



THE OCTAGON

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



Since 1957!



Shockey Photo - At the Cobra Experience

MGOC Picnic August 24

**Pebble Beach Weekend!
Sept. 6-8**

August 2019

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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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.

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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>.

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Welcome



THE ROAD IS NEVER LONG
BETWEEN FRIENDS.



MG Memento Raffle!

MGOC Annual Show & Picnic

Saturday, August 24, 2019

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

12:00 -2:00pm: Picnic

Tilden Park in the Berkeley Hills, the Padre Picnic Area

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

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

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



From the Editor

Harken, Earth-bound Wheelings,

Summer events are in full swing. The club picnic is upon us, the GOF is this month. Our Big Weekend on the Monterey Peninsula is coming soon. I hope to take Mr. Toad (my 1935 MG PA) to three events in seven days this month. Will see if I can get to the first one first!

I am determined to get some work done to the MGA. It had about 50,000 miles since restoration when I bought it. Time now to go through the brakes. They don't seem as strong as they should. The front shocks are bad and the steering rack seems very worn. It really bounces and skitters. The DPO put on a front sway bar that rubbed hard against the steering arm. As soon as I got it home, I spent 20 minutes relocating the bar. How could he drive it like that? I don't think an MGA needs a sway bar for street use. Independent front suspension is a wonderful thing.

I received my air conditioning kit. (Pics below.) I want to install that and make other improvements while I have the engine out. And I am considering whether to stay with the stock MGA gearbox. The car has an MGB 3.9 ratio rear end. I have an early MGB gearbox with D-type overdrive that would not be too bad to fit. I may save that for another day since it should have some frame and tunnels mods to fit properly.

Some great events coming up. Hope to see you.

July 26, 2019

All the best,

Dan



There is an early record of a club member killed driving his TD on a club rally. The reporter rashly promised the club would always remember him. His wife was not seriously injured. It was a low-speed crash down a bank, possibly hitting the steering.

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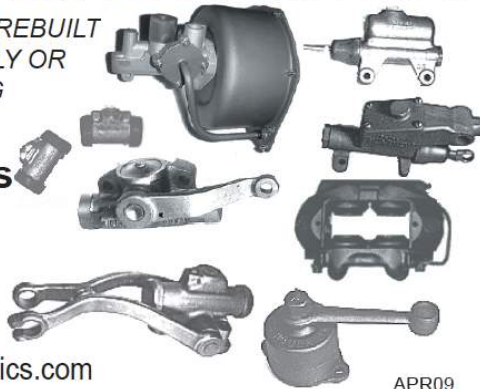
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Underdash Evaporator

(Just sitting on the tunnel)

FILOLI TOUR



Date: Saturday, September 14

Tour Leader: Dave Marsh 650 964 2341

Route Summary: The route starts at Starbucks at the corner of Mary Ave. and Fremont in Sunnyvale and ends at Filoli in Woodside. We travel up Steven's Canyon, Mt. Eden Rd., Pierce Rd., SR9, to Skyline Blvd. then to the north end of Skyline, Rt. 92 and Canada Rd. to Filoli. Total route length is about 50 miles. If you brought a two way radio, we will be on channel 5.

NOTE: Watch for bicycles especially on mountain roads.

Start: Starbucks 1291 S. Mary in Sunnyvale at the corner of Fremont Ave.

Time: Meet at 10:00 AM to sign in

Depart: 10:30 AM with a full tank of gas

Stops: none



Welcome!

End: Quail's Nest Café at Filoli (86 Canada Rd. Woodside). **NOTE:** There is a fee (\$22 or \$18 for seniors) for a self-guided tour the mansion and grounds but the fee is not required to enter the café. There is an additional \$10 for a guided tour. Tickets can be purchased on-line ahead of time or on-site when we get there. More information (café menu, "what's in bloom, etc.) is available at Filoli.org. Tel: 650-364-8300.

DISCLAIMER: While I make every effort to ensure the route is open and safe, I DO NOT PRE-RUN THE ROUTE.

Thank you to Kirk Prentiss for creating the flier!

