



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!



**MGs by the Bay
on July 11!**

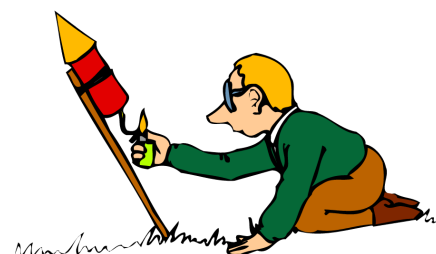
Midget Prototype -->

Run to Rio (Vista)!

Photo: Barbara Tapp



July 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 MGOC holds a business meeting each month at an event known as the "Natter and Noggin" in the style of English clubs. *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.

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

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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Rick Anguiano** at 209-617-8492 or 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. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th 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 15th of the month preceding the issue in which you want them to appear. Please email all contributions to 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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MGOC Annual Picnic

Saturday, August 5, 2023



11:30am-12:00pm: Club Meeting

12:00 Noon: Picnic Begins

Tilden Park in the Berkeley Hills, the Padre Picnic Area

The park is reached via Canon Drive, Shasta Road, or South Park Drive, all off Grizzly Peak Boulevard in Berkeley.

Come enjoy a day in a lovely park with old and new friends who share a love of MGs. Bring a picnic lunch or your favorite meats for grilling. George will fire up the BBQ*. MGOC will supply charcoal, ice, drinks and cups. * If the park permits fires this year

RSVP: to Marcia Crawford at marciacrawford7@gmail.com or 510-526-8951



From the Editor

Greetings, MG Fans,

28 June 2023

It is exciting to have the holiday long weekend coming and then the big **MGs by the Bay** event later in July. I hope you are making plans to be there. You would certainly miss out on why you have an MG! I plan to bring the 1935 MG on board my pickup truck. It is a long drive from Orange County.

Recently I had the opportunity to get the MGA on a lift for inspection. We found the left front wheel bearing a bit loose – could explain the freeway vibration. The rear brake cylinders appear to have small leaks, too. I rebuilt those two years ago so will recheck them. The big problem was that the ignition quit when we lifted it. I got it running with a jumper lead direct to the distributor. I haven't figured that one out yet. So some jobs to do!

We are working to finalize plans for the track day at Sears Point (Sonoma Raceway). We will get in free, have a dedicated paddock in the pit area and get to drive around the track at noon. Sounds perfect.

With joy,

Dan

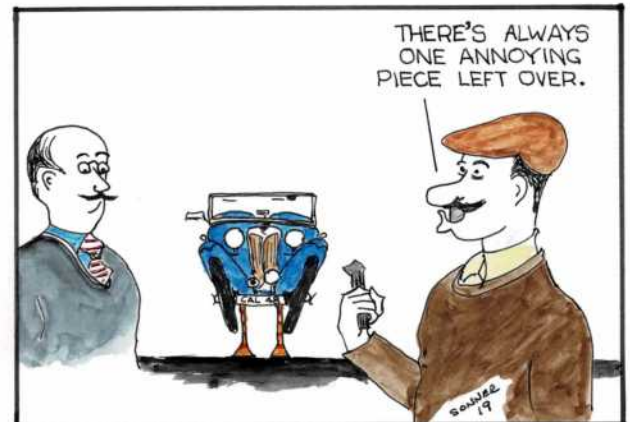


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Cartoon by Brian Sonner of Placerville



When: Saturday, Sept. 9 - Track opens at 8am

What: All-MG Club Corral in Paddock. Parade Laps at noon

Who: Club members' MG & non-MG sports cars welcome

Costs: Free entry - No fee for parade laps. More info page 16

Details: Dan Shockey, magnut_dan@hotmail.com, 309-696-0803



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.

The 29th Annual

MGs by the Bay

Saturday, July 22, 2023

10am - 2pm



BON AIR

GREENBRAE



401 Sir Francis Drake Blvd

Registration: \$25 by July 7

\$30 at the gate

Time: Opens 8:30am

Show starts at 10am

Popular Vote Awards: 1:30pm

Free entry and parking for spectators

Registration: www.MGOCSF.org

Announcing the 29th Annual MGs by the Bay

Saturday July 22 at
Bon Air Greenbrae



From US 101 exit at Sir Francis Drake Blvd. heading west. Bon Air Greenbrae is ½ mile on the left, opposite La Cuesta Drive, near the Wells Fargo Bank. 401 Sir Francis Drake Blvd, 94904



All MGs are welcome, from daily drivers to complete restorations. Advance registration is \$25 or \$30 on the day of the show. Additional cars registered to the same owner are \$10 each. The deadline for advanced registration is July 7.

Entry starts at 8:30AM and the show starts at 10, rain or shine, and awards are presented at 1:30PM. Popular vote judging is by the car owners, with awards for People's Choice, Best Daily Driver, and individual classes will be presented. The class awards are determined by the number of cars registered.

Return the form below with the entry fee, or fill it out and pay online at www.MGOCSF.org. One form is required for each car.

Mail before July 7, 2023 to:

MGs by the Bay
320 B Monterey Blvd.
San Francisco, CA 94131-3141

Make checks payable to **MGOC** or use PayPal on our website

For information call
415-333-9699
or visit www.MGOCSF.org

Show Use Only		
\$	/	#

Please print:

Name: _____ MG model: _____
 Address: _____ MG body style: ☐ Roadster ☐ Coupe
 City: _____ ☐ Saloon ☐ Other: _____
 State: _____ Zip code: _____ Car color: _____
 Email address: _____ Year: _____
 Daytime phone: () _____
 Short description of your car: _____

Has this car ever won First in Class at *MGs by the Bay*? ☐ Yes

Release: Neither I nor my heirs will hold the MG Owners Club or Bon Air Center liable for any loss, damage, or injury done to me, my party, or my vehicle, while engaged in this event or traveling to and from this event.

