



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!



New Member Tim
Mulgrew's new TF

October 2020



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.

DIRECTORY of MGOC OFFICERS for 2018

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

BOARD OF DIRECTORS

Member-at-Large: **Mark McGothigan**, 510-633-1981,
markmc3us@yahoo.com
 Member-at-Large: **Ken Gittings**
 Member-at-Large: **George Steneberg**, 510-525-9125,
j2george@pacbell.net

APPOINTEES

Commercial Advertising: **Mike Jacobsen**, 415-333-9699,
MikesMuseum@yahoo.com
 Corresponding Secretary: **George Steneberg**,
j2george@pacbell.net
 Historian: **George Steneberg**, 510-525-9125,
j2george@pacbell.net
 Photographer: **Mindy Hungerman**, 925-838-7773
MindyHungerman@yahoo.com
 Registrar: **Steve Kellogg**, 408-355-4125,
webmaster@mgocsf.org
 T Register Director: **Jim Carlson**, 408-224-3992,
mgjim@comcast.net
The Octagon Editor: **Dan Shockey**, 309-696-0803,
magnut_dan@hotmail.com
 Webmaster: **Steve Kellogg**, 408-335-4125,
webmaster@mgocsf.org
 Regalia: **Andy Preston**, 707-795-3480, 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 1962-74: **Steve Lilves**, 415-924-3173,
slilves@sbcglobal.net

MGB 1974-1980: **Ed Adams**, 510-483-6821
AdamsEddie77@yahoo.com

MGB V8 Conversion: **Tony Bates**, 408-666-6174,
avbates@yahoo.com

MGC: **Kent Leech**, 925-253-9757, kent@kentleech.com

M.G. Midget: and Overall Auto Technician: **Craig Kuenzinger**, 925-934-3130, mrccraigk@aol.com

MGA/Coupe/Twin Cam 1955-62: **George Steneberg**, 510-525-9125, j2george@pacbell.net

Z-Magnette Saloon: **Eric Baker**, 510-531-7032

mgpb36@yahoo.com

T-types: **George Steneberg**, 510-525-9125,

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

S.U. Carburettors: **Craig Kuenzinger**, 925-234-3313,

mrccraigk@aol.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Mike Jacobsen** at 415-333-9699 or MikesMuseum@yahoo.com. 2005 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, 10 Willis Rd., Scotts Valley, CA 95066.

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.ORG

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

INSIDE THIS ISSUE

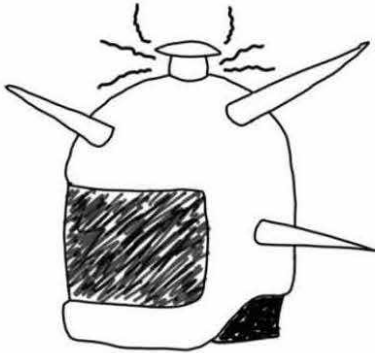
COVID virus helps	3
From the Ed	4
Event Info	5
TD Tach Repair	6
President's Ponderings	7
Replacing an Inner Tube Yourself	8-9
New Fuel Additive	9-11
Tim Mulgrew TF	12
TV MG restoration	13-14
Planning; Bench Seat MGA.....	15
New MG Electric	16-17
Member Notes	18-20
Classifieds	20
People's Choice Winner MGB	21
Back Page: <i>The Dream!</i>	22

From the Triumph Travelers:

HELMETS FOR OUR TIMES

by John Linney

Penny Herman sent me this from something her husband saved from Road and Track, (sometime in the 90s?). With modification, some of these might fit the bill for the current Covid-19 situation.



For the social distancer with extendible spikes and body odor emitter.



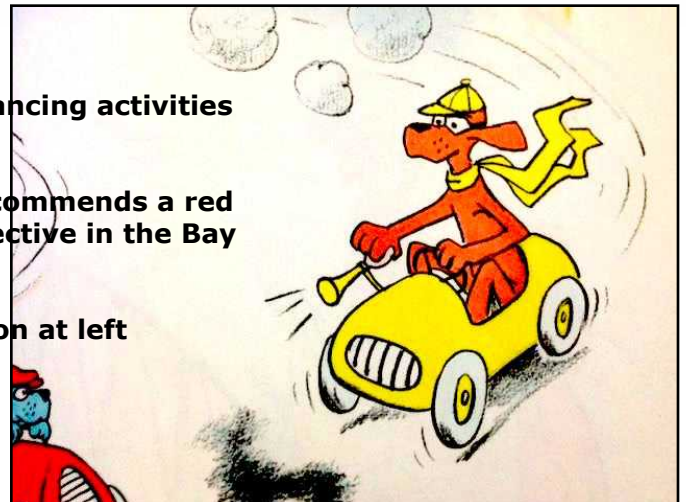
For the army surplus PPE hoarder who still likes to get out and about.



More social distancing activities for car guys

My coworker recommends a red MAGA cap is effective in the Bay Area

Phil Frank cartoon at left



From the Editor

Greetings, Sheltered Members,

I find the newsletter is all done except for my column.

I was laid off from my job so I have been busy with house and yard projects with some car work in-between. Thuy says I look brown and thinner. I am considering this as retirement but may take outside work if I find something interesting. Question: if it is interesting and fun, it is really work? Corollary: if I do mostly what I want every day, am I retired?

This weekend we are planning to take the PA to a small meet with the TC clubs in San Luis Obispo. I hope to haul it in the bed of my pickup truck. I have test-loaded it twice now but still working out the best methods. I trade off some more risk by raising it so high in exchange for much less risk on the road. Trailering can be quite an "adventure." I think that is why U-Haul stopping using the 'moving adventure' advertising theme. I believe it is a good trade-off. Just have to be very careful when loading and unloading. Always best just to drive the MG! I think I would if I was going by myself. Pacific Coast Highway!

I hope to get back to the MGA conversion next month. I will install a recently rebuilt 1800 engine, overdrive and a/c system. Yes, a lot to tackle - for an old retiree.

Take heart, 2020 is nearly over. Here's to a better 2021 with many car meets, live and in person!

