



# THE OCTAGON

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



*Since 1957!*

## March Events:

**5: MG Parts  
Estate Sale**

**18: St Paddy's  
Day Tour**

**25: San Mateo  
County Drive**

**25-26: Clovis  
All-British  
Meet (Clovis,  
CA)**



## March 2023

Poster - See page 9

## 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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[mgpb36@yahoo.com](mailto:mgpb36@yahoo.com)

### COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Rick Anguiano** at 209-617-8492 or [webmaster@mgocsf.org](mailto: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. 1<sup>st</sup>, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10<sup>th</sup> 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 15<sup>th</sup> of the month preceding the issue in which you want them to appear. Please email all contributions to [magnut\\_dan@hotmail.com](mailto: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.

### 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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## ***St. Paddy's Day Tour, Sat. March 18, 2023 To Moylan's Irish Brewery & Pub for lunch***



**Date:** Saturday, March 18, 2023 **Green is the color of the day.**

**Organizers:** Andy and Marla Preston 707 795 3480

**Meeting Place:** Bagel Street Café, 208 Northgate One, San Rafael

**Time:** Meet at 9:30 for a 10:00 departure



**Tour:** This is always a fun drive with lots of MGs so we look forward to seeing you again. This year St. Patrick's Day falls on a Friday so we're holding the tour one day later. We will be driving the backroads of Marin and Sonoma and finishing up an authentic Irish Pub, Moylan's Brewery and Pub in Novato for lunch. Corn Beef and Cabbage is on the menu. The tour starts at the Bagel Street Café, in San Rafael so it's an easy meeting point from the east or south bay.

We will head out along Lucas Valley Road, past Sky Walker Ranch and through the small hamlet of Nicasio and past the Nicasio reservoir. Our first stop will be at the Petaluma Creamery and Ice Cream shop for a short break and enjoy coffee, snacks and of buy some wonderful cheeses.

We will leave Petaluma Creamery, and drive through the Chileno Valley, which is one of the most scenic areas of West Sonoma and Marin especially at this time of year. Our final destination will be Moylan's Brewery & Pub in Novato.

**There will only be one check so please bring CASH.**

**Please RSVP:** to Andy or Marla Preston at 707 795 3480 or [marlapreston@hotmail.com](mailto:marlapreston@hotmail.com) by March 13<sup>th</sup> so we can confirm lunch reservations.

# From the Editor

Greetings, Loyal MG Fans,

Once again I am the final sluggard to get my input ready for **The Octagon**. I like to step back after packing the newsletter and see if I can make sense of it all. No events to report this issue so I focused on articles. More meat in your reading this issue.

I really do just pack it like a sausage. I think new pres Kirk might like us to do some more creative things as we go forward. Felix Lee did some creative things that I envy, especially his comic book event reports.

The "dry" issue with regard to events was partly due to the very wet weather we have enjoyed recently. Even SoCal got good rain and snow. I love it!

Thuy and I took the MGA Coupe on a local tour. Warm sunshine that day. I had rebuilt the carbs so was pleased that it ran well. I also spent some time putting together an original distributor with points to carry as a spare. I have been busy with the house and haven't done much to the MGs lately. I tend to focus on them more in the spring and early summer when my allergies bother me for outdoor work.

I hope to make it on the St. Paddy's Day Tour. That is a popular event so hope to see each of you there.

**Safety Fast!**

**Dan**

## For your Slot Car Set!

RESIN 3D PRINTED 1/32 1965 MG MGB GT,  
MGB-GT COUPE BODY

Condition: **New**

Quantity:  5 available / [5 sold](#)

Price: **US \$19.95**

eBay Listing

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**HAPPY ST. PATRICK'S DAY**

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# SAVE THE DATE!

## San Mateo County Exploration Tour! Saturday March 25th

Meeting location: Crystal Springs Village Shopping Center  
100 De Anza Blvd.  
San Mateo, CA 94402

Meeting Time: 10:00 AM

RSVP / Questions: [hollander.douglas7@gmail.com](mailto:hollander.douglas7@gmail.com) OR 650-667-9005

More info to follow!



A Sorry Safari Tour



Invited to join in!



## The Valley British Auto Club

is Proud to Present

### The 20th Annual Clovis British Auto Roundup

**March 25th & 26th 2023**

**All British Makes, Models, Year & Conditions**

**9:00am Sunday Car Show & Antique Street Fair**





## Project Update from VP Andy Preston

I kind of miss writing the column and keeping everyone updated with my progress.