Signature: _____ Date: _____

Signature: _____ Date: _____

President's Ponderings

Dear Members,

Please accept my apologies for not posting in the last couple of Octagon editions. Life outside of my MG world was a bit crazy and I just couldn't get thoughts together to make those editions. OK, sure, even when I think I have my thoughts together they aren't as 'together' as I would like. Hyperbole aside, my thoughts were with you all regardless.

We are officially into the summer season and plenty of events going on to keep us content as joyful MG owners. I've had the GT out on several subsequent drives and after each one, pulling into the driveway I think, "The MGB is truly an enjoyable classic car to drive." It's handling characteristics are civilized and it provides plenty of feedback out



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Triumph, Rolls/Bentley, Lotus*



on the roads. The cockpit is comfortable for a big guy like me, especially in the leg room department. The auditory feedback it gives going through the gears, up shifting and down shifting is totally enjoyable. Sure, it is not fast, but it feels fast enough. It exudes complete British sports car charm. I like to think of the MGB as an "escape pod." When inside, behind the wheel, I completely escape from the regular world. I also think of the MGB as the last great sports car bargain to be had. I am astonished that sales prices are still as low as they are. You can find a damned nice one for completely reasonable prices.

Last but certainly not least, I feel compelled to urge every club member to attend **MGs By The Bay**. Think of it as duty and pleasure. I feel like we have a duty to have our lovely LBCs (Little British Cars) on display so that others may delight at the show. This is our PREMIER EVENT! Bring out your cars and enjoy them with others. The event is always a supreme success. And the members who put in the time to do all of the tasks to make this a fabulous event should be rewarded with high numbers of members attending! Show them your appreciation and register now! Be there Saturday July 22nd; I certainly will be!!

Kirk



16840 Joleen Way, Unit G-4, Morgan Hill, CA 95037
408.782.1100 Fax: 408.779.0938

rachel@otraclassics.com

www.ontheroadagainclassics.com

Haynes Manual Terminology Translated into Common English

Suggested by MGOC member Suzy Savage

Haynes: This is a tight fit.

Translation: Clamp with molegrips then beat repeatedly with a hammer.

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read through before you start. Now you are looking at scary photos of the inside of a gearbox.

Haynes: Pry...

Translation: Hammer a screwdriver into...

Haynes: Undo...

Translation: Go buy a tin of WD40.

Haynes: Retain small spring...

Translation: PINGGGG - "Jesus, where the hell did that go?"

Haynes: Press and rotate to remove bulb...

Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part.

Haynes: Lightly...

Translation: Start off lightly and build up till the veins on your forehead are throbbing then clamp with molegrips then beat repeatedly with hammer.

Haynes: Weekly checks...

Translation: If it isn't broken don't fix it.

Haynes: Routine maintenance...

Translation: If it isn't broken, it's about to be. We warned.

Haynes: One spanner rating.

Translation: An infant could do this... so how did you manage to **** it up?

Haynes: Two spanner rating.

Translation: Now you may think that you can do this because two is a low, teensy weensy number... but you also thought the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

Haynes: Three spanner rating.

Translation: Make sure you won't need your car for a couple of days.

Haynes: Four spanner rating.

Translation: You're not seriously considering this are you?

Haynes: Five spanner rating.

Translation: OK - but don't ever carry your loved ones in it again.

Haynes: If not, you can fabricate your own special tool like this...

Translation: Haha.

Haynes: Compress...

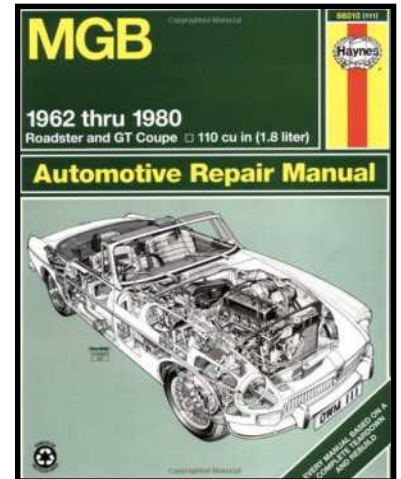
Translation: Squeeze with all your might, jump up and down on it, throw it at the garage wall, then find some molegrips and a hammer...

Haynes: Inspect...

Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, as I thought, it's going to need a new one"

Haynes: Carefully...

Translation: You are about to suffer deep abrasions.



Haynes: Retaining nut...

Translation: Yes, that's it, that big spherical blob of rust.

Haynes: Get an assistant...

Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Turning the engine will be easier with the spark plugs removed.

Translation: However, starting the engine afterwards will be much harder. Once that sinking pit of your stomach feeling has subsided, you can start to feel deeply ashamed as you gingerly refit the spark plugs.

Haynes: Refitting is the reverse sequence to removal.

Translation: Yeah, right. But you swear in different places.

Haynes: Prise away plastic locating pegs...

Translation: Snap off...

Haynes: Using a suitable drift...

Translation: Clamp with molegrips then beat repeatedly with hammer.

Haynes: Everyday toolkit

Translation: RAC Card & Mobile Phone

Haynes: Apply moderate heat...

Translation: Unless you have a blast furnace, don't bother. Alternatively, clamp with molegrips then beat repeatedly with hammer.



