



THE OCTAGON



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



Since 1957!



**Social Distancing Issue
People OK, MGs too close**

**Tom Price Collection Tour,
Photo by Marty Rayman**

April 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.

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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.

MGOCSF.ORG

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

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Virus Updates!



A 1930s virus warning

Below: *No need for alarm unless the following is blurred*



Update:
Now affecting
all genders!



BEWARE

MG CAR ENTHUSIAST DISEASE



HIGHLY INFECTIOUS TO MALES OF ALL AGES

THE SYMPTOMS : The sufferer becomes confused and bewildered when not driving an MG. Will be observed wandering around with a blank expression, muttering strange words. Rapid rise in temperature at the sight of any type of MG. Behaviour then becomes very erratic: much rushing about and waving of arms. Foaming at the mouth is not unusual. The patient spends much time and money on MG magazines and books and constantly polishing their MG. Seems not to notice "normal" people.

THIS CONDITION IS NOT FATAL.

THE TREATMENT : The patient must be kept well supplied with items of MG interest. Should be encouraged to go on as many MG rallies as possible and to MG gatherings where he can meet lots more victims of the illness and exchange ideas with them. Friends and relations can aid recovery by talking constantly about MG cars. In case of an emergency take the patient to the nearest MG spares day or MG owners club meeting.

From the Editor

What a difference a month makes. We were rolling into a new year of fun events with good participation. Now we have canceled 2020, so to speak. Hopefully we can get back into swing soon. By another month from now, we will know.

I have been working from home, much as I can. It has given me more time to work on the MG and the newsletter. This cool weather is odd as well. Makes body and paint work a little harder. Makes getting out to work much harder!

I am reminded about the foot-and-mouth disease impact on the UK a few years back. (Info below.) Driving events and other outdoor events were all canceled for a year and more, with a lot of uncertainty. I remember Brits bemoaning the loss.

I won't have event notices, event reports and event photos to put in the newsletter. On the other hand, you may be more interested to read about past doings and dream about what may be. I have been thinking about what we can do as a hobby/sport remotely. Sharing stories from the past would be great. What is your favorite car memory? We could drive independently like for "Drive Your MGA Day" on May 2 and send reports. We could challenge each other with on-paper rallies. Ideas?

I was working hard to get the MGs ready for the upcoming events. I think that loss of immediate purpose is what I feel the most. Revive us again!

Stay safe. Stay positive. Stay faithful.

Dan



Foot-and-Mouth Disease UK, 2001

The corona virus reminds me of the foot-and-mouth disease that harmed the UK in 2001. The [virus](#) responsible for that disease is a [picornavirus](#),

The epidemic of foot-and-mouth disease in the [United Kingdom](#) in the spring and summer of 2001 resulted in more than 2,000 cases of the disease in farms throughout the British countryside. More than six million sheep and cattle were killed to halt the disease. By the time the disease was halted in October 2001, the crisis was estimated to have cost Britain £8 billion (\$13 billion) to the agricultural and support industries, and to the outdoor industry. The epidemic was probably caused by infected meat that had been illegally imported to Britain.

This disease caused a great number of car events to be canceled. This is not to be confused with the foot-in-mouth disease common worldwide, especially among newsletter editors, but not usually fatal.



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Come See the Evolution of British Cars



All British Motoring Show and Swap Meet

Presented by the
United British Sports Car Club
www.ubsc.org

Dixon Fairgrounds May 17, 2020

Entry Details: *FREE admission to the public*

<p>Vehicle (car or motorcycle) Show Pre-Entry: \$30.00 (Or \$40.00 day of event for each vehicle)</p> <ul style="list-style-type: none"> ○ Dash plaques to all entrants ○ Great goodie bags ○ Free raffle ticket for every entry 	<p>Swap Meet Space: Private Parties - \$25.00 Pre-entry (Or \$30 day of the event) Business vendors - \$40.00 Food vendors - \$40.00 Swap meet includes new & used parts</p>	<p>Everyone will enjoy:</p> <ul style="list-style-type: none"> ○ Food and drinks on site ○ A variety of vehicle club displays ○ Large selection of raffle items to win. Tickets available for purchase at the UBSCC club booth.
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For more information or to download forms or register on-line, go to: WWW.UBSCC.ORG
or call: (916) 215-2940 or (916) 425-1687

Vendors and participants set up at 7:00 AM. Gates open to the public at 8:00 AM.
Final entry and registration: 10:00 AM. Awards presentation: 1:30 PM.

Update 3/24/20: We have not canceled the Show at this time. However, we are suspending registrations until further notice. We will keep you updated with the status of the Show.

Welcome New Members!

Andy Lysett of Castro Valley with a 1953 MGTD, 1962 Mini Cooper, 1959 Austin Healey 3000 and a 1968 Jaguar XKE.

Patrick Moran with a 1949 MGTC. Pat is a longtime member of the Abingdon Rough Riders. Pat is pictured with his Alfa. He says he has both Allied and Axis cars. Pat kept the original dash and other appendages from his TC as wall art. Great idea!



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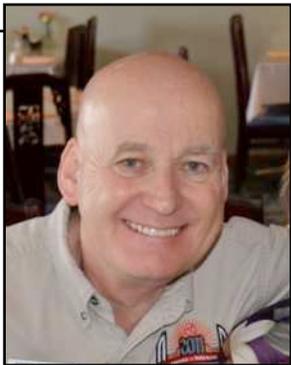
TF featured in famous pin-up painter Gil Elvgren's '50s artwork. He often used

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President's Ponderings

THIS TOO SHALL PASS and hopefully we can get back to normal in the not too distant future. The only thing that all of us can do is to stay inside as much as possible and practice social distancing every time we have to go the grocery store or some other place. Also remember to wear latex gloves every time you go out and especially at the grocery store and gas station.

