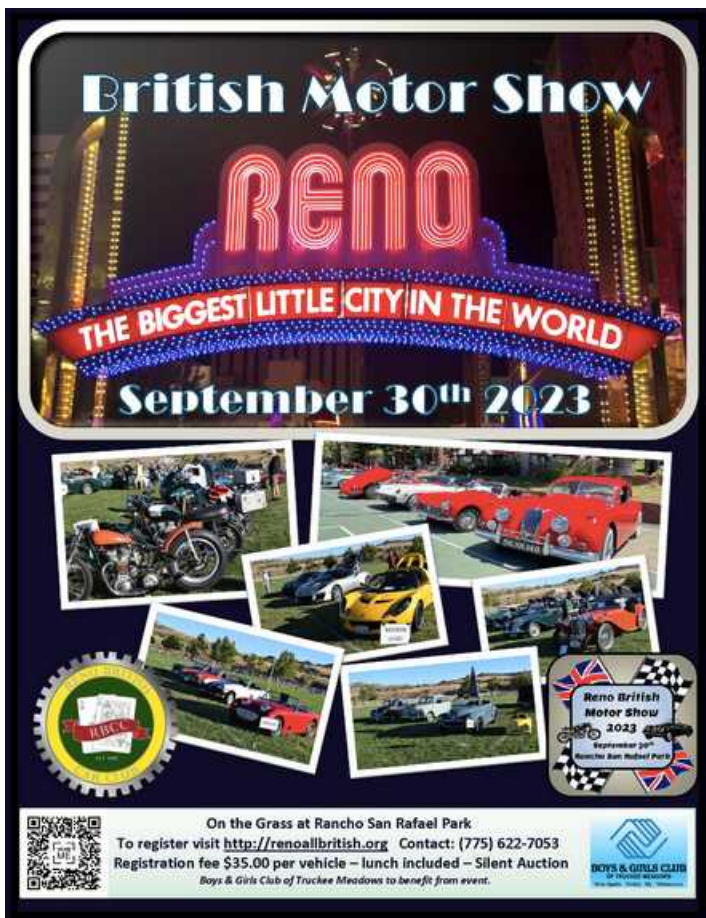

## All British Motor Show go to the Blackhawk Museum Sunday, Oct 15, 2023

8:00AM TO 2:00PM, FREE TO THE PUBLIC

See over 180 fine automobiles and classic motorcycles from the British Isles at the Blackhawk Auto Museum in Danville. Major proceeds of the All British Motor Show go to the Blackhawk Museum's Children's Education and Transportation Fund.

The show is free to the public, from 9:00am - 2:00pm Sunday, Oct 15, 2023.

The All British Motor Show has been presented by Mini Owners of America since 1991.



**British Motor Show**  
**RENO**  
**THE BIGGEST LITTLE CITY IN THE WORLD**  
**September 30<sup>th</sup> 2023**

On the Grass at Rancho San Rafael Park  
To register visit <http://renoallbritish.org> Contact: (775) 622-7053  
Registration fee \$35.00 per vehicle – lunch included – Silent Auction  
Boys & Girls Club of Truckee Meadows to benefit from event.



**Reno British Motor Show**  
**2023**  
**September 30<sup>th</sup>**  
**Rancho San Rafael Park**

Info and non-gaming lodging options:

<https://renoallbritish.org/renobritishmotorshow/>

## President's Ponderings

Greetings my fellow members! Time to ponder for another edition of The Octagon.

Speaking of The Octagon, I hope that each and every member takes a moment out of their day, at least once a month, to extend a personal thank you to Dan Shockey. Each month Dan works tirelessly producing a top tier newsletter for the club. I have been a newsletter editor and I can tell you personally it takes many hours of dedicated work to achieve the product he delivers. Clearly, it is a labor of love, and we all love what he does. Send him a message and share your gratitude with Dan!

Monterey Car Week 2023 is now behind us and what a week it was. Tuesday was the kick off with Classic Motorsports car show in Pacific Grove. Our very own Andy Preston took a first place for his spectacular MGA Coupé. Congratulations Andy!

Wednesday was The Little Car Show in Pacific Grove. While it is always fun to attend, this year is was a wee bit 'under attended' compared to previous years. Typically there are very unusual cars at this event and one of the reasons why I really enjoy it. There just weren't the numbers of bizarre vehicles this year. Oh, sure, there was an Isetta, and a Messerschmitt that fit into the bizarre category. But just not the numbers of usuals as in past shows. I also expected an influx of MGBs since this year they raised the engine displacement limit from 1500 to 1800. Not so much. Maybe it just was an off year...

Thursday morning is an early rise to pick a spot on the road out of Pebble Beach. The Tour d'Elegance begins at 9:00 AM. Owners of cars that will be in the Concours Sunday, have an opportunity to earn additional points by driving their magnificent machines from Pebble Beach down HWY 1 and back. The "free show" is a tailgate breakfast at one of the turn-outs to watch these amazing cars driven up the hill. There is ALWAYS some sort of issue with at least one of the cars. This year it was an early 30's Mercedes Roadster (stunning), driven by a young lad who must have been no older that 21, earned the prize. It stalled on the road in front of our group and would not start. We jumped into action to flag traffic around the massive machine. Shortly after the Lad made a call, a vehicle arrived with mechanics in matching jumpsuits to the rescue. Voilà! They got it started and off the Lad continued up and out to HWY 1. I have no idea if he made it back, but why worry when you have a bevy of well dressed mechanics a phone call away?

Last but not least, Saturday was our last event for Car Week. A "dawn patrol" start to meet at the Seaside Chilli's restaurant parking lot by 7:00 AM. Lot's of great cars, but the best part was having top shelf parking spots to attend the Concours d'LeMons a block away. SCORE! Of course the LeMons was a hoot as it always is. But enough was enough, so we packed up and made our way back to the Bay Area. Feeling satisfied that we had as much car-joy and you might dream of. Ahhhhh.

