



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!

Holiday Tea Dec. 16!



GOF West by Kirk Prentiss



December 2018



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: Craig Kuenzinger, 925-234-3313, mrcraigk@aol.com
Member-at-Large: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com
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, 925-997-4410 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, mrcraigk@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. Carburetters: Craig Kuenzinger, 925-234-3313, mrcraigk@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

Holiday Tea & Toy Drive.....	3
From the Ed.....	4
Bodega Bay Tour Dec. 29.....	5
Notes from Members.....	6, 8
President's Ponderings.....	7
Braided Fluid Lines	9-11
Where Spirits are Bright	12
Alternator Fit to a T	13
MG Steering Wheels	14-15
Planning; Pub Night Nov. 16.....	16
MG Anniversaries	17-18
Name for Your MG; Classifieds.....	19
Betty Haig Biography	20
Tom Doyle Awarded	21
Nosh 'n Natter	22

MGOC Holiday Tea and Toy Drive



Hosts: Marcia Crawford and George Steneberg

Date: Sunday, December 16, 2018

When: 1:00 p.m. (Board Meeting and vote tally 12:30-1:00)

Where: 150 Purdue Avenue, Kensington, CA

This year's Holiday Tea will be hosted by Marcia and George at Marcia's beautiful home in Kensington. Please bring a favorite dish and tea to share and enjoy with other fellow members. Also please bring an unwrapped toy for the toy drive. We're looking forward to reminiscing about the past year and hearing your latest stories and adventures in your MGs. A short Board Meeting will start at 12:30 and includes voting for next year's Board members.

RSVP: Marcia at 510-526-8951 or George at j2george@pacbell.net

Directions from the North or South Bay Area: Take Eastshore Freeway 80 or Highway 580 toward Golden Gate Fields. Exit at Albany/Buchanan. At light turn east (toward hills). Follow Buchanan east. Buchanan curves right and becomes Marin. Cross San Pablo Ave. and continue east on Marin thru several lights. Cross The Alameda (round fire house on your right) and continue to Marin Circle (fountain in middle) and around to The Arlington (only divided road). Continue on The Arlington to stop sign. Pass stores on your right and continue three blocks, then turn right on Westminster. Turn right on Kenyon (at top of "T") and continue around and up to Purdue. Turn left on Purdue Ave and continue a short way to 150 Purdue, a white colonial house on your left. Continue up three to four houses to find parking.

From the Editor

November 30, 2018

With all the rain, it truly seems like winter now. I get a lot of rain on the west side of the Santa Cruz Mountains near Santa Cruz, 9" already. I am thrilled that my roof repair seems to be holding. We had a hole in the kitchen ceiling for all last winter. I didn't want to patch it until I was sure it was fixed and it took 3 or 4 tries.

Since events were canceled in November due to the smoke, we don't have so much to report and picture. I'll put in some articles instead. Don't forget the Holiday Tea and send in your ballot.

I am slowly working on two main projects, becoming able to tow the P-type again and lowering the temperature inside the cockpit of the MGA Coupe. I have debated whether to get the exhaust manifold ceramic



coated (inside and out) to get a lot of heat out of the engine bay. (Jet Hot quoted me \$106 including return shipping.) My concern with that is where will the heat go. Last year I tried wrapping it with heat tape. That worked to lower the ambient temperature but the engine ran much hotter. I think I may have to get more airflow into the engine bay.

Start thinking about what we the club should do next year. It is easy to fall into a rut. Many of the things we used to do have become lost arts. And attendance is down at most events to the point where some events have been canceled. Revive us again!

Merry Christmas and a Happy New Year!

Dan



This is one of the K3 MGs in the 1933 Mille Miglia. Drivers: Tim Burkin and Bernard Rubin. Their class and team win in this race put MG in the top tier of international racing.

MG

TC-TD-TF-MGA-MGB-C-Midget

SHOCK ABSORBERS:	Front	Rear
MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
MGA, MGB, MGC, Midget.....	102.00	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	\$call	

BRAKES: *sleeved and rebuilt*

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1958-67.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinders sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$80-\$90
Front end A-arm (Midget).....	\$95.00

CARBURETORS: COMPLETE REBUILDING

Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves, gaskets. *FLOW BENCH TEST*.....\$375-\$415/pair

CARB BODIES REBUSHED

and new throttle shafts.....\$85 each

Prices shown are for Exchange or Yours Rebuilt. Core charges apply if items are ordered prior to (and are refunded after) our receiving old units.

Free catalog. www.applehydraulics.com

APPLE HYDRAULICS

1610 Middle Road, Calverton, NY 11933
631-369-9515, FAX: 631-369-9516

Toll Free 800-882-7753

VISA, MC, DISCOVER, PAYPAL, COD

OCT09

Bodega Bay MG Clubs Tour

About: Join us and explore the famed Highway One and our wonderful coast line. The day will be filled with history, amazing views, and camaraderie.

Date: Saturday, December 29, 2018

Marin Meeting Place time and location: 9:30 a.m. at Bed Bath and Beyond parking area at 2601 Larkspur Landing Circle, Larkspur, CA 94939

Tour out: On Sir Francis Drake Blvd, through Fairfax, past Samuel P. Taylor Park (35 minutes) to Hwy 1 and north to Millerton Point to Fallon (24 minutes) continue on Hwy 1 to Bodega Bay and lunch (46 minutes)

Lunch: Spud Point Crab Company in Bodega Bay (for the non-fish eaters, they also serve hot dogs and chili). Located at 1860 Westshore Rd., Bodega Bay, CA (45 minutes)

Return route (optional extension) After lunch, we will go for a walk along the shore at Doran Regional Park beach which is known for sand dollars (1.5 hours). Then our driving out will be on Hwy 1 to Freestone (20 minutes) next to Sebastopol (15 minutes) then onto Hwy 12 (15 minutes) to Hwy 101 where we split off on our ways.

Notes: This tour will happen, rain or shine. Our lunch place does not take reservations, and only has outdoor tables which means we will be roughing it and eating in our cars if it rains.

If you have any questions, please call John Hunt at 925-330-7849 or e-mail me at:

huntsails@comcast.net

Looking forward to seeing you!

Thank you

John Hunt



Notes from Members

Canceling the Sonoma Tour due to the smoke was the right call to make and we stayed inside for 2 days only venturing out on Monday for a few hours. And it is still smoky up here!

I understand your sentiment about fixing the PA. Could you tow it behind the CRV on your tow dolly? The only problem with tours is that they start and finish in different places normally.

I double check all my cars before any event and then miss things. I was planning on using the Coupe for the Sonoma tour and thought I had checked everything but went out for a ride yesterday and noticed a gas leak at the rear banjo joint to the rear carb and a leak at the heater valve. There always seems to be something to work on. - **Andy Preston**

On the Road Again Classics

Classic & British Auto Restorations & Repairs

Type to enter text

call now to talk about your dream...