As you have probably read from my last "email blast" that the Board decided to cancel all MGOC events for the foreseeable future and try and reschedule them later on in the year. This was obviously the sensible thing to do. As this pandemic continues I'm sure more and more social events will be cancelled. Fortunately we are not out any money cancelling MGs by the Bay because we hadn't ordered any awards as yet.

I note that NAMGAR are still hoping that things will return to normal and have not cancelled their GT-45 event as of this date. I wish them good fortune. I don't have any updates on either NAMGBR or GOF events as of this time.

Like everyone else Marla and I are staying at home all the time and finding things to do. Thankfully we both enjoy reading and Marla has recently discovered that she can order books from the local library online and have them downloaded to her Kindle and it's free!

We also scored some TP at our last visit to the grocery store so don't have to resort to cutting up the Press Democrat just yet. BTW that brings back memories of growing up in Birmingham, England following World War II when everything was rationed. And I mean everything so we don't have things too bad after all.

I'm also spending lots of time in the garage, which is good news for my 74 MGB GT which is not running well. This has always been our "go to" car especially in the rain because it doesn't leak; most unusual for an MG. I must admit to being somewhat stumped by its poor running and performance. It has to be either "emissions, ignition or fuel"; I've checked most things but with no luck. I've watched lots of John Twist videos but nothing seems to be working at the moment but I'll just keep plugging away until I find the illusive problem.

I'd like to re-affirm something that Dan mentioned in his Editorial. We normally have lots of photos and stories about the previous tour or events but don't have any at the moment. We need your help, so please send in any articles, stories and photos about you and your car(s) to help inspire others. Perhaps we can start articles on your favorite tools and perhaps photos of your garage.

BTW there's nothing preventing you from driving your MG at any time so let's make everyday an MG drive day. But try not to break down!

Andy



Andy's TF came out beautifully. Two weeks work per panel and over 100 hours of color sanding after painted.

Photo: Andy Preston





The wraps came off the MG EX-E at the Frankfurt Motor Show in 1985, and the automotive world sat up and took notice. The car was conceived to showcase AR Design (Austin-Rover), but proved that MG could be modernised effectively.

BL Cars, custodians of the MG marque, to universal surprise, unveiled a widely acclaimed mid-engined MG concept car at the 1985 Frankfurt Motor Show. Work on the project had begun at BL's Canley design studios earlier that year and the styling was the work of Gordon Sked, director of external design, under the direction of Roy Axe.

Fighter Cockpit

The MG, dubbed EX-E, was a low, finely proportioned coupe with well executed curves and a cockpit dome apparently inspired by Group C racing cars and the canopy of fighter aircraft! Significantly the body was completely devoid of spoilers, which pointed the way forward to a new generation of cars that featured less cluttered and more aerodynamically refined lines than their predecessors. The EX-E's drag coefficient was a creditable 0.24 that would have been unmatched by any of EX-E's contemporaries.

The EX-E was designed to receive the 3 litre V6 alloy engine developed for the Metro 6R4 rally car announced earlier in the year. It was also intended to be fitted with its four-wheel-drive system. Wheels were shod with substantial 245/17 section tyres and top speed was a theoretical 275 km/h (171 mph).

The double wishbone suspension was shared with what emerged as the Rover 800 and Honda Legend executive saloons in the following year.

The interior complemented the car's dramatic exterior. Above the red LED (light-emitting diode) display was what BL described as a 'reflex information monitor', a head-up display that featured such vital information as engine revolutions under hard acceleration and cruising speed.

There was also a futuristic telephone, the dial of which was integrated into the fascia next to a compact disc player, and a sophisticated navigation system. The microphone was attached to the headrest with sound being relayed through stereo speakers.

Well-received at Frankfurt, when an appreciative audience broke into spontaneous applause on its unveiling, the EX-E kept the MG name in the public eye, although the marque would not be truly reborn until the 1995 arrival of the much praised, mid-engined MGF. In retrospect the EX-E can be seen as representing the starting point for that project, stylistically and mechanically.

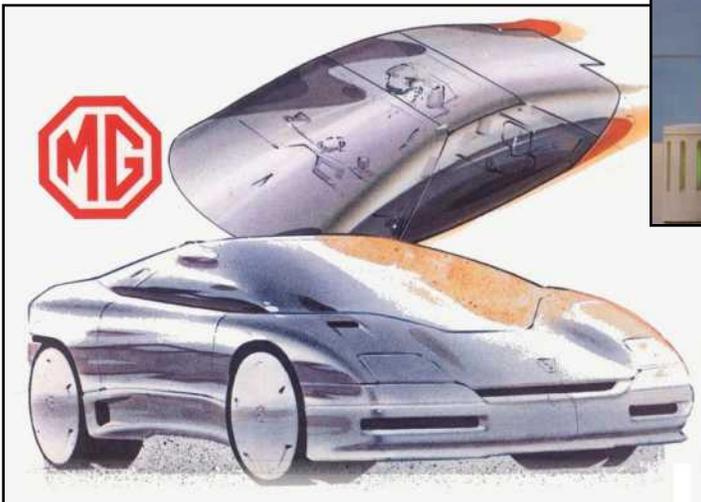
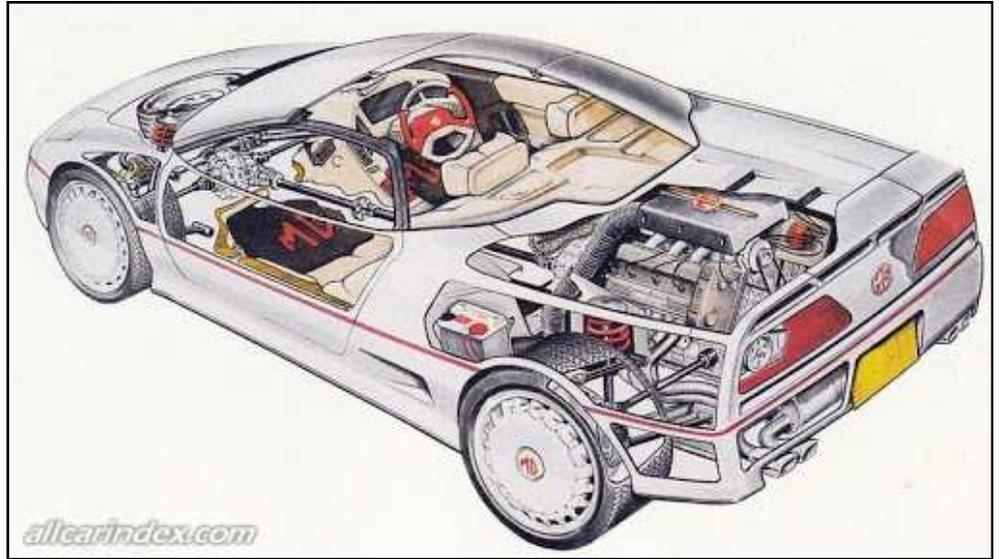
Wood, Jonathan (1997) *Concept Cars*, Paragon