**Kirk**



Car-toon by Brian Sonner of Placerville





# Smitten

By MGOC new member Tom Ucko

In 1958, at age nineteen, I fell madly in love! No, not with a girl. Or even a movie or a song. I fell desperately in love with a car!

My friend Stan's girlfriend, Linda, planned to be in town with her roommate from Simmons College in Boston. Would Tom, she asked Stan, want to meet Betty, an attractive redhead, and show her the city? No need to ask twice. A week later the four of us met for lunch at a Greek diner in Inwood, Stan's neighborhood in uptown Manhattan. Betty was indeed attractive, with red hair as advertised, and a ready smile. I looked forward to our day together. After lunch Stan and Linda peeled off, leaving Betty and me to go around the corner to find her car.

"That's your car?" I asked. She nodded. I was blown away. The car was a gleaming, green two-seater sports car with swoopy fenders flowing into running boards, a rear-mounted spare tire, and bullet-shaped chrome headlights mounted on both sides of a chrome radiator grille—all of it brimming with classic racy elegance. Mounted at the top of the grille was a badge with the letters MG; I had no idea what that meant. With the top down, the tan leather upholstery beckoned. I ran my finger down the curve of the fender, enjoying the feel of the smooth metal, warm from the sun. "Wow, what a sweet car," I gushed. I was full of questions, but mostly I wanted to jump in, experience the ride, and—would she even consider it?—drive it myself.

Since my early teens, I've been car crazy. Devouring car magazines and books that featured exploits of teenage drivers, I would imagine myself driving fast—but of course skillfully and safely!—with a pretty girl in the passenger seat. The pages of my school notebooks were lavishly decorated with drawings of cars, real and imagined. I couldn't wait to drive. Alas, the minimum driving age in New York City was eighteen. I envied the guys I met in summer camp who lived upstate and started driving at sixteen.

The months before my eighteenth birthday, I practiced shifting a pretend car. I would hold the end of a pencil with my left hand, then move the other end with my right hand in the H shift-pattern—reverse, 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>—over and over, while my feet worked the imaginary clutch and gas pedals.

The day I turned eighteen I jumped out of bed, heart racing. At last I could learn to drive! I dashed to the subway, took the train to the nearest DMV office, eagerly applied for my learner's permit, and—oh no!—failed the vision test. (I might have failed the color test too—I'm moderately color blind—but I overheard the other applicants and memorized the placement of the red and green blocks on the chart.) I hurried to get an eye exam and glasses. A few days later, back at the DMV, my vision corrected to 20/20, I passed the eye exam and bounded out clutching the permit—my passport to automotive fun and adventure.

Dad volunteered to give me my first lesson. He drove us to a quiet suburban street north of the city and, with several stern warnings, allowed me behind the wheel of his stick-shift 1950 Plymouth. It was a disaster! With his voice raised (and likely with a red face—I was too scared to take my eyes off the road to look) he would badger me. "Watch out for the curb! No, no, the other way! You're going too fast! Pull over!" It was a struggle for both of us as I tried to steer, shift, brake, and pay attention to traffic—all at once—with Dad's shrill critiques keeping me on edge. On the way home, in a tacit admission that maybe he wasn't ideally suited to teach me to drive, Dad offered to pay for several lessons at a driving school. I eagerly accepted. With a calm and reassuring instructor to guide me, I learned quickly and passed my driving test first time out.

Back in Inwood, Betty grinned at my "sweet car" comments and showed me the features of her British sports car, a 1952 MG TD. She chuckled when she used the British words from the owner's manual to point out parts of the car. *Bonnet* was the hood, *fascia* was the dashboard, and *gearbox* the transmission. My previous exposure to cars was limited to American models; this exotic import was a revelation.

When Betty started the car the soft purr of the exhaust caught my ear. As she pulled away from the curb and accelerated, the purr grew to low growl. Nice! With Betty driving and me navigating, we toured Manhattan, from Inwood down to Wall Street and back. As we drove, I peppered Betty with questions about the car. At one point, I realized I was paying more attention to the car than to her. Not smart! From then on, I made a point of asking Betty more questions about her.

Later in the day, parked after a coffee break, she asked, "Want to give it a try?"

"Thought you'd never ask," I laughed. I felt my pulse quicken as we switched seats and I settled in. The gearshift was in an unaccustomed place—on the floor between the two seats; on Dad's Plymouth it was mounted on the steering column. While still parked, I shifted a few times to get a feel for working the gears. The gearshift clicked into place easily, with only a short throw. I started the car, shifted into first, gave it some gas, let up the clutch...and promptly stalled. Oh shit! I'd so wanted this to go well. But Betty was gracious. "It can be tricky at first, you'll get the hang of it."

And so I did. I was soon cruising along, impressed with the car's nimbleness. It went where you wanted it to go with almost no effort. The slightest movement of the slender steering wheel, which felt just right in my



hands, produced an immediate change of direction. The car danced around corners with ease, without leaning or squealing, and at faster speeds than I thought possible. So, this was a sports car! I was hooked.

Soon after that first ride in an MG, I bought my own, a black TD with green leather seats—a '52, like Betty's. When it came to buying cars, I was a greenhorn. I saw the black MG, drove it around the block, and bought it on the spot—at the full asking price. I didn't think to have a mechanic check it out first or negotiate the price. I learned later that I had overpaid for a car with significant problems. It burned oil. Lots of it. The low-gas warning light—the car didn't come with a gas gauge—was broken. (I used to joke that at gas stations, instead of filling up with gas and checking the oil, I did the reverse—I filled up with oil and checked the gas...with a stick I inserted in the tank.) The transmission was dicey. The car was severely underpowered. A gas station mechanic who knew MGs drove it around the block and reported, "This car has as much power as an old fart!" But it looked great, I loved driving it, and it was mine.