October 1, 2020



The
MaGazine

Dan

LEVER SHOCKS REBUILT BRAKES SLEEVED AND REBUILT

EXCHANGE OR YOURS REBUILT
BRAKES: SLEEVING ONLY OR
COMPLETE REBUILDING
FAST SERVICE

Apple Hydraulics

1610 Middle Road
Calverton, NY 11933

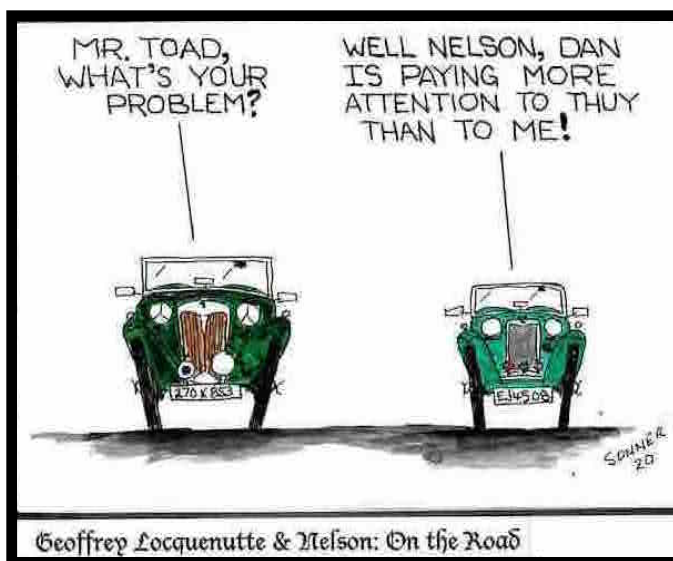
1-800-882-7753

(631)369-9515

<http://www.AppleHydraulics.com>



APR09



Geoffrey Locquenutte & Nelson: On the Road

I like this partly 3D metal plaque of MG racer Tim Birkin.



CLASSIC AUTO RESTORATION & REPAIR
BRITISH PARTS DISTRIBUTOR

WWW.UNIONJACK.COM

13555 Depot St. PO Box 551 San Martin, CA 95046

408 686-1101 Fax 683-2447

The Breakfast Club Rally group:

Thanks to all of you for making the sold-out [August BCR](#) such a fun morning out- great cars & people, what else is there?

As promised, we're announcing registration for our [September Breakfast Club Rally](#) to our newsletter *first*. Registration is now available through our website only (no more FB event)- so, head on over and fill out a [reg form](#). Another change for this month: the exact route will remain unpublished except to rally participants, who'll receive a PDF with turn-by-turn directions by email the week before 9/5.

As always, we'll be done by noon, and you'll be free to grab lunch at one of Sonoma County's great restaurants or pack your own picnic lunch.

Please continue to spread the word about BCR to your like-minded comrades, and tag

The September tour is also now SOLD OUT. Check for future tours.



The Drive, A Rolling Concours, Saturday, October 10, 2020

The [Coyote Creek Concours d'Elegance](#) will present The Drive on Saturday, October 10th! Although the Concours is cancelled for 2020, the current COVID safety guidelines allow us to get our beautiful cars out on the road for a spirited drive and rolling Concours!

With all the unknowns of Covid-19, WeatherTech Raceway Laguna Seca has made the difficult decision to cancel many large private track events for 2020. We know this is a disappointment for many. So, we are proceeding with our Drive in a different direction.

Our Drive Chairs have a full day tour planned that is sure to be fun!

We will start the morning at 8:00 am at the [Coyote Creek Golf Club] in Morgan Hill (<http://www.coyotecreekgolf.com>) with coffee, juice and pastries. There will be an abbreviated Le Mans style start, interesting stops, sites to see, time to kick tires, swap stories, enjoy a delicious lunch, and end with a Finisher's Reception at [On The Road Again Classics](#). All that, and a group photo shoot, good times on the road, and a nice gift from The Drive sponsor, *Hagerty*. The perfect way to get out with your car and enjoy great local roads with friends.

Spots are still available, but are filling up fast, so don't delay registering. If you have asked us to keep your place we have you!

The entry form for The Drive, A Rolling Concours is available on our website www.coyotecreekconcours.com

Happy motoring-gas 'em up!



TD Tach Repair

By **MGOC** Member Jim Carlson

Lasting President of the **Peninsula T Register**

As a follow up to the technical question I posed last month regarding the TD magnetic Tach, I was able to figure out the problem and fix my tach. I took the mechanism out of the case and noticed that the metal dish that was attached to the needle shaft was wobbly and not very stable. This seemed wrong to me, so I removed the pointer needle and the four screws holding the mechanism together.

What I discovered is that there is a needle bearing at the other end of the shaft that rides on a bearing race in the bottom of the tach mechanism. The problem was that this needle bearing had somehow come out of its seat. I reseated the needle bearing and put the instrument back together; no wobble of the plate; and once re-installed in the car it now works fine. Here is a picture of the mechanism; I didn't take one of the shaft removed from the tach but this may help show what to do.



On the Road Again Classics
Classic & British Auto Restorations & Repairs

call now to talk about your dream...

408.782.1100



*MG, Austin Healey, Jaguar,
Triumph, Rolls/Bentley, Lotus*



My next issue now is the speedo. When I get above 60 mph or so, the needle swings wildly and pegs at full speed, then back to zero. I think the issue is the cable as it has to make several turns to get from the transmission to the speedo.



Restorations, Paint & Body Shop, Mechanical/Electrical Repairs,
Detailing, Specialty Parts, Classic Car Showroom



16840 Joleen Way, Unit G-4, Morgan Hill, CA 95037

408.782.1100 Fax: 408.779.0938

bhiland@ontheroadagainclassics.com www.ontheroadagainclassics.com



President's Ponderings

Have you ever replaced a battery in a Jaguar XKR Coupe?

That's rhetorical question because I know that the answer is no; and neither had I until a couple of weeks ago when our 'new to us' Jag wouldn't start. How hard can it be to replace a battery; it's not rocket science or maybe it is.