I've done nothing on the MGs and when they were all tucked in before Christmas they were all running although I did notice that one rear shock on the 67 MGB was leaking a little. I was planning on taking the GT to the brunch but Marla had to write the check so suggested we should take her Miata so we'd at least get there; those of little faith. BTW, it was a tremendous success and Kirk did a wonderful job as MC.

I'm still working on the Jag and can't stop taking things off it while the engine is still at the shop. He has dismantled the engine and hot tanked the block and crank and magnafluxed both. Good news - no cracks so he's good to go. I'm waiting for him to complete measurements and then send me a list of parts needed.

Meanwhile all the front suspension is off the car and dismantled ready for paint. It needs to be in the 70s for the paint although I did manage to paint the upper wishbone parts when we had a short hot spell 2 weeks ago.

Now that it's all stripped down I've decided to touch up the space frame rails which the PO (prior owner) hand painted, UUGHH! I've bought the paint and have almost finished removing parts from the firewall before paint. I need to sand everything down with 400 grit before painting which will take around 4 more days. So it's just waiting for the right temp after that.

I bough a HF touch up gun many years ago and used it to paint the frame rails at the front of the car when I removed the radiator and it worked great.

BEFORE AND AFTER FRONT SUSPENSION PAINTING



## President's Ponderings

Greetings fellow MG enthusiasts! It seems like only yesterday that we were having our annual January brunch at Moss Beach Distillery. My, my, my, how time does indeed fly. That makes me remember one of my favorite Groucho Marx sayings, "Time flies like an arrow; fruit flies like a banana!" Both statements are true.

I have been pondering a new and necessary project for my Midgette. As affectionately as I like to refer to our "LBCs" (Little British Cars), they are indeed, LITTLE. This includes the seats. The Midgette front seats are built to withstand a full on infantry attack with the "steel" innards. They are truly bucket seats. In their day they were probably considered luxurious and comfortable. This would be agreed upon today by those with a maximum height of five feet two inches. I don't know this to be a specific measurement by the British Bureau of Seating Standards, but I do know it as my wife Amy, (5'2") says the Midgette seats are reasonably comfortable. For me, they are not. They could be IF there were the capability of adjusting the back recline, but sadly as an industrial strength steel bucket there is absolutely no adjustment.

I am now on a quest to find seats to replace the "steel drum buckets" with some other seat that has at least a recline function with the back. But...also with a similar look and shape that esthetically works in the Midgette. Sure, Miata or Volvo seats could be installed, but both are distinctively far from looking like they belong in the Midgette. So far, the most reasonable looking seats with the necessary functionality appear to be early MGB seats. They can be reupholstered to look similar to the existing seats. Of course this will not be a "plug 'n play" installation. The Midgette has a somewhat strange floor pan, so whatever seats are to be used, it will require building/adapting mounting to make them fit, and most importantly, stay secured.

As for current events, I encourage all to join Andy & Marla Preston's St. Patrick's Day tour on Saturday March 18th. They have assured me that even though it will be the day after, Moylands will still provide the most sought after component of a St. Patrick's Day event... BEER! Yes, yes, of course there will also be Corned Beef and Cabbage as well. So don't miss it; RSVP today!

For those of you who are also NAMGBR members be sure to check out the article about our member, Barbara Tapp! She has been regularly driving her B/GT, "Little Bee" on the back roads of the Bay Area. Barbara is an accomplished "plein aire" watercolorist, and specifically wanted the B/GT to carry her painting equipment to capture the scenic vistas of our area.

I would like to welcome to new member, Alex Kanas, who drives a 1967 B/GT. In a message I read that he refers to the B/GT "Bertie" as great and reliable car, save one instance of a failed clutch master cylinder failure. This resulted in a tow on a busy section of I-5. Alex, I had a similar failure at 8,000 feet in the Sierra resulting in a crazy tow and missing the event. We laughed, drank wine and survived just fine and have added it to the list of "MG" stories. Alex, those are part of fun with these LBCs, we hope to see you with your B/GT on a drive soon!

A big thanks to Bob Bundy who has added an event to the MGOC calendar for June 29th! And for those who have not yet volunteered to lead a drive, there are plenty of open spots in the club calendar. Don't be shy! There are certainly dates in March and May that would benefit from additional drives.

OK, a wordy "Ponderings" for this month, so I'll close with... See you on the road.



*Kirk looking for spring weather above. Amy with their GT at left.*

**Kirk**



## T-Series Gas Cap Sealing

Don Davis of San Jose purchased a new replacement gas cap for his TD. After installation and a few hours of fiddling, he could not get the lever to release the cap properly, or the cap to seal properly. Stuart Locke recommended using an O-ring with a back-up ring in place of the cork gasket sold by Moss. Stuart gave him the part numbers (O-ring: V-224B and back-up ring: 8-224). Both of these are made of Vitron, which is fuel resistant. (I don't know the source of these part numbers.)