The story of the MG EX-E in Roy Axe's own words:

I owned a Ferrari 308GT4 at the time and felt that a sports car of this type updating the Ferrari and showing that England was just as capable of producing a car with world-wide appeal, would do the trick. Marketing were against the idea as ARG (Austin Rover Group) did not make such cars and that it would prove to be a sales distraction.

The visual goal was for a sports GT of generally Ferrari 308 size and proportions, but with a totally unique look. We decided that the MG name was the only appropriate one to use and that E followed C as a logical type name. I am an aircraft enthusiast and a follower of military aircraft style, if that is the right term. I was very impressed by the F16 Falcon fighter with its command pilot position and surrounding bubble canopy and this was the inspiration I gave to the design team.

The project started well then got bogged down as such projects often do. I remember one weekend morning getting the team together and thrashing out some of the forms. The form had become heavy and I felt it should take a cue from the 308 and have the bonnet surface be below the wings creating a lighter look and the great view forward from the cockpit that I so admired in the Ferrari.



Body & Paint Repairs

Thoughts by an amateur enthusiast, by Dan Shockey

My 1935 MG paint is chipping away with underlying damage to bumps and rust. The front was wrecked in 2005. (My fault.) I didn't have enough insurance to cover the repairs properly. So I pounded out the front fenders with two large hammers and touched up the paint. (I also had to get another radiator shell and get the radiator rebuilt.)

My TD had similar issues except no wreck damage. The running boards had rusted through.

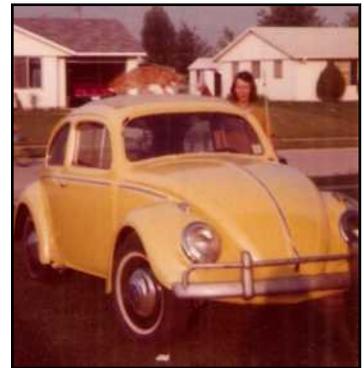
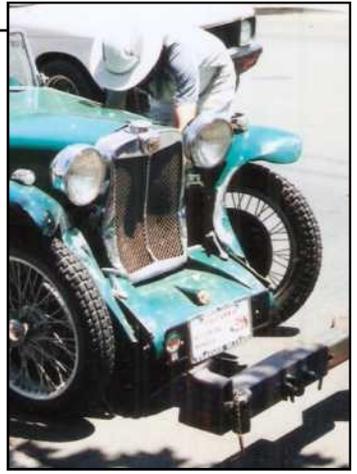
In my oft-wasted youth, I painted several cars with some degree of bodywork. In Illinois and Indiana, the bodywork was usually over rust holes, sometimes patched crudely even with sheet and rivets. The goal was shiny and all one color, a huge improvement. In the 1980s, I repainted my MGA in my garage after pulling it apart, stripping multiple layers of paint and repairing some dents. Later (1990s) I repaired and repainted my 1965 Mustang. Both these cars were not perfect but came out well.

I have decided to finally deal with the appearance of the 1935 MG P-type. Can I tackle this myself at home? What about paint and materials? I have reported on using Restoleum and foam paint rollers and brushes. Andy Preston got his MGs ready for paint but went to a pro for the final body and paintwork. However he painted his MG TF himself at home and made a paint both in his garage. He used a base coat, clear coat system and the results were great. Andy told me he took the entire car apart and spent 2 weeks on every panel.

Some thoughts from my perspective as I approach my latest project:

1. Body and paint is a lot of hard and dirty physical labor. There are some labor-saving tools like air powered cutters, sanders and grinders. They don't save the mess, just scatter it further. Sanding itself is a back-breaking labor, often wallowing in muck on your back or knees. Andy reports over 100 hours of color sanding for his TF.
2. Body and paint is a skilled labor. Techniques to replace whole panels or sections, to straighten dents, to weld, to apply bondo and get panels straight are difficult, exacting work. I like to watch some of the pros restore cars on the TV shows. One guy said they spend weeks on a quality restoration just getting the panels perfect after all the metalwork is done to a high level.
3. Body and paint is about materials and their proper application. Paint and primers and thinners are the most obvious challenge but body putty mistakes can ruin a job. I had to repaint the door of my Mustang a year later due to the filler I used (patched a bad crease) not being stable over time. I helped a guy paint his VW. He put the wrong thinner in the topcoat paint. (Enamel thinner in lacquer paint!) It didn't seem to matter but I don't know the long-term result.
4. Body and paint is frustrating work. Once you have determined the right materials and methods, tools and techniques, and products to use, you may still get problems. I used to say that, "Doing it yourself often means re-doing it yourself." That certainly applies to body and paint. Even the pros often have to re-do work. That is a special skill as well.
5. A paint job is not a paint job, it is a restoration. For our MG cars a paint job becomes a full restoration. You need to remove the fenders to do a proper job. And probably the doors and the bonnet. Also the gas tank and running boards if it is an earlier car. For the MGA, I needed to paint under the hood, in the trunk and the interior plus the dash panel. That meant taking much of the car apart. And then fixing and replacing many things to put it back together. With an MGB or a modern Midget, you can get away with leaving the panels attached.