Member Notes

Welcome Glenn Storek of San Rafael with a 1955 MGTF 1500: I have recently purchased a 1955 MG TF 1500. A very beautiful car, I'm proud to say. I owned MGs earlier in my life and its nice to have one again. Regards, Glenn Storek

Unfortunately I must sell my 1953 completely restored and modernized MGTD. The reason I'm selling the TD is that I have an MGA near completion and have room for only one car in my garage. Regards, Gary Root (See *Classifieds*)

There is a good video on Amazon prime, "Racing Through the Forest." It is about the historical Pebble Beach track and features MGs. My TD now has a completely rebuilt engine and they have sent the transmission out to an expert to rebuild because they couldn't figure out why it keeps jumping out of 4th gear. I still have the BGT. It runs fine. I put on a new muffler and it improved the noise level of the car significantly. Anne will now ride in the car. We have been traveling and just seem to be busy every time I want to go to an MG event. - Jim Carlson

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As most of you know, English-made Blockleys are quite nice tires for our older cars. A group of members is looking into getting a shipment together from Britain at UK prices, plus shared shipping & duty. Anyone interested, please contact member Robert Ford at rford (at) me (dot) com Allan Chalmers

Right now I am putting in a new interior for my MGB-GT. I got it in the Moss upholstery sale, it's taking a long time to do the job, but I am getting close to being done. Most of the work is on the carpet set. I try to figure out why the tunnel section seems about 3/8" too short and showed a gap up by the speaker box area. I had hoped to move the speaker box to the rear but not sure that will work. Anyways it's a big job but it should make that car a lot nicer from the inside. It'll still be a long way from perfect in many areas, but improved at least. I've been learning a lot about originality and how difficult it is to actually stick with it, between what parts are available, and what materials too. Some things you would think would be obvious are not available. Like it's pretty much impossible to put back an original headliner, and correct trim screw under-screw-head washers are not to be found, at least not in black like original. I wonder if anyone will ever care enough about originality in the B enough to demand proper parts and supplies?

Marty Ray

You might look here for driving shoes:
<https://us.puma.com/en/us/mens/shoes/motorsport>

Or here:
<https://piloti.com/>

Cheers,
Christian



President's Ponderings

It's been a very busy month and I've spent a lot of time preparing my 1969 E-Type Jag for the Hillsborough Concours which unfortunately was on the same day as John Hunt's Cobra tour so we missed that. Hillsborough Concours attracts a lot of high-end cars but also some more affordable ones which is nice; although, this year there were no MGs but a couple of Triumphs.

At the concours all the cars are judged by SCCA judges and the cars should be as close as possible to how they came out of the factory. That means no dirt, grime, oil or incorrect parts and as original as possible! So I spent much time cleaning and shining even under the car; you really have to enjoy doing this. I didn't place but a friend of mine had just finished a complete restoration on his 1967 Fiat Dino so I was pleased when he won 1st place in our class. 2nd place was a Lamborghini 400 GT 2+2 and 3rd was a really nicely prepared 1974 Triumph TR6. All these cars deserved to be winners and showed the dedication of their owners.

I've been exchanging emails with my good friend Dan Shockey (editor extraordinaire), who is going to be installing A/C into his MGA Coupe. These cars can be toasty even after installing lots of insulation. See my article "How to keep your Coupe Cool." Dan knows that I installed A/C into my GT several years ago and have collected most of the specialized tools that you need for the job. Dan's project though is going to be a little harder than mine because there's no specific "kit" for his car and he'll have to be creative and make all of the hoses and many of the fittings and brackets by himself. So here's "Good Luck" to Dan and if you need any help just let Mike know! Just kidding anything you need just ask.

Many thanks to John Hunt for organizing the Cobra Museum Tour and drive. Looking at the photos the weather and roads looked perfect; we were sad to miss it.

Looking to next month, our next event is our annual picnic and *ad hoc* car show at Tilden Park on Aug 24. This is always a fun event especially for any new members. Marcia and George are the organizers and always do a splendid job providing goodies and soft drinks. See the flyer in this issue for all the information.

Just two weeks after the picnic we're off to a Pebble Beach Weekend with Steve and Vicky Kellogg. This is a tremendously fun weekend with a Pub Night on Friday evening, Saturday tour and dinner at the Kellogg's house and a Sunday goodbye breakfast. If you haven't already reserved your room do it now before they all sell out. See flyer for more info.

Take care and Drive safely!

Andy

Right: Andy at the Concours

Below: A spare tire rack for your MGA?