The back-up ring is flat on the bottom and curved on top as it fits against the O-ring. With both the seals in place, the gas cap fit perfectly and sealed correctly. Don had to buy a minimum quantity of the rings from the suppliers, so he had some extras. If you can use a pair of these, send me \$5 and I'll send them to you.

Don passed these along to me when he sold his TD and retired from club activity. I have found them again after moving! - Dan Shockey,

magnut\_dan @ [hotmail.com](mailto:magnut_dan@hotmail.com)

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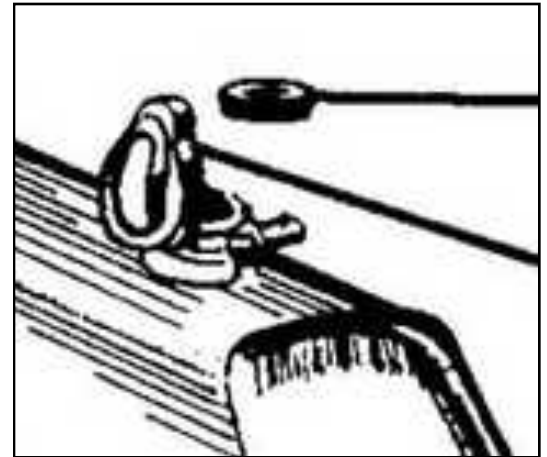
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JULY 27-30, 2023

THE INN AT CROSS KEYS STATION  
Madras, Oregon



## Overdrive Fuse Installed (70 MGB)

Crystal Johnson 🇺🇸 — Posted on [The MG Experience](#)  
Sunday January 15, 2023 10:42 AM

During a Zoom Seminar, John Twist recommended that an in-line fuse be placed between the OD switch and the overdrive solenoid in wiring harness which terminates under the hood.

I took a section of 18 gauge Yellow wire from an old wiring loom and created a fused section with bullet connectors on each end. I like this idea because I could add it to the circuit, or remove it without actually cutting the existing wires.

Note: John Twist's Technical Zoom Seminar #324 dated 5/10/2021 @ around 2 hrs 18 minutes recommended a 10amp fuse. (Slow-blow type?)



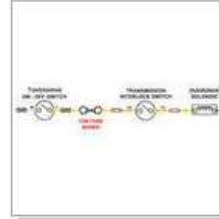
IMG 1875



IMG 1876



IMG 1877



OD Fuse Added (2)



St. Patrick's Day



## THE MG100 POSTER CONCEPT

*Peter Tilbury*

When it was decided that the CCMGC should produce a poster celebrating 100 years of MG, it immediately became obvious that we could not show the more than 70 models of MG that had been produced since 1923. Lynda Hutton, wife of the current CCMGC Vice President Eric Hutton, suggested "why not just choose ten MG sports cars?" So we decided that we would choose an MG from each decade to illustrate the variety of cars that the MG Car Company had made. The result was a car for each decade from 1925 (Old Number One) through to 2005 (MG SVR). We also included a photo of Cecil Kimber, as he is considered to be "the father of MG".

This poster can be ordered through the Club website, [jaguarmg.com](http://jaguarmg.com), for \$20 (until they are all sold). □

# So, You Want to Buy an MGB

By William T. "Tom" Doyle, MG Owners Club

*"As a sports car the MGB offered a lot more creature comfort over the MGA, with an increase in power, winding windows, more interior space and an optional overdrive transmission, all for a modest 4% increase in price... Best of all, it was still an MG, a good-natured, charming and forgiving little car...."* (Anders Clausager, **Original MGB**)

With over 500,000 MGBs produced by British Motor Corporation and British Leyland between 1962 and 1980, there are a plethora of MGBs on the market for you to choose from. From garage finds to concours examples and everything in between, if you want a classic MGB British sports car, you can find one for sale within your local metropolitan area.

But before you lay down your hard-earned cash, you need to know a little bit about the MGB and the nuances of each Mark (or model variation). To the casual observer the MGB appears to look the same from 1962 to 1974 with a sleek European sports car design. In mid-1974 British Leyland was forced to comply with US Department of Transportation regulations by adding 5 mph damage-resistant bumpers, hence the birth of "rubber bumper" MGBs. This version of the MGB was introduced in mid-1974 and remained so until the last MGB came off the production line in 1980.

The powerplant for all MGBs produced remained basically unchanged between 1962-1980 – other than the change from 3 main bearings to 5 main bearings in 1965. It consisted of a 1,798 cc 4-cylinder cast iron engine that produced between 62 and 97bhp depending on the year of production. The difference in horsepower was due to US Department of Transportation and California emission control regulations. Earlier MGBs had more bhp and were lighter whereas later MGBs had less bhp and were heavier.