Stopped at a traffic light one afternoon, my mind elsewhere, my reverie was rudely interrupted when the passenger door suddenly swung open. Turning my head, I saw a husky guy about my age sliding into the passenger seat. *What the hell!* I was too taken aback to speak. The guy smiled, stuck out his hand, and said, "Hi, I'm Jeff. I have a TC." He meant an MG TC, an earlier version of my car. After I got over my shock and annoyance, we talked MGs and found we liked each other. As car buddies we had fun driving around with our similar cars.

We each lived in Washington Heights, not far from Fort Tryon Park, home of the Cloisters, the rebuilt French medieval monastery. The park's roads were mostly deserted at night. Jeff and I would meet at the entrance and roar through the park, chasing each other around the curves. When we circled the Cloisters, it was easy to imagine we were jousting in the sports car race held each year at Le Mans, France. Every so often the cops on patrol in the neighborhood would hear our booming exhausts echoing in the silent park, wait for us to come out the front, and give us a stern lecture. There wasn't much else they could do but warn us; they never followed us to see how fast we were going. In truth, we didn't go all that fast anyway. But keeping the cars in the lower gears, we kept the revs up and made lots of noise.

Hanging out at Jeff's apartment on a winter Saturday, we were itching for something to do. The city was in the midst of a cold wave and the outside temperature was in the low 20's. Snow was piled up on the sides of roads and highways. What would be fun?

Jeff wondered, "What if we do something crazy? We could lower the tops of our cars, fold the windshields down flat against the hood,"—you could do that on these cars—"and drive up the New York State Thruway just like that, our cars side by side."

"Yes!" I said. "The other drivers will freak out."

What a splendid idea! We were jazzed. We bundled up, folded down the convertible tops and windshields of our cars, and headed for the Thruway. Sure enough, we got the kind of looks we expected. The looks that said, "What the hell are those damn kids up to? Are they crazy? It's freezing out!" It certainly *was* freezing out, and the little heaters in these cars produced mere wisps of warm air. I was starting to lose feeling in my face, hands, and feet. Despite our euphoria at agitating the other drivers, after thirty or forty minutes, we signaled each other—we'd had enough. Pulling off the Thruway we took refuge in a nearby well-heated coffee shop. We spent the next hour warming up, congratulating ourselves, and having a good laugh.

"Hey Tom, how come your face is so red?"

"How come you're shivering, Jeff?"

We drove home with the tops back up.

My relationship with Betty didn't last. I saw her a couple more times and that was it. But my youthful passion for sports cars, ignited by her MG, matured into a lifelong love affair. I owned many more sports cars over the years—Italian, German, British, and Japanese—and continue to drive one to this day. None generated more excitement than that first MG.



This story is excerpted from the forthcoming memoir, *Born on the Run: How the Holocaust Changed My Life and Other Stories*.



# MGs by the Bay 2023

from Andy Preston

Our 29<sup>th</sup> Annual **MGs by the Bay** was held again this year on July 22 at Bon Air, Greenbrae, which is an upscale shopping area in Marin. It was centered in an area under a large oak tree which gives plenty of shade and where some of the cars are staged as well as the MGOC booth. The Bon Air management is wonderful to deal with and provide the club with their large tent, tables and chairs and power for our PA system. They also secure the parking area the night before so no other cars are parked there. It's such a relief when I arrive early in the morning to help set up the show to see no cars are parked in the area reserved for us.

We had the best turn out ever for this year's Car Show even though the weather forecast was predicting 3 digit temperatures in different parts of the Bay Area. This did not dissuade all who showed up to make this the best car show yet. Fortunately for us and the regional micro climates the temperature was in the very pleasant 70s to 80s.

Overall there were 35 MGs which I think is amazing when you consider the newest car is now over 40 years old. I don't think any other car club has such a dedicated group of members. There were 11 chrome bumper MGBs (a record), 2 RB MGBs, 5 MGAs, 3 TFs, 2 TDs, 1 TC, 6 MGB GTs, 1 Pre-War and 4 in the Premier Class, 1 TC, 1 TA, 1 Midget, and 1 MGA Coupe.

One of the things I like the best about this venue is the foot traffic we get from the shopping center. Bon Air do a marvelous job advertising the car show and we get lots and lots of visitors of all ages. It's especially rewarding to see young kids taking an interest in our old cars and they always gravitate towards the earlier ones. There was such a crowd around Dan Shockey's 1935 MG PA that I don't think poor Dan had time to take a lunch break. Although I've never seen him happier as little kids climbed into the driving set pretending they were on the race track.

The event was a great success and I hope to see you and hopefully even more members next year as we celebrate our 30<sup>th</sup> Anniversary of **MGs by the Bay**. Thanks to all who helped out making this one to remember.

The popular vote results are as follows:

