



THE OCTAGON

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



North American MGB Register

Since 1957!



MGOC Picnic - August 5

**Scottish Games Display -
Sept. 2-3**

Marin Tour photo by Naomi Rayman



August 2023



About *The Octagon* and the MG Owners Club

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. The MGOC holds a business meeting each month at an event known as the "Natter and Noggin" in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the MG Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

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

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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Rick Anguiano** at 209-617-8492 or webmaster@mgocsf.org. 2023 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to magnut_dan@hotmail.com or send them to: **Dan Shockey**, 12632 Edith Dr., Garden Grove, CA 92841

RECRUITING MEMBERS FOR THE MGOC

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

MGOC.SF.ORG

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

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MGOC Annual Picnic Saturday, August 5, 2023



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

12:00 Noon: Picnic Begins

Tilden Park in the Berkeley Hills, the Padre Picnic Area

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

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

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



From the Editor

Hello once again,

We had a really good **MGs by the Bay** event. Look for full coverage in the next issue. The vibe seemed really excited for some reason. Enthusiastic conversations were encountered all around the show field. I hauled the PA to the event in the back of my pickup truck. More effort to load and unload but much easier and safer driving.

I finally got around to finishing the "bikini top" I started for the PA Midget. I had picked up some bold yellow heavy canvas from the upholsterer down the street who closed out his odd stock really cheap. The PA was still green at the time. I am trying to teach myself to sew using the cobbler sewing machine so wanted to complete the job I had underway. See if you like it with the red and white colors! Think of it as a baseball cap. I have some nice brown material that I plan to make a tonneau from but my skills need more development. I may make one in yellow first as a test!

My MGA has seemed too loud since I replaced the MGA motor with an MGB one. It uses the same exhaust system which appears in good nick. I saw a report from another club that changing the exhaust tip to point downwards (45 degrees) made a large difference to driver and passenger in their MGA. So I made the mod to mine. I haven't tested it yet so will advise if it seems to help. I also rebuilt an overdrive ratio speedometer for the MGA. (Mid-60s MGB instruments are nearly identical to MGA units.) It will take my reading from 40% low to around 10%. It would be the same as the MGB but the A has 15" wheels instead of 14". (2 pi R)

Happy trails!

Dan

28 July 2023



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We need an idea of numbers



Sonoma Raceway CSRG Club Corral and Parade Laps

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

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

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

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

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



September 8-10, 2023

20th CSRG Charity Challenge at Sonoma Raceway

(Open Sound Event)

This is our signature event, with over 250 entries, spectators, car club displays, vintage aircraft flyovers and more. And starting in 2022 this becomes a full, three day event, with practice and some qualifying on the optional Friday session. Since the first Charity Challenge in 2004 our charity rides program has raised over \$1M for the Sonoma County charities, and the Saturday night part dinner and auction are as fun as parties can get.

Home

Schedule

Location



Marques

Register

About



All British Motor Show go to the Blackhawk Museum Sunday, Oct 15, 2023

8:00AM TO 2:00PM, FREE TO THE PUBLIC

See over 180 fine automobiles and classic motorcycles from the British Isles at the Blackhawk Auto Museum in Danville. Major proceeds of the All British Motor Show go to the Blackhawk Museum's Children's Education and Transportation Fund.

The show is free to the public, from 9:00am - 2:00pm Sunday, Oct 15, 2023.

The All British Motor Show has been presented by Mini Owners of America since 1991.

British Motor Show
RENO
THE BIGGEST LITTLE CITY IN THE WORLD
September 30th 2023

On the Grass at Rancho San Rafael Park
To register visit <http://renoallbritish.org> Contact: (775) 622-7053
Registration fee \$35.00 per vehicle - lunch included - Silent Auction
Boys & Girls Club of Truckee Meadows to benefit from event.

RENO BRITISH MOTOR SHOW 2023
September 30th
Rancho San Rafael Park



Info and non-gaming lodging options:

<https://renoallbritish.org/renobritishmotorshow/>

MGs By The Bay

Visit Bon Air to see a beautiful collection of classic MG cars from another era. The MG Owners Club of Northern California's, MGs by the Bay car show returns with **dozens of classic cars from all over Northern California**. Some

have been driven daily and others rarely seen, lovingly restored and carefully customized. **Meet vehicle owners and swap car stories.** At the west end of the parking lot, under the large oak tree. **Saturday, July 22nd, 10 am-2 pm.**



Shockey photo

The stage is set, the awards are ready, the crowd awaits.... Tune in next month for a full report on our premier MG show now in its 29th year, **MGs by the Bay**.