408.782.1100



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



**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

All sorts of stories to tell. The GoF was fun. The TF took 1st as there were only two other TF's to compete with. The Kellogg's Black Pearl was in the "Premier" group. There was another lovely TF - but not being judged. Mechanically all was good - got 30mpg there and back!

The tach reduction gearbox failed just as I got on 880 in Fremont on the way home (one rivet blew out.) I have replaced it with a new one and will look to have the original fixed as a spare. As a result of puttering on the TF, I have just started tinkering on the Nash Metro again... but just barely (which is better than not at all!)

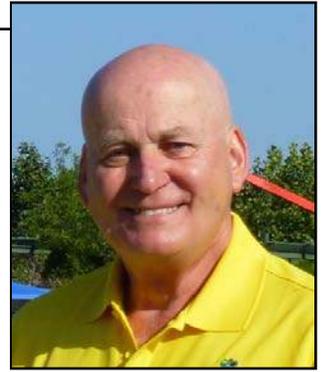
Sunday I drove 130 miles with the Santa Cruz British Motorcar Club on the annual "Redwood Roll." Portola & 35th to Eastcliff, up 41st to Hwy 1 N to High St to Empire Grade to Smith Grade to PineFlat to Hwy 1 north to Pescadero (brief stop) to Alpine to Skyline to Summit to Nonno's in Redwood Estates for a 2 o'clock "lunch." Another fabulous day with about 20 cars. - **Marja van den Hende**

At your suggestion, and because they were on sale, I bought and installed an aluminum radiator and plastic fan on my 69 MGB. Runs cooler now - thanks for the idea. Do you know of anyone who is looking for a standard copper radiator? I bought it from Moss about three years ago and as far as I know it is

Continued on page 8



President's Ponderings



We are fast approaching the end of another busy year for the MGOC and I hope you've had the opportunity to join us for some of this year's events. It's not too late because there are still 2 more events left before the end of the year. Can you believe it, two more events in December!

The first one is in a couple of weeks on Sunday Dec. 16 and it's our annual Holiday Tea and Toy Drive which is being hosted by the never tiring duo of Marcia and George. It's at Marcia's beautiful home in Kensington overlooking the San Francisco Bay. "On a clear day you can see for miles and miles." The event will start at 12:30 with a short board meeting and tallying of the votes and the tea will start at 1:00. Please bring a favorite dish to share and remember a gift for the "Toys for Tots" program. If you've never been to one of these gatherings, please join us, because it's always great to see new faces and share stories of adventures from the past and plans for the future. See the flyer in this issue for more info.

The second event is the Bodega Bay Spud Point Crab Co. Tour on Sat Dec. 29. This drive is being hosted by John Hunt and we'll be driving along spectacular sections of Highway 1 and finishing up at the Bodega Bay Headlands for lunch at the famous "Spud Point Crab Co." cafe for lunch. This is a very busy eatery and well known to the locals serving great seafood, so hopefully it will be a little quieter at this time of year. See the flyer in this issue for more info. Don't miss this one.

At this time, I'd like to say a big thank to all our Board Members and event organizers for making this a very successful year. Without your time and efforts there would be no events and so we'd have nothing to do with our little cars. And they do need a run every now and again. I'd also like to acknowledge and thank the guys behind the curtain who keep the club administration running smoothly. They are of course Steve Kellogg who is both our Registrar and Webmaster and Dan Shockey our esteemed Editor who spends many hours at his keyboard every month putting together this world-acclaimed *Octagon* newsletter. Thank you both for all your time.

In my last column I mentioned that Marla and I were switching camps for 4 days and driving our 1969 E type Jaguar down to Santa Barbara for the International Jaguar Festival. I must say that it was a wonderfully organized event and well attended by many Jaguar folks but I was a little disappointed with the small number of old classic Jaguars on the show field. I would have liked to have seen more older Jags and less newer ones, but in the Jag world all are welcome. We had a wonderful time and met some great people and to top it off took first place in the Series 2, E type Jaguar Driven Division. BTW the car ran great all the way there and back and was comfortable too! I must admit more comfortable than our MGA Coupe.

On behalf on Marla and myself I'd like to wish everyone a very Happy Holiday Season and hope to see you in the near future. Take Care and drive safely,