Class	Place	No	Owner	Car Type	Comment
A-TC	1	42	Dale Enstad	48 TC	???
B-TD	1	16	James Pierson	53 TD	Woodland Green - Previously last ran in May 1969 until 2021. Dug out of a garage in Oct 2021, where it came to my home.
C-TF	1	10	Andrew Hunt	54 TF	Red - Recently restored, numbers-matching original California car.
D-MGA	3	4	Marty & Naomi Rayman	62 MGA	Torch Red - Had been tucked away in a Chicago warehouse for 35 years. Frame-off restoration at 21K miles. Acquired June 2021 and now an almost daily driver.
D-MGA	2	26	Robert Johnson	61 MGA	Black - Restored 1961 MGA roadster with red interior, competition screen and whitewalls
D-MGA	1	2	Adrian & Liane Szwarcburg	60 MGA	Dove Grey - Purchased by my wife's parents as their first car in 1960.
E-MGA Coupe	1		None		None
F-Early MGB	3	40	Dennis Flosi	69 Early MGB	BRG - Black interior
F-Early MGB	2	27	Don & Anne Scott	65 Early MGB	Iris Blue - Renovated somewhat, work in progress
F-Early MGB	1	31	John Preston	67 Early MGB	Yellow - Volvo drivetrain and MGB brakes.
G-Late MGB	2	33	Mark McGothigan	75 MGB	Bracken - 1975 Jubilee Edition, purchased in 1979
G-Late MGB	1	30	Douglas Hollander	76 Late MGB	Bracken - Family-owned since 1976
H-MGB/GT	3	24	Geoffrey McGuire	70 MGB/GT	Bronze Yellow - Basically a stock car with wire wheels black racing stripes aftermarket AC
H-MGB/GT	2	35	Robert & Susan Milner	67 MGB/GT	Green - V8 conversion, with cooled cup holders
H-MGB/GT	1	14	Carl Biagi	72 MGB/GT	Mallard Green - Purchased in January 1972 and completely restored. Doesn't leak oil!
I-Midget	1		None		None
J-MGC	1	12	David Ruiz	69 MGC	Tartan Red - Numbers matching Roadster. Originally British Green, paint color changed during the older restoration but looks great!
L-Pre-War	1	30	Dan Shockey	35 PA	Red & white - Originally sold in Belfast, Northern Ireland. Very original except for cycle style front fenders.
M-Saloon	1	37	Eric Baker	57 Magnette	It's two-tone brown
Most Customized	1	35	Robert & Susan Milner	67 MGB/GT	Green - V8 conversion, with cooled cup holders
Daily Driver	1	4	Marty & Naomi Rayman	62 MGA	Torch Red - Had been tucked away in a Chicago warehouse for 35 years. Frame-off restoration at 21K miles. Acquired June 2021 and now an almost daily driver.
CYMLTTH	1	35	Robert & Susan Milner	67 MGB/GT	Green - V8 conversion, with cooled cup holders
P-Premier	1	8	Allan Chalmers	38 TA	Red - Built from parts, 1500cc





Shockey Photo



Chalmers Photo



Prentiss Photo



Preston Photo





Preston Photo



Prentiss Photo



Shockey Photo



Preston Photo

MGs are loved by kids and dogs. 'Just my size' and lots of fresh air.



Shockey Photo





# Keep Planning for 2023!



Shockey Photo

## SUMMER

Sept. 2-3: MG Display at Scottish Games, Pleasanton Fairgrounds, MGOc & SSTs, Russ Taft

Sept. 9: CSRG Races, MGOc, MG Clubs Corral and Track Tour, Andy Hunt, Chris Patterson, p. 5

Sept. 23-24 MGOc Vikingsholm Tour, Lake Tahoe, **Canceled**. Will schedule for 2024.



Prentiss Photo

## SUMMER - FALL

Sat., Sept. 30: Reno British Motor Show, p. 6

Sun., Oct 1: Central Coast British Car Show, Oxnard,

Sun., Oct. 15: All British Motor Show, Blackhawk Museum, Danville p. 6

Oct. 16-20: GOF West, Carlsbad, CA

Nov. TBA: Sonoma Tour, Marla & Andy Preston

Dec. 2: Holiday Tea, San Francisco



Preston Photo





Chalmers Photo

Premier class at left

Robert Milner (at left below) was the big winner with 3 awards!

Shown with Andy Preston



Shockey Photo



Shockey Photo



Shockey Photo



Prentiss Photo



Shockey Photo



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APR09



Paper K3 by  
Simon Cauthery  
of the UK

The Morris Garage  
Arizona MG Club 3h

## Paper MGs!

*Paper Cut-Out  
Winner is ...*



**Andy Kurtz's red MGB!**

Mass Motors  
3d

The votes are in and counted. The winner of the Moss Car Cut-out Challenge is Andy Kurtz!  
Thank you to everyone who voted or participated in this challenge. See more



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# MGOC Annual Picnic

We had a great turn out for the picnic, including many new members. Here are some photos. - Andy Preston



Picnic photos by Andy Preston

The Heims and Mike Jacobsen at right







# MGOC Meeting, Tilden Park, Saturday, August 5, 2023

## Minutes

**Call to Order:** Kirk Prentiss at 11:55

**Attending and introductions:** Names weren't recorded but attendance was approximately 30.

**Approval of Minutes of Previous Meetings:** March 29, 2023: Moved & approved

### REPORTS

**President's Report:** Kirk Prentiss: Thanks to VP Andy Preston for successfully presenting the MGs by the Bay car show. There was a round of heartfelt applause.

**Vice President's Report:** Andy Preston: Has agreed to present the 2024 event which will be the 30th Anniversary of MGs by the Bay. Andy reported that the show costs around \$900 to put on, mainly for the trophies, and this year MGOC made \$100+ profit, no loss, because there was high attendance at this year's event.

**Treasurer's Report:** Marla Preston: We're still in the black.

**Secretary's Report:** Mike Jacobsen: Arrived late so Amy Prentiss took the minutes.

**Registrar's Report:** Steve Kellogg: Nothing to report.

**Members at Large Reports:** Mark McGothigan, John Hunt, George Steneberg: All were present but had nothing to report.

**Regalia Report:** Andy Preston: "It costs more to mail regalia than to buy it!"

**The Octagon Report:** Dan Shockey: Not present, but compliments were expressed.

**Website Report:** Rick Anguiano: Absent

### INTRODUCTIONS

Members introduced themselves around the group and mentioned where they lived and what MGs they owned. There were some new members as well as regular members present.

**PAST EVENTS:** MGs by the Bay

**UPCOMING EVENTS:** MGOC events in **bold**

Monterey Car Week, August 14-20

Classic Motorsports Monterey Kickoff,  
Tuesday, August 15, 2:00-6:00pm

Pacific Grove Little Car Show, Wednesday,  
August 16, noon-4:00pm

Concours d'Lemons, Saturday, August 19,  
morning-afternoon

Scottish Games Car Display, Sept. 2-3, Alameda  
County Fair Grounds: % Russ Taft

CSRG Races, Sept. 9, Sonoma Raceway: % Andy  
Hunt, Chris Patterson (No new info yet.)