*(Remember that 1976 and later MGBs still require semi-annual smog testing in California. This means that all original smog-control equipment has to be in place. However we have found that MGBs will pass the smog tests readily even with an empty catalytic converter canister. The rolling-road test now required is easier for MGBs to pass than the old idle test. – Ed.)*

## A Short Summary of the MGB Models

### The Mark I MGB, 1962-1964

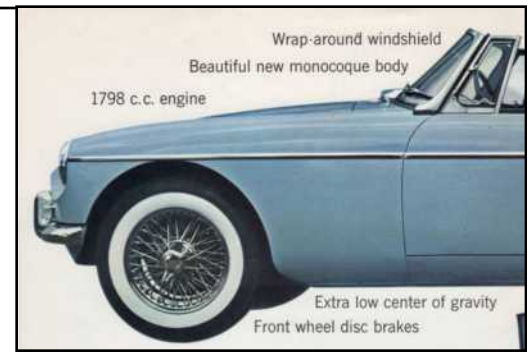
The Mark I was a "tourer" (BMC's name for a convertible sports car) with pull-handle door latches. The engine included dual carburetors. The MGB featured Lockheed front disc brakes and rear drum brakes and maintained this braking configuration throughout production. Optional items included a radio, folding roof, a heater, a full tonneau cover, a front anti-roll bar, spot lights, and wire wheels. Beginning in 1963 an electric overdrive was offered as optional equipment. Early MGBs came with either the pack-away top or a folding top which was at extra cost. A detachable hardtop was first offered in 1964. The Mark I MGB produced 95 bhp with a top speed of 103mph. The early MGBs were the simplest, most basic versions.

### The Mark I-A\* MGB, 1965-1967

The Mark I-A tourer offered a now-standard folding hood (top) along with the same options as the Mark I. The biggest change was the new 5-main bearing engine, otherwise nearly identical to the earlier motor. The dash now came with an electric tachometer. It had basically the same performance as the Mark I, although the 5-main engine offered increased durability with perhaps a slight decrease in liveliness.

It was in 1966 that BMC introduced the GT version of the MGB. The GT with its fixed roof could produce 92 bhp with a top speed of 99 mph and was about 300 lbs. heavier than a tourer due the GT body design. The door handles were changed from the pull-handle to a push-button design.

*\* The Mark I-A was never an official designation. In fact, the North American marketers never used the "Mark" designation for any MGBs. The factory pursued continuous improvement year to year.*





### The Mark II MGB, 1968-mid-1974

The Mark II changes were focused on new requirements for the US market. The Mark II included an all-synchronized gearbox, new radiator, pre-engaged starter motor, negative earth electronics, two-speed windshield wipers, side reflectors on the fenders, a semi-padded dash for models in 1967-1971 (also called the "Abingdon Pillow"), and Rostyle wheels as standard equipment, except on the MGC. A carbon canister under the hood was intended to handle excess fuel fumes to meet US emission standards. Optional equipment included a beefier electric overdrive.

### The Mark III MGB, late-1974-1976 ("Rubber-Bumper")

The big change from the Mark II was the introduction of the rubber bumpers and increased smog equipment. The fully padded dash with glove box and central air vents was a big improvement. A single Stromberg carburetor along with the emission controls were introduced during this run to replace the dual carburetors of the previous versions. These emission controls dropped the powerplant to 85bhp outside California while California only versions only produced 67bhp. The Mark III version of the GT model was no longer imported to North America after 1974 due to the emissions requirements. The GT weighed enough more than the Tourer to require separate certification and it was decided that wasn't worth the expense.

Many detail improvements were made to the MGB in these years, many offering improved comfort and convenience. (See *The Octagon*, May, 2021.)

### Mark IV, 1977-1980

The Mark IV had a redesigned dash with new gauges including a clock. It had an overdrive switch on the gearshift knob rather than being on the steering column. Available options included a removable hardtop, AM radio, AM/FM radio, wood steering wheel and gearshift, electric clock, air-conditioning (dealer installed), and automatic transmission. From 1979 to 1980, with the end of the MGB on the horizon, British Leyland offered a Limited Edition (LE) Mark IV which included a front spoiler, special LE wheels instead of the Rostyle wheels, and a special badge on the glove box. The Mark IV could produce 84bhp with a top speed of 90mph. However California versions had lower performance due to the added emission control regulations and could only produce 62.5bhp.