Andy





UNION JACK

CLASSIC AUTO RESTORATION & REPAIR
BRITISH PARTS DISTRIBUTOR

WWW.UNIONJACK.COM

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

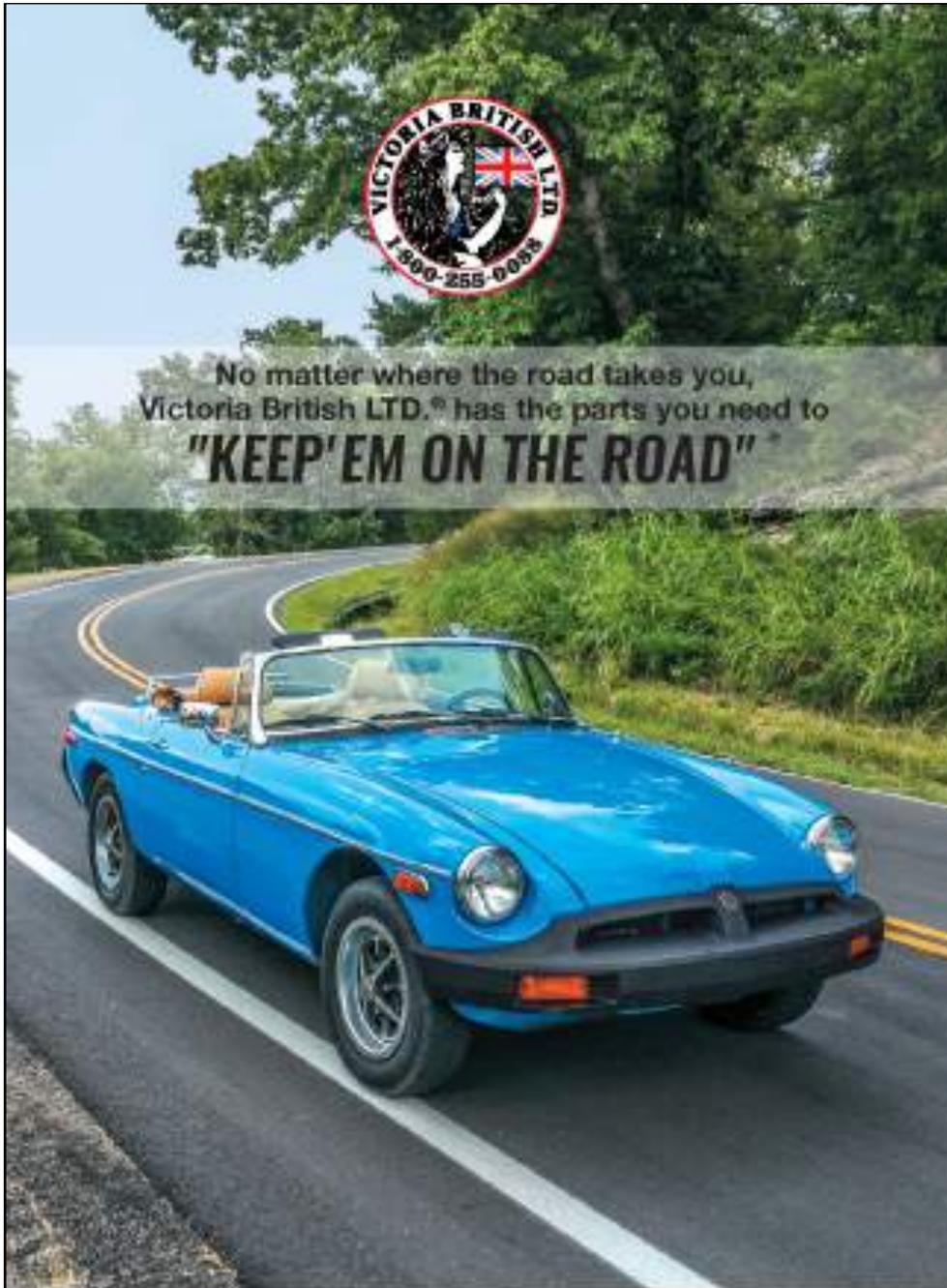
408 686-1101 Fax 683-2447

From page 6

as good as new. It has a booster fan attached to it and the radiator has been modified to include a drain cock. I'm wondering if my engine runs hotter than normal because of the quarter race cam - any thoughts? - **Dave Marsh**

For people uncomfortable with S.U. carburetors, a Weber offers less maintenance, although in my many years of experience, the performance usually dropped considerably with the out-of-the-box downdraft set-up. With re-jetting, it could match the S.U., but it still lacked throttle response. Side-draft Webers were another story, but they had their own set of issues, mostly too little vacuum to pull the volume of air they needed without a fairly aggressive camshaft.

I like the brake changes Kirk made to the Magnette, but it is a little sad to see the original and rare pieces



discarded. - **J. R. Boye**

Dan, I am serious about letting my yellow BGT go to a good home with no charge. It will need a lot of work. (It wasn't in great shape when we got it). You will need to come get it with a trailer. We live in Westport, CA, north of Fort Bragg.

707-962-0188 - **Joel Johnson**

I work at a company in Fremont. Yep, I'm a grandpa. Gabriel was born three years ago (just had his third birthday about a month ago, pics from his party on my Facebook page and one attached), and Michelle is pregnant again with my granddaughter, due the end of November. Nick and Emily are doing fine too. I did meet your new wife at MGs by the Bay.

Not driving anything fun and exciting anymore. The MG croaked and I ended up getting rid of it (as you know, since you still get to see it occasionally). Didn't have the money or energy to get it fixed. Then, my van got rear-ended and totaled a couple of years ago, so I'm down to my '92 Jeep Wrangler. Can be fun at times (think dirt and mud), but as a daily driver, not so much. I miss my MG, but can't afford anything fun and/or unusual right now. - **Bob Wall**

Parts and Accessories for
MG • TRIUMPH • AUSTIN HEALEY • SUNBEAM
 VictoriaBritish.com (800) 255-0088

Braided Fuel Line Failures – Web Discussion

by Dan Shockey

As Andy and I both had braided fuel lines fail recently - the same line, I have wondered if it was more than a coincidence. I can't say that I have had lines fail there before and was not checking it unless they were really ancient and dried out. A recent web discussion follows.

John Francis, Oxfordshire, UK: I have had failures of both the carb to carb hose and the oil gauge hose from the block. Both failures were in the flexible part of the hose not the unions. They were both new about 10 years ago. My original pipes are still OK they just weren't bright and shiny!

Has anyone else had similar problems? I think this is poor and I'm now concerned about the flexi brake hoses. If they fail it would be a real safety issue. I was very lucky with the oil gauge pipe as I saw it when my son drove the car home after a weekend away. It failed about half a mile from home. I could tell from the trail of drips of oil on the road.

Colyn Firth, South Yorkshire, UK: I have had the flexible fuel hose fail John and I have seen quite a few other owners have similar failures on them. Most failures were of older hoses and I think the main cause was the use of modern fuels containing ethanol which tends to dissolve rubber products.

I have never had an oil pressure gauge hose fail. (I do carry spares of these hoses in the car just in case - no surprise there! :-)

Nigel Atkins, Northampton, UK: I and others have put up posts about this (on B and Spridget areas), for the last 12+ years there have been continued sales of piss-poor rubbish rubber. I personally don't believe its the ethanol in petrol that effect the fuel hoses, certainly not from my experience but my car is a year round use '73 Midget.

12 years ago I had a GT6 and had 3 different lots of fuel hose from 3 different suppliers leak fuel in a very short space of time and I didn't use ethanol fuels. I have had problems since on my Midget with fuel hose. I now only use modern 6mm or 5.6mm.

If a modern made part is made of rubber or contains rubber I don't trust - however Paul Hunt (mgb-stuff) reports he's not seen problems with brake hoses - I wouldn't know as I swapped to Goodridge brake and clutch hoses about 10 years ago.

Graham V, Middlesex, UK: I have also had to replace a leaking hose to the oil gauge before now. But I had always thought, maybe incorrectly, that it is very different to the brake lines as the brake lines (I have Goodridge) has to cope with much higher pressure than the oil hose, and indeed the fuel hose. When my oil hose leaked, it didn't spray out, it just dripped.

So I would have thought (and hope) that the brake lines should be made of much tougher stuff?

Mark Wellard, Queensland, Australia: I too have had a flexible oil hose fail - brand new and on first start up of the engine. Fuel hoses on my other MG have only lasted a year with little interest from the supplier, other than to offer a new set of the same hoses.

It is amazing how it is pretty well impossible to get rubber parts that don't fail. The original rubbers lasted for decades and modern car rubber does not fail like the crap we are sold.

Del Rawlins, Alaska, USA: Flexible braided fuel hoses failing on the MGA is nothing new... My dad had several of them fail back in the day, and he solved that problem by converting to standard rubber fuel hose on hose barbs with clamps.

Some of the newer ones are supposed to be teflon lined, so ethanol in the fuel shouldn't matter as far as those flexible hoses are concerned. It would probably be helpful to know the source(s) of the failed hoses.

William Revit, Tasmania: Ethanol may well be an issue with fuel lines but unleaded fuel is the main issue with older hoses. I can remember when unleaded was first introduced here and there was a recall on the filler neck tube connector hose on Falcon wagons— The hose is inside the car itself and petrol fumes were weeping

through the hose and that was on brand new cars. The upgraded hose fixed it.