Suzy's New Ride!

Suzy picked up a rather special British sports car, a real factory racer Lotus Seven! She and husband Brian have been getting intimate with the new family member. "We broke an axle and are trying to sort correct replacement parts to eliminate the axle-eating locker." Lovely, historic and fun! (A locker is a locked rear differential.) Photos from Suzy.



American V8s Roar at Le Mans, June 2023

In Celebration of American Independence Day



Compiled from Jonathan Ingram and other reports

Led by Corvette Racing's extraordinary comeback victory in the GTE Am class, American teams excelled in a centenary running of the 24 Hours of Le Mans that was wet and wild.

The Cadillac entries of Chip Ganassi Racing finished third and fourth overall. Cadillac scored its first podium and led its first laps at Le Mans thanks to the No. 2 Cadillac. Earl Bamber went to the point during the catawampus opening hours resulting from a wet start and two safety car periods. Twice Sebastian Bourdais was rear-ended on board the yellow No. 3 Cadillac. Once he managed to get back on the lead lap before the second incident dropped it one lap down. The finish was especially notable since Cadillac had been 20 years absent from Le Mans.

Once again, the Scuderia Cameron Glickenhaus showed that a smaller American manufacturer could hang with the bigger factory prototypes by completing the race with two entries that ran trouble free and finished a close 6th and 7th. These cars are powered a twin-turbo V8 developed by a French company.

The No. 33 Corvette Racing team of drivers Nicky Catsburg, Ben Keating and Nico Varrone notched the team's ninth win at Le Mans (GTE Am class), but not without a little drama. After starting on the class pole won by Keating, Catsburg was doing fine until the front suspension became wonky. A shock replacement resulted in the Corvette dropping to 21st and the bottom of the leaderboard. Undeterred, the Corvette went from the bottom to the top on pace and well executed pit stops.



Caddy and Corvette



Glickenhaus

The Hendrick Motorsports Chevrolet Camaro, a modified NASCAR race car, ran as high as 27th and was ahead of the entire GTE-Am field after 20 hours. It was running as a special exhibition car. Up to this point, the car had no real issues and no offs to speak of. But unfortunately, after twenty hours and nine minutes of racing, they encountered their first major mechanical setback and replaced a gearbox. NASCAR regular Jimmie Johnson teamed with 2010 Le Mans winner Mike Rockenfeller, and 2009 Formula One champion Jenson Button to drive an incredibly consistent and smart race.

All of the GM race cars were naturally aspirated in contrast to their competitors, and produced a roar several octaves lower than the shrieking turbocharged engines. The NASCAR entry especially thrilled the crowd with its low rumble that shook the grandstands. It was a fan favorite and won the title, "Le Monster," borrowed from a large 1950s American entry.

Considering the difficult conditions in the first nine hours that saw just about half of the field involved in various types of incidents, the American racers overcame and impressed. Happy 4th of July!



The Chevrolet Camaro ZL1 piloted by NASCAR star Jimmie Johnson, former Formula 1 champion Jenson Button, and Le Mans-winner Mike Rockenfeller.

MGs Found While Walking

Marty Rayman enjoys walking round his area discovering interesting cars. Our friend Bill Trail had a similar experience in Los Gatos.

Pat and I hiked the trail from Vasona Park into Los Gatos and then returned to the park for a nice picnic lunch. The walk to Los Gatos was longer than we thought, but decided to continue the loop anyway.

As we entered Los Gatos I looked into an open garage and spotted an MGA. The owner was in sight. He is Ahmet and a member of the MGOC. When purchased the A had an American engine and drive train. Ahmet restored the A to original condition.

As we continued through old Los Gatos admiring the beautiful 1880's era homes, I spotted something way back in a driveway. It was

very small, and covered by blankets. Like a wet t-shirt I thought I could make out a radiator and headlamps on each side. Was it possible to be a pre-war 'Triple M' MG?

I was a bit leary to march down the long driveway and lift the blankets, but, Pat was not. She marched in and lo! A rebodied for racing P type.

There was a friendly man in the back yard and we found out the MG belongs to Dr. Terry Sullivan. The supercharger is removed for repair I assume.

I am glad we decided to complete the whole hike. Never know what might be missed if you don't look around the next corner. - Bill



Photos from Bill

Sold on BAT:



The cabin houses bucket seats upholstered in red vinyl with white piping, complemented by color-coordinated door panels and a black dashboard. Amenities include a heater, lap belts, and a push-button AM radio.

One-Owner 1967 MG Midget

No Reserve

Sold for \$13,456 on 6/6/23 | 109 Comments

View Re



100 Years of MG: The “Safety Fast” Century From Midgets To Modern EVs, MG Has Represented Motoring Fun For Generations, from Hemmings Motor News

Great Britain’s best-loved sports car brand is celebrating its centenary this year, marking 100 years since founder Cecil Kimber—then general manager of The [Morris Garages](#)—began “tuning” standard Morris Motors cars by upgrading their engines, improving their suspensions and brakes, and fitting distinctive, sporty new coachwork. Those special models were called “M.G. Super Sport Morris” in honor of [William Morris \(later Lord Nuffield\)](#) and his Morris Garages business. MG would soon design and build its own special automobiles whose motorsports pedigree originated with Kimber’s Morris Cowley-based, Land’s End Trial-winning “Old Number One” of 1925. Regular production began around 1927, and the [M.G. Car Company Ltd.](#) was formally registered in July 1930.