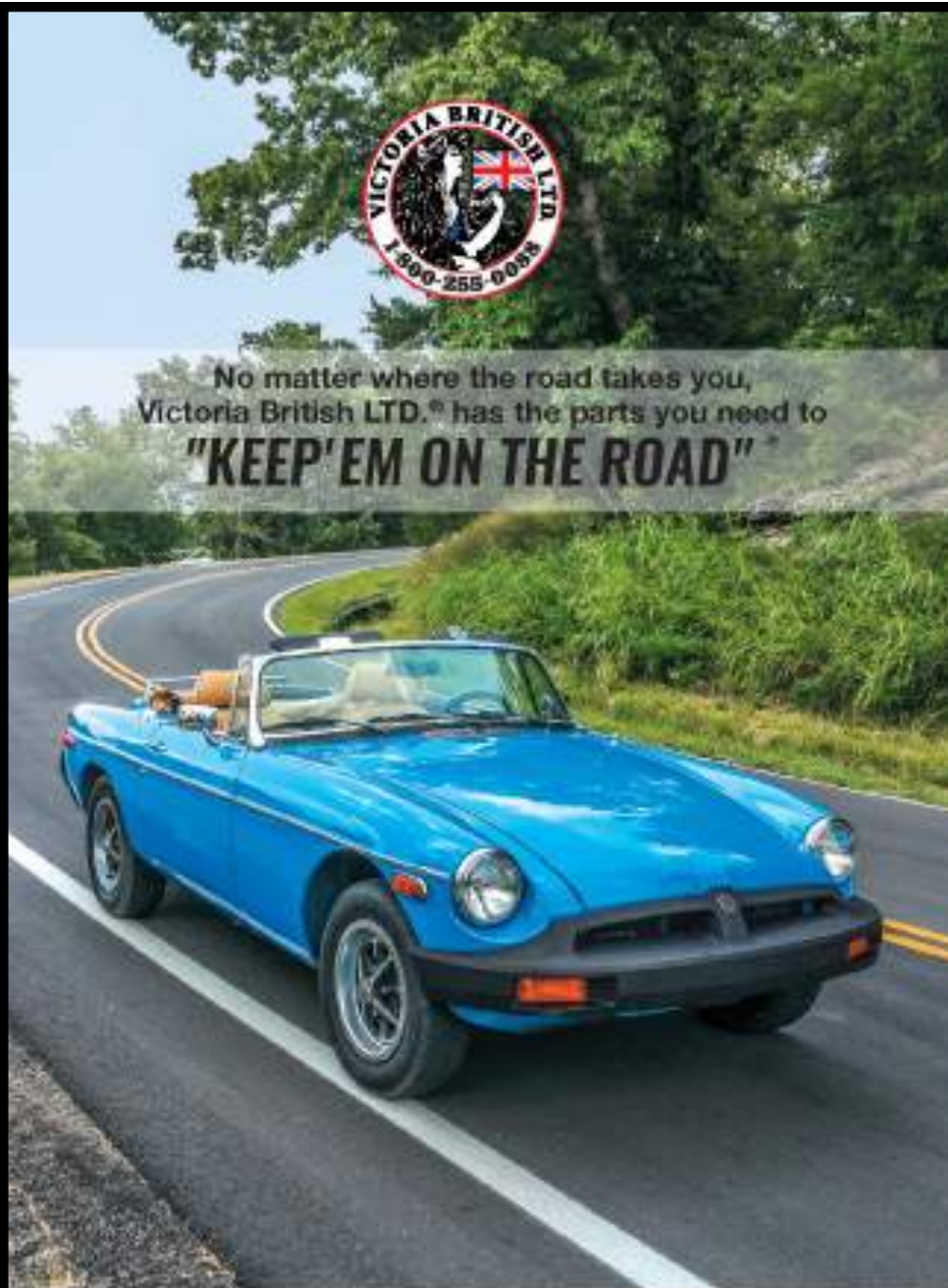
Ultimate MG Collectibles:

These are shown in Michael Ellman-Brown's **MG Collectables** on page 151. it says:

"The wonderful Magic Midget lighter of the early thirties was produced in silver, pewter and chrome on brass versions, and there was also a further chrome derivative without the lighter

mechanism. In the group are a hallmarked silver lighter that is also marked Asprey, together with a chromed lighter and non-lighter version stamped S&M (perhaps the maker's mark) in linked circles. The pewter lighter, made by Enturn Pewter, is seen converted into a trophy with two plaques. The upper plaque reads 'Lancashire Automobile Club - winner - J. Lucy' the lower one reads 'Blackpool Motor Rally - awarded to- MG Car Club - for best performance'. The text refers to pictures in the book.

So it looks as though they were 'official' items and I wonder if anyone can shed light on the memorial plaques. - John Cooper, UK



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Kompact Kamp Trailers: These camp trailers are popular with motorcyclists and would tow well behind an MG. \$100-off sale right now. See web.

SIERRA TOUR 2019 TO BASS LAKE! DATE CHANGE!

SUNDAY SEPTEMBER 22ND - TUESDAY SEPTEMBER 24TH



TOUR TO THE WESTERN RAILWAY MUSEUM



Take a ride into history, first in your MG and then in a vintage streetcar!