Prentiss Photo

President's Ponderings

I am absolutely delighted to report that **MGs by the Bay** 2023 was a smashing success! We had 40+ cars in attendance for the event at Bon Air center. Bs were in the greatest numbers, followed by As and GTs. Our newsletter editor, Dan Shockey, drove up from SoCal to add his 1935 MG to the collection of wonderful cars. Dan did not DRIVE his MG from SoCal, but rather ingeniously put it in the back of his pickup! Ramps, wedges, planks, cables and winch were used to load and unload it into his truck. He has a canvas shell covering the back so the car was completely protected. He deserves an award for his tenacity.

Dan will spell out each of the category winners, so I won't go into that. I will say though there were so many amazing cars on display. Andy Hunt brought his "from the ground up" personally restored TD and what a beautiful job he did. He received a well-deserved 1st place in the TF class.

What a wonderful show it was, and there were many visitors that came to check out the cars. Lots of foot traffic -



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that is another of the things that makes showing at Bon Air a fantastic place for our MGs. We even received a couple of boxes of fresh bagels and cream cheese from Noah's in the center. SCORE!

For those of you who attended, and for those who did not, I must tell you that a highly successful car show doesn't happen on its own. There are many hours of preparations, coordination and commitment to make it come off without a hitch. This is due in large part to everything that Andy Preston does from securing the date, working with the Bon Air management, leading many coordination meetings, and finally the early morning arrival to set up. Andy works tirelessly ensuring that MGs by the Bay is a fantastic event and fun for all. I cannot say enough about his dedication, zeal, efforts that he puts into ensuring a successful event year after year. THANK YOU, ANDY! So, can we have you leading the charge again next year, sir?

Let's not forget the others involved who also cheerfully assist: Marla Preston, Mike Jacobsen, Elaine Chan, Dan Shockey. Marcia Crawford, George Steneberg, Marty Rayman and Mark McGothigan. So if you see these folks at a meeting or a drive, please be sure to thank them personally. It takes a village, and this applies to a car show as well!

Now that July is over I am very anxious to attend Monterey Car Week. So many fun events promoting car culture! Of course the two high points for me are **The Little Car Show** in Pacific Grove on Wednesday, August 16th, and the **Concours d'Lemons** in Seaside on Saturday, August 19th. There are many other events as well to soak up in Monterey but these are my 'must do' list.

Kirk

Marin County Tour June 29

By Bob Bundy

We had perfect weather for our drive across Mt Tam and out into West Marin. We broke through the fog around 1800 feet and had spectacular views of the Bay and the ocean although there was a cloud cover below us obscuring the ocean. We went clockwise and most of the cyclists choose a counterclockwise route so we had the right hand side of the roads to ourselves with very few cars on the major parts of the drive.

We drove past the historic Alpine Club lodge as well as the Mountain Home Inn and drove past Skywalker Ranch on Lucas Valley Road which had been owned by George Lucas for the past three decades. No one got lost and there were no Failures to Finish so it was a great drive although I will modify it for next year.

We had an excellent lunch at Perry's in Novato and discussed the need to repeat the drive next year with a final stop at Pacheco Ranch Winery.