Acrylic lacquer was the best paint for at-home amateurs (with the possible exception of the Rustoleum/brush method.) The paint went on dull and you rubbed it out to get the luster. Imperfections were easily rubbed out and panels were readily repainted. My 1935 MG was painted with lacquer 30-odd years ago and I can unhappily report the main problem with this paint. It chips and cracks easily and can be dulled by gasoline. I used this for the MGA and it came out very well except for one area low on a fender where I didn't get the repair smooth enough. I don't



think I noticed it until later. (#6. Best not to look too close after done.)

I painted the Mustang (and other cars) with acrylic enamel. This paint was suitable for home use as well. You had to be more careful in your spray settings and techniques to get it to lay on smoothly and avoid sags and runs. A good gun and air supply helps. You had some ability to fix problems and buff it out later but mostly you got what came out of the gun. It was less work that way and if your goal was a shiny durable finish, all-one-color, it was fine. The Mustang looked very good. I was able to re-paint the door as a whole panel later and years later, I buffed out a 'hip flank' area (it was a mustang after all) above the rear wheel that had some dry overspray. It wasn't bad and I was reluctant to try buffing it. It buffed out nicely.

You normally put hardener in the acrylic enamel paint. I helped Bob Wall repaint the bonnet of his BGT. He didn't want to spend any more than essential so I painted it without hardener but told him he could not buff the paint or it would be dull. (The only cost was the quart of paint and some thinner I had left over.) He later buffed it, which left it very dull. So we repainted it with hardener. It came out well (both times) and still looks good.

For minor work, you can use spray cans of primer and paint. This can give you acceptable results. I used these for the TD when I replaced the running boards and made other minor repairs. The trick there was matching the old paint, repainted in England forty or more years previously. I bought some various spray paints and found one that was a close match. The whole car still needed a full re-paint but this got rid of the rust-through and the car looked okay with a buff and wax. Many people at displays congratulated me on keeping it original! (The used running boards came from Skip Kelsey and Brian O'Connor.)

There are vendors who will supply paint by mail-order in various types and form. My P was painted with an Alfa color, their version of BRG. I bought some lacquer touch-up when I first got the car 20 years ago. A guy back east was mixing these in obsolete lacquer. The color differed from that on the car (a bit darker), whether due to the primer underneath or some other factor. (Painters can lighten or darken paint.) But I have used it for spray and brush touch up over the years. I bought it mixed in spray cans and a couple quarts. I was very surprised to find I still have a quart of it.

I am also surprised to find a company providing acrylic lacquer paint to the old paint formulas. However they will not ship it to California. They will also supply the colors in modern urethane paint. So I was able to buy "English Green" paint for a 1971 Alfa from them put in spray cans! I was pleased with that option.



By the way, that may be a way for you to match an original paint color. Order paint from them for your model and year car, to make sure it looks right and spray a sample for matching. I did that for my TR3.

Urethane paint requires a hardener or must be coated with a clear paint to achieve durability. I found another on-line place that provides urethane in a large number of colors. I picked out one of their colors that appears very close to the paint on my car. So I now have three decent options for painting re-done portions of my MG:

1. Acrylic lacquer applied with spray equipment in the near-original color
2. Urethane spray cans in the near-original color
3. Urethane applied with spray equipment in a very-close color



I decided to replace the original "swept wings" (full fenders) of the MG PA with "cycle wings" as used for the MG J2 and for racing. I purchased a pair after I wrecked the car. These were original fenders from a 1933 J2 found in a junkyard in Mexico! They were inexpensive but very rusty with extra holes, minor dents and some prior welds. Removing the full fenders and running boards means a part of the body under the sides of the bonnet was now open and that the lower portion of the body under the doors was now exposed. These sides had many holes and bad paint. So I saved straightening those large fenders but had to make side panels and patch and paint the lower body.

I used 2-part epoxy glue (JB Weld) to fill holes in the fenders and lower body. I think that this will hold up to the bumps and bangs of life on the road. I then used fiberglass body putty to smooth over the epoxy and larger voids where some strength is required. Regular plastic body filler is best used very thin. It will crack if thick but it is perfect to spread thinly to make panels smooth. It is key to spread it thin, by the way, since sanding it requires a lot of elbow grease. Use a long board sander to get the panels straight.

For the new side panels under the bonnet, I wanted metal with a little stiffness. I needed something 6" wide and 24" or so long. I chose to order some door kick panels in aluminum. (\$12 each) I found similar panels (0.025" thick) at the hardware store. These would have worked as well. My concern was cutting them to shape without distortion so the 6" width was appealing. I had bought a cheap hand-drill-powered nibbler. That worked pretty well to trim them to shape after I learned how to control it.

I had to deal with the surface rust on the cycle fenders. This was after I used body hammers and dollies to smooth some small dents. I used Extend rust treatment that converts the rust to a hard surface protector. That worked well. I then sprayed a zinc-based primer on the bottom of the fenders. I don't plan to do much to those (under sides) but will paint them with the top color. I bought a special primer in a spray can for the new aluminum panels and to coat any bare metal. I also bought some high-build paint in spray cans for helping get the panels micro smooth. Glazing compound is useful, too. It is like a very-thick paint in a tube that will fill minor pits and sand easily.

I am at the stage of sanding bondo on the fenders and the lower body sides under the doors. That will take lots of sanding and re-applying bondo, repeatedly, to get it as perfect as I have the patience.