Also I don't know if it's the same there as here, but fuel hose is a real issue with untrained store-holders -- Only a couple of days ago I went to get some fuel line hose and the guy came back with some that had 'suitable for fuel use' written on the box but it wasn't fuel line hose at all it was non reinforced fuel compatible vacuum hose like that you would use for a brake booster or breather hose etc.

Best bet is to ask for high pressure fuel hose- as used on fuel injected cars, at least you'll know it's fuel line hose and will hack the pressure ok

Art Pearse, Ontario, Canada: Can't think why the absence of TEL would render the fuel more aggressive to rubber.

Barney, North America, barneymg@mgaguru.com: Moss sells flex hoses for fuel from body to carb and from carb to carb (on MGA) that are PTFE (Teflon) lined. I installed these on my car with completion of restoration in 1986. Now 32 years and 427,000 miles on, the same hoses are doing fine. I don't baby the things either. They are periodically disconnected reconnected, bent back on themselves to stow them out of the way, and yet they remain sound and flexible.

These parts have survived the transition from "Unleaded" fuel to "Gasohol" 10% alcohol fuel in the early 1990's with some gawd awful additives used today (like MTBE for instance). It is not often that I get to praise good parts these days, but the PTFE lined hoses are good stuff.

The oil pressure signal line flex hose I installed at the same time is also still good 32 years on. Pretty sure that one is also PTFE lined, although I do not see that particular note in the current catalog.

John Francis, Oxfordshire, UK: Thanks for all your comments. My carb pipe was originally supplied by Burlen so its disappointing that it has failed given that they specialize in the carburetors. The pipe was also a bit shorter than the original too. Moss Europe don't have any carb to carb pipes in stock at the moment with no knowledge of when they will come in.

Dominic Clancy, Switzerland: Why not just cut the failed hose away and reuse the banjos with new high pressure fuel hose? (*I usually do this.* - Dan.)

Braided Brake Hoses

Trevor Harvey, Suffolk, UK: I fitted stainless steel brake hoses to my roadster several years ago and now am thinking it might not have been good idea as it's not possible to see if the rubber is cracking. They did firm up the pedal a little. Wondered what the life recommendation is for these.

Colin Parkinson, Halifax, UK: Trevor, a lot of people fit s/s braided hoses on road cars, which in my opinion is not what they were designed for. They were developed for racing and rallying, where cars were inspected and rebuilt on a regular basis.

The actual hose is semi rigid PTFE, and you should not use a clamp to close the pipe, as it may crack or not recover, thus partially blocking it. There are alloy plugs and caps that are used to block off the end of the pipe.

Many of these kits use stainless hose but only mild steel fittings, which rust for fun, can be difficult to undo, and look a mess.

Trevor Harvey, Suffolk, UK: Most of the suppliers sell these and are sold as a improvement to the original ones. They certainly give a better pedal. My main reason for choosing them was my dissatisfaction for most rubber items made nowadays, I did not know they were PTFE cored and not to be clamped so that's useful info.

Mine have been on the car for 5/6 years without problems and as the rubber ones also have mild steel ends they rust just the same. Having said that I will probably change them back to the original type shortly as I like to be able to see the condition of the hose.

Nigel Atkins, Northampton, UK: If you have the Goodridge PTFE hoses then why change from a working, very long lasting set to what may still be piss-poor rubbish rubber set?

The Goodridge PTFE sets don't seem to have a restricted life, they say "Lifetime Warranty for as long as you own the vehicle", so inspection for damage or leaks and replace, or after however long you feel will stop you worrying. I'm sure any part with rubber in it that you've bought in the last 12+ years will stop fully functioning or fall apart years before the Goodridge brake hoses.

Unless someone offers me lots of very good evidence that the rubber parts (or in parts) has improved vastly recently I'd avoid fitting rubber as much as possible. Have a look at recent, and past threads, the stock of piss-poor rubbish rubber still seems to be with us.

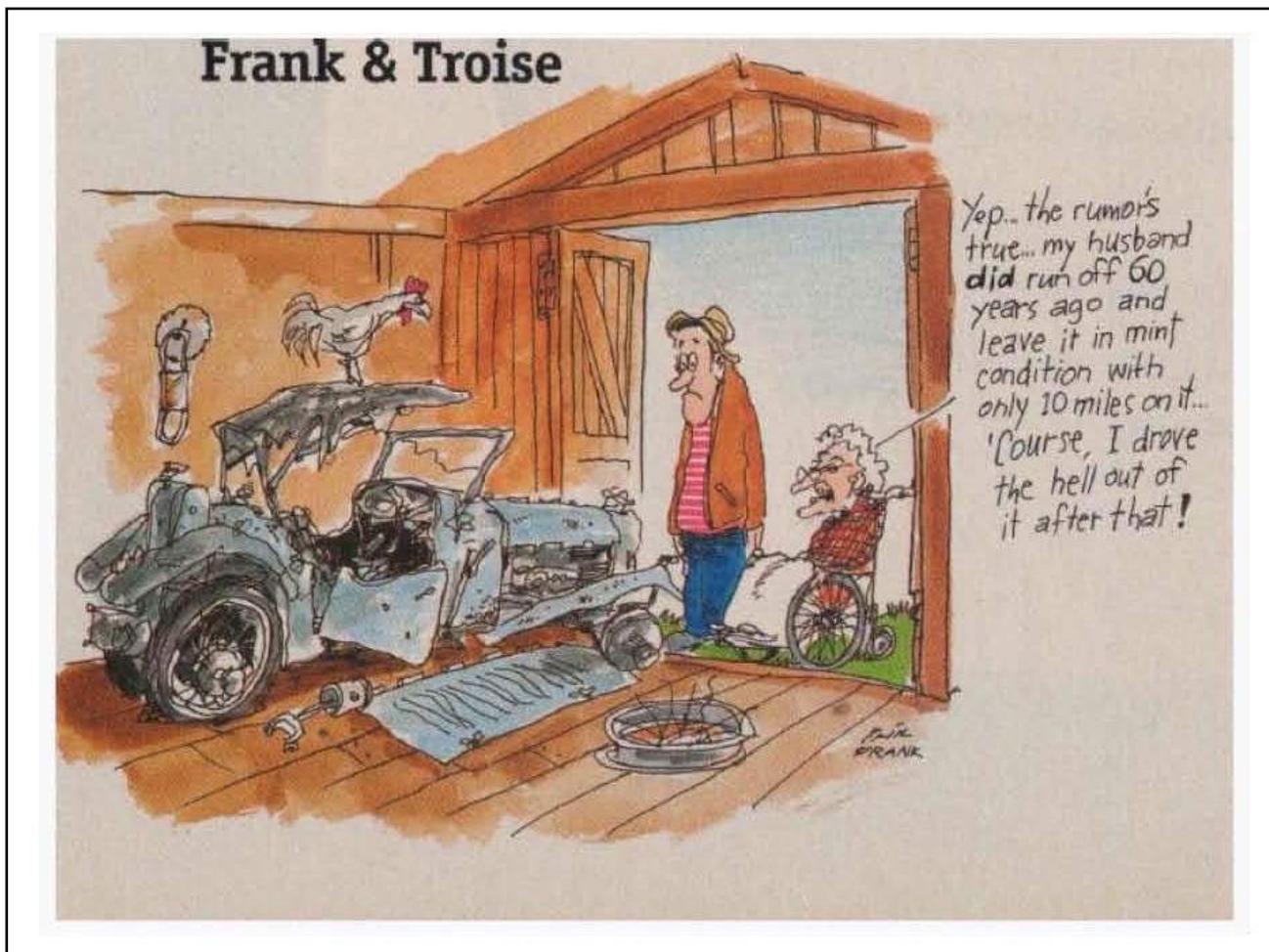
<https://www.goodridge.co.uk/collections/types?q=car+brake+kit>