Many of the later MGBs, particularly the rubber-bumper models, were purchased as second cars and have tended to survive better than earlier models. It is still possible to find very original late MGBs even with original paint. Outside California these cars have been popular for engine swaps to V8s or V6s since the engine bay was widened in 1974 for the MGB V8 engine along with the bumper changes.

### Other Models

British Motor Corporation and British Leyland produced some other models based on the MGB platform, including the MGC and MGB/V8.

### The MGC

The MGC came in tourer and GT styles and was produced from 1967 to 1969. They were similar in appearance to a Mark II MGB. However, the MGC was a very different vehicle as it had a 2912cc 6-cylinder engine, 15" wheels, and a redesigned suspension to accommodate the larger, heavier engine. Fully 50% of them came with an automatic transmission. The MGC was produced for the European and North American markets. It had 145bhp with a top speed of 128mph and is the most powerful and fastest of the MGs built in Abingdon.

### The MGB GT/V8

The MGB GT/V8 was produced only for the European market and was manufactured between 1973 and 1977. Due to the redesign of the MGC, British Leyland realized that a larger engine could be accommodated in the MGB engine bay. The MGB GT/V8 was similar to the Mark II and Mark III MGB GT in appearance but had a 3528cc aluminum Rover V8 engine under the bonnet. It produced 137bhp with a top speed of 125mph.



## Valuation

There are a number of valuation tools available such as Kelley Blue Book plus other resources. However, I prefer the Hagerty Valuation tool because it takes into account the condition of the vehicle and is updated regularly with some sales trend charts and other analytical tools.

Hagerty breaks down their valuation by condition of the vehicle. Top condition are Concours examples and the lowest condition is Fair. In between are Excellent and Good condition vehicles. I chose the Good condition for analysis since most vehicles offered for sale would fall into this category.

According to Hagerty, Good condition vehicles are vehicles that drive and run well but are not used for daily transportation. The casual observer will not find any visual flaws, but these vehicles might have some incorrect parts. Good Condition vehicles could possess some, but not all, of the issues of a Fair condition vehicle, but they are well balanced by other factors such as fresh paint or a new, correct interior.

Below is a source for values from Hagerty readily available to everyone online: (<https://www.hagerty.com/valuation-tools/mg/mgb>).

## Dos and Don'ts When Buying an MGB

Here is a short list of dos and don'ts when considering an MGB.

### Dos:

If you are considering buying a Concours or Excellent condition MGB from a private seller, I highly recommend you commission an appraisal as well as get a reputable mechanic to inspect the vehicle. Doing so may cost you a few dollars but may be very well worth it to avoid misrepresentation by the seller.

If you purchase MGB from a classic car dealer, you may pay more but have some buyer's protection as the dealer may offer a warranty either included in the price of the vehicle or at an additional cost.

If there is an MGB for sale that is not within a reasonable distance from your home, you could ask a member of a local MG club to inspect the car and give you an opinion of the vehicle. You can go to the NAMGBR web site (<https://namgbr.org/>) for a list of North American clubs. Most clubs are happy to assist.

Attend a local MG or All British club and see what local resources are available to you.

Attend a local British car show. Query attendees as they are more than happy to talk about their MGs.

Purchase a book on MGs as there are some very good resources available to you that have recently been published. (Since the MGB is so numerous, you can likely find used copies on line or at swap meets.)

If you can find a west coast MGB the likelihood of body rust is much lower than an east coast vehicle due to weather conditions on the east coast. West coast cars include those from California, Arizona, Utah, Nevada, and New Mexico and part of west Texas. (Still inspect the car thoroughly since it may have come west late in its life.)

If possible, buy an MGB from a local club owner that you can contact should you need to consult on an issue with the vehicle.

If possible, look for an MGB that has been a car show winner as you will know that more than one person has seen this car and has rated it above others.

If possible, buy an MGB with low mileage. Confirm it truly is low mileage.

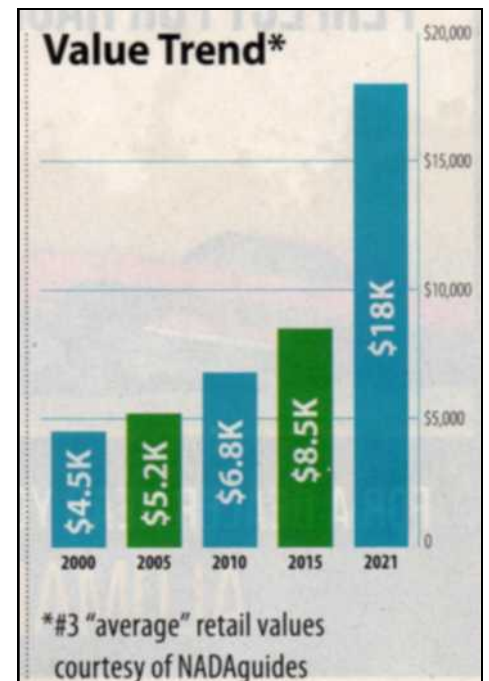


Chart at right was for the GT model but the trend is similar for all.