There was much interest in this event. John  
Hunt, Mark McGothigan and another John H.  
volunteered to contact Andy Hunt and Chris  
Patterson soon to get more details for our club  
to attend, park together, participate in the  
lunchtime parade laps and paddock tours as a  
club. Kirk asked if they could report back in a  
week.

MGOC Vikingsholm Tour, Sept. 23-24, Lake  
Tahoe: % Tom Doyle (No info yet.)

GoF West, Oct. 16-20, Carlsbad, CA

**OLD BUSINESS:** Ray Davis brought a  
magazine to share from the NAMGBR 2023 event  
he attended recently in Calgary. He thoroughly  
enjoyed the experience and recommended  
attending the next one in Katy, Texas next year.  
Read the August *Octagon* for Ray's report on his  
trip, plus another report by Tom Doyle, who also  
attended Calgary this year.

**NEW BUSINESS:** Mike Jacobsen received a  
\$200 donation by a former MGOC member Don  
Malcolm. He sold some MG parts and wanted the  
money to go to our club! Many thanks to Don for  
his thoughtfulness!

**BUSINESS RESOLVED ONLINE SINCE  
LAST MEETING:** None

**ANNOUNCEMENTS:** A robust **thank you** was  
given to Marcia Crawford and George Steneberg  
for organizing and hosting the annual MGOC  
Picnic!! The picnickers dispersed around 3:30pm.

A wonderful time was had by all. Good MG signs,  
banners, cars, friends, food and conversations  
were all around!

**NEXT MEETING:** TBD

Meeting adjourned at: 12:30

Submitted by: Amy Prentiss

**Thanks, Amy!**



# New Members!

**Welcome Rod Brown of Oakland**, who currently does not have an MG but is hoping to find one to buy

**Welcome again Lewis Specker of Greenbrae** who is an ORIGINAL OWNER of a 1968 MGB/GT. He has now sent photos (at right). The MG has 250,000 miles and now the engine is 1965cc.

**Welcome Sher Bell Boatman with a 1969 MGB Roadster** in Irish Racing Green

"Thanks so much for reaching out. It's kind of exciting to join the club, something I didn't know about until the last week or so.

"My husband, Steve bought my MGB in 1979 and did all the repairs to get it running nicely. It doesn't have the dual carbs anymore, too much to keep those puppies running consistently, so we switched those out for a Weber. Most everything else is still original. It's not at all restored, but it's my driver when I'm not in my truck. We've done most of the mechanical work on it ourselves. Steve is a mechanical genius, among other types of genius.

"Here's couple photos. My co-pilot, Leo at right. Below is our Ranch Family in my MG "towing" my horse trailer. I'm in the front passenger's seat (with my co-pilot in my lap) next to Santa (my husband Steve)

"I have some MG parts that I'd love to sell (cheaply, just so they go to a home). Is there a place in the newsletter or in the organization to facilitate that?"

*Sher, Campana Ranch Training Stables*

Photos from new members





## TECH TIP: MGA H4 SU Carburetor Jet Centering

If you ever discover your carburetor needle binding in the jet bore due to misalignment, consider these steps to remedy the problem (having the carb snug in a vice simplifies this procedure immensely):

**PREPARATION:**

Tighten the mixture adjusting nut to its full-up (lean) position so that the jet is all the way up and level with the top of the jet bearing and the bridge.

Loosen the carburetor jet bearing with a 13/16 wrench (Big Nut on the Bottom).

Loosen the dome screws and remove the dome and piston.

Loosen the needle retaining screw at the base of the piston.

Pull the needle out of the piston about 1/8" – 3/16" so the needle shank is visible.

Once 1/8" – 3/16" of the shank is visible, re-tighten the needle retaining screw.

**WHY:** Because when using the carb needle to center the jet, we want the tapered needle to be all the way down into the jet and the needle collar seated on the top of the jet. This allows the needle to center the jet with it's largest (thickest) diameter (explained later).

After you have the needle screw re-tightened, with 1/8" – 3/16" shank visible, insert the needle and piston into the carb body, then put the dome on in the proper orientation and snug the three dome screws.

### ALIGNING THE JET:

Next, find a screw driver that will easily fit into the piston damper tube without scratching the sides of the damper tube.

As you keep light downward pressure on the piston, slowly tighten the 13/16 jet bearing nut.

**CAUTION:**

Don't push down too hard on the piston or you might force the needle shank up into the piston.

## ALMOST DONE:

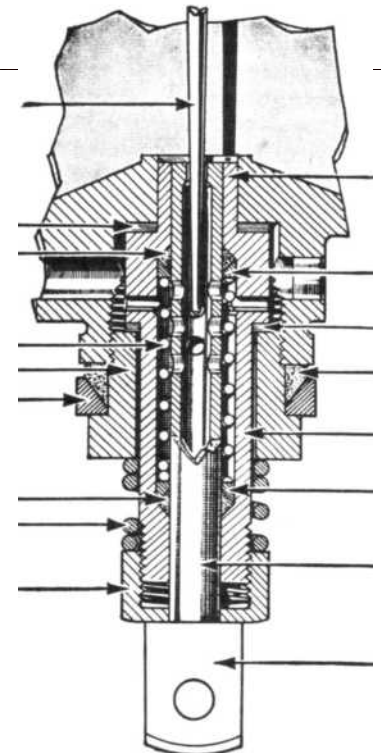
After the jet bearing nut is tight, check that the piston moves up and down without the needle binding.

If the needle rubs just a bit, don't worry because that portion of the needle shaft used to center the jet will be above the jet once the needle is returned to its correct position in the piston and the jet is lowered when adjusting mixture.