Paul, West Midlands, UK: I did fit braided to the V8 last time when I was changing calipers and for various reasons they were the only ones I could get, I wouldn't have fitted them by choice.

As long as they are significantly narrower than standard rubber (and not like braided fuel hose i.e. the same size i.e. covered rubber which I would never fit) then they are PTFE and shouldn't suffer from deterioration. I know many rubber parts can be described as 'piss poor' these days, but I haven't heard any complaints about rubber brake hoses - yet! Maybe with our single-circuit systems any failures result in a fatal accident so we never hear ...

Mike Howlett, Strathclyde, UK: From my years in lab science I know that PTFE (Teflon) is one of the most inert substances ever made. It is completely unaffected by all commonly used liquids and solvents, including petrol, ethanol, brake fluid, and even strong acids and alkalis. It is also semi-rigid so will withstand considerable pressure whilst remaining flexible. If that's what is in the Goodridge braided hoses, then I reckon they should be good for a long time.

Paul, West Midlands, UK: Said to be PTFE in Goodridge and EBC. Tested to 4000psi according to EBC,



Where spirits ARE BRIGHT



RAM'S GATE WINERY

Sonoma Valley's wineries are decking their halls for the holidays, with Ram's Gate Winery going all out with a vintage cherry red car and twinkle lights.

I saw this in the SJ Mercury News today. You may have also seen it, but in case you didn't, here it is. Maybe something for a future newsletter? I don't know whose car this is but the badge looks like an MGOC member.

Jim Carlson



noto motors

British Car Specialist

Andrew Noto



vintage to modern
service repair restoration
now in palo alto

906 Industrial Ave., Palo Alto, CA 94303

650.965.9689

noto.veloce@gmail.com

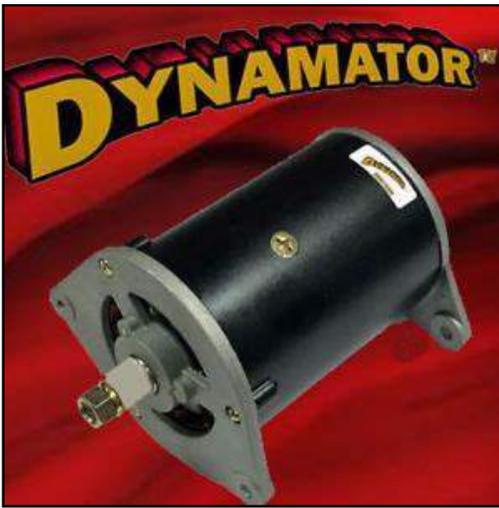
An Alternator Fit to a T

Whilst whistling along in Marin on last month's run, the generator in the TA quit charging. After messing around with both my Jeffers electronic regulators, I decided they were both dead and I decided to buy the last negative ground alternator from Sports Car Parts Limited in Tennessee. They have one positive ground one left on Ebay. They deal mainly with more modern British cars, but had a few alternators that look like TD generators, including the tach hookup. I got the last negative ground one. Works a treat. Regulator is inside. Original regulator remains installed with connections thru fuses for other electrical functions.

- Allan Chalmers, Abingdon Rough Riders



Mort Resnicoff, New Jersey: I have installed an alternator to replace the generator and regulator. It is from a company in England called Accuspark. They call it a Dynamator and it is built in the body of the standard TD generator. The car is running fine but my ammeter is erratic.



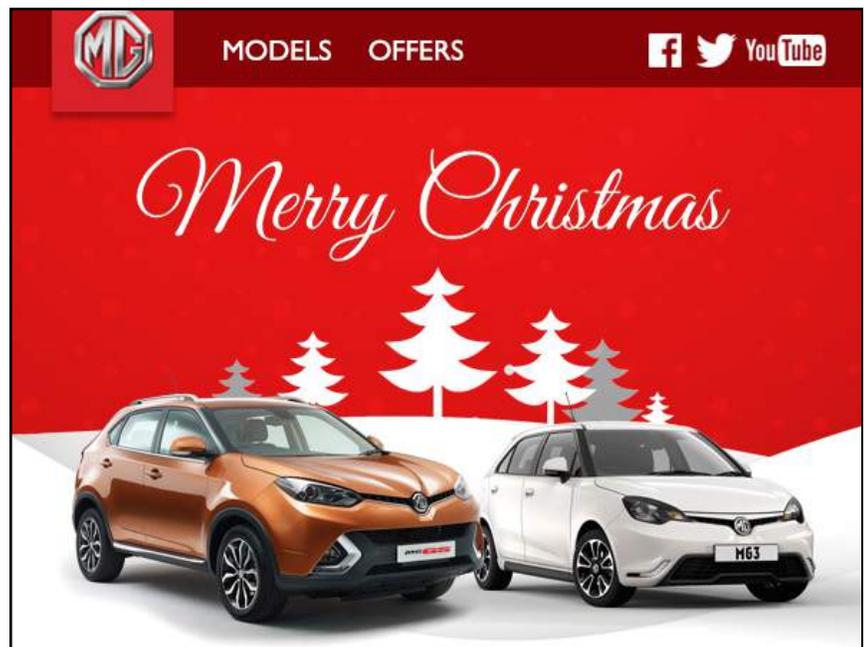
Dave Hill, St Neots, UK: I have a TF (negative earth) with a Dynamator and the ammeter is steady, showing very little deflection. Provided that your ammeter is in good working order, there should not be an issue. However if you haven't done so, you should upgrade the wiring to the ammeter and battery.

The comment from Accuspark about using a Voltmeter instead is valid as its more useful and definitely more safe to do so. Why? Voltmeters are high resistance devices that pass very little current and are therefore safer. The prospect of 40A flowing up to the dash and back safely is not a good one. This is one reason why modern cars with very highly rated alternators have voltmeters, if they have anything at all.