I have not finalized plans for the topcoat, which still seems a long ways off. I have spray guns (Harbor Freight's finest) but a small air compressor. I don't want to buy a large compressor and air tank since I don't have room for them. I can either rent one or may be able to get along using my small compressor if I spray with the "touch-up" paint gun. The airflow requirement for that gun is lower. Since I am only spraying small areas, that may work best anyway. I have to test it.

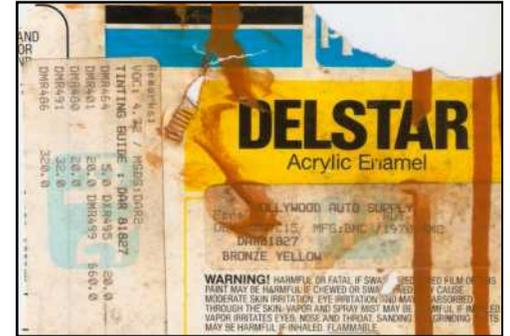
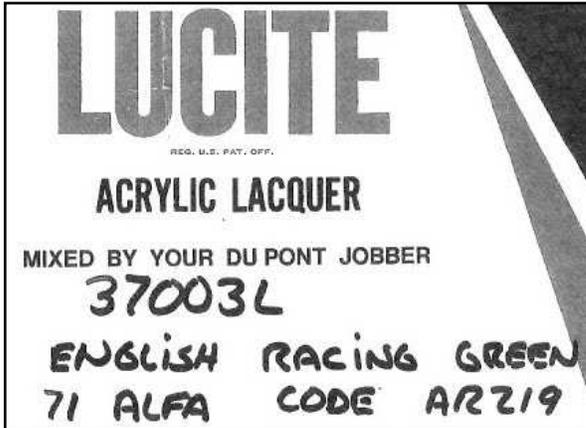
A note on spraying paint. Be sure to protect your lungs. The urethane paint especially must be kept out. I use a full-face mask with forced air from a remote pump. I use a cheap 110V pump (\$15) intended for air mattresses. It puts out too much air so I put in a "T" in the hose with the extra opening left open. Whole-face respirators are rather in short supply right now with the Covid virus. You may be able to adapt a filter respirator (less expensive) to forced air by replacing the filter with a hose connector. I know a pro painter who only uses a mouth/nose respirator but with the right-type new filters plus goggles over his eyes. A full-face mask with forced air keeps the vision clear.

Since the cycle fenders do not directly adjoin the body, they do not have to match exactly. My plan is to use the urethane spray paint (in cans) on the fenders (top and bottom). I may also use that for the new aluminum panels that go under the bonnet sides. For the lower body tub, I plan to use the lacquer paint and blend it in to the paint higher on the sides and doors. Hopefully I can then rub out all that together and minor color mismatch won't be obvious. It may blend to a slightly darker color as you look down the body sides.

Some day the P will need a full body and paint job. (Some would say that day is long past.) And I may want to return to the swept wings. But that will become a major restoration if I have the time and energy to attempt it. Until then, I think the MG will look much more presentable.



Perhaps I should add a bottom line. You can do body & paint work yourself. Start small, work step-by-step. There are books and u-tube videos on doing things. The key for me has been finding ways to avoid expensive equipment and making the usual beginner's mistakes. (Plus remembering what I forgot years ago.) It "only" takes persistence and hard work! Success to you.



Painting Photos:

- Wrecked PA, GOF West, 2005
- Dan's first car, 1961 TR3 he painted with a rented vibrator type paint gun!
- 1958 Bug painted in small garage
- Dan painting his VW bus
- Dan stripping paint from his 1960 MGA
- Painted interior areas first with enamel
- Just after painting exterior in lacquer
- Dan's 1965 Mustang after paint
- Bob Wall's painted GT bonnet
- Dan painted the duotone white on Bill Hiland's YA
- Painted under-bonnet of Dan's TR3
- Urethane paint options
- Cut the label from the paint can for your records
- Full-face mask options bought by Dan

Mid left: Primer on Dan's PA with cycle wings. These are the areas under reconstruction

Left: Pre-1937 MG owners with swept-wing PA. Doesn't look too bad from this distance. Meets the "shiny and all one color" criteria!

Auto Archeology 101

by Mike Jacobsen

I recently discovered that the California Department of Motor Vehicles has a procedure for requesting information about a car. It's the DMV form INF 70, Request for Record Information. For \$5 you can request the car's ownership history. There's a limited number of reasons that the DMV will grant a request: court cases, insurance claims, theft, and a few others. When I tried it, I asked for past ownership information on the basis of checking for theft and performing research for a restoration of a classic car. It's different than a CarFax report, for example, because the DMV can include more than just an accident history.

I submitted this form on behalf of a NAMGAR member in France who owns an MGA from California. He had the California license plate number and tried sending in the form himself, but the DMV replied that they wouldn't process it because he wasn't a resident of California. Since I live in California, I turned in the form and got a reply in a little over a month. The DMV provided the names of the two immediate prior owners, but there was no contact information. The record stopped there with a note saying the car was recorded as PNO (Planned Non-Operation) at that point and was not registered.

This is definitely one of those things where your mileage may vary, possibly depending on the DMV clerk that handles the request and how much information you already have for the car. Feel free to try it, but keep your hopes in check.

One last point. The reply came back with an official-looking stamp on it: Certified Documents - State of California - Department of Motor Vehicles. That's nice, but I don't really trust the data. That's because the last entry on the form was this:

03/09/1999-ODOMETER: 6,030,399 MILES ACTUAL MILEAGE

We may not know who originally owned the car, but we do know that it's been everywhere, probably many times.