Jaguar engineers normally put the battery in the trunk next to the spare tire or in our case under the hatch back. No it wasn't there. So I checked the engine compartment and it wasn't there either; so where did they hide it? As a last resort I referred to the Owner's Handbook and it's hidden in a compartment behind the rear seats, just in front of the spare wheel and accessed through the rear hatch. Replacing the batteries in a MGB GT is fairly tough because they're under the rear jump seat but that is child's play compared to the Jag.

For a start the battery is massive and weighs 65 lbs and puts out a whopping 970 cold cranking amps! It's held in place by 2 bottom retainer brackets one on each side of the battery. However you can't access either bracket until you remove a rear cross brace directly in front of the brackets. I had to use a breaker bar to loosen the bolts. After 45 minutes I had everything removed and the battery disconnected but it's too heavy to lift up because of the awkward reach. How can I get it out? I cut a piece of $\frac{3}{4}$ " plywood and covered the spare tire wheel well and climbed into the back of the car and only then was able to pry it loose and lift it out.

The open rear hatch was very close to touching the overhead garage door and I didn't want to take any chances so I lowered very carefully taking care not to close it completely and then heard a CLICK, it had latched shut. Now that's a bummer I thought but left to buy a new battery. When I returned from Interstate Batteries with my \$250 purchase I knew I had a problem because I couldn't open the rear hatch. The mechanism is battery powered and I had the new battery on the ground. Back to the Owner's Handbook and the engineers had allowed for idiots like me and hidden a small key inside the "smart key" remote opener which fits into a small slot in the rear hatch and like magic it opened.

I climbed back inside the car on my sheet of plywood and mauled the 65 lb lead weight back into its cradle. That only took 4 hours and I was pooped!

What's that got to do with MGs? Well not a lot but it reinforces my thoughts that our little cars are easier to work on and definitely cheaper!

BTW the prices of MGAs seem to be on the rise based on recent sales on "Bring a Trailer". Last week a fully restored and somewhat modified MGA 1600 sold for \$115,000 and it wasn't even a Twin Cam! Although not the norm prices of really nice ones are still fetching around \$40k and that's not chump change either.

Sonoma County is still prohibiting groups of more than 12 so we won't be back to any normal situation in the near future, so in the meantime, keep safe and see you all when we can meet again, (sounds like a Vera Lynn song).

All the best and keep safe during these troubling times,



Andy



Above: Andy in more sociable times, in Oregon.
Dave McCann behind.
Shockey pic, 2003

Replacing an Inner Tube Yourself

MGOC Member Mike Jacobsen

The last time I had a flat on my MGA, I had a new inner tube but no ambition to lug it and the wheel down to a tire shop. Instead, I installed the new tube myself. The car has driven fine since then, and the wheel still seems to be in balance.

Here's what I did:

Tools

- Jack, jack stand, knock-off hammer – everything to remove a wire wheel.
- Valve core tool – works much better than a small screwdriver.
- Tire irons – you need at least two but three are better. Get some long tire irons (mine are from Harbor Freight) if you can. The shorty Dunlop irons from the car's tool kit will work but longer irons make it easier. Big screwdrivers and pry bars will also work, but their ends may tear the tube and ruin it.
- Grease pencil or marker that will write on the tire & tube.
- Air pump or compressor – even a bike pump will work.
- Liquid soap – dishwashing soap works well.
- Talcum powder – baby powder works fine and will make your wheel smell nice too.

Getting Started

1. Mark the tire & rim so you know their relationship and can put it all back just like it was. This way you shouldn't need to have the wheel rebalanced when you're finished.
2. Remove the valve core from the tube to be sure there's no residual pressure. If you don't have a valve core tool you can use a small screwdriver whose tip fits into the stem, and spin out the valve core.

Take Out the Flat Tube

1. Remove the wheel.
2. Lay it on the floor and break the tire bead away from the rim. I did this by jumping on the tire, but you can also pry the bead away with tire irons.
3. Wipe the liquid soap onto the bead to help it slip over the rim. With one side of the bead shoved down into the deep part of the wheel, pry the bead over the edge of the rim on the opposite side. You only need to do this on one side of the tire, but pulling the tire off of both beads can make it easier to get the old tube out and the new tube back in. This does make it more likely that the tire will rotate, so the marks become really important to get the tire back in its original orientation.
4. Don't rotate the tire on the rim and the balance won't change; keep the marks aligned.
5. Work the tube out of the tire. (As shown by Dave McCann in photo above.)
6. If the cause of the flat wasn't something obvious, like a screw through the tread, take the time to find the tube's leak and mark that spot on the tube.
7. Set the tube on top of the tire so that the valve stem is over its hole in the rim and match up your mark on the tube with the tire. Then feel around inside the tire at the same spot to find what it was that punctured the tube.
8. Remove whatever caused the flat.



Put In the New or Patched Tube

1. Dump about a handful of talcum powder in the tire and rotate the wheel/tire to distribute the powder. (See photo at right.)
2. Install the new (or patched) tube. Make sure you put the tube in right side up so that the valve stem is on the same side as its hole in the wheel.
3. Pry the bead back into the rim, being careful not to pinch the tube or lose the valve stem into the wheel. If you have something to screw onto the valve stem to keep it from going into the rim, use it. The tool you used to remove the valve core from the punctured tube may work.
4. Inflate the tube, *slowly*, to get the tire to seat.
5. Once the tire is seated, deflate it to relieve any folds in the tube.
6. Position the valve stem so it evenly comes through the hole in the rim.
7. Re-inflate the tire.
8. Put the wheel back on the car.
9. Reinstall the valve core in the leaking tube so you don't lose it. You can patch this tube and keep it in the car as a spare.



If you are at all interested in being able to do this when you need to, practice on your spare wheel at home. This will test both technique and equipment. If you don't have all the tools in the car when you're at home, you surely won't when you're out and about.

Thanks to Dave McCann for reviewing and modeling.

A 'New' Fuel Additive

Coarsely compiled by Dan

Intro

Search through this link <https://www.ls1.com/forums/f48/been-testing-oil-91206/> and look at the postings by Sarge.

Oddly enough we have come up with a very simple solution to solve for the valve seat and octane issues as well as giving valve and upper cylinder lubrication. By slowing the burn down, this raises the octane that blowers like. The lube as well the lead (Pb) additives were taken out of our fuel to cut down on the cancers they could come up with. We use this product in our bigger motors also 125:1 and 200:1. I know it seems contrary but give it a go.