The problem with fitting a traditional Voltmeter for some is that its highly visible and non original. I got around this by fitting a very small colour changing voltage sensitive LED. These are sold specifically for this application by outfits like Gammatronix. Such an led can be mounted unobtrusively under the dash or by the steering column, etc., and tell you all you need to know. I left the ammeter connected, but it would be wiser to bypass it.

Frank Filangeri, New York: I installed the same alternator in my race TD earlier this year. Modified the regulator into a dummy terminal box and everything works as it should including the original ammeter and warning light.

Dave Hill, St Neots, UK: I did the same, but I agree the instructions provided with the Dynamator were insufficient. However, some searching on the net and you can find all you need. Most useful were the wiring diagrams provided with the Dynalite alternator (a more expensive alternative). I'm not sure they are still on their website.



MG Steering Wheels: Material & Refinishing

Mike I., New York: I just bought an OEM TD banjo steering wheel with no cracks, splits or missing pieces. Does anyone know what the original rim material was? Was it bakelite? I would like to treat it with something to prevent future deterioration. I read you shouldn't use cleaners on it, but boiled linseed oil is ok. Some plastics off gas and shouldn't be sealed.

Dave Hill, St Neots, UK: Read the description of celluloid in Wikipedia - it covers the subject well. I saw it being made at BXL (British Xylonite Ltd)- I was technically responsible for some of the products made there back in the 1970s, though not celluloid.



PJ Jennings, Oklahoma: Try Bowling Alley wax, it protects with a hard surface and has a non slip texture. Takes a little elbow grease to apply and polish out. I always used Butchers brand, not sure if it's still available.

Mike I, New York: Just wanted to followup on the status of my steering wheel. In my research I discovered the following:

Cellulose Nitrate CN - discovered in 1845 - smells like camphor

Cellulose Acetate CA - discovered in 1865 - smells like vinegar

Cellulose Acetate Propionate CAP - discovered in 1937 - smells like burnt sugar

Cellulose Acetate Butyrate CAB - discovered in 1938 - smells like vomit

Both CAP and CAB were widely used for steering wheels in the 40's and 50's. Using the smell test I concluded my wheel is CAB. This formula produced a stronger and more water resistant plastic than the older CN or CA which was more susceptible to outgassing of the plasticizer and subsequent shrinking, cracking and deterioration with age. Although this deterioration is delayed as compared to CN and CA, it is inevitable and if treated properly may last beyond our lifetime.

So with your advice I used Scotch Brite to dry clean the surface of the rim of dirt and scratches and applied two coats of the closest thing I could find to bowling alley wax. I also used Simichrome to clean and polish the spoke rods. Really came out great. The next job is to spray the hub the same bronze color as the instrument panel.

Collins
CLASSICS
Repair • Restoration • Parts
by
**Tom Collins
&
Tyrone Revelo**

829 South Claremont Street
San Mateo, CA 94402
(650) 685-4477
collinsclassics@comcast.net

Rob Grantham: I now however know why they smell like vomit, always wondered about that!! This smell is only really evident when the wheel is stored in say, a cardboard box for an extended period.

Original TC black coloured wheels were quite flimsy with only three (3) flat spokes. Many TCs have been re fitted later with the more robust, non original multi-spoked Bluemels type wheel.

Many of the TD/TF wheels have a month and year dating lightly stamped in them. Look carefully at the surface and one will see it. I

suspect these wheels were produced by Wilmot Breden or Bluemels in UK during the late forties and fifties.

Mike I, New York: Rob, your comments set me looking further for manufacturers markings. In the center hub I found a number 7'2727'4 with "Birmingham" just above it. Along side it is a logo with a "WB" and a lion. Further research found this marking to be the Wilmot Breeden Ltd company in Birmingham UK which made, among many other parts, steering wheels for British cars in the early fifties. I also found a 1952 ad shown below.

My rim is ivory with very faint marbling. On the rim I found the numbers "08" stamped near one of the spokes.

So I know it was made by The Wilmot Breeden Ltd company, but I can't decipher the meaning of the numbers. The numbers in the hub are separated by small slashes,

7(/)2727(/)4. Any Ideas?

Christopher Couper, California: Originally all were marbled in a sort of light iridescent tan. Later Moss made ones which were marbled but more brown/white and no iridescence.

PJ Jennings, Oklahoma: I used two thin coats of lacquer primer, 3 thin coats of the dash paint Moss used to sell and 3

coats of clear coat. That was 5 years ago and the paint still looks the same, but hardly noticeable hairline cracks have appeared where the spokes enter the rim. The wheel still looks nice though, even if it's not the original color. Replaced with a Brooklands wheel, it's just wall art now. PJ

Dave Hill, St Neots, UK: Old 78 records were made from Shellac with a mineral filler and would dissolve in solvents like methanol or acetone. Later records are vinyl and either might be good for repairing some types of steering wheel, as a range of materials have been used by different manufacturers. TD/TF steering wheels were definitely cellulosic - I think Celluloid CN (Cellulose nitrate plus camphor), but could be CAB or CAP.

Back in 1980 I worked for a plastics business that still made Celluloid - mainly for covering musical instruments.

It was the only material that could give those wonderful tortoiseshell and pearlised patterns back then (and probably still is). I looked back at old GB patents filed by Bluemels (and there are many), but they just refer to celluloid or similar material. The Wilmot Breeden patents are even less specific. One way to firm up on this would be to burn some of the material after stripping it from a wheel rim. CN will burn very well indeed, whereas the others will burn reluctantly.



Keep Planning for 2018 ...



FALL

Pub Night at On the Road Again, 12/14

MGOC Holiday Tea, 12/16, George & Marcia's, Berkeley

Note Date Change!

Spud Joint Crab Co., Bodega Bay Tour & Feed, 12/29,
John Hunt, MGOC



WINTER

MGOC Planning Meeting, 1/5/19, San Francisco

MGOC Annual Brunch, 1/20/19, Moss Beach Distillery

GOF West, Prescott, AZ, Aug. 12-16, 2019

Prescott is in the mountains, August high averages 84
degrees, low averages 55. Travel at night & morning.

Pub Night! Dec. 14

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, December 14th. Please join us for an evening of fun and fellowship with a Holiday theme.

Please bring some wine or beer to share and we will provide snacks.

By Bill & Mary Hiland



MG Anniversary!

By Dan Shockey

MG turned 90 years old recently. Or did it? Can we start thinking about a birthday celebration soon to come – and hope we all make it? The long-debated issue is when did MG start. You see many dates mentioned and several have validity. MG expert Anders Ditlev Clausager gives the following time-line*:

1921: Cecil Kimber joined Morris Garages as Sales Manager. This was William Morris's original business, in 1921 a distributor and dealer for Morris cars, still based in Oxford.