### Don'ts, Avoids:

Avoid MGBs that have been highly altered from the original specifications. It may be very difficult to license them for emission or safety reasons regardless of State of registry.

Avoid MGBs with excessive body rust and filler, especially in the fender areas.

Avoid Mark III or Mark IV MGBs in California that do not have their original single Stromberg carburetor. California DMV will not license a 1975-1980 MGB in California with a Weber or other aftermarket carburetor.

Similarly, avoid Mark III and IV MGBs that have had their emission control systems removed or altered as California DMV will not license them from 1975-1980. A 1975 MGB already in California may not require smog inspection or testing.

Avoid MGBs without maintenance records.

Avoid MGBs that have excessive mileage.

Unless you want a project car, avoid MGBs that need excessive restoration. Even if you purchase the MGB for little money, the cost of the restoration may far exceed the cost of a fully or partially restored vehicle.

Avoid "grey market" MGBs younger than 25 years old as the conversion to US specifications may or may not meet local DMV or DOT regulations.

Avoid MGBs that have a cracked windscreen or no windscreens. Due to the design of the MGB it is costly to replace a windscreen.

Avoid Mark II-IV MGB tourers that don't have a soft top and frame as it is costly and time consuming to install one.

Avoid MGB/GTs in any Mark that do not have a headliner as they are very difficult to find and hard to install properly.

### Summary

I have owned three MGs – two MGB tourers and an MGC/GT. They all were fun to drive and have won many awards. Relatively speaking, it is "cheap" to get into an MGB compared to the cost of a Jaguar, or a Triumph, or a Lotus. Should you decided to buy an MGB there are a number of after-market resellers on the internet of nearly every part available. Companies like Moss Motors or Northwest British will have anything you may need to restore or fix an MGB. There are also a number of DIY videos on You Tube to help you with a restoration from the likes of John Twist and others. Finally, I can't emphasize enough that local MG and British sport car club members are a huge resource.

As they say in MG lingo – **Safety Fast!**





### 1962-'80 MG MGB

Price new: \$2,658-\$7,950

Value today: \$6,000-\$28,000

The MGB was a big step up from the MGA when it launched in late 1962: proven mechanicals in a sturdy new monocoque chassis, featuring smooth styling, roll-up windows, and locking door handles and trunk. That meager specification seems sparse today, but these were major concessions toward getting the masses into MGs. Sports-car diehards took it as an insult, but it worked: The

MGB's longevity made it the best-selling British sports car of all time, with more than half a million sold. Utter the MG name in mixed company today, and chances are this is the car that will pop into people's heads. Just about every restoration and mechanical part you could ever want is still available, which makes the little roadster — whether early, with chrome bumpers and wire wheels or, later, with factory steelies, triple wipers and rubber bumpers — fixable, flingable, and fun. Coupe versions (GTs) and six-cylinder versions (MGCs) feel marginally more exotic, but all retain that basic MGB all-fun-all-the-time vibe. —Jeff Koch

### Novel Way of Setting the Points

During our recent trip to Corsica with the MGOC Travel Club, a number of people asked about a device that is used to set the points, without having to rock the car backwards and forwards.

My original was made in the 70's and I have not seen them since. However anyone with access to metal working facilities could make one, or if you are lucky, 19mm i/d tube might work.

It is metal cylinder about 32mm high, with an internal diameter that allows it to fit snugly over the distributor shaft (when the rotor arm has been removed) and a "wall" thickness of 10 "thou" (though this is not critical -see below).

The device is slipped over the shaft by holding the heel of the points off the shaft with a finger /thumb nail. When the heel is released, the effect is to increase the points gap by the thickness of the wall of the device. Because the device has created a uniform cylinder around the shaft, the cam lobes no longer affect the setting.

The gap is set using a 25 thou feeler gauge (or one that equals the gap required + the thickness wall of the cylinder). See note below

When the tube is removed the gap is 15 thou. You can always rock the car to check.

The photo shows the cylinder with two feeler gauges attached by a small chain (to set .010-.012 and .014/.016).

Michael Beswick

Points setting tool



Seems like a great idea. Anyone seen one for sale? Or suggest a suitable tube?

Note that the author was mixed up. You should deduct the .010" wall thickness and use a .005" (or .002" or .006") gauge to set the points while using the tube.