Where: Peet's Coffee, 3518 Mt. Diablo Blvd, Lafayette

Take the Oak Hill Road exit from Highway 24, go south to Mt. Diablo Blvd, and turn left. Peet's is in the shopping center on your left.

When: Saturday, October 19 – meet at Peet's at 9:30; leave at 10 – Sharp!

The drive is half freeway & half two-lane highway, and partly along the Sacramento River. There's one toll bridge crossing at Antioch, so be prepared to pay the toll.

We have a private tour of the Museum at 11. The Museum is having their Pumpkin Patch Festival the day we're there, so you can buy a Halloween pumpkin. You can also bring a picnic lunch to enjoy in Laffin Park on the Museum grounds

Museum admission is \$10 per person, or \$9 if you're over 65, and \$7 if you're younger than 15. The Museum is at 5848 Hwy 12, Suisun and that's about 50 miles from the meeting place at Peet's.

RSVP to Mike Jacobsen at MikesMuseum@yahoo.com or 415-333-9699.



How to Keep Your Coupe *Cool*

Andy Preston

I think the MGA Coupe is one of the best looking designs to ever come out of Abingdon. It looks sexy from every angle with one curve flowing into another. I love the rear three quarters view which I think shows the design at its best.

However this beautiful design comes at a price and that is interior cabin temperature. The flow-through ventilation is poor at best and so it can get pretty toasty even on a cool day. When I bought my Coupe over 12 years ago I knew that it can be a little oven so resolved to do everything I could to make it as cool as possible during the restoration. I think most of my modifications helped and my Coupe is reasonably comfortable to drive even on hot days. That being said, if its 105° outside it's at least 105° inside!! And on a drive back from Dixon car show one year it was that hot! Thankfully I was on my own.

I had the benefit of doing a complete frame off restoration that made some of the modifications easier but I think most of them are still applicable to a running car.

Firewall and heater shelf

The only thing that separates you from the 200° engine is the thin 16 gauge sheet metal firewall and heater shelf panels. Every wire and cable that goes from the interior to the engine compartment goes through these 2 panels and there are lots of them just look under the dash and you'll see lots of holes and grommets. Any hole that is not sealed completely will let 200° air into the cabin and that's plenty hot. An easy way to find any holes is to place a bright light under the dash at night and look in the engine compartment for any beads of light. If you find any, close off any openings with grommets, plugs and sealer to stop the heat from seeping in. Sometimes you'll have to use a high quality silicone sealer in difficult to reach areas. Seal every hole - it's worth the time.

After you've sealed off all the holes it's time to install



insulation on the firewall and heater shelf. This is easier said than done on a car that's not apart. Vendors like Scarborough Faire and Moss sell insulation kits similar to the factory insulation which helps a lot, but would need cutting up to install. It might be easier to buy some foil backed insulation from a local hardware store and use that. Any way you do it every little bit will help.

Transmission tunnel and floors

I think the biggest generator of heat is from the transmission tunnel and vertical firewall plywood floors. The engine and gearbox weigh around 450 lbs and that's 450 lbs of hot metal at 200° or above just inches away from your legs and feet. No wonder they feel hot! The solution here is insulation, insulation and even more insulation; the more you have the better. You can't have too much.



Initially I installed Dynamat over everything and followed that by layers and layers of foil back felt over the transmission tunnel. The foil backed felt is approx. 3/8" thick and available at most parts stores or online. It's easy to cut and glue into place with spray adhesive. The tunnel carpet on my car was a loose fit so the felt acted like padding and made the carpet fit better. As I said the more the merrier and the carpet hides it all.

Exhaust pipe heat shield

When I bought my car there was a hole in the driver's plywood floor pan that had been burnt through by the exhaust pipe. That's how hot it gets around the exhaust system, probably about 300°; hot enough to cook a steak! I needed some way to shield the hot exhaust system from the underside of the floor.

I bought some 1/8" sheet aluminum and cut it into 6" wide strips. I bent the edges down for strength, cut them to length and attached them to the floor rails leaving 1/2" gap between the exhaust



shield and the floor. This is easier to do with the floor out but still possible with it in. Just remove the seats and you should have enough room. Remember you need 2 heat shields one under the driver's feet and the second under the seat. This definitely worth the work and reduces most of the heat from the exhaust.

Doors, roof and battery access tray

Insulating the doors is impossible without removing all the door components. Insulating the roof is impossible without removing the headliner; so skip these steps unless you're doing a complete restoration. I lined the doors with Dynamat and the roof with thin 1/8" foam with foil insulation on both sides.

The battery access tray is easy. I lined it with 2 layers of



Dynamat on the underside to reduce the noise in addition to the heat.