By the middle of that decade, this fast-growing marque offered an impressive range of sports and touring cars. Even as it came under greater control of its parent company, MG continued to expand its popularity at home and abroad. In the years after World War II, America would be its largest market, where MG became virtually synonymous with sports cars. The original, Abingdon-based MG firm was closed in autumn 1980, but the brand name lived on, applied to sporty Austin-Rover models; there was a renaissance of MG sports car production through the 1990s. That the now-Chinese-owned brand enjoys increasing sales of affordable electric cars today underlines the enduring fondness for the “sacred octagon.” We’re celebrating some of the most important and influential MG cars to honor this anniversary; write us and share your own favorite MG memories.

Shockey pics



1930 MG 18/80 seen at
Bloomington Illinois in June,
2023. Recently purchased
from the Jersey Islands after
a life in South Africa. Driven
150 miles to the event.



Keep Planning for 2023!



SUMMER

July 15: Tune n Spoon, SSTs, Lynn Bryant
 July 17-20: MG2023 in Calgary, Alberta, Canada
July 22: MGs by the Bay! Bon Air, Greenbrae
 July 27-30: MG Rendezvous, Madras, Oregon
Aug. 5, 2023 - MGOC Picnic, Tilden Park
 Sept. 2-3: MG Display at Scottish Games, Pleasanton Fairgrounds, MGOC & SSTs



SUMMER - FALL

Sept. 9: CSG Races, MGOC, MG Clubs Corral and Track Tour, Andy Hunt, Chris Patterson
 Sept 7-10: Triumphfest at Embassy Suites, San Rafael
Sept. 23-24: Vikingsholm, Lake Tahoe, Tom Doyle
 Sun., Oct. 15: Boots & Bonnets MG Show, El Segundo (near LAX)
Oct. 16-20: GOF West, Carlsbad, CA



Rio Vista RR Run!



KP



BT

Almost an all-MGB tour

Street car at right never did run to Locke but we got there anyway

Photos:
Barbara Tapp (BT)
Kirk Prentiss (KP)



KP

Locke & Ryde!



BT



Track Day on September 9 – More Information

We are still working out the details on this event with the organizers, CSRG. We have been told that entry will be free for all spectators. They 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. I have not heard yet if there are any other club paddocks on that day.

The parade laps are scheduled for noon. 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 parade laps in your car, you can also contribute \$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.

Cyberster to Cyber Star

Colin Grant, Deputy Editor of *Safety Fast!*

*[This article is from the June 2023 issue of **Safety Fast!**, the magazine of the MG Car Club (UK). Reprinted with permission]*

With the recent official announcement of MG's new sports car, the Cyberster, on May 11, I can now disclose that the Club was contacted by MG Motor to provide a red MGB for use as a photo prop for a photoshoot being held at studios in Banbury featuring a right hand drive MG Cyberster.

We contacted Club member Debbie Brading who owns a near mint condition red MGB, and she willingly agreed to provide her car for the shoot. This was duly delivered to the studio, and we then received a privileged invitation to attend and watch proceedings. We arrived at the studio at 10:30 am on April 5, having signed an agreement not to disclose any details or photos of our visit until the announcement date.

We were taken to the studio where the Cyberster and Debbie Brading's MGB were being photographed. There we were met by Jasmine Jiang of MG Motor, responsible for event management and PR Media, who introduced us to Guy Pigounakis, Commercial Director of MG Motor UK Ltd, and Carl Gotham, Advanced Design Director.

We discussed, over coffee, the impact that this car will have on the market and how the fact it is all electric would be viewed by the traditional MG enthusiast. We were shown round the car by Carl, who pointed out the many features of the design and how much he and the design team were inspired by MG's heritage in producing record breaking cars, and iconic sports cars such as the MGB. This has been reflected in the long



sweeping bonnet reminiscent of the MGB, the coachline which follows the line of the MGB and the oval headlights which are a trademark of the MGF.

Looking inside the MG, we were drawn to the focused driver's cabin, with its futuristic dash, featuring a bank of three wraparound info screens, plus a fourth for entertainment, and a tall centre

console which separates the driver and passenger. The optional yoke steering wheel, luxurious fittings and sculptured seats all add to the sense of luxury, with every detail catered for, including rear view cameras.

66
...inspired by MG's
heritage in producing
record breaking cars...
99

The external look of the car had just the same effect on us. We were amazed by the scissor doors which can be operated

remotely, and with its beautifully sculptured lines and flared arches giving it a muscular look. The low front and high back all blend together to make the perfect design when viewed from any angle. The wheels and large disc brakes together with the air intakes at the front give it a purposeful look, and the rear has full-width LED and arrow-shaped tail lights with MG badging that lights up.

The price is likely to be around the £50K mark for the single motor and £80K for the dual, and with battery sizes of up to 150kWh could give a range of 500 miles with a 0-62 in around 3 seconds. Online it's been suggested that the entry level single motor will get 309hp with the dual motor as much as 538hp. Sizing-wise it's about the same as a Jaguar F-Type. The car is due to be available in the UK in the middle of 2024.

I was allowed to take photos, but truly the photos don't do the car justice; it needs to be seen in the flesh to be fully appreciated. This is a car designed by enthusiasts in the true tradition of MG and so worthy of wearing the Octagon badge. ■

Go GOF West, Old MG!

By Dan Shockey, Pre-printed from the GOF Gazette

I had not attended a GOF before my 1935 MG P-type Midget came my way. I had had been to a couple national NAMGAR events (MGA Register) that are of a similar format. My first GOF West, in Napa, California, came soon after I bought the PA and got it running. (The PA was called the P-type until the larger-engine PB came along.)