Fog view from Naomi Rayman

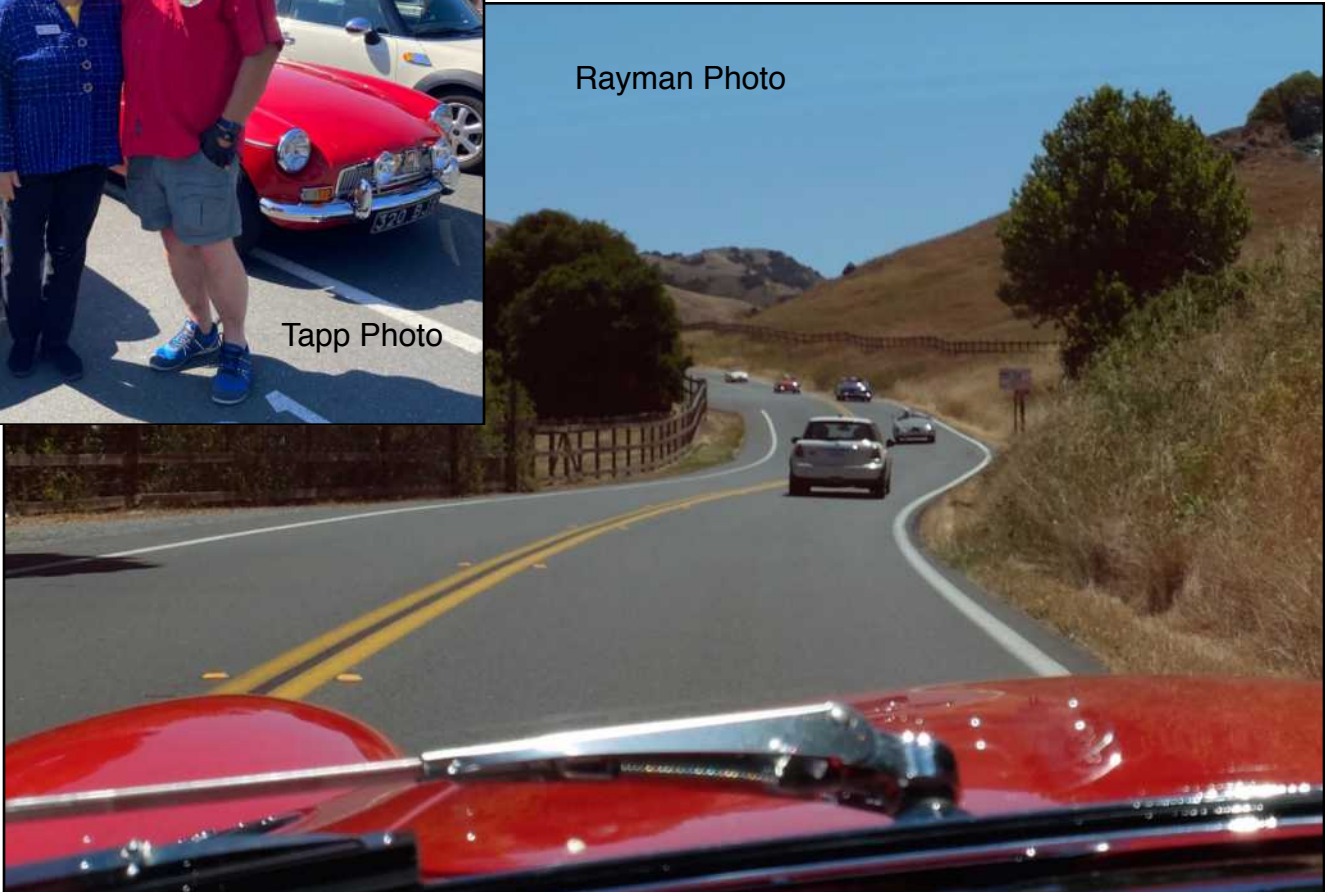


The Drive by Barbara Tapp

The drive organized by Bob and Marty was a good climb and steep descent with awesome views, some hair-pin bends, 'S' turns, and ups and downs. We earned our lunch and I was impressed with the passengers riding the roller coaster roads of Mt Tam because they sure had to hang on and Eric Baker's Magnette purred along those windy roads. Passengers might have been a bit more comfortable in it. Cheers,



Rayman Photo



Our leader Bob Bundy



Prentiss photo

Little Bee and Barbara Tapp



Prentiss photo

Tapp Photo



Tapp Photo

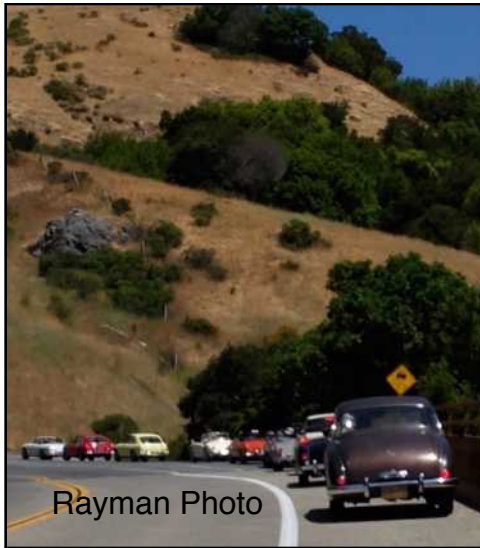




Prentiss photo



Rayman Photo



Rayman Photo



Prentiss photo



Tapp Photo



Prentiss photo

MG2023, North America MGB Register

Held in Calgary, Alberta

From Ray Davis

Ray Davis and Kristy Woerz, members of both Sorry Safari Touring Society and MGOC, were the only members* to attend the NAMGBR celebration of 100 years of MGs. Ray trailered his 1974 MGB roadster behind their RV (1450 miles) in 2 days. On the way Ray drove through a thunder storm with golf ball size hail. He actually had to stop because visibility was so bad. Kristy flew to Calgary. So right off you know who was the smarter of the two! They went up early to visit friends in Calgary and to take in the "Greatest Outdoor Event in the World"... aka the Calgary Stampede. This should be on everybody's Bucket List. They thoroughly enjoyed the Chuck Wagon Races and Rodeo. The Chuck Wagon races are a lot like trying to get a group of MGers from point A to Point B. If you are into fried foods...this is the place for you. Ever had deep-fried cookie dough on a stick or ketchup ice cream? Neither have they!



While in Calgary there were two additional hail storms. One put so many dimples on the side of Ray's enclosed trailer that somebody suggested he add a "Titleist" logo (the golfers in our Clubs will get this) on the side of the trailer. The second storm was at the NAMGBR event shortly after the MG was unloaded from the trailer. The tonneau cover had a slight opening which allowed the hail to accumulate in a pile on the floor of the MG.