Remove the dome screws and the dome, pull out the piston, loosen the jet retaining screw and reinsert the needle so the shank is even with the bottom of the piston. Tighten the needle retaining screw, re-assemble the piston and dome, return to the carb body and tighten dome screws.

After re-assembly, turn the mixture nut two and half turns, check for free piston travel and no binding of the needle in the jet bore.

If it moves freely as designed. Success!



*Fig. D.10*







# Member Notes

Photos from members

## MGs by the Bay from Mark "Max" Heim, '66 MGB Roadster:

I just wanted to drop a note saying how much I enjoyed MGs by the Bay, and that I really appreciated the "Celebrating 100 Years of MG" pin — that was a very thoughtful gesture to the participants. I would also like to thank Dan for bringing the wonderful pre-war MG all that distance — it was a treat to see it and the reactions to it from the casual spectators. Keep 'em running!

## And from Jeff Sheldon:

I just wanted to express my gratitude for mailing the pin. I was really hoping that the GT would be ready in time for the show, but it seems they're still waiting for an overdrive to come in. It was a lot of fun walking through the show. I had a great opportunity to chat with many people and enjoyed the experience.

## MG in America from John Hunt:

Interesting article I found online about MG and going back to America. It looks like all the cards are falling into place: "SAIC May Have US in mind with growing MG"

<https://www.autonews.com/blogs/saic-may-have-us-mind-growing-mg>

## MG driveline for 1951 Simca, from Leif Ortegren:

I've got a line on a local car that only has 35K on the motor. Hope to complete the deal this week. I'll let you know, but thanks a lot for thinking of me!

## Photo from Marty Rayman:

I especially liked Mike J.'s article. Photo is the daily driver picking up Luca's bike. Cheers,

## Love Story from Don Scott:

An MGTC was a co-star in this 1970 movie. That car was a bit of a relic in 1970, as are Ryan and Ali now.

<https://www.tcm.com/video/1562476/love-story-1970-movie-clip-what-is-it-your-people-are-in>

## Highland Games from Russ Taft:

Hello gentlemen, essentially, the details are the same for this year as last year. We will be on the grass just beyond the tunnel. Show up at the car show, gate B by 730. Two passes per car entry will be comp'ed by the games. Because we are on the grass, easy-up canopy's will be permitted. Cars must be removed after conclusion of the games each day. Text me directly with your name, year make and model of your car. 925-788-7946 ASAP. We have a bout 20 or so spaces. If we need more, we might be able to squeeze them in.

## Sprites from Don Scott:

Have you ever driven one of these little cars? Really fun to drive, but maybe now a bit too dangerous given the size of other vehicles and the manner in which too many other people are driving.

<https://bringatrailer.com/listing/1960-austin-healey-bugeye-sprite-7/>

<https://www.bugeyeguys.com/wp-content/uploads/2017/04/scan0001.pdf>

## New Fuel Pump from Andy Preston:

Thanks for the warning about the German made SU fuel pumps. (A new one failed at the GT.) I'll clean up the points on the old one and put that in as a spare for the time being. On my Coupe all the plumbing is copper piping so it's not that easy to change it out on the road.

## Art Loeser's Passing, from Bill Traill:

Yes, I met him and son at Jim Silva's shop. He had his J2 there for Jim to finish details. He owned the J2 since 1956. There were at least two prior California owners of the J2. Both owners raced it locally. Car seems to





have been in California since late 1940's. The original engine threw a rod and busted the block. Ford V8? replaced the original engine. Fred bought another J2 engine in UK and had it rebuilt there in the 1960's.

They were just about to scrap the original J2 engine when I met them the week before Jim came down with covid. Since the J2, under Dutch ownership, was ran in both the 1934 and 1936 Mille Miglia, I advised to keep the original (possibly restorable) engine with the car, which they agreed to do.

*The guys were not members of any club so far as i know. Yet I think it appropriate to mention the passing of a local enthusiast who has some connection to the clubs. - Ed.*

#### Cleanout from Mike Jacobsen:

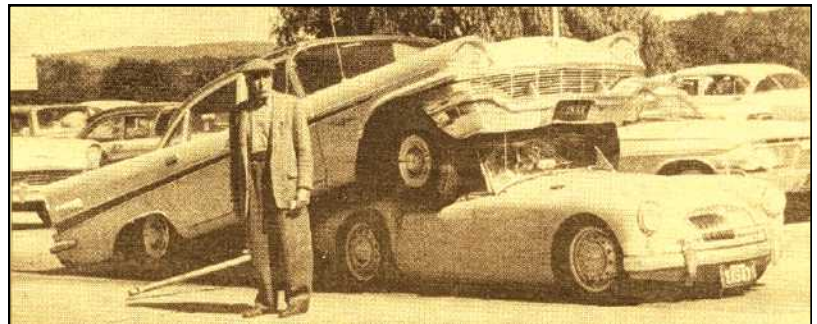
I don't know if you know Don Malcolm. He was an MGOC member for years, but lived in Clayton so we hardly ever saw him. Anyway, he's cleaning out his MG stuff now and I've been trying to help him. Nothing like the scale of Dave Laughlin's place, but there are a few things like the air intake and dashes in the classifieds.

#### Travels from Barbara T.:

Hi Dan, I am back in the Bay Area after a wonderful few months of traveling to Montana and catching the train back and forth to Grand Junction, Colorado then driving to Crested Butte . Now I have Sausalito Plein air this week and then Gualala Plein Air, Laguna Beach Plein Air early October and Sedona Plein air end of October. This year has flown by.

I miss my MG gatherings but am getting my car out for runs as much as possible Driven over 3000 miles this first year. Life is very good.