I'm not claiming that this will make your car cool on a hot day but it will definitely help you keep a little cooler and more comfortable.

After doing all of this the only thing left to do is install A/C and Dan Shockey will be adding that to his Coupe later on in the year. So I look forward to his progress and updates as it happens. - Andy



Space Saver Spare: Here is a tip to save space in the boot for more wine, etc. A 13" wire wheel and smaller tire from a MG Midget will fit the splines of an MGA or MGB. Thus you can carry one of those as the temporary spare. It will not fit over disk brakes so would have to be used on the rear axle. A rear wheel can be moved to the front. For a drum-brake MGA, the space-saver fits all four corners.

Interview with one of MGOC's Founding Fathers!

By John Hunt

At our annual MGs by the Bay car show this year, I was fortunate to run into Lance Klokkevold. Lance's first car was a white MGA that he purchased from the British Motor Company (BMC) dealer in San Leandro. Sometime later, he moved to Berkeley and got to know the service manager at Berkeley's BMC dealership, Ray Decosta. The now-gone BMC dealer was located on Telegraph Avenue near the U.C. Berkeley campus.

The club started out in the living room of Ray's house. Ray became President, his wife Rose the Treasurer and Lance became the first member. As the club grew, the living room became too small so the club started renting meeting space for monthly meetings.

Ray was into Gymkhanas and created his own MG Gymkhana team called, The Ravens, of which Lance was a member. Ray even created Raven car stickers to increase camaraderie. In the club circuit, our MG club was a force to be reckoned with!

What is a Gymkhana? According to Wikipedia: "Similar to autocross, the goal of gymkhana is to achieve the fastest time possible; memorizing the course is a significant part of achieving a fast time. The name is loaned from the equestrian discipline of gymkhana.

Gymkhana events are time and/or speed events in an automobile. These can feature obstacles such as cones, tires, and barrels. The driver must maneuver through a predetermined "track" performing many different driving techniques. What separates gymkhana from traditional autocross events is that the gymkhana requires drivers to perform reversals, 180 degree spins, 360 degree spins, parking boxes, figure 8s, and other advanced skills. Drifting is also encouraged where helpful or necessary. Essentially, a gymkhana is any event featuring a starting point, a finish line and some sort of "obstacle" to get through, around, or by, all within a certain time limit."



Sometime in the 1960s, Lance took a hiatus from the club when he went to serve his country in the Army. He may have left the club for a while, however, he did not leave his MG. He drove his car from California to Fort Campbell Airborne School in Kentucky. After his tour, he drove his MGA back via Canada, Washington, and Oregon to California.

After returning to California, he reconnected with MG Car Club. When he rejoined, he connected with Jarl DeBoer who owned an auto repair shop that specialized in Ferraris and Maseratis. He was a well-known master mechanic and member. Lance had his MGA engine rebuilt by him sometime in the 1970s and after over 40 years, it hasn't needed a rebuild.

At some point, Lance became the Activities Chair for the club. Lance led a number of events and activities that included Gymkhana events and poker rallies. I asked him what's different from club events of today vs. the past? He said all clubs did things with other clubs. He mentioned how we would do joint ventures with Jaguar and Austin Healey clubs for example and sometimes several clubs would join in. Thanks to our current President, Andy Preston, we have started to revive that tradition.

I asked him what was the name of the event where people would drive to different houses for a pot luck dinner or a different course for a four-course meal? Lance said, those were called, "Progressive Dinners." Sounds like a fun time, hopefully we can add one of those to our 2020 events calendar.

Thanks to Lance and many others, the club is now over 60 years old, hosts numerous events with a membership base of over 200 people.



I know I have a better photo of Lance somewhere. Will catch him again later.

We have a photo book of the early MGOC club, people and events. We even have a photo book that predates the MGOC back to the SCCA club that we descended from. Maybe we should bring them to the Holiday Tea or Picnic.

See photo of an event from 1962 on page 17.