Early 1922: Cecil Kimber was promoted to General Manager of Morris Garages.

Aug. 1923: First sale of a Morris Cowley by Morris Garages fitted with a special two-seater open body built by Raworth.

March 1924: First delivery by Morris Garages of a four-seater saloon (sedan) based on the Morris Oxford chassis. Kimber advertised this car as the "MG Super Sports Morris." (Did Kimber originate the name, "Super Sports?")

March 1925: The first proper MG sports car was completed as a one-off by Morris Garages for Kimber to drive in the 1925 Land's End Trial. This had an experimental overhead cam version of the Hotchkiss engine used in Morris cars. This car is famous as "Old Number One."

Sept. 1925: Morris Garages moved away from the dealership to a new factory on Bainton Road on the outskirts of Oxford. Over 200 cars were built in 1926.

1927: By this time the "Flatnose" Morris Oxford and Chummy models appear with MG design radiator with "MG" letters prominent.

Sept 1927: MG moved to a new purpose-built factory on Edmund Road in Cowley. Production topped 400 cars in 1927.

Spring 1928: The MG Motor Car Company (Proprietors: Morris Garages Ltd) was officially established. The MG name now appeared on chassis number plates and literature.

Oct. 1928: MG showed the M-type Midget based on the new Morris Minor at the London Motor Show (along with the new MG 18/80). This was MG's first motor show display on its own. The Midget launched MG into the small sports cars forefront.

Sept. 1929: MG completed its move to the Abingdon factory where it would thrive until that Black Day in 1980.

31 July 1930: The MG Car Company Ltd. was set up as an independent corporation, wholly owned by Morris Industries Ltd. (William Morris's holding company.)

So what year do you say that MG began? As you can see, the name evolved from "Morris Garages" to "MG" over several years.

By the way, Cecil Kimber always insisted that the letters "MG" did not stand for anything. It was the "MG Car Company"

Right: Dan at the site in Oxford honoring the founding of Morris cars there.



Scott Fitzgerald was writing. Lindbergh was flying. Valentino was breaking hearts. But most of all, all over Europe and America, wheels were turning.

The 20th Century was on the move, in love with the brand new fact that you could move, fast and adventurously and at speeds Daddy never dreamed of. And whether your name was Nuvolari or Barney Oldfield or Cecil Kimber, the message was simple and irresistible: "Go!"

And how they went.

They went in strange-looking wide-open machines that growled and rumbled down the dusty tracks to history as men whose names had the glamor of astronauts extended the limits of the possible race by race and second by second.

This was the golden age of sports cars.

Records crumbled. Crowds roared. It was a glorious madness, the racing, but it produced practical results that are with us still. Because the faster a car went, the better-balanced and stronger and more nimble it had to be.

Out of the dust and sweat and legends of Le Mans and Brooklands and the Nurburgring, a breed of history-making cars was born. They had names like Bugatti and Maserati and the blower Bentley. And of this gallant breed one of the most admired was a dauntless British creation known then and now simply by its initials. MG.

Like every great marque of cars, the first MGs were the product of one man's genius and devotion to an idea. First of the breed was the 1925 Morris Garages "Special"—"Old Number One." The man who built it was Cecil Kimber, and his was the guiding spirit of the infant MG company. Kimber dreamed of a car that would be quick, tough and nimble enough to compete successfully, yet still accessible to the enthusiast of moderate means. On March 27th, 1925, this dream became a reality when Kimber drove his Special to a Gold Medal victory in the London-to-Land's End Trial.

MG has not forgotten the spirit of the golden age. For fifty years now, more than any other car-maker, MG has devoted itself to building pure sports cars: cars that are quick enough and agile enough to win races—yet priced so almost everybody can afford one.

The 1975 MGs, like their glorious ancestors, are simple, strong, stalwart sports-machines. In short, they're honest sports cars. We feel, with pride, that these are the most exciting MGs we've ever built. And we invite you to drive these cars, to see how you feel in the company of legends.



not the "Morris Garages Car Company." In that sense it is not an abbreviation like "GM." You can properly say that the name derived from "Morris Garages" but that it is NOT an abbreviation for Morris Garages. Morris Garages remained a separate business entity.

For what it is worth, the factory celebrated its Golden Jubilee (50 years) in 1980, just the weekend before it was closed. However, a special sales brochure published in 1975 noted 50 years of MG as did some advertisements. So, is 1930 the date to use, or did Abingdon and

British Leyland miss the real date in 1975 or 1977, or 1978? Should we start to prepare to celebrate 90 years in 2020 or 100 years in 2025?

I suggest either or both of these, the sooner the better so more of us will still be able to climb into our MGs at that time.

Aside: The discussion reminds me of another 50-year anniversary now upon us, of JFK's promise to reach the moon "before the end of the decade." His choice of words left it open just when the decade ended. Was it Dec. 31, 1969, or Dec. 31, 1970, or 10 years from when he made the commitment? I heard that the words were chosen carefully and that NASA appreciated the fudge factor.

*Taken from *Essential MG T Series and Pre-War Midgets*, published 1995 (or was it?)

Only remnant of the MG factory is the office block now apartments. Kimber office top right. Shockey pics



**The
Golden
Age of
Sports
Cars**

What Name for Your MG?

by Dan Shockey

I related the problems Kirk had with his Magnette to the original restorer and passed along the info that Kirk calls it (him), "Sir Winston." (And possibly other names at times.)

J.R. Boye: The only moniker the Magnette carried when I owned it was "Spagnette". My daughter Jillian gave it this name, because she said the car was "spaggy" She defined spaggy as "bad". At the time, the interior of the car was unfinished, with the door panels off. Even though the car lost its spaggy over time, the name stuck. The Spagnette was redeemed, however, when she used it for her wedding day transport.

Mike Jacobsen: When I had the car it was "Zeb". (ZB) I don't know if J.R. had a name for it. When you have three blue MGs, as I did once, they need names, especially for the people that don't know an MGA from an MGB.

- The MGA is Baby G, because when my high school girlfriend first saw it, she said it was so small it looked like a baby car.
- The pull-handle MGB with the Buick V8 was Beastie, for obvious reasons. My sister has that car now. (The sister that used to run demo derby races.)
- The TD/Volvo was Ted.
- The B/GT is just GT.
- The XK140 is Kitty, because that's what Lina called it.
- The Integra is the Little Black Car, which boils down to LBC, so that way all my cars are LBCs.

Don Bonar: "Ruby" has been lovingly restored (with the help and support of NAMMMR members) and is now for sale. At 76, my Drs. tell me I need a major tune-up. See his beautiful two-tone red MG PA for sale (below).

Dan Shockey: I call my PA Mr. Toad in honor of The Wind in the Willows. I have called various MGs "Midge" over the years in remembrance of my mother and her preferred nickname.