The event that year was also the national meet for the "MMM" group of pre-WWII overhead-cam MGs so it was a great introduction for my family and me. The GOF is a family event after all. My father and his wife – and their dog – drove out from Illinois to join us. They were able to participate and even borrow an MG TD for the show day.

We were able to join the tour and to navigate to the Sears Point track. That was a special time for my father and me. The MG ran well despite the daily temps over 100 degrees.

Since then I have attended several GOFs, both the West gathering and the Central GOF after we moved back to Illinois for several years. Those were special events as well. One was based in Auburn, Indiana, with the banquet inside the Auburn-Cord-Duisenberg Museum (and former factory).

The P-type had an amateur restoration by the prior owner who cared for it for 30 years. He nearly finished but had not driven it. It was left to me to finish things and put it on the road. It had full "swept wings" (fenders) as original. I had an accident with the MG in Solvang during the GOF in Buellton in 2005 and later replaced the full fenders with cycle-style fenders on the front. I was not sure if I would like the style and may change it back some time. I won the Hard Luck Award that year.

I heard about the MG from a co-worker in the San Jose area. His neighbor owned it. This gentleman, a mechanical engineer at HP, was giving up doing such work.

The paint was lacquer over bondo and over some poor body repair. Despite all my touch-up work it needed refreshed. Last year, my brother-in-law helped me to repaint the MG in its current red and white two-tone colors. The P-types came originally in two-tone but it would have been two-tone red or green or blue. Mine was originally black with a green interior. MG purchased the body panels already painted. Since the fenders came from a different vendor than the body, they decided not try to match the paints. It was actually a cost-savings feature. (The black panels matched.) Some parts were painted at MG, such as the gas tanks, and debate still rages over which color was used.

I debated the new color scheme for some time. I didn't really like the shade of green that it wore. What finally decided it was that I had a gallon of the off-white purchased for a TR3 plus a gallon of the red TD paint purchased second-hand from another guy who never got to his project. I didn't want a dark color over the lower sides of the body with its imperfections and I liked the two-tone look. The paint is single-stage polyurethane (no clear coat).

My father has owned two green cars and had accidents with both so he decided early on not to buy another green car. I have owned one green car – the 1935 MG – and only one accident. So I am avoiding the family green-car curse.

I was in the habit of calling the PA "Mister Toad" from *The Wind in the Willows* stories. It was loud and pretentious and odd shades of green but still generous and lovable. I still call it that but now also "Peppermint Paddy" with its new clothes. I did not want to change its gender! The PA was originally sold in Belfast, Northern Ireland, so 'Paddy' is a suitable name. Green is a better color for an Irish car, of course.

I have had many other adventures with the MG, some great and some less so. The engine threw a rod while driving on the freeway near Oakland. After getting the block welded and other machining done, I rebuilt the complex engine myself. The longest trip I have made was to the GOF in Auburn, Indiana, from my home in Western Illinois.



Photos from the author

I drove it 700 miles that week and won a special award. Another PA joined me and we enjoyed empty secondary roads lined with wildflowers and small towns. Other memorable trips include journeys across the Golden Gate Bridge to the North Bay, once to Phil Frank's unique summer place in Bolinas.

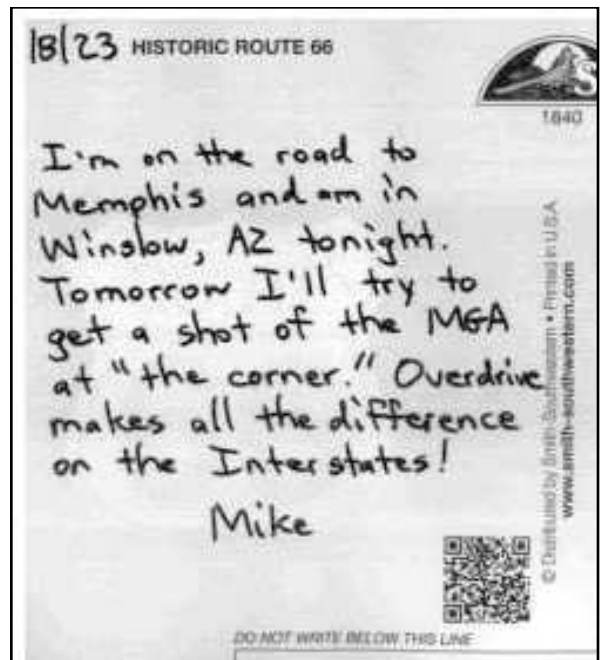
One advantage of the cycle front fenders and lack of low running boards is that I can more easily carry the MG in the 8-foot bed of my pickup truck. I use 11' ramps and some boards to get it into the truck, using an electric winch mounted to the truck's trailer hitch with a cable under the MG to the rear of the MG. I carried the P-type this way to the GOF West at Mt. Hood. Loading is more work but I avoid the "travel adventures" and lower speed limits of towing a trailer.

The PA can generally keep up with the other MGs on tour but is not a comfortable car on the freeway. I have enjoyed allowing more time and finding alternate routes to get places. It is most comfortable running at 50 to 55mph though I can run 65mph without feeling unsafe. Climbing hills requires keeping the RPMs up so I find myself pushing it harder at times than I wish to avoid having to shift down. The drum brakes are cable-operated so best to "plan ahead" when braking, as suggested by my father.