The Test

From "Sarge"

You guys know I test constantly and oil/tribology is my thing so here goes. I know the gasoline today is (crap.) Very dry and poor quality. Throw in ethanol and you got crap/corrosive gasoline. I use Fuel Power/ Lucas UCL with great success in my cars and other people's cars. At the first of the year some of us "lubrication physcho's" (mainly from the aircraft industry) discussed the (crap) quality of gasoline and the absolute advantages of running a fuel additive with lubrication capabilities and I think the testing is now complete and the results are very good. Biggest problem we had was the proper amount but we are now satisfied this works very well and you will have a smoother running engine/more power/better MPG....

What we are trying to accomplish:

- We need to lubricate the fuel pump/seals/injectors.
- We need to clean the fuel system and scavenge water that ethanol attracts.
- We need a film of protection in our fuel system to stop corrosion.
- We need a cleaner for our spark plugs/valves/combustion chambers.
- We need to clean the ring packs
- We need to leave a film on the cylinder walls to eliminate cold start metal wear.

This was my group's short list of deliverables. Of course we knew if we accomplished this list the car should A) Run smoother, B) Run more efficiently, C) Parts will last longer i.e. fuel pumps/injectors etc. and D) We should see more HP and MPG.

The Results

We did it. For pennies.

Answer: 2-Stroke oil. Not just any two stroke oil. But we needed the detergents etc. and found the perfect oil/add packs/viscosity in a marine 2 stroke oil you can get for under \$10 bucks a gallon anywhere. We used Pennzoil Marine 2 stroke for our testing. Here is the "blurb" from Pennzoil.....

Pennzoil Marine® Full Synthetic

Ultimate Protection

Pennzoil Marine® Full Synthetic 2-Cycle Oil is designed for your hard-working, large displacement, high-horsepower 2-cycle engine. High temperature protection is necessary for higher horsepower engines. High temperatures in an engine can cause loss of lubrication, carbon deposits, piston-scuffing, and pre-ignition. The combination of synthetic ester base oils and a premium, ashless performance package in Pennzoil Marine® Full Synthetic 2-Cycle Oil provides protection for high horsepower applications that require approved NMMA TC-W3® oil.

Benefits:

Pennzoil Marine® Full Synthetic 2-Cycle Oil is recommended for use in those makes and models of water-cooled, 2-cycle engines with direct injection systems, oil injection systems or those requiring use of a pre-mix. It is recommended for and meets the warranty requirements of Johnson/Evinrude, Mercury Marine, Yamaha, Suzuki, Force/US Marine, Mariner and others requiring NMMA TC-W3® oils.

Performs Whether running full throttle to open water for that fishing tournament, cruising your favorite waterway, pulling a skier or racing you need an oil to protect your high-horsepower engine. Pennzoil Marine® Full Synthetic 2-Cycle Oil is that oil.

Use Amount

Use 1oz of the two stroke oil per 5 gallons of gas (1oz-5gallons/ 2ozs - 10 gallons etc.) and that is the perfect ratio. Too much and it will make your engine run worse....too little and it won't do anything.....use the proper amount.....get a little bottle and keep it in your car....We have seen a maximum of 5% better MPG down to a minimum of 2% better MPG. All of our test mules reported much smoother idle and cruising. No smoking or ill effects. No residue on plugs our pistons....actually the opposite....we saw "cleaning".....I am now comfortable recommending this for all. I also now run this mixture in my GTO/Mercedes/Silverado and G6 with all having smoother running motors and all gaining MPG. Give it a try and let me know your experience. Follow the mixture ratio to the letter. 1 oz per 5 gallons of gas.

Testimonial

Yup....I used Lucas UCL myself and this is better both from a performance/MPG perspective for pennies, I got better results over 5000+ miles in my Silverado 5.3..... It is just as easy to follow as any other gas additive regiment. Just go and get yourself a measuring bottle and every time you fill up or top off....round the total gallons up and when you get home put that amount of 2cycle oil in. Example....you put in 8 gallons....when you get home put in 2oz's....if you put in 6 gallons round down to 5 and when you get home put in 1oz. What we found is this.....the first few tankfuls coat/lubricate and clean.....you really will not see/feel anything the first couple of tanks until the cleaning/lubrication has had a chance to do its thing....from there on out you are just maintaining the protection/solution. Very simple. You don't have to carry it around with you unless you are on a long trip then just take a 12oz bottle or so with you.

Getting Started

1oz to 5 gallons of gas. So if you fill up and have never added it before....you would put in 3oz's. From there you would maintain a 1oz to 5 gallons added. You'll go through like 2 full tanks before you will start noticing a difference....yes it cleans the (crap) out of the fuel system and the combustion chamber. Allows a smoother start up/idle, etc.....it works.....for pennies....

At 500:1 there is zero smoke or smell.

Product to Buy

You want TC W3 rating. That is for water-cooled marine 2 stroke engines. Valvoline/Pennzoil/SuperTech at Walmart.....you're after the TC W3 as it has the add packs/viscosity we were looking for. Costs under \$15 a gallon.

Well...at the end of the day the Fuel Power and Lucas UCL work....but you have to look at a cost to benefit profile.....2 stroke oil is a gas additive....has excellent lubrication/cleaning properties....so we know what it does.....burns clean.....what we had to test and test is the ratio of the mix to achieve optimum benefits. The 1oz to 5 gallons of gas has returned very clean spark plugs/upper cyliner as well (piston top etc.) and smoother idle and acceleration.....past the point of "butt dyno" bullshit.....it is pennies compared to dollars of the others I have been using with better resluts. Just do not over mix....stick with the ratio I outline.....more is not better.

More Testimonials:

Good man! We have over a collective 100,000 miles and 6 months testing already. Checked the cylinders (top end piston and walls) spark plugs etc. All cleaner than they were when we started....all reported (including myself) smoother idles and acceleration and a increase in MPG. So nobody is a guinea pig here guys.