Send us your names for your collector cars!

Classified Ads

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

Early NAMGAR newsletters: Donated by a club member. These are Vol 13, No 5&6, Vol. 14 No 5&6 and all of Vol. 15. Free to good home. Contact Mike Jacobsen (Posted 11/18)

1934 MG PA. Matching numbers traced through original factory info. Beautiful two-tone red paint as original. Engine completely rebuilt with modern internals. Price \$45k. Located near Kansas City. Don Bonar at don35pa@gmail.com. Photos: <https://mykcclassiccars.weebly.com> (Posted 12/18)

Oregon Club Cars: 1965 MGB, tourer w/hardtop, one owner, \$10k, Peggy (503) 709-3616. 1971 MGB tourer BRG, 2nd owner, garaged entire life, sell to good home, Christine (562) 682-8260 (Posted 10/18)

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. Prior issues of The Octagon and other classified ads may be found on our web site.



Betty Haig Biography

Roger Farmer's biography of Betty Haig has been published and is now available. Amazon UK has copies, but it's not yet offered in the US.

The following is from the Editorial of the December issue of the bimonthly magazine 'Totally T-Type 2' soon to be uploaded to www.ttypes.org

“Roger Farmer has recently completed a biography of the rally driver Betty Haig. The 250 page book will be launched on 23rd November. He has ordered a limited-edition print run of 350 copies of the book which has an ISBN of 9781789260199. If you google the ISBN you will find it advertised on Amazon, Waterstones, Foyles etc at £45, however Roger would like to offer the book to TTT 2 readers at a price of just

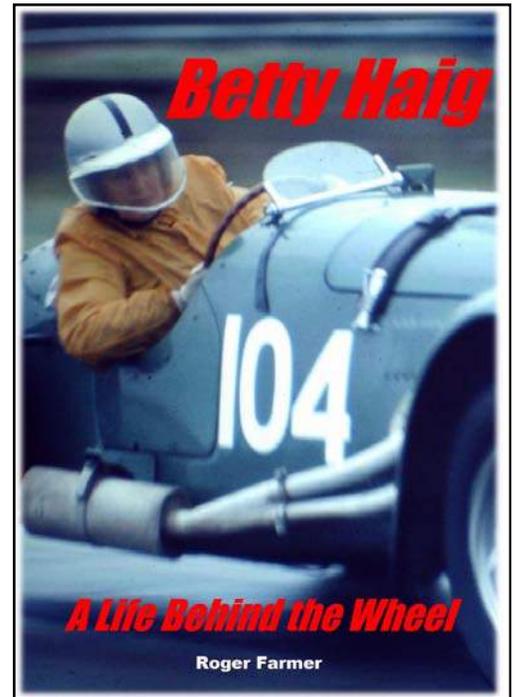
£35

including postage to a UK

address. Overseas buyers are very welcome but will be subject to further postal charges.”

I'll just add that the ex-Betty Haig TC is now back in the UK from the US and I am currently engaged in reclaiming the registration mark for the owner. - John James

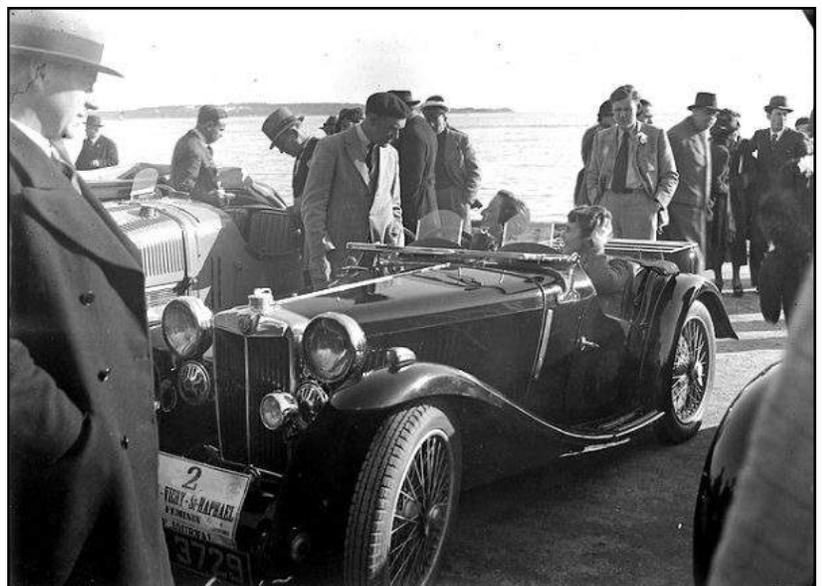
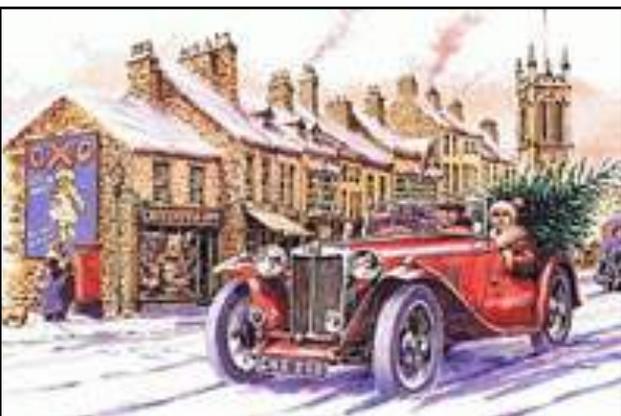
Quite a lady. Follow link below for more background information.



<http://speedqueens.blogspot.com/search/label/Betty%20Haig>

All the best. - John Bakewell

Betty at right after winning a rally in her MG PB. I believe this is when she won outright the 1938 Paris-St Raphael Rally.



MGOC member Tom Doyle gets an award for his great job organizing the GOF this past September. President Lynn of the Sorry Safari presented the award.

Photo: Kirk Prentiss

I MAY NOT BE A "WISE MAN," BUT AT LEAST I NEVER GOT SO LOST I HAD TO ASK HEROD FOR DIRECTIONS.



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 registrar@namgar.com.**




North American MGB Register

Ed Wright's



Specialists in the Repair of English Automobiles
(415) 457-1707
www.britishcarrepair.com

British Car Repair
 Established 1960

142 Mill St. San Rafael



SU Fuel Pumps



1604 Harley St.
 Calistoga CA. 94515
707-225-1336

Mark Medynski
www.sufuelump.com sufuelumps@aol.com



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



Club Meeting 'Nosh 'n Natter'

Date: Sunday, Dec. 16, 2018, 12:30pm

Peace
On
Earth

Preceding the Holiday Tea

More Info: Andy Preston
andypreston@att.net

*We look forward to
seeing you!*

Art by Richard Wheatland for the
BEN charity Christmas cards
(with permission)