The PA has an 850cc motor, rated at 36hp. Because of its small displacement and overhead cam, it develops power at higher RPMs. The compression is low on the motor by design due to the poor quality of fuel available in England in the 1930s. These cars are often supercharged as a result. Mine still runs on its original twin SUs. Other than finishes, the car is remarkably as it left the factory in April, 1935.

I plan to drive Mr. Toad to the GOF in Carlsbad. It is about 70 miles but will be a little longer as I find the roads less traveled to get there. It appears I will have to get on I-5 for part of the way. Camp Pendleton is in the way of other roads. Be sure to allow time to stop along the way when you see a scenic place. I hope to see you there.



Pete Thelander Interview on Cars Yeah

Pete was interviewed for the May 10, 2023 broadcast of the Cars Yeah podcast, Listen to Mark Greene interview Pete, who is, one of the GoF West founding originators. [CarsYeah.com](https://carsyeah.com) (podcast #2315)



Pete & Fran Thelander still have the 1954 MG TF Pete had prior to their wedding 66 years ago. That MG will not make it to GoF WEST 2023 this year, but they will drive their 1948 MG TC and their son & grandson will bring the 1934 MG NE.

Check out carsyeah.com website and listen to this great MG resource talk about the cars we love.

10

Grandpa Pete has had a great time at Vintage races with this MG NE

Come see their son Peter and grandson Aaron with the NE at GOF WEST 2023

Peter Thelander is bringing his parent's 1934 NE to GoF West this year. In 2003, Pete & Fran Thelander took this car to Ireland for the Commemoration of the 75th Anniversary of the Ards Tourist Trophy Races. The TT is the race for which the NEs were built. The organizers had banned superchargers for the 1934 event which disqualified the previous year's winning car, an MG K3. It had been driven by Tazio Nuvolari in his only drive in an English car. He wished to drive an MG again in the 1934 race and Pete's car was prepared for him, including painting it red. Unfortunately, there was a conflict in sponsorships, and he had to decline the drive.



Pete is now 88 but still restoring his MGs. He is about finished restoring his TF with Chevy II "Iron Duke" four-cylinder engine (in front) and Corvair transaxle with independent rear suspension. He originally did this conversion in the 1960s. I hope he also brings it to the GOF.

Create a Midget Shark!

by Dan Shockey

The June Austin-Healey club magazine featured info and re-creation work for an aftermarket shark-nose bonnet for the Midget and Sprite. The original they found was labeled "Kellison" from Lincoln, California. Mike in Morgan Hill has two similar bonnets. They look to me to be a "Mk. II" version with a scoop added over the central fin. Otherwise they appear to be the same fiberglass molding.

The guy Back East has the original mold and is preparing to make some of these if you can't find an original. Contact: Alan Fisher in New Hampshire, keenfrogeye@gmail.com



Very little frontal area - provides terrific improvement in handling, roadability and speed. Aerodynamic air-flow characteristics allows this little beauty to fairly fly!

Total Weight Only 30 lbs. A savings of at least 60 lbs. over stock Sprite or MG Midget front end. Made of durable, lightweight molded fiberglass with "tilt-forward" design.

Integrally mounted and glassed-in inner fender panels create rugged mounting bases for smoother performance of the "flip-forward" race car design. Comes in gleaming white Gel-Coat finish. Requires only light sanding for preparatory finish. No additional glass work!

Installation time approx. 45 min. to 1½ hrs - a job so simple any amateur can handle it!

Side latches are of "suitcase" type (included in installation kit). Kit consists of frontal rod, side latches, screws, etc. ONLY...\$10.00



One of the bonnets in New Hampshire. You too can own this terrific improvement!



Mike has two of these bonnets installed! Was the bulge/scoop added to clear a taller engine? The 1500 perhaps?

Just need a shark tail for the boot....

Pics from Mike



Kim: A biography of MG founder Cecil Kimber Hardcover – August 19, 2023

by Jon Pressnell (Author)

[See all formats and editions](#)

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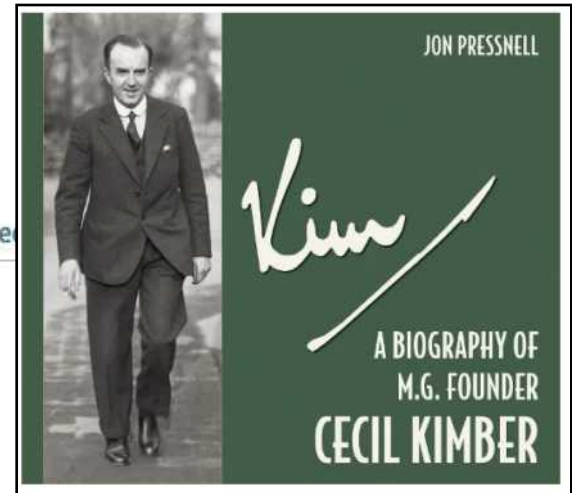
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A groundbreaking biography of M.G. founder Cecil Kimber.