The NAMGBR conference was a wonderful combination of Technical Sessions, Guided Tours, Self Tours and Co-Driver events. There were over 160 registrants. Ray and Kristy took advantage of a number of Co-Driver events including a tour of Calgary and the adjoining countryside, wine tasting, making Inuksuks and greeting cards. They met fellow MGers from all over Canada and the US.



Hail in MG
above

Photos by the
author



The highlight of the conference was the car show held at the historic Heritage Park in Calgary. The weather was perfect and the skies were clear of smoke from forest fires. Heritage Park had different areas for different time periods. For example, 1860's First Nation Camp with white settlers , 1910 time period and another for 1940s all connected by a steam locomotive. All types of MGs were at the event from MGTDs to the latest versions of MGs. They were amazed by the number of MGs with trailers. Not sure if they were hauling spare parts or just luggage. Ray entered the Valve Cover Race using what he calls the Ken Gittings Special. He took second place...losing by a nose to a 4 time Calgary winner (many said the wining car did not meet specs). Great fun!

The Awards Banquet was fun to see who all won awards for their cars. Several couples who drove separately ended up each winning

awards for their cars. Nothing like being a MG family! They met a lot of great folks. They bonded with one local Calgary couple who were on the organizing committee and first timers like Ray and Kristy. Their son (who finished Third in the World Ice Carving Championship) did the ice sculpture. Truly amazing.

Ray loaded the MG back into the trailer and headed back home. Again, making the trip in 2 days. Yes, Kristy flew home. Reflecting back he said that it was a truly great event with a lot of really good people. He highly recommends attending a NAMGBR event in the future. Next year it will be held in Katy, Texas in April, 2024. Get ready for another 100 years of MG.

** Long-time member Jennifer Orum also attended. Tom Doyle flew up for the event from Reno.*

Ray rides the bull at left. Photos by the author





Keep Planning for 2023!

SUMMER

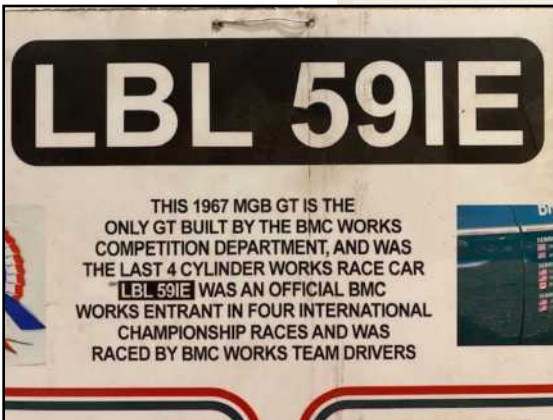


Race BGT at MG2023. Davis photos.
Davis MGB below

Sat., Aug. 5, 2023: MGOC Picnic, Tilden Park, p. 3
August 13-19: Monterey Car Week: Kickoff Car Show;
Little Car Show; Concours d' Lemons; Vintage Races
Sept. 2-3: MG Display at Scottish Games, Pleasanton
Fairgrounds, MGOC & SSTs, Russ Taft
Sept. 9: CSRG Races, MGOC, MG Clubs Corral and
Track Tour, Andy Hunt, Chris Patterson, p. 5

SUMMER - FALL

Sept. 23-24 MGOC Vikingsholm Tour, Lake Tahoe, Tom
Doyle, Info next issue & by email
Sat., Sept. 30: Reno British Motor Show, p. 6
Sun., Oct 1: Central Coast British Car Show, Oxnard,
Sun., Oct. 15: All British Motor Show, Blackhawk
Museum, Danville p. 6
Oct. 16-20: GOF West, Carlsbad, CA



MG2023 Report

from Tom Doyle

I attended NAMGBR 2023 in Calgary AB, last week. However, I did not bring my MGC. I had volunteered to marshal for the American Century Celebrity golf tournament in Stateline NV (which I witnessed Steph Curry's hole in one) and the tournament ended up on the 16th and there was no way I could have made it to Calgary in time. So, I flew in on Monday, 17 July, and returned Friday, 21 July, to Reno. I think I was the only two of us representing MGOC of NorCal, Ray Davis was the other.

I entered three events - the photo contest, the model display, and the rocker cover races. Didn't win anything for my photo, and my rocker cover didn't make past the first heat, however I did win the models display class with my rocker cover! It's featured in the middle (#320) of the photo below with the RBCC logo on top.

Ray came in second in the rocker cover races and as you can see it was a close race. Ray actually fouled on this particular race but I believe he won the first of three races. Ray had a MGB blue roadster but I can't remember year and if he placed. Unfortunately, I didn't get an opportunity to speak with Ray.

On Tuesday, I partnered up with a gentleman from Vancouver Island, BC with a 1967 MGB/GT and we traveled to Royal Tyrrell (Dinosaur) Museum which was 150km northeast of Calgary (photo #3). We stopped at Horseshoe Canyon on the way back to Calgary (photo #4).