# Keep Planning for 2023!

## SPRING

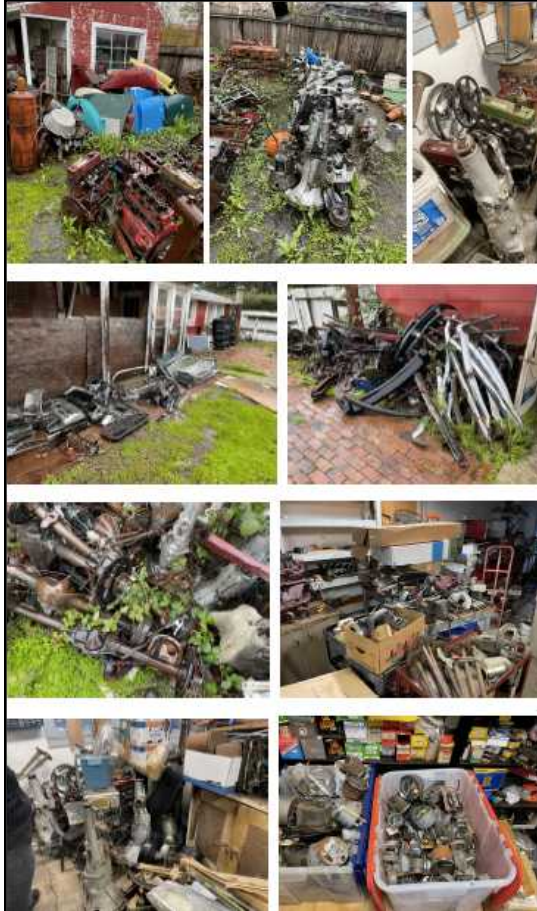
Sun Mar. 5, MG Parts Estate Sale. See below.

Sat., Mar. 18: St. Paddy's Day Drive, Marla & Andy Preston, Marin-Sonoma

Sat., Mar. 25: San Mateo County Drive, SSTs, page 5

Mar. 25-26, Clovis Brit Car Roundup, [www.valleybritish.org](http://www.valleybritish.org)

Apr. TBD: Moraga / Briones Tour, John Hunt



## SUMMER

Apr. TBD: Quarterly Meeting, Benicia, Hunt & Taft

May 20, VanDusen ABFM, BC, Canada, [westerndriver.com](http://westerndriver.com)

May 21, All Brit Meet at Dixon, [www.ubsc.org](http://www.ubsc.org)

June 17, Brit Invasion, Brush Prairie, WA

July 27-30, Rendezvous, Club T MG, Madras, OR

Oct. 16-20: GOF West, Carlsbad, CA

## MG & British Car Parts Estate Sale

Thousands of MG & British Parts for sale.

Everything must go; no reasonable offer refused.

Sunday 5 March 10:00 am - 2:00 pm

1509 Elm Ave, Richmond.

Enter from the side gate on Bernhard Ave.

New and used parts: Engine blocks, transmissions (No O/D), rear ends, axles, body panels, windscreens, glass, bumpers, interior parts, gauges, etc, etc.

Cash Only. All Proceeds benefit Dave Laughlin's family.

For additional information contact:

Suzy Savage: [pinksunrise@mac.com](mailto:pinksunrise@mac.com)

Or: Andy Preston, VP MGOC, [andypreston@att.net](mailto:andypreston@att.net)

*With the Monte Carlo Rally season approaching, Rodney Walkerley recalls the rugged days of*

## The REAL Monte Carlo

(magazine source lost, **Motor** perhaps, late 1960s)

It may seem a little odd to the present generation, accustomed to the exploits of the BMC rally team and the triumphs of the Minis in winning the Monte Carlo Rally outright three times (plus a win that was disallowed on a technicality), that in the last few years before the war Abingdonian products were never numerous in that annual winter contest.

My memories of Cecil Kimber, who made M.G. a global name through competitions, are of a very shrewd man who fully realized Lord Nuffield's antipathy towards racing. In racing, M.G.s – Midgets and, in due course, the famous Magnettes – were outstandingly successful. Rallying was something else again. What is more, no British manufacturer took much interest in the "Monte", probably because it was very difficult to win and drew not all that much publicity until the BBC took it up after the war. From 1931, when Donald Healey won with a 4½ -litre Invicta and Victor Leverett won the Riviera Cup (up to 1500-cc) with his Riley Nine, no British Car or British driver won the rally until Sydney Allard pulled it off 21 years later. The winning Ford V8s of 1936 and 1938 were, I think, American-built.