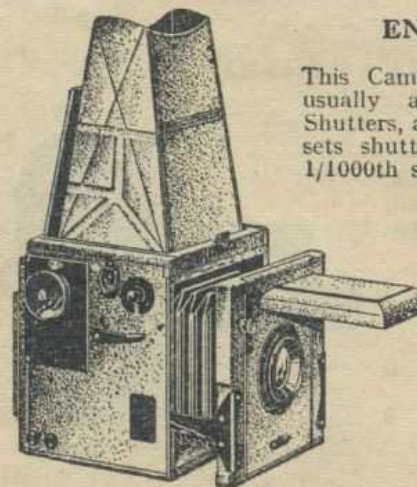
M.G., the world's most-loved make of sports car, was created in the 1920s by Cecil Kimber – invariably known as Kim. Rising above disability, with his energy, enthusiasm, and vision, Kimber became a leading figure in the British motor industry. Initially placing sporty bodies on Morris chassis, within a few years he had built M.G. into the leading European manufacturer of sports cars, with an impressive record of competition successes. He survived industrial upheaval only to fall victim to the venomous internal politics of M.G.'s parent company. Sacked from his high-profile job, he was preparing to bounce back when he lost his life in a needless accident.

Respected businessman, wayward husband, fallible parent – Cecil Kimber was a man of surprising contrasts. Here for the first time is the colorful story of the man behind those famous initials.



SLR? TLR?

Cecil's Cameras - What makes and models?



ENSIGN REFLEX.

This Camera overcomes the difficulties usually associated with Focal Plane Shutters, as a single control automatically sets shutter and speed from 1/10th to 1/1000th sec.

Size $3\frac{1}{2} \times 2\frac{1}{4}$ in.
With Aldis F/4.5 Anastigmat Lens .. £12 0 0

With Zeiss F/4.5 Tessar Anastigmat Lens £17 10 0

Size $3\frac{1}{2} \times 4\frac{1}{2}$ in. ($\frac{1}{2}$ plate).
With Aldis F/4.5 Anastigmat Lens .. £12 15 0

With Zeiss F/4.5 Tessar Anastigmat Lens £19 0 0

Hillsborough Concours

By Andy Preston

The Hillsborough Concours on 6/25/23 celebrated 'the sports car.' MGs were one of the marques invited to attend in a Special Display Class. I took the MGA Coupe and was the only MGA there. There were mostly MGBs and T series cars. Alan Chalmers brought his TA. John came with me and we had a great time.

When I left the show field the car stopped running after about 1/4 mile and I pulled over to the side of the access road. I suspected a fuel issue because there was no fuel smell under the bonnet and I couldn't hear the fuel pump ticking. I tapped the fuel pump with a wrench a couple of times and it started ticking again and the engine started. I drove all the way home with no problems.

The next day I cleaned the fuel pump points and everything seemed OK. However after a short drive the car stopped again and I had to whack the pump again to get home.

I ordered a new fuel pump today from Cecilia at Scarborough Faire which is a solid state one made in Germany; which is a direct replacement for the SU.



Photos: Andy Preston

The green TC belonged to MGOC member Jeff Stobbe for 50 years!

Classified Ads

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

1967 MG1100: Has all parts, accessories, etc. Many parts are already restored. Brakes, heater, dash and gauges. All windows and trim included. Motor runs, rebuilt cylinder head. \$3000. Member Lynn, Lynnnberta@sbcglobal.net, 510-648-1734, in Fremont (Posted 5/23)

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. Contact Lynn Bryant at 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





Member Notes

Bryan B. posted on The MG Experience:

In The Beginning, There Was Rust... ..and I saw it, and it was bad. (The Genesis of many enthusiasts British car experience.)

Rio Run from John Hunt:

Hey Dan, excellent looking flyer, thanks for putting it together. Shaping up to be a great adventure!

Thanks from Rick Anguiano:

By the way, as usual; you did one heck of a Beautiful Job on the newsletter. Thank you for all your hard work. (And thanks to Rick for the great web work!)

Travels from Andy Preston:

Hi guys, Marla and I were on vacation in Nova Scotia. In Nova Scotia we haven't seen one British car yet, alone any MG's. All the best,

Concours from Marty Rayman:

Another nice one. Grazie mille! Gary, our MGA has been accepted into The Hillsborough Concours d'Elegance, "...it will pay a special tribute to the collector car world's most exceptional sports cars during festivities on June 25 at Crystal Springs Golf Course in Burlingame." They had asked for a representative selection of MGs to celebrate the 100th anniversary. Cheers,

Concours from Andy P.:

Jaguar and MG are the featured marques at this years concours on Sunday. I've been accepted with my MGA coupe so will take photos and send you an article. This is a display class only so it's not judged so I don't have to spend 5 days cleaning the underside of the car!

Brit Show in Bloomington, IL, from Dan:

I went with my buddy in his Healey. English chap from southern Illinois, bought the 1930 18/80 recently. Was the factory demonstrator and ran in Land's End trial, etc. Didn't ask how much he paid for it. Drove it there.

Travel from Mike Jacobsen:

Yeah, the alternator is now in the A. The regulator wasn't cooperating and I had a conversion kit on the shelf. This means that I can now install the LED tail lights, since they're negative ground only. Photo: in Memphis

'Take it Easy' corner, from Mike J.:

Listen to the Eagles' song "Take It Easy." The corner is officially the one in the background here.

More travels from Mike:

I'm in El Reno, OK tonight. Left Memphis this morning at the end of the NAMGAR GT and decided that 500 miles was good enough for today. Tomorrow will also be about 500 miles to just outside Albuquerque where I'm staying with a friend.

In the Car Wash from Barbara T.:

I had my 4 year old Grandson and 2 year old granddaughter introduced to Little Bee and they eagerly assisted me in wiping her down. It's small enough for them to enjoy though I had to wipe down all their little finger marks later. Cheers,



Monterey Lodging from Tom Doyle:

I will be showing my MGC at the Classic Motorsports Monterey Kickoff Car Show on 15 Aug 2023. If you recall Andy Preston won the British Class in 2022 at this show. Anyway, I was looking to see if there is any lodging available from 14-16 Aug by one of our members? Rooms are going for \$300+ per night near Pacific Grove. I do have a reservation in Morgan Hill but was hoping for something closer.