On Wednesday, I took a tour to Banff, AB where we stopped at Lake Minnewanka.

On Thursday was the car show (photo #6, 7 & 8)) which was held at Heritage Park in Calgary. I entered my Corgi MGC/GT toy car to represent what I really would have brought to the show. There were 5 MGC GTs and 5 MGC Roadsters entered which is the most I have ever seen at a show. There were 175 classic British cars entered mostly MGs. I would say 75% of the entries were from Canada. The awards banquet was that evening.

Hope this completes the picture of this great event.

Photos below by Tom Doyle





MGCs at left

Photos by Tom Doyle



Track Day on September 9 – More Information

We are still working out the details on this event with the organizers, CSRG. We have been told that entry will be free for all spectators. They will set up an MG clubs paddock area near the grandstands in the pit area. You will need a (free) pass to get in there so someone will have those as you enter the track. I have not heard yet if there are any other club paddocks on that day.

The parade laps are scheduled for noon. However there is a very slight possibility that they might have to cancel those should something happen to badly upset the day's schedule. Odds of that happening are 5% or less but be aware that it could happen.

This is a fund-raiser event for CSRG. You are welcome to make a contribution but it is not a requirement for participation in the event. They have raised over \$1million for Sonoma area charities.

In addition to the parade laps in your car, you can also contribute \$175 in return for a white-knuckle ride in an actual vintage race car around the track.

They plan a fly-over by vintage aircraft during this years' event. As an added treat, MGOC club member Bev Morgan usually sings the national anthem for this event.

NAMGAR GT-48

By Adventurer Mike Jacobsen

This year's NAMGAR event was GT-48, held in Memphis, TN. That's about 2200 miles from San Francisco, but I thought about doing the drive anyway. What finally got me to go was MGOC member Dave McCann who has long had the goal to drive an MG in each of the lower 48 States. After several years he only had Arkansas left on his list. He offered to meet me in Tucumcari, NM and then we'd drive across Texas, Oklahoma, and Arkansas before entering Tennessee. I said sure.

To get to Tucumcari I had to cross about half of California, all of Arizona, and most of New Mexico. This let me do some traveling on Route 66. I drove part of it on the way out, stopping in Seligman, AZ, at the Snow Cap Drive-In for lunch and later in Winslow, AZ, to take a picture of my car on "the corner". Yes, the City of Winslow has set up a corner to match the Eagles song, complete with a flatbed Ford.

We met up at the Blue Swallow Motel in Tucumcari. It dated back to the thirties and still has its neon lights. It also still has its garages for guests! We spent the next day on the Interstates to make up some time and the last day on secondary roads in Arkansas, driving through the Ozark Mountains.

The GT was fun, despite the occasional thunderstorm. Since we don't normally get rain in the summer here I thought the lightning shows were great. Our host hotel was a big one so there was plenty of room for all.

Elvis Presley was from Memphis, so we toured his home, Graceland, as well as Sun Studio where he made his first recordings. Elvis owned an MGA (**Blue Hawaii** movie) and it was on display in the museum of his cars.

Coming back I was solo, but I stopped off along the way to see some parks and visit friends. There was only one mechanical incident along the way: vapor lock in the high (6,000') and hot (90°F) desert of eastern Arizona. That was my own fault. Years ago I replaced the fuel line between the carbs with aluminum tubing. It works fine in the Bay Area but in the desert it transfers too much heat. Easy to fix.

The whole trip was a little over 4,500 miles. I need to change the car's oil now.



Photos by the author

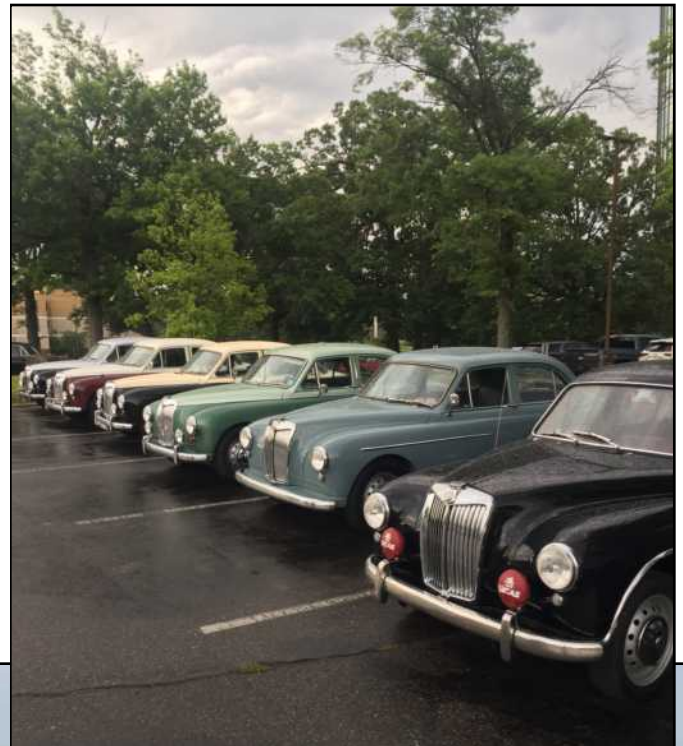
Left: "The" Corner in Winslow.
Below: The Snow Cap Drive In