*On the Wilbur Cross Parkway in Connecticut. Late 1960s. Man and woman in MG unhurt though it messed up the lady's new hairdo.*



## Classified Ads

**Ads are free to MGOC members and \$6.00 per month for non-members. Some ads picked up from other clubs.**

**1959 MGA Roadster:** Good red paint with black interior, wire wheels, new top windows, side screens, manuals, extra parts, in Alameda,. Transition car came with 1600 tail lights on 1500 car. \$14,000. Member Richard, (650) 207-6506, ([www.rococoart.com/mga](http://www.rococoart.com/mga)). (Posted 8/23)

**1975 Midget:** Converted to diesel engine. Contact Dona, (510) 331-3498, [donaotten@gmail.com](mailto:donaotten@gmail.com)

**1967 MG1100:** Has all parts, accessories, etc. Many parts are already restored. \$3000. Member Lynn, [Lynnnberta@sbcglobal.net](mailto:Lynnnberta@sbcglobal.net), 510-648-1734, in Fremont (Posted 5/23)

**TC/TD Parts:** New walnut wood dash panels (TC) \$30 each, Complete TD air filter & manifold \$200. Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com) (Posted 8/23)

**MGB Parts, Parts, Parts:** Lots of early MGB parts. Let me know what you are looking for. These are from Ken Gitting's collection. Many are ceramic coated. Member Lynn Bryant at [Lynnnberta@sbcglobal.net](mailto:Lynnnberta@sbcglobal.net) (Posted 7/23)

**Enclosed Trailer for Rent:** Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt Electric Winch. Reasonable rates. Eric Baker (510) 517-2165

**We list ads for 3 months. Advise if you want them extended. For additional ads, see prior issues of *The Octagon* or [MGOCSE.org](http://MGOCSE.org)**





# Why Your Classic MG Needs High Zinc Engine Oil

by Peter Tilbury

The recent addition of a new advertiser in Classical Gas, Wakefield Canada Inc, promoting their new product Castrol GTX Classic oil with high zinc content, caused me to think whether Club members understood why this special oil was suggested for their classic cars. This led to a discussion at our Club meeting on May 10th, 2023.

## What is "high zinc" engine oil?

An engine oil with high zinc content has ZDDP in it, usually around 1200-1600ppm.

## What is ZDDP?

"ZDDP" is Zinc Dialkyl Dithiophosphate. (This is obviously very hard to say, hence the reference to ZDDP).

## Why are modern oils, including most synthetic types, not suitable for classic car engines?

Some years ago, the zinc was removed from engine oil because it affected the platinum and other precious metals in catalytic converters.

66  
...zinc was removed from engine oil because it affected the platinum and other precious metals in catalytic converters...

99

## Why is zinc in engine oil important to classic cars?

ZDDP in oil forms a 2-micron coating on metal engine components to protect tappets, cam shafts, bearings, piston rings, and valve stems from wear. An oil without ZDDP causes scuffing on flat metal surfaces, and damage can quickly occur. Flat tappets and camshaft lobes are particularly affected.

## Which engines can use modern oils?

A modern Jaguar with roller tappets, or if fitted with a catalytic converter, can use all current conventional oils and synthetic oils without ZDDP. All MG engines should use an oil with high zinc content.

## What high zinc oils are currently available in BC?

There are several products with high ZDDP on sale here (all 20W 50):

- Castrol GTX Classic
- Kendall GT-1
- Lucas Hot Rod and Classic
- Valvoline VR-1

Disclaimer (the fine print) – I am not an oil expert and any oils listed come without endorsement. I cannot be held responsible for any subsequent engine damage.

For more information check out "Oil is Killing Our Cars" by Keith Ansell on the internet. While this was written several years ago before high zinc oils were readily available, it is still an informative article for background.. ■

*I have read that it is actually the phosphorous in the compound that provides the protection- Ed.*

Reprinted from **Classical Gas**

July | August 2023

Classical Gas | 9

## JLO Wins at MG2023!

Our own Jennifer L. Orum won Class 4, MGB roadster, 1970 to 1972, at the NAMGBR national meet in Calgary.

Photos:  
Andrew  
Harding

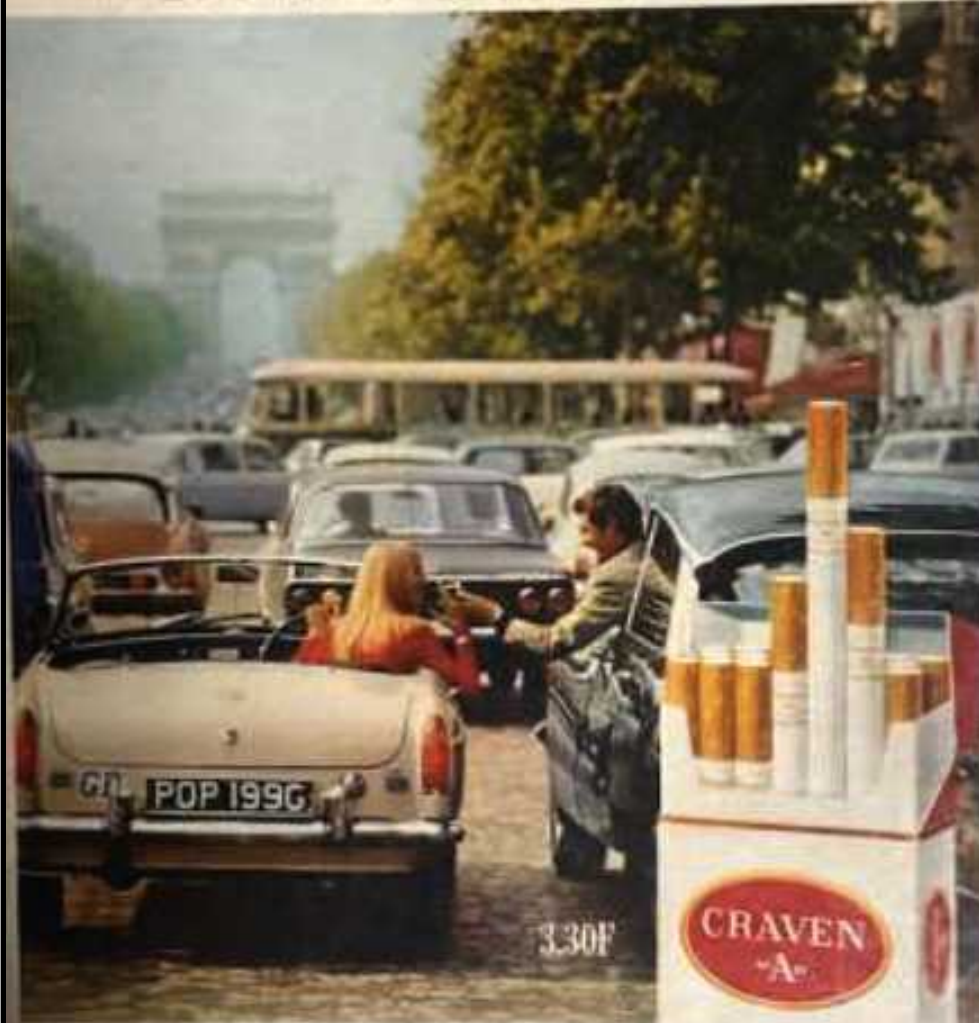
Need a pillow?