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Steering Wheel Wrap

compiled by Dan Shockey

I have always, it seems, used leather steering wheel wraps to cover the thin plastic, often-cracked wheels in my old sports cars. I like the Wheelskins brand but they have gotten spendy, \$50 or more. I think I picked up the last one cheap at a swap meet. An alternative and period correct option to is to use inexpensive cord to wrap the wheel. But what cord, how to wrap it, and how to secure it and protect it? Some use a thin cotton double-stick tape under the wrap. From the internet:

One thing I haven't seen mentioned is the type of finish to use on the cord. I'm planning to use 3mm black cotton cord. A previous attempt using 4mm hemp didn't work (kept coming loose) because there was no fixative. I'm told to consider varnishing the finished job, and I wonder if boiled linseed oil would be effective. It has also been suggested to use Cuprinol matt finish. I prefer to bind the wheel without the knots. Perhaps the knots help keep it tight, but some seem to get it to work without the knots. **Colin Crail, Fife.,**

I don't think that you are supposed to glue the binding to the wheel, when I have done this in the past I did it the same as if you were binding a cricket bat handle. I used the same technique for binding springs as well. **Paul, UK**

Just a simple binding as you would when whipping the end of a rope has always worked for us: They started off white, but age mellows them nicely. **JH**

Colin - maybe the secret is nylon. Bog standard picture cord. Naturally aged by oily hands. The ends are pulled back through using the "loop" method rather than a needle. I suspect the synthetic cord is actually better at staying tight than cotton or hemp? If you want it in black, I believe it's marketed as "paracord" & used by those who like their tent guy-lines etc in that colour.

Jeremy has used a braided nylon cord that is plaited. This is very stable and will lie flat, easy to pack and making movement in use less likely.

The other examples are of cotton, linen, or possibly jute, twisted and plied yarn. When a plied yarn is bound round an object, the rotation around will tend to either untwist the yarn or over-twist it. Round yarns do not pack down as easily in the installation. Pulling the yarn off the end of the spool, rather than letting it roll around the floor will further change the final twist. This change will make the yarn less stable, and being round it will compress over time to open up the bindings on the wheel rim.

To summarize, use braided nylon if you are willing. If not use a hard twist cotton or wet spun flax/linen, and watch out for changing the twist as you go. The non-synthetic yarns are available from businesses supplying rug weavers. **Ian Bowers, UK**

Ian, I simply tied a tight knot behind one of the spokes. The cord is continuous all the way round the rim, then tied in to the starting position with a straight forward knot, but right back and superglue sealed the knot. Looked very neat and hidden. It is all a pretty straight-forward job for anyone to achieve a similar result. Getting it tight is the key. I managed to do the full wheel with 33 metres of cord. (Best allow 40 meters!) Fifty minutes of boring winding and blisters!! To stop the cord slipping and to keep it tight, it's usually best to first wrap the wheel in sticky cotton Tesa tape.

Rich Hardy, Vintage MG Parts, UK

I attach two websites that may help in this project. As with all such subjects the devil is in the detail. **John Bakewell, UK**

<https://www.igkt.net/>

<https://www.google.com/search?q=kent+twines>

[+catalog&tbm=isch&source=univ&sa=X&ved=2ahUKEwiquNLongLiAhUvVBUIHVFxC7kQsAR6BAgJEA&biw=1280&bih=578](https://www.google.com/catalog&tbm=isch&source=univ&sa=X&ved=2ahUKEwiquNLongLiAhUvVBUIHVFxC7kQsAR6BAgJEA&biw=1280&bih=578)

Photos: Otto Hillebrand, Germany



Come to the Beach in an MG!

Version 2.0



**Friday – Sunday
September 6 – 8, 2019**

They say that once Labor Day is over and all the tourists have gone, the Monterey Peninsula's weather is glorious. So make it a weekend trip to the home of the AT&T Golf Pro Am, Pebble Beach Concours d' Elegance, Laguna Seca, Monterey Bay Aquarium, Cannery Row, Carmel by the Sea, Monterey Jazz Festival and the home of your hosts, Steve and Vicky Kellogg.

Our Weekend will start Friday evening at the Crown and Anchor British Pub in downtown Monterey.

The following morning, for the early risers we will attend The Monterey Cars and Coffee held at The WeatherTech Laguna Seca Raceway. We can expect to see up to 400 cars at this bi-monthly event. Then we take a ride over the Laureles Grade Road to Carmel Valley and hook up with the rest of the group at the The Carmel Crossroads.

We then head south on Highway One to Big Sur and its' iconic views and sites of the coast. You'll have a lunch at Big Sur Restaurant of your choice. You can then head back up the coast at your leisure as the afternoon itinerary is up to you.

In the evening, Vicky and I would like to invite you to our house for a Central Coast themed Dinner where we'll regale the days' events.

On Sunday, you're welcome to come back over for a little nosh before you leave for home.



The Sea Breeze Inn

There are 15 rooms reserved at the Inn.

Standard 1 Queen room - \$189.00 per night plus taxes
Single Queen Cottages - \$189.00 per night plus taxes
Standard 2 Queen room - \$199.00 per night plus taxes
When making the reservation, let them know you are with the MGOC and Sorry Safari Group # 220648

Make your reservations before August 15th to insure you get the above rate.