00081
N1170 PAGE: 01

D M V VEHICLE REGISTRATION INFORMATION

DIS PUBLIC / COMMERCIAL OPS
CASUAL REQUESTS / VR
PO BX 944247
SACRAMENTO, CA 942442470

LIST DATE: 03/02/20
ATTN: 17
INFO CODE: 3 H 59

DATE/TIME OF RESPONSE: 03/02/20 15:55
LIC/VIN: 1QUG803

PNO VALID FROM: 04/20/99
REG VALID FROM: 03/10/98 TO 03/10/99
LIC#:1QUG803 YRMD:61 MAKE:MG BTM :CV
VIN :61GHNL83073
SOLD:00/00/61 CLAS:AD *-YR:99
TYPE:C0 VEH :11 BODY:0 POWR:G LOCD:5

CERTIFIED
STATE OF CALIFORNIA
DEPARTMENT OF MOTOR VEHICLES
DOCUMENTS

CURRENT OWNER:

PURCHASE/APPLICATION: 00/00/00
OWNER ISS: 05/28/99
REG ISS: 05/18/99
R/O :CHELDELIN STEPHEN M, OR DEVENPORT JENNIFER L,
CITY: C.C.: ZIP :

RELEASE OF LIABILITY (138)

SOLD ON 08/04/15 RECEIPT DATE 08/10/15 SELL PRICE 005000
BUYER: RODRIQUEZ RICK,
CITY: SELLER:SAME AS R/O ON FILE
REC STATUS:

05/18/99 PREV LIC R515227
PNO-REGISTRATION DEFERRED
VEHICLE CURRENTLY NOT REGISTERED

03/09/1999-ODOMETER: 6,030,399 MILES ACTUAL MILEAGE
END OF DATA

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650.965.9689 noto.veloce@gmail.com

Small 007 Sports Car

MGAs and later MGBs and Midgets competed against the Sunbeam Alpine on the tracks and for the hearts of American enthusiasts. I used to crew for a friend racing one in the SCCA. I like that they remind me of 2-seater Thunderbirds. Their popularity pushed MG to come out with the MGB with roll-up windows. (Dan)

The Alpine featured in the film *Dr. No* is significant to Bond aficionados because it is the first time audiences see Bond driving his "own" (although portrayed as a hire-car) vehicle, as opposed to a car commandeered from a foe.

Bond drives the car in Jamaica in order to rendezvous with the enigmatic Miss Taro at her Magenta Drive residence in the Blue Mountains above Kingston, whereupon she becomes Bond's first cinematic feminine conquest. On the way, Bond is pursued without success by Dr. No's henchmen. Later that night he drives the Sunbeam down to the shore to meet up with Quarrel and Felix for a clandestine boat trip to Crab Key.

The use of an open car was a good one as it served to display Connery (in his first appearance as Bond) to good advantage and was quite emblematic of the locale. Indeed, the car was actually borrowed from a Jamaican resident. Being the first film based on the Ian Fleming novels, there were no vehicles supplied by manufacturers for the prestige of being in a 007 movie; that would come later, beginning with *Goldfinger*. Nevertheless, the Alpine was a good choice.

The coachwork of the new model was the first to break from the curvaceous, flowing lines of the original Alpine and other contemporary English designs in the manner of the MGA, TR3 and XK 150. Instead, it featured a more blunt, rectilinear, square-bodied shape that would go on to epitomize mid-priced 1960's British sports car design in the form of the MG Midget, MGB, Triumph TR4 and TR6.

Bond's Alpine was a Series II, which benefited from a larger 1.6-litre engine. It was finished in Lake Blue with matching Lake Blue upholstery with Dark Blue piping and Lake Blue carpets. Optional upgrades fitted to this example included wire-spoke wheels and whitewall tires. These period-correct wide-whitewalls give it an enhanced vintage look today, firmly anchoring the car to the early 1960's.

When the Alpine was offered with a Ford V8 in 1964, it became the Sunbeam Tiger, at one time the preferred vehicle of



Love those whitewalls!



another popular sixties secret agent:
CONTROL operative Maxwell Smart.
by J. Krause, Autouniversum



Keep Planning for 2020 ...

Those roads
are still there -
we'll be back!



WINTER - SPRING

Pub Night, On the Road Again, April 24 Bill Hiland
Drive your MGA Day!, Sat. May 2
Dixon Brit Show & Swap Meet, Sunday, May 17

Other events canceled until the situation with the virus
become clear.



SUMMER MEETS

NAMGAR GT46, Colorado Springs, June 1-5 , combined
with the NAMMMR national meet, MGOC Caravan
MG2020, NAMGBR Annual Meet, June 28 - July 1,
Calgary, Canada
GOF West, June 29 - July 2, Welches, OR, MGOC
caravan, Plan to drive with us!

Pub Night! April 24

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday,
April 24. Please join us for an evening of fun
and fellowship!

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

By Bill & Mary Hiland



LBCarCo's LED Kit Headlamp Installation

-Steve Mazurek

At NAMGAR's GT-44 in Dubuque, IA, I stopped to talk to Jeff Zorn (LBCarCo.com) about his LED MGA headlamp kits. While not a fanatic regarding originality, I do try to make my upgrades minimally intrusive and keep the driving experience close to what I recall from the late 1950s. Jeff and I chatted for bit. He provided some references and considerations. I toddled off and talked to some people who had made the switch. The consensus was that the upgrade was a positive step, though no one provided an especially glowing report. The other reason I was considering the upgrade was I recently underwent cataract surgery, which literally changed my view of things. While positive in many ways, there were shortcomings, like a reduction in my night vision.

Before I left, I bought a headlamp kit from Jeff, with a promise that I would write an article about my experience. My replacement was more complicated than just replacing the existing lamps. I also replaced the aged, cloth wrapped wiring from the main wiring harness to the headlamp buckets. While not a necessary step, if your headlamp wiring is using the old cloth wrapped wiring and it is cracked and frayed, now is the time to make the replacement. The expense is less than \$20.

What I focus on here is just the headlamp kit assembly and replacement.