Mais oui, les Français savent bien  
ce que les Anglais ont de meilleur!



Voilà pourquoi les Craven sont les cigarettes  
anglaises les plus vendues en France.

CRAVEN FILTER KING SIZE 100% TOBACCO - 100% CRISP - 100% PURE - 100% ALLEMANNE - 100% GOOD

Reinout's note: The text best translates to, "Clearly, The French Know What The English Have Best!"

And at the bottom, "This is why Craven's are the best-selling English cigarettes in France".

Also note that the MGB on the Champs Elysee in Paris is RHD while the LHD Citroen ID or DS is LHD, as one might expect in France. So that is why the gentleman can light up the lady's cigarette.)



Men's Collar Polo Shirt Golf Shirt Tennis Shirt Graphic Prints Collar  
Blue Yellow Red Brown 3D Print Street Casual Short Sleeve Button-  
Down Clothing Apparel Fashion Cool Casual / Sports

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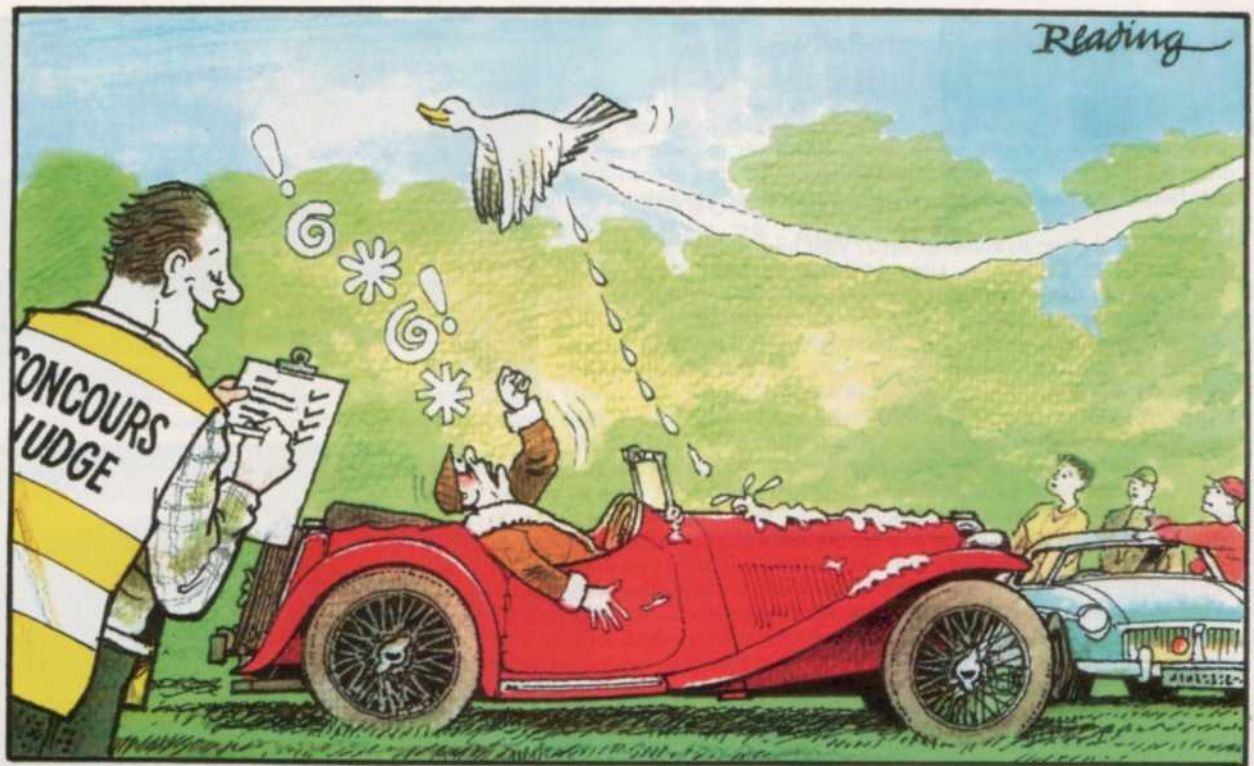
North American MGB Register





Warning:  
Fowl  
Language!

from  
**Enjoying  
MG**  
magazine



"THAT'S IMPRESSIVE SIR, EVEN YOUR LANGUAGE  
IS GENUINE NINETEEN THIRTIES"

Picnic Photo: Andy Preston



Only an upscale car club has tablecloths!