Williams, AZ, below. Memphis at right





Member Notes

MG Comet from Mike Jacobsen:

You've already run something about the Cyberster, so why not the Comet next? The brochure text tries so hard to be cool that it's funny. (See next page.)

Marin Tour from Scott Pinsky:

Thanks again for a fantastic day!

From Dan Neu, member in NC:

Bad bullet connections happened to me twice. Once at the bus turnout in front of El Camino Hospital and once at Cars and Coffee here in Wilmington. Both times it was the same thing - a bad crimp on a bullet terminal, within the 6-pin connector, which was part of the ignition switch. The bad crimp got hot, melted the 6-pin connector and finally opened the electrical connection to the coil.

The second time I dissected the 6-pin connector and crimped on a new bullet terminal. I had to use a cable tie to hold the terminal inside the melted 6-pin connector but it still works to this day.

Thanks for setting up the track day with CSRG. That track day, many years ago, is what got me to join the MGOC in the first place. It was the most fun I ever had with my MG.

Do you remember this pin? (Right) It came from the Sebring MGB reunion back in 2004 at Laguna Seca, put on by the Historic Motor Sports Association. "Kjell Qvale and Joe Huffaker—the men who put the cars on the track at Sebring—attended along with several team representatives to share in the veneration of an enthusiastic contingent of current MG owners and vintage racing drivers."

Projects update from Andy Preston:

I dropped the Jag cylinder head, flywheel and other parts off at the machine shop. He wants to balance the crank with the flywheel and pressure plate assembled. There are still 3 engines before mine so I'd guess it should be ready in 6 weeks time.

Also for the Jag, I'm working on the 5 speed gearbox and the slave cylinder. The slave push rod does not line up with the clutch lever; it's way out of line. My favorite machine shop milled the bottom of the slave 7° and it's far better but not perfect. I'm consulting with Mark Singleton the owner of British European Motors in Cotati.

On the MGA, my new solid-state fuel pump has arrived from Scarborough Faire and it looks just like the SU one. It's made in Germany, can you believe that something is not made in Taiwan!

Shared info from Don Scott:

"Well the day has finally come that my Twin Cam is completely restored after being stolen and stripped 43 years ago from Turner's Body Shop in Richmond Va ... the car wound up with Jim Alcorn at Autovintagery in La Jolla for finishing March 2022 and I just got the call to fly out and drive it! The last time I drove it was 1979 to 'The' body shop. To say I am elated doesn't do justice to driving." From the MG Experience, MGA Forum

John Hunt doing his clutch cylinder:

Is one option a kit with a low quality clutch slave cylinder with related kit parts and the other a higher quality Lockheed slave cylinder only?

I guess I need to bleed the clutch after replacing cylinder and add back in new brake fluid. Anything else I should keep in mind?

MGF sold on BAT from Don Davis:

We should have bid on this at this low selling price,

https://bringatrailer.com/listing/1996-mg-mgf/?utm_source=dm&utm_medium=email&utm_campaign=2023-07-22



Odd Green Rigs



Why is this rusty old pickup in our newsletter? It is the award winning watercolor painting by our own Barbara Tapp, that's why.

It's lovely!

Image copyright
Barbara Tapp



British-German Cooperation

The internet provided this picture of a secret prototype car design approach combining the best of German and Britain engineering.



Would you buy either of these MGs? How about the diesel Midget in our classifieds section?

Scooped by the Rough Riders:

How about an Electric MG Mquette?

A friend, and member of the MG Owner's club, Ernest "Erno" Rogers, is building this Mquette. He has been at it for quite a while, due the pandemic and sources of materials that have failed. The motor weighs 120 pounds and puts out 220 horsepower and about 120 pounds of torque. As you can see, it's not very big. He is hooking it up to the mquette transmission, thru a special made "clutch" housing.



Photo: Allan Chalmers

Norman Tuck and I took the club's engine puller down for his use in getting it into the car.