Assembling the Kit

You receive from Jeff two headlamp lenses and two headlamp LED bulbs. The lenses and the bulbs must be mated before headlamp replacement. Here's what I learned: all the parts can only be assembled and replaced in only one way, *EXCEPT the bulbs themselves. During the assembly the bulb can be inadvertently inserted into the lens upside down.*

Here is my recommendation for assembling the headlamp kit:

- Work at a time when you will not be distracted by anything.
- Work in an area that is clean and free from clutter.
- Have a general cleaning solution and wipes handy. One of my lenses was coated with light oil from the manufacturing process.
- Examine each lens when you remove it from its box and check to insure there is no foreign material inside the lens itself. One of my lenses had something that looked like packing material floating around inside: I just shook it out.
- Set the rubber dust excluders aside for the moment and do not remove the temporary mounting hole covers from the lenses.
- Now open the bulb box to expose the bulbs and remove any material covering them.



The bulb instructions would have you remove the bayonet mount from the bulb itself. Doing this disrupts the relation of the bulb to the mount and offers the opportunity to reinsert the bulb incorrectly. In addition, the instruction is misleading on the action required to separate the bulb from its socket. So instead:

- Take your first lens and place it in front of you, facedown, with the top oriented away from you. There is an arrow on the front of the lens which indicates up (top).
- Undo the wire bail that holds the temporary cap in place and remove the cap.
- Now take a lamp with its mount still intact and insert it into the lens mounting hole. *It can only be inserted one way.* It's a tight fit, so be careful. Once completed, the bulb will now be inserted into the lens properly.
- Now carefully route each bail wire around the lamp transformer and into the clasp.
- The last step is to place the dust excluder between the lens and the bulb. It doesn't look like it will fit, but it does. For this, grasp the bulb transformer with two fingers and rotate it counterclockwise until it stops and gently lift it out. With your other hand, place the large end of the dust excluder over the mounting location and then re-insert through the small opening in the excluder and into the lens mount in the reverse of the way you removed it: rotate it clockwise until it stops. Voila! You're done and the bulb is correctly inserted in the lens. Repeat the process for the other lens.

Replacing the Headlamps

At this point, installing the new headlamp assembly is the same as replacing a regular headlight. If you haven't done this in a while, here are some reminders:

- Don't forget to remove the screws, at the bottom, that hold the headlamp trim rings in place.
- Don't use a screwdriver to pry the trim rings off. You will damage the paint and, likely, yourself. Use a bodyman's plastic trim tool or some other plastic or wooden pry. Work carefully and deliberately. If they haven't been off for a while, it may take some time.

So you won't lose the itty-bitty screws when removing the headlamp holding rings, have something magnetic handy to capture them, or you'll have to chase them around the floor. The new headlamp assembly can only be installed one way. There is a small arrow indicating "top" on the lens. Make sure it points up and the lamp seats before you re-install the holding ring. *Do not return the trim ring. You will need to re-aim the headlamps.*

Aiming the New Lamps

The beam configuration is different than the normal seven-inch, tungsten sealed beam headlamp: adjustments will be necessary, if you want to be a good motoring citizen. If you have a certified headlamp adjustment tool, great! Otherwise, there are plenty of resources available that explain LED headlamp adjustment.

The LED beam differs from the sealed beam in that the majority of light is directed down and there is a noticeable light drop-off in the vertical direction. The light is whiter, more intense and broader than a normal sealed beam. The objective is to illuminate the road, not the face of the oncoming traffic drivers or the interior of the car in front. That's why there is a high beam!

Since the MGA is a three-point adjustment system, remember that any adjustment on one adjuster will/may affect the others. Start with all the adjusters at least half-way out to allow some room. I used a technique I found online to make the first adjustments. Then late one night, while the trim rings were still off, I set out to find a road with no traffic and made the final adjustments.

Now the top of the beam terminates about three seconds ahead of the vehicle at a speed of roughly 35 mph. Near-by signs are well illuminated, while signs much further out are barely illuminated. My last adjustment was to raise the right lamp up and out ever so slightly. We live in a rural area, and there are all sorts of critters lurking along the side of the road.

When you've locked in your adjustments, go home and install the trim rings. Don't forget the screws to hold them in place.

Trouble Shooting

About the only problem you can have is an incorrectly inserted LED bulb in the lens. If the beam looks odd, pull the front end of the MGA about five feet from a smooth wall where you can clearly see the pattern. The pattern should look like a bowl of light: flat-ish on the top and rounded on the bottom. If a beam is flat on the bottom and rounded on the top, the bulb is incorrectly installed and needs to be turned over in the socket.

Also, when you look at a bulb from the side, there are two filaments. The front filament is in line with the horizontal axis of the bulb: that's the low beam filament. The one that sits behind it and lower in the bulb, is the high beam filament. When inserted correctly in the lens, the high beam filament will be at the bottom.

The Results

Without going into a lot of technical jargon about the differences between sealed beam tungsten or halogen and LED headlamps, I can say that LED light is much, much whiter. Reflective signs, road markers and painted striping with powered reflectant literally scream that they are there. The whiter light also helps dark road surfaces stand out a bit more. These LED lamps are not a match for the VW's Xenons, but since I don't drive as often at night with the MGA anymore, they are a reasonably good substitute.

On a recent overnight trip that ended up being considerably rainier than what we planned, the lamps were lit for the entire trip, day and night. If you are considering buying this kit to make you more visible on the road, the results are mixed. We had at least three encounters on state and county routes, during daylight, where another car decided we must have been a mirage and pulled in front of us. Apparently, we didn't show up on their cellphones.

On the other hand, the life of a raccoon was spared last evening as well as some MGA body parts, because we were able to see the critter much more clearly with the LEDs than the sealed beam halogens that would have been in the car.

Aesthetically though, there is something un-nostalgic about seeing an MGA coming up the road with pure white headlights and yellowish trafficators and running lamps. It's eerily reminiscent of scenes from *Close Encounters of the Third Kind*.