We now are over 130,000 miles on our test mules (collectively) with no ill side effects. All positive. Don't forget this is really an old school "trick"...folks have been putting in Marvel Mystery Oil and 2 Stroke oil for decades.....what we did is fine tune it. Furthermore do not lose sight of the fact at a 500:1 ratio (really 1oz to 5 gallons is more like 600:1) you have less 2 stroke oil than water/chemicals that came with your gasoline. So you cannot "hurt" or degrade anything....it is all good for long term.....The reason I call for the Marine 2 Stroke oil is it is designed for and the add packs are there for water cooled motors....lower combustion ratings and detergents we were looking for. Use it with confidence.

For you folks running E10, this is a must to off set the long term corrosives of the corn alcohol on your seals/gaskets/fuel rails.

Summary

A lot of work was done in the USA on 2 stroke oil in both carburetor and fuel injection engines. The conclusions were that the best type of 2 stroke oil is the TCW3 which is a marine grade. The additive pack in this oil ensures, among other things, ashless burning. It was added at a 1:500 ratio. It was found to clean up the inlet area, combustion chamber, spark plugs and to free off any sticking piston ring packs such that after a period of usage stripped down engines were noticeably clean.

No mention is made of any effect on valve seat recession but the number of 1930 cars treated is probably small. He doesn't claim improved octane rating but people have found that it helped prevent pinking in some engines.

People report smoother running, better starting and a slight improvement in mpg. I suspect that these are all due to the cleaning effect having taken place.

Vintage Sunbeam engines with low compression ratios have reported improved power when dosing with 2 stroke oil.

Gordon in UK

Alternate Additives

What is the old wife's tale of 1 gallon of diesel to 10 gallons of gas? Never had the guts to try it but I know many who swear by it. A friend of mine who is heavy in the racing scene says he does it once a month on his DD's to clean it. He popped a valve cover off to show me it looked like it had less than 10K and the odometer showed 175k and I know it's the original engine. What say you ol' guru of all things oily? Ever tested that? I know diesel contains more oils than gasoline. (Forgot to note who wrote this.)

An oil guru (actual oil company research employee) on the prewar MG site recommends adding diesel fuel as above, and even up to 2 gallons per 10. He claims the result gives a wider range of hydrocarbons, more similar to the fuels sold as gasoline in the 1930s and 1940s. The slower burn better suits the older engines. (Dan)

Another age-old fuel additive is castor oil (drugstore variety.) But that seems to be more for the aroma it produces. Some guys I read about would put some in their tanks then pass each other to share the smell. Not sure if it has any of the above benefits. (Dan)

We were young and thin once and TCs were new.



New Member Tim Mulgrew

Sorry for the delayed reply I had tendon reattachment surgery on my right arm and am completely immobile typing with my left hand!

My bride and I are looking forward to meeting people with cars like ours. Previously a Mustang guy, we fell in love with the MG TF last year and began a search for the right one.

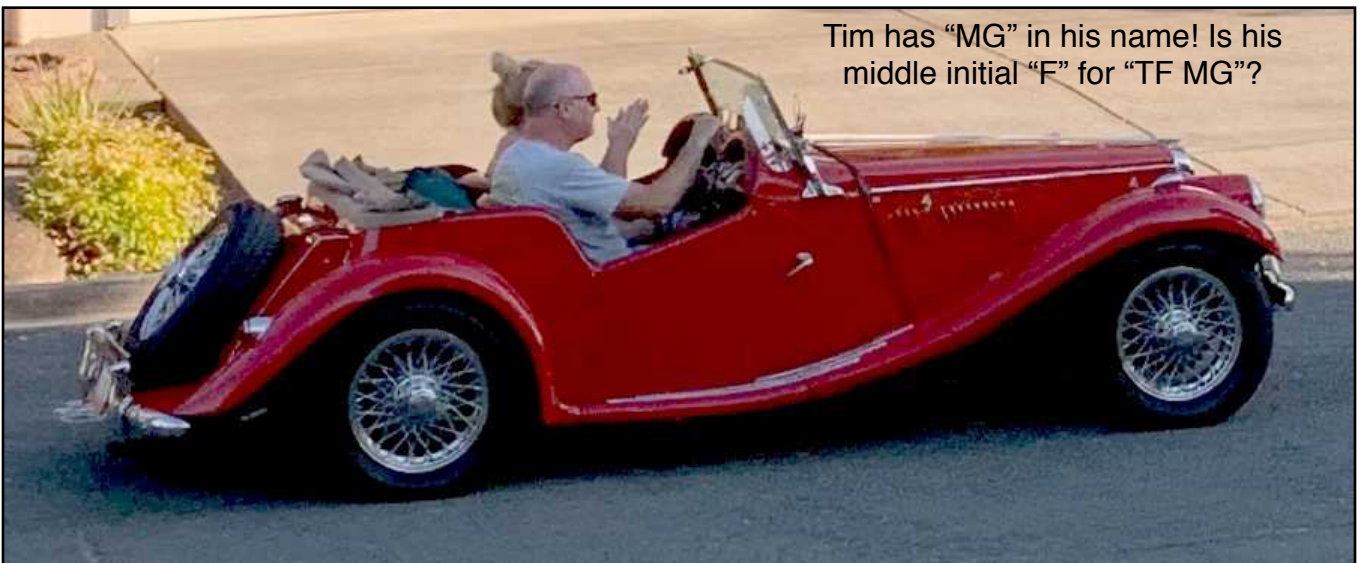
Turns out we picked up just that, a right hand drive. It needed work as most would expect so I spent the early part of this year and summer getting it road worthy.

We have enjoyed it this summer and look forward to new adventures in it.

A few photos attached to pick from.
Tim Mulgrew

Drive to be the best, not for the accolades but so that you can always deliver the best to others.

We can't see the road ahead, so we must take it as it comes, not as we wish it would be.



Tim has "MG" in his name! Is his middle initial "F" for "TF MG"?

Motor Trend Channel TV Shows

By Dan Shockey

With the COVID virus, I have been watching more car stuff TV shows. I have learned a lot watching these shows. One thing obvious is how hard it is to make money on restorations without a deep-pocket owner.