Erno restored his mother's originally owned MGA and also has nice Jag in the driveway. His mother dearly loved her little red car and it will someday go to her grand daughter



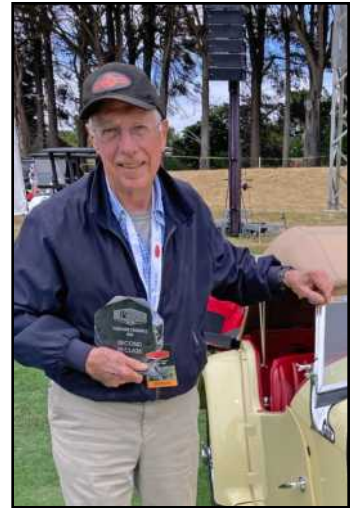
My Experience at Hillsborough

After seeing the last issue of the Octagon (which I thoroughly enjoy), I wanted to share my Hillsborough experience.

After a 9-year frame off restoration project and over 800 of my hours and the work of many others, I entered my fully restored 1954 MG TF 1500 in this year's Hillsborough Concours de Elegance. While I was proud of the restoration effort, it was an intimidating experience to join a class of ten other beautifully restored sports cars imported from Europe before 1965.

I was thrilled to be awarded 2nd place in class and to drive across the red carpet to receive my award. These cars are to be driven and enjoyed but for that day it was fun to just show it off.

Don Smith
MGOC Member



Way to go, Don!

Classified Ads

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

1959 MGA Roadster: Good red paint with black interior, wire wheels, new top windows, side screens, manuals, extra parts, in Alameda,. Transition car came with 1600 tail lights on 1500 car. \$14,000. Member Richard, (650) 207-6506,)www.roccoart.com/mga. (Posted 8/23)

1975 Midget: Converted to diesel engine. Contact Dona, (510) 331-3498, donaotten@gmail.com

1967 MG1100: Has all parts, accessories, etc. Many parts are already restored. \$3000. Member Lynn, Lynnnberta@sbcglobal.net, 510-648-1734, in Fremont (Posted 5/23)

TC/TD Parts: New walnut wood dash panels (TC) \$30 each, Complete TD air filter & manifold \$200. Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com (Posted 8/23)

MGB Parts, Parts, Parts: Lots of early MGB parts. Let me know what you are looking for. These are from Ken Gitting's collection. Many are ceramic coated. Member Lynn Bryant at Lynnnberta@sbcglobal.net (Posted 7/23)

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt Electric Winch. Reasonable rates. Eric Baker (510) 517-2165

We list ads for 3 months. Advise if you want them extended. For additional ads, see prior issues of The Octagon or MGOCSE.org





Dan spotted these MG sports car cookies in France. Oily taste?

First MGs had American Engine

Compiled by Dan Shockey

In search of a lower cost engine, William Morris purchased engines from the Continental Motors Company of Detroit. These were their (initially) 1495cc "Red Seal" engines, side-valves with a 102mm stroke. After WWI, Continental decided to cease production of this engine so Morris had to find another source. Morris obtained the rights to the engine and made a deal with the Hotchkiss company to produce the engines at their Coventry plant. Some Morris and MG cars were equipped with this American designed engine through 1929. These were the 4-cylinder engines used in the Raworth MGs, the 14/28 models and the 14/40.

The Hotchkiss plant was established during WWI when the French feared the Germans could overrun their plant near Paris. Hotchkiss produced light and heavy machine guns used by many countries. American troops used the reliable Hotchkiss heavy machine gun exclusively.

The machine tools sent over to Britain used the French metric system for their fasteners that were different in some respects from other European metric standards. The "Mad Metric" system blamed on the British resulted from this. The Brits put Whitworth heads on the bolts and nuts but kept the odd metric threads rather than switching the expensive tooling. These threads were still in use in MG engines up through the MG TF 30 years later.

Interestingly Hotchkiss was an American ordinance engineer who established the company in France. International cooperation is not new.



MG 14/40 Super Sports

Plastic Window Cleaning Tip

Michael Pennington wrote in the NAMGAR Facebook website on 2-18-22 about cleaning convertible windows:

"Today I was cleaning some side curtains to put up for sale and thought I would show how carb cleaner and WD 40 and 10 minutes works on old yellow plastic side curtains, also great for the yellow windows on the convertible tops. This is just a quick way I clean them you may not like it but it works great."



Before



After



New Members!

Welcome Luis Martin Montes of Redwood City with a 1976 MGB Roadster

Welcome William Mooser of El Cerrito with a 1948 MGTC, 1952 MGTD, 1954 MGTF, 1961 MGA 1600, 1964 and 1965 MGBs

Welcome Lewis Specter of Greenbrae who is an ORIGINAL OWNER of a 1968 MGB/GT

Welcome Leif and Sherri Ortengren of Petaluma with a 1951 Simca Sport 8 that has MG Running Gear

We are new members of the club and we have an unusual car. It's a 1951 Simca Sport 8. Most people haven't heard of Simca, which was made in France until about 1975. The Sport 8 originally had a 1200cc engine identical to Fiat and the body is hand built aluminum to a design from Stabilemanti Farina and produced by Facel, who later made the Facel Vega. It's a very unusual and pretty car, but not at all a valuable one.