Where is the Inn?

1100 Lighthouse Avenue

Pacific Grove, CA 93950

831-372-7771

Group # 220648

Refer to MGOC/Sorry Safari when making your reservation.



Crown and Anchor VOTED #1 PUB IN MONTEREY COUNTY

When visiting historic Old Town Monterey, come and enjoy the atmosphere of a truly authentic British pub and restaurant. Slip back in time to the days of royal splendor and old sailing ships. Relax and enjoy on of our 20 international beers on tap. Order a cocktail, try a glass of our excellent California wines or select a classic single malt scotch. Choose from an array of appetizers, entrees, salads and sandwiches.

<http://crownandanchor.net>

Please RSVP to:

Steve and Vicky Kellogg

Call 408-355-4125

Or

e-mail: sfkellogg@verizon.net

Keep Planning for 2019 ...

Photos from the
Cobra Museum
Tour - Shockey



SUMMER

GOF West, Prescott, AZ, Aug 12-16, GOFWest.org

Little Car Show, Pacific Grove, Wed., Aug. 14

MGOC Picnic, Tilden Park, Sat., Aug 24

Scottish Games, Pleasanton, Display, Kirk Prentiss,
Aug. 31/Sept. 1

Pebble Beach Weekend, Kelloggs, Sept. 6-8



FALL

Fioli Skyline Tour, Dave Marsh, Sat., Sept. 14

Sierra Tour to Bass Lake, SSTs, Sept 22-24

Autumn Classic, Morgan Hill, Oct. 12-13, Bill Hiland

Western RR Museum Tour, Oct. 19, Mike Jacobsen

MGOC Sonoma Tour, Nov. 9, Andy Preston

MGOC Holiday Tea, San Francisco, Dec. 7





Practice Autocross at Tilden Park, Berkeley, MGOC, 1962 Rat Race,
Bob Smith, Chairman of Event

Elvis' MGA at Graceland. Used in the wonderful
movie, "*Blue Hawaii*."



Why is an MGB shown in the poster?

New Generation MGers?

– Compiled from the MG internet

The question of 'younger people' is one I know that other clubs have struggled with and not yet found an answer for. Longstanding events are coming under threat as the supply of volunteers is running out and one club in particular has had to put its subs up enormously with a view to having to pay contractors to deliver events they used to self-manage.

We should worry that the cars we love so much will find themselves homeless at some not too distant point: not just because we fondly hope they have some financial value but because they have given us and several generations before us so much pleasure, it seems a shame we can't pass the baton.

I recently spoke to some friends of my kids (ages 23 and 25) about this and was told some pretty serious things - most of which will presumably not be surprising:

1. Younger people are much less interested in cars *per se*: they want to live in cities and cars aren't easy to use there these days. They and their friends no longer recognize car brands.
2. Younger people don't feel very flush or confident about the future or their prospects and they like to spend what money they have on experiences (travel, etc.) rather than 'things', which they can see as encumbrances and liabilities.
3. They are much less likely than I was at their age to have any inkling of mechanical knowledge. They just aren't used to owning things that you can fix! At the same time our repair industry has become a restoration industry with £50 an hour charges and no longer the prospect of long educational chats on the phone with generous-minded engineering types.
4. They see us as a very monochrome bunch: older, male, a bit fixated. (!) They are more into 'mixing' and used to doing things with partners, mates, or their own kids.
5. They have no aspirational role models from our world and we have no exposure in their media. Classic MGs are passing from 'dad thing' to 'grand-dad thing.' There may be no way back!
6. We tend to do things they don't like doing: navigation rallies, car park conversations are not their bag. (Although racing, trials and driving tests maybe could be of interest?)
7. Much more seriously, I think than any of the above - most of them have never been in let alone driven a classic sports car. This really resonates for me. My kids loved 'pootling' around in the old motors in fields when they were youngsters. The window to get your youngsters on the road in classic cars is probably 17-22 or so.

It strikes me that some of these could be addressed by a concerted effort (at a bigger level than any one club?) and might be worth talking about.

John Chapel, UK

I wonder whether the relevant 'young' are simply 'younger than us!' Personally, I cannot see any in the under-40s bracket showing any self generated interest in classic cars. There is nothing in their world to create the interest or the ability to find a minimum of £20K for a working example to garage and use on the occasional high and holyday.

I would suggest that attention is better directed at the active retired, who have a higher potential to have the disposable funds and the time to indulge.