A couple of these shows have featured MGs recently. Ant Anstead is a master mechanic seen on ***Wheeler Dealers***. Ant was married to TV starlet Christine Anstead and is a self-trained mechanic. He



of course. Ant makes the work interesting and informative. Ant made his own racecar body of fiberglass using a



mold he created. He flew back to England to lay up the body then had it shipped to California.

Better to have made an MG R type racer with the TD chassis. Left in 1936 at Donnington



Another show from England is **Goblin Works**. This one is a little less skillful and done just for TV, I think, but can be of interest. The real work appears to be done by other shops. They recently re-did a later-model MGB.

Bellow is the **Goblin Works Garage** write-up:

"The rubber bumper MG of the 1980s was an ugly duckling, but the **Goblin Works Garage** team saw potential in this British sports car. Using the elegant stripped back 'speedster' look as their inspiration they transform a dull roadster RB MGB to create a radical new shape." Get your blood boiling?

MG Experience Reviews:

Well you did not see quite the same thing I saw. I saw a trio who berated the MGB at every chance they had. What they produced was OK, just OK because they left it at the original too high ride height. The car was a poser. On top of all this they diluted the build time with a ugly drag bike. - Gerry M.

The scoop was not the best. Too far back. It "looked" racy and that was what they wanted. The car should have been lowered with an uprated suspension. They went with the faux Dunlop disk KO's, looked nice.

I thought the windscreen was the best. I've been looked at my spare trying to figure out how to make a slick one. They beat anything I've seen or thought of. - George B., Soquel

I liked the "dull" MGB better... - David T.

The proportions of the car looked wrong. Even though they lowered the car, it still sat too high. Made the whole thing look dumpy and poorly proportioned. They don't show much of the detail of the work. It started with bolt on wheels and finished with knock off spinners. They didn't show how they widened the wrongly dimensioned front valence by grafting in a piece from a second one. Excellent solution to the problem though. (And yet another example of a replacement part being just plain wrong and won't fit for its desired purpose. Stuff from the MG Owners' Club in Britain where they bought their parts is at least as bad as the rest). The woman has very clean clothes and clean hands for someone who works on cars. - Tom A.

I would have liked it better if they had done it to a beater. As it was, it looked to be a very clean RBB. I too didn't care for the stance when all was said and done and I can do without the format of the show where Ant (a different Ant) always takes off to do a custom bike build. It takes away time that could be spent on showing the car build. - John S.

I found it humorous that at the beginning they hated the car, then at the end after basically a bumper delete, change of wheels, a paint job and a built up engine, it's awesome.

No, the car was awesome when you first bought it. I'd be very wary about a used 1950 engine for 1000 pounds. - Kaiser S.



Keep Planning for 2020 ... (2021?)



SUMMER - FALL

Sat., Oct 3, British Fall Festival Tour, Bill Hiland

Oct. 4-8, Golden State Tour, Classic Motorsports, Based in Calistoga

Sat., Oct. 10, The Drive, Coyote Creek



FALL - WINTER

Sat., Nov. 14, Sonoma Tour, MGOC, Marla & Andy Preston - Canceled!

Sat., Dec. 12, MGOC Holiday Tea, San Francisco

Capt. George Eyston in the Magic Midget record setter in 1932

German Bobby Kolrush also in the Magic Midget later in its active life.