Our particular example has led a hard life. There's a plaque on the dash saying it participated the Palm Springs road races in 1954 and at some point it had a pretty big crash, which caused the front sheet metal to be replaced with parts from a Simca 9, which is a different design. When we bought it a few years ago, it had been sitting in a field in Auburn with no drive train for about 20 years. The father of guy we bought it from bought it in 1978 because he wanted the rare Siata engine that was in it at that time...he didn't care about the car. Vintage Simca parts and hard to find and we wanted a car we could drive and easily maintain so it now has all MGB suspension and brakes. The next step will be to buy an MGB or Midget 1500 donor for the driveline, instruments, seats, and other parts.

We are very happy to find the MGOC and appreciate that they have events in the North Bay. - Leif & Sherri



Never too late to send more info about you and your MGs!

Ortengren photo

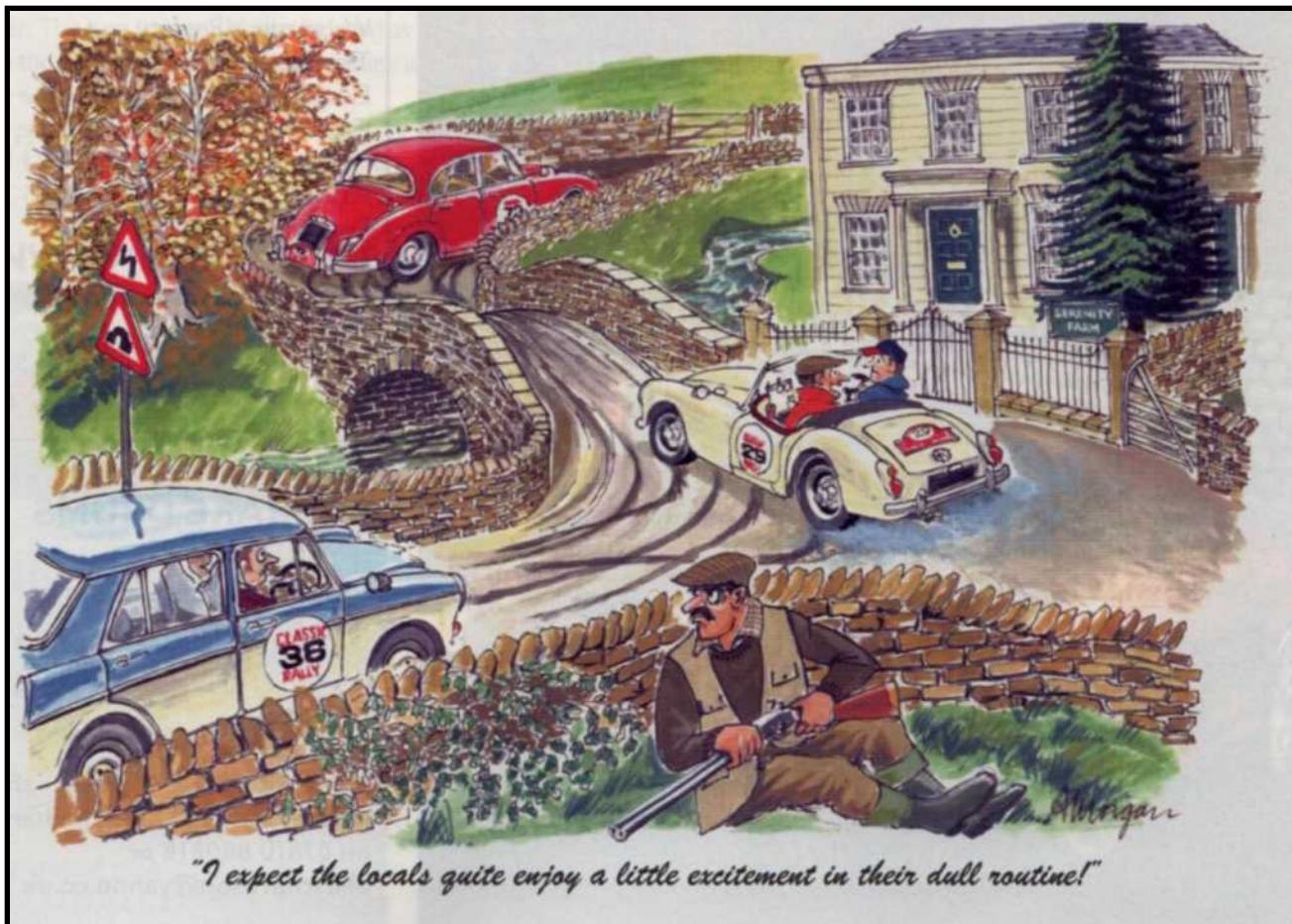
Register Your MGA With NAMGAR!

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



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Marin County Tour - Photo: Kirk Prentiss