TD update from Jim Carlson:

We are thinking about coming to the GoF, but I don't think I can drive my TD that far. We might fly down and rent a car so we can attend some of the GoF.

I am planning on MGs by the Bay but need to sort out why my TD suddenly has very low oil pressure. I don't think it is the gauge, but I just had the engine rebuilt by OTRA and don't have much mileage on it. It ran fine last summer on the way to and from the GoF. If I can't figure out what is wrong, I will come by MGB.

ps: Here is a photo from my son's house in NZ. I wanted to bring this back so we could have a place for the beer at MG events but I couldn't fit in the luggage. And here is an MG rental car in New Zealand, in downtown Napier.

MG rental from Barbara T.:

Ah, I too rented one in England. When I get back from Colorado I'll send you a bit of a write up. I'm loving painting in Crested Butte for a week.

New MG Roadster from John Hunt:

Perhaps it's finally going to happen? Electric MG roadster makes its debut at Goodwood Festival of Speed. See link below:

<https://www.goodwood.com/grr/event-coverage/festival-of-speed/2023/6/mg-cyberster-will-make-its-world-debut-at-festival-of-speed/>

Troubles from John H.:

My clutch master cylinder is leaking under my dash board. When replacing it, anything else I should check and consider replacing as well?

Reply from Mike J.:

Assuming that the entire system is the same age, you should also inspect the clutch slave cylinder and its hose for leaking, and the pushrod & clevis pin for wear at the slave cylinder. Things often wear out together.



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Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact registrars@namgar.com.

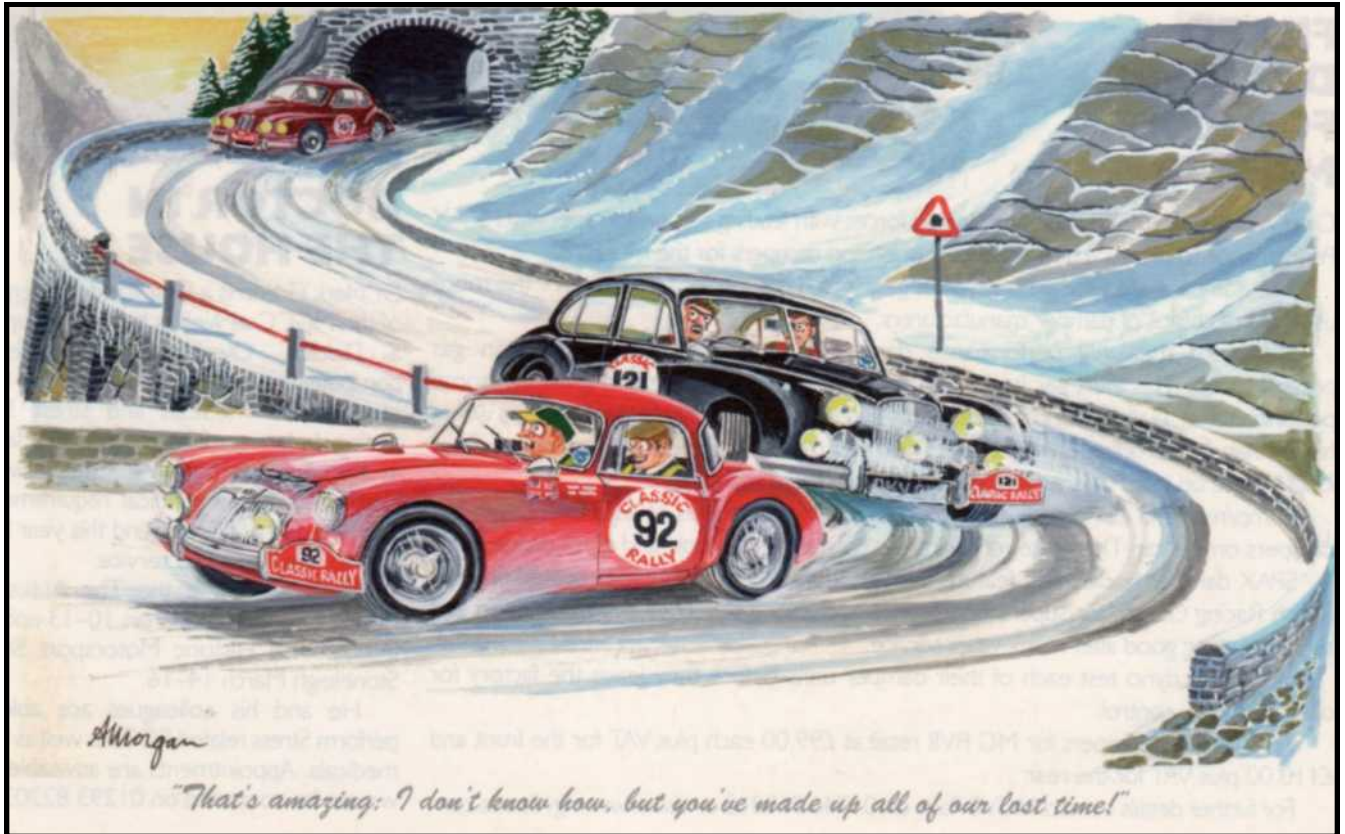
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Grand drive and
fascinating time at
the railroad
museum.
Cheers Barbara

Photo: Kirk Prentiss