Rare bench seat MGA. Spotted by Dan at the Portland All British Field Meet



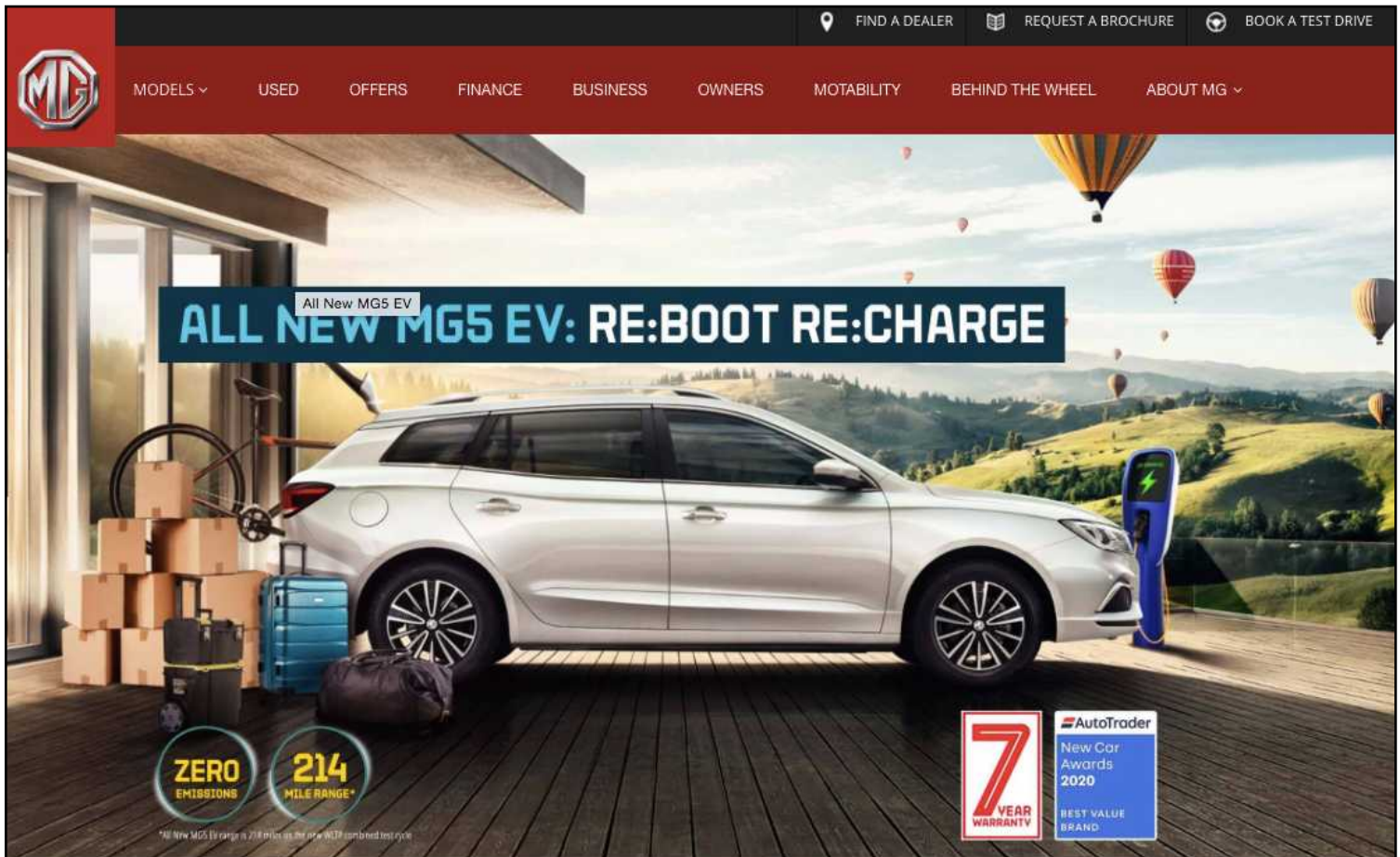
MG VISION - the New MG5 EV

Until now, electric cars have typically been compact and low-range. Not anymore! All New MG5 EV offers huge amounts of space and **214 miles of electric range**

Packaged in a highly practical body style, All New MG5 EV offers a boot volume of 578 litres to the roof. This rises to 1,456 litres with the rear seats folded down and loaded to the roof. Inside the cabin, there's plenty of room for five people to travel in comfort.

For Fleet enquiries, please email fleet@mg.co.uk or call us on 02039 175821 between 9am and 5pm on Monday to Friday. Alternatively, complete our business contact form.

*from a single charge on the WLTP combined cycle: Combined Range 214 miles (344 km): City Range: 276 miles (444 km); Combined Driving Efficiency: 3.6 miles/kWh (17.5 kWh/100km)



In the 21st century technology can make a hugely positive impact on our lives. As a large multinational company MG believes that technology should be harnessed to help people live better lives.

To this end, MG has created the concept of BRIT DYNAMIC that helps inspire us to achieve perfection in every aspect of an automobile: PERFORMANCE, HANDLING, DESIGN and SAFETY. BRIT DYNAMIC combines premium English style with cutting-edge technology



THE ACTUAL EV YOU CAN OWN

NEW MG ZS EV is an 100% electrically powered SUV. It is designed to be convenient and easy to operate, accommodating every urban lifestyle



EASY CHARGE

You can easily recharge your NEW MG ZS EV at home with the MG Home Charger. There are also over 300 public charging stations nationwide that helps facilitate the convenient operation of EV cars.



The heart of NEW MG ZS EV is the electric motor. It is a high-performance motor that provides 110kW of power, equivalent to 150 horsepower and 350Nm of torque. Unlike internal combustion engines that require high revs to produce full power, electric motors deliver their full power immediately, result in incredible starting acceleration.

[TEST DRIVE NEW MG ZS EV](#)
[DOWNLOAD BROCHURE](#)
[REQUEST QUOTATION](#)

INTERIOR & EXTERIOR

NEW MG ZS EV is distinctively style with cool, smart visual design cues. New MG ZS EV comes in a special colour, COPENHAGEN BLUE, along with a newly designed front grille and alloy wheels

In addition to its distinctive exterior, the interior is decorated in SOFT TOUCH material. The central armrest provides a luxurious, sporty feel and the cabin is extremely spacious for both front and rear passengers.

* กรุณาตรวจสอบก่อนใช้งาน

Member Notes

Don Scott announced:

Chris, the retired judge came and fetched my yellow '67 B. I think the car is worth what he paid for it. (North of \$20k.) Many fantastic cool details and tasteful upgrades on it, like the original license plates and dealer frames, BMH aluminum bonnet, BMC 3-point seatbelts, Pirelli 165-14s, BMC radio modernized, re-chromed original bumpers, rubber mats, and a Sierra 5-speed.

I gave him the choice of the '67, and the '65. He opted for the '67. I would keep it but I don't like the color that much, and it just doesn't drive as nicely as my blue '65. I had it 3 years, drove less than 1,000 miles, and I actually made a profit of a few thousand dollars on it!

Andy Preston observed:

Hi Dan, the MGA on BAT went for insane money; I still can't believe it. Worth posting in the Octagon.

Joe sold David's E type on BaT and I think he got around \$60k for it, which I thought was a great price for a car that had been hit in the front and back and never repaired correctly. Prices have been coming down a little recently, maybe Covid.

BTW we are not affected by the new fires apart from the smoke which is choking and snowing ash again.

Don Scott advised:

The owner of this newly listed MGA must not have seen the BaT sale.

<https://sfbay.craigslist.org/pen/cto/d/mountain-view-1959-mga-collector-race/7203714137.html>

1959 MG MGA Roadster

This car raced the La Carrera Panamericana 5 times finished 4. Comes with three engines, Dry sump Twin-Cam, two 45DCOE Carbs (in storage), 1800-one 45DCOE which is in the car for street/club driving and a parts 1800. Extra tranny, 2 sets Aston-Martin wheels and boxes of parts... \$12K. In Woodside



This is one of the nicest Magnettes I've seen, at least in pictures (on Bring a Trailer). I had a ZB back in the early '80s, that ended up with my ex-wife. From the divorce, I got the '64 Cutlass convertible, which in 1984 was not worth nearly as much as the Magnette.

Mike Jacobsen wrote:

My current score with engines has been zero. A friend dropped off a "gopher fumigator". It's a single-cylinder lawnmower engine set up to direct the exhaust into whatever you set the motor on top of, like a gopher hole. The other day I tried it out. It ran for about 45 seconds and then came to a stop. I figured that maybe there wasn't enough gas in the tank to reach the pick-up, so I topped off the tank, but I couldn't get the motor to restart.

Tonight I checked it out. It has fuel, air, and spark, but I can't get it to go. Finally I checked the Web, found the manual, and discovered that besides the choke lever there's also a fuel cutoff lever. The friend didn't tell me about that! The lever was in the off position. He must have shut it off after demonstrating the motor to me and when I started it without opening the valve, it ran until it drained the carb. Argh.

At least I can try it tomorrow. Gophers beware!