Ian Bowers, UK

The key to getting the younger generations interested is to involve them early on. We are about to embark on our annual trek to the GOF Central. We have 3 generations going, ages 75 to 2-1/2. Our granddaughter, now 16, has been going since she was 8 years old. Ask her what she wants for Christmas, and she'll answer that she wants a registration for the GOF. She's the only 16 year old girl that I know of who has pictures and models of MGs in her bedroom.

Lew Palmer, Minnesota

All clubs are suffering in the same way and the only young people in them are those who come from a vintage car family and who have grown up with the cars. And even then, not every son or daughter is interested. My younger daughter is very enthusiastic - my older one, not at all.

Add to that the fact that while clubs used to be how we met other like-minded people and hopefully made friends, young people today don't want or need clubs.

Simon Johnston, Northern Ireland

Three of our little 'Monster Group' people are youngsters (way under 40) who have managed to buy themselves projects in all sorts of price ranges and in all sorts of conditions, some running, some not so much. Including Onno, who was lured into old cars by his slightly older cousin Thijs and his then girlfriend. That makes four. One of their fathers is into MGAs, but the other three have no clue as to why their sons have 'thrown away' perfectly good money on this old stuff!



Cathelijne, Netherlands

There is a need I think for the return of some of the old school MG events. MG Club de France just held a 3-day event that included the use of a circuit as an option. It was really good value and camping was an option. MGCC Luxembourg also have similar great value weekends, again camping an option. The Dutch MMM weekend, again camping is an option. This all helps reduce costs and makes it a fun social event. Prewar Prescott is another great event which encourages the next generations to get involved, again - camping to keep costs down and increase the fun factor.

Colin Murrell, UK

We're running into the same issues here in the US, but I have noticed a slight uptick in the interest in vintage sports cars. I'm in my mid-40s and bought my first (and only!) MG in my mid-30s. It was actually the first classic car I had chance to get familiar with, but I had interest in getting a classic car for a few years. The Watkins Glen Vintage Festival pre-war group set off that spark.

What's needed is to show actual use of these cars. Race them, get them to driving events, and just get exposure besides sitting at a car show. Car shows are boring and being around other old cars makes everything feel older. A static car display feels like a museum piece. Prove that these cars can be driven. I'm only interested now in clubs that do actual driving and racing.

Get the young and old behind the wheel of these things. Highlight that they can be driven and useful. Or at least get someone hooked on a gateway vintage car!

Geflackt, UK

I am pessimistic regarding this subject. I bought my first sports car when I was 25, a worn 1960 Alfa Romeo Giulietta Spider. In my 30s bought an MG TD. All three of my sons have grown up in a household very involved with MGs, particularly T types. Yet the oldest has no interest as an adult in old cars. The middle son is interested and has acquired with me three MG cars. But he has no interest in club activities. I am a Director in the New England MG T Register, yet he will not partake in our GOFs.

My youngest son is financially successful, but hasn't owned any cars for the last 10 years. Now he has recently bought a "hobby car," to my surprise, a 1960 Alfa Romeo Giulietta Spider. Go figure? So even with an interest by two sons in classic sport cars, none are interested in any form of club activities.

All that is being discussed on this thread is constantly discussed at Board Meetings of the NEMGT Register. No solution found yet.

Mike Leckstein, USA

Looking again at the question posed in the title of this thread - where have all the young people gone? - the answer is blindingly obvious: we've all got old....

Simon Johnston, Northern Ireland

Classified Ads

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

1953 TD: Completely rebuilt and modernized with stock exterior. Rebuilt MGB motor, 5 speed. New wood, leather, top, tonneau and side screens. Rebuilt instruments. MGB front suspension with new shocks & disk brakes. Alternator & new wiring. Two sets of nice wheels – spokes and aluminum. Asking \$34k. Gary, Biblanc47@comcast.net or cell 415 760 7596

TF-1500: One of Felix's patients is looking to sell this RHD TF-1500. Stripped to frame, sand blasted and painted. Rebuilt engine, trans, and rear ending. All chrome redone. New upholstery. All new wood. MGA front disc brakes. \$25k. Bill Foote., 408-205-1853

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



Cobra Experience

It was a great day for a back-roads tour and visit to a very interesting museum. Lots of racing and history memorabilia. Some nice things at the museum store, too. I bought some gifts on sale.

Thank you to John Hunt for organizing and leading this grand event. - Dan



You can't hide John Hunt behind a flowery centerpiece!





Shockey photos except driving shots taken by Thuy Nguyen.

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North American MGB Register



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



MGOC 'Nosh 'n Natter' & Club Picnic

Date: Saturday, August 24, 2019

Info page 3

Metting Info: Andy Preston

andypreston@att.net

(707) 799-2257

*We look forward to
seeing you!*