I guess I can live with it to see better while nighttime driving. **Steve Mazurek**



Comments made in the year 1957

- "I'll tell you one thing, if things keep going the way they are, it's going to be impossible to buy a week's groceries for \$20."
- "I'm afraid to send my kids to the movies any more. Ever since they let Clark Gable get by with saying 'damn' in 'Gone With The Wind,' it seems every new movie has either 'hell' or 'damn' in it."
- "Have you seen the new cars coming out next year? It won't be long before \$5000 will only buy a used one."
- "If cigarettes keep going up in price, I'm going to quit. A quarter a pack is ridiculous."
- "Did you hear the post office is thinking about charging a dime just to mail a letter?"
- "If they raise the minimum wage to \$1, nobody will be able to hire outside help at the store."
- "When I first started driving, who would have thought gas would someday cost 29 cents a gallon. Guess we'd be better off leaving the car in the garage."
- "Kids today are impossible. Those ducktail haircuts make it impossible to stay groomed. Next thing you know, boys will be wearing their hair as long as the girls."
- "If they think I'll pay 50 cents for a hair cut, forget it."
- "I read the other day where some scientist thinks it's possible to put a man on the moon by the end of the of the century. They even have some fellows they call astronauts preparing for it down in Texas."
- "Did you see where some baseball player just signed a contract for \$75,000 a year to play ball? It wouldn't surprise me if someday they'll be making more than the president."
- "I never thought I'd see the day all our kitchen appliances would be electric. They are even making electric typewriters now."
- "It's too bad things are so tough nowadays. I see where a few married women are having to work to make ends meet."
- "It won't be long before young couples are going to have to hire someone to watch their kids so they can both work."
- "Marriage doesn't mean a thing any more; those Hollywood stars seem to be getting divorced at the drop of a hat."
- "I'm just afraid the Volkswagen car is going to open the door to a whole lot of foreign business."
- "Thank goodness I won't live to see the day when the Government takes half our income in taxes. I sometimes wonder if we are electing the best people to congress."
- "The drive-in restaurant is convenient in nice weather, but I seriously doubt they will ever catch on."
- "There is no sense going to Lincoln or Omaha anymore for a weekend. It costs nearly \$15 a night to stay in a hotel."
- "No one can afford to be sick any more; \$35 a day in the hospital is too rich for my blood."

1957:

MGOC formed

Dan's MGA made

Over 20,000 other MGAs made

Plus Sprites & Rileys at Abingdon!

MGA Coupe Introduced

MGAs finished 2nd & 3rd in class in final Mille Miglia (Healey 1st)

Stirling Moss recorded 245mph in EX.181 at Bonneville

Classified Ads

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

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)

Wanted: MGB to Restore: Member Andreas is a 15-year-old looking to take over your project. Will pick up. Andreas Pichardo, andreas.c.p24@gmail.com (Posted 1/20)

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

For Sale: Full Tonneau for an MGB roadster in excellent condition, \$150. Contact: Tom Doyle at wtdoylei@gmail.com or via phone at 530-546-9924 (Posted 01/20)

Two 1976 MGBs: Sell as package. Clean titles. The red passed smog and has been stored indoors. Both were running vehicles when parked. Roll bar. Owner has passed. Ask \$2000. Located in Linden, CA. (209) 981-5424 (Posted 03/20)

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

Welcome to the Goodwood Revival

Recreating the glamour of motor racing as it used to be, the Motor Circuit comes alive for the Revival, both on and off the historic track. The only historic race meeting to be staged entirely in period dress, the Revival sees a return to the halcyon days of Goodwood as the spiritual home of British motor racing.

It's a celebration of bygone days, vintage fashion and wheel-to-wheel racing around this classic circuit, which remains unchanged since its heyday. Retaining its spot on the second weekend of September, the Motor Circuit will be transformed, becoming a pre-'66 motorsport and fashion haven from Friday 11th to Sunday 13th September.

With classic sports cars screeching around the race circuit, land girls in a 1950s jeep, a battalion of Dad's Army marching past, and women in Grace Kelly dresses, Goodwood Revival is more than just a weekend away in a different place – it's a trip to a whole different time period. For one weekend each September, the Goodwood motor racing circuit near Chichester in the south of England steps back in time, with classic cars, vintage fashion and period aeroplanes from the 1940s, 50s and 60s. Where else can you see scooters lined up outside a retro Tesco, dance to a swing band, drink tea from a tin mug or get stopped by a 1960s policeman?

The first Goodwood Revival was held in 1998, with everything on the site – from cars and aircraft to music and fashion – dating back to the circuit's 1948–1966 heyday. Now 150,000 racing and vintage fans visit every year.

Motor racing takes place on the Goodwood circuit over the whole weekend, with the cars and motorbikes you would've seen in action here between 1948 and 1966. There are races for different categories of car each day, based on their ages and engine sizes. You might recognize a few of the drivers, with famous faces from all eras in the world of motorsport taking part – from Formula 1, touring cars and Le Mans, as well as famous car fans from film and TV.

There's lots of live music and you can try out a jive or jitterbug at one of the dance classes and demonstrations. There's a retro high street where you can visit a vintage Shell garage or stop for a cup of tea at the Kenwood Corner House. And across the road from the main circuit, there's a section – appropriately known as Over the Road – which has fairground rides, a roller disco, film screenings at the open-air cinema and shopping at the Revival Market.





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



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.

This is especially to protect our seniors.

Stay Safety Fast!



Here's the car that got everyone talking 20 years ago. The masses just couldn't believe Mike Guido's MG Midget: a build involving an engine swap and a repaint for less than \$1,500 total? And the starting point was found sitting in a back yard?

Back in 1999 we held our first low-buck triathlon, with the budget capped at just \$1,500. "This Challenge took the sport back 20 years to where hard work, dedication and a lot of creativity made all the difference to build a winner," Mike told us. Fitting the Cosworth Vega engine required massive reworking, but choosing the body color was easy: He used a shop's leftover paint.