Mike update: All the gophers are now gone or resting peacefully, I hope.

Jennifer O. wrote: (JLO as Mike calls her.)

The September issue is as superb as ever. COVID-19 just can't keep we MG Editors down!

I enjoyed the two stories about women racers: Dorothy Turner and the J2 Racers. I in fact am including Part 1 of a series of articles on women who raced MGs and Jaguars here in BC, in the Sept Oct issue of Classical Gas. Great minds think alike!

I would be interested in reprinting these two Octagon articles in Classical Gas in an issue later in the year. I am hoping that would be OK. If so, I am wondering if you could you send me the text of the two articles, and the b&w photos as separate attachments. No rush - this would be in our Nov Dec issue at the earliest.

To see our July August issue of Classical Gas, its available at this link:

https://www.jaguarmg.com/gaspdfs/web_vol51-4.pdf

All the best.

Stu Mast wrote:

Thanks for including the update about my MG story. I have been having fun sharing with friends. I hope we are able to participate in some of the club events in the near future. Best,

from Jim Brady & Kirk Prentiss:

Long time Sorry Safari member and regular **MGs by the Bay** attendee, Verna (Kelsey) Jahn, has recently been diagnosed with a serious health issue. Verna and her former husband, Skip Kelsey, were members since the early 70s. They were influential in keeping SSTS a vital MG club. I think Skip had a hand in the unusual name of the club. Please keep her in your prayers.

Verna replied:

I remarried to Jerry Jahn. He is a retired police officer. I sold my house and Jerry and I moved to Brentwood. God truly blessed me.

John Hunt advised and inquired:

Hi Everyone,

Just found two fun, short video clips on London in the 1960s

<https://www.youtube.com/watch?v=FvMLzdnUU0>

<https://www.youtube.com/watch?v=trzBySAzddw>

Stay safe and well!

I got my front tire wheel fixed and I am back in action. However, I have noticed occasionally, I hear a random scraping noise, not sure what it is and how and why it comes a goes?

Could it be brake pads sticking? Not sure if that's the case? One morning, I pull it out of the drive way and it started producing this strange scraping sound, like metal grinding. Then, a few moments later, it disappears. Any thoughts?

Thanks,

Andy Preston replied:

Hi John, a strange noise that you haven't heard before is normally related to the last thing you did on the car; and in any case that's the best place to start. When you removed the wheel did you look at the rotor and brake pad? I assuming that there's plenty of material left on the brake pads both sides of the rotor but that's the first place to check.

Remove the front wheel and let us know how much material is on the front brake pads; if it's too thin the backing plates could be touching the rotor.

Also check the outside edge of the rotor for rust. If the car isn't used for some time rust will form on the outside edge of the rotor and when you apply the brakes it will rub on the brake pad causing a scratching noise.

Let us know what you find.

Mike Jacobsen replied:

I'll second Andy's "rust" explanation. My Integra gets driven about once a week, and parks at the curb the rest of the time. The rotors turn light orange, and when I drive it again, the first two brake applications make an impressive grinding sound, as Andy described. The brakes are quiet after that, until I repeat the process the next week. It doesn't seem to affect the pads' wear rate.

Member Notes - Continued

John Hunt reported back:

Hi Andy and Mike,

Insights, helpful, thank you! Took the car out for a spin today and didn't hear anything. It seems to be very rare, random and short issue that goes away after a minute or so, so it seems like it's nothing major with is good news.

Cheers,

Mike Jacobsen inquired:

Any recommendations for a painter in the area? Does anyone even know if Andy Schank is still painting cars?

My FedEx driver has an MGA that's about ready for paint, and asked me for a recommendation. Since I haven't had a car painted for many years, I didn't have one. Suggestions?

Thanks,

Dan Shockey noted:

I visited the shop of Mike Hennessey. He wasn't there but his mechanics reported that only 3 of that 15 car collection are still unsold. One unsold was the Valiant so almost all the MGs are gone to new homes. Must have made the prices reasonable.

Marja vdH updated and suggested:

I've been home for three weeks now. The first week was without potable water. The yard was a bit crispy, and the fridge and freezers were a mess, but did not smell too much - I was fortunate. The fire burned 8 homes across Hwy 9 where I usually walk daily. So many lost everything.

I just returned from picking the TF up in Cupertino. Now everything is back home.

I keep meaning to inquire is MGOC having zoom monthly meetings? SSTS does and it's nice to check in with everyone this way. A thought to pass on.



Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members.

Needed: MGB Left Front Fender, 69-74 preferred. Help save a barn find. Member Mark, S.F., 415-963-2356; MarkmcsSF@gmail.com (Posted 9/20)

1964 MGB roadster: Original California car with overdrive. No rust. Runs and drives great. Owned since 1976. Very clean body and interior. Removable hardtop and original cover. New tires. North Hollywood. \$10,000. Mike Cohen, 818-205-6606 (from *MG Experience* on web)

1959 MGA Roadster. Purchased by current owner in LA in 1964. Original engine, no rust, always been garaged. Asking \$20k negotiable. Sharon, sharonrossie413@gmail.com, (408) 332-1701 (Posted 7/20)

Parts on sale: Dave Laughlin is clearing many parts at good prices. He has engines and gearboxes; a good pair of MGA rear fenders; tons of parts to sell! Contact Dave at 510-234-6624 (Richmond)

MGA Parts: 5 Alum bonnets, 2 styles, gas tank, leaf spring, 1500 driveshaft, new fiberglass front valence (race), front frame extension, master cylinder sleeved, 1500 engine block. Member Tom Morgan (650) 740-4116 (Re-posted 8/20)

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



You probably saw the winner of the Moss Motors folding car contest. Really nice restoration effort that beat all the other Brit car entries.

Someone is suffering from too much COVID time on their hands! Neither of my MGs looks so nice as this one.



Register Your MGA With NAMGAR!



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 registran@namgar.com.




North American MGB Register



MGOC *The Octagon*
320 B Monterey Blvd.
San Francisco, CA 94131-3141



The MG Owners Club has temporarily suspended all activities that do not meet the social distancing guidelines.

We hope to start up again soon.

Stay Safety Fast!