There were no rally teams, as such, sponsored by manufacturers and handled by professional drivers as they are today. The serious competitors were (a) mostly foreign (b) agents and dealers seeking publicity for increased sales. The majority of entrants, certainly from this country (Great Britain), were dealers or pure amateurs competing for fun. One or two manufacturers would sometimes prepare a car for some of the rallymen who were known more for their enthusiasm than their successes and it was a lucky entrant who managed to extract a cheque towards expenses from the makers of the car he entered.

Everyone was well aware of the great advantages enjoyed by foreign drivers who could benefit from a network of service stations and agencies in every country and especially the manner in which French stars were serviced in Nice just before the finish. All 'organized assistance' *en route* was disqualification bait, but maker's agencies and dealerships in the various towns were not 'organized.' Once the British contingents left these shores for distant starting points they were on their own, carrying such spares as they could and forced to keep the cars going by their own efforts.

We all know that competitions are of utmost value if the expenditures is offset by success and that a class win is outshone by the outright winner – and nobody ever remembers who is second, third or fourth unless they form a clean sweep for one make.

The Rally was hard. Rally equipment was sparse. Snow shovels and chains, plus a de-ditching winch, were the main armoury against winter in the Balkans and Scandinavia and in countries where the main highways were mere rough tracks. It sometimes proved impossible for *any* car to get through from Athens or Bucharest. Most of the Big Names chose spartan open two-seater sports models or dropheads (now called convertibles) and sheer power was decisive. Each route was allotted starting marks in relation to the known weather hazards, and those credits were whittled away by falling behind schedule. Thus the choice of route was a sheer gamble with meteorology. It was virtually impossible to win from John o'Groats if the better marked routes proved passable.

Humfrey Symons and F. R. Kindell took a blown N-type Magnette on the Monte Carlo Rally in 1935 and all but won it outright. They started from Sweden and with an unheated two-seater soft-top, it was no picnic in those days





The average speed was low by our standards but when winter behaved normally, it was enough. For the first 1,500 miles the schedule was 25 m.p.h. and that allowed an hour or two in a bed when all went well; the last 620 miles had to be covered at 31 m.p.h. and few had time to get out of the car for a proper meal. To find the winner among those who finished with equal marks, the final test was a gymkhana affair of acceleration braking, reversing, and executing a long figure-of-eight round pylons, all against the chronometer. Thus one single error after days and rights of real motoring could – and sometimes did – lose the rally on the instant.

The year 1935 stays in my memory as the year M.G. so nearly won the outright prize in the test. I can still hear the great groan of sympathy that went up from the crowded grandstand, for we saw for the first time a small car winning not only the Riviera Cup but the outright victory.

There were three M.G.s – (driven by) A. Denyil Lee, Mrs. Joan Cotton, and my old friend, Humfrey Symons, each with a blown edition of the N-type Magnette. Rupert Riley drove an open two-seater Riley with enormous wheels, starting from Athens. He went over a precipice on the Dragoman Pass, deep in snow, and stumbled with his co-driver, bruised but unhurt, from a total wreck. None got through from Athens, none from Bucharest, 12 out of 28 from Palermo. Donald Healey had his Triumph Dolomite on the Umea route from northern Sweden and hit a train in a Denmark fog at a level crossing – and with no serious injuries. Symons ditched himself on ice only hours after the start and then hit a cyclist in Copenhagen. He was rescued from a lynch mob only by the arrival of police. Europe was snowed up. There were 10 deg. of frost in several places. There was fog from Denmark down into France with roads of ice.

All routes joined at Avignon, in the foggy and sometimes flooded Rhone Valley and here Denyil Lee arrived an hour late, most of it spent trying to find the control which was not 'in' Avignon but outside, by a café under the city wall. Symons, I remember, moved to the control table like a man walking in his sleep, dazed with exhaustion. His co-driver Kindell, a one-time Mercedes-Benz tester-demonstrator-mechanic, was too ill to take the wheel or even get out of the Magnette.

A good night after the check-in at Monte Carlo put Symons more or less right again. When the cars began to queue for the "wobble-wobble" test, the rally lay between Luigi Chinetti, the racing driver, and Jean Trevoux (1934 winner), with a 2-3 Alfa Romeo. Lahaye and Quatresous, in a 5½ litre Renault saloon and Symons, all with equal marks after the road section. And the Magnette's obvious power-weight advantage plus its 'maniability' made him favorite.

Symons was set to do the test in around 60 seconds by his time through the figure-of-eight. Then he streaked into the second reverse, 200 yards away, and as he locked over for the spin turn, a ball race chewed up in the steering, the car slid helplessly wide and slammed into a sandbag wall. End of effort. Nor was he alone in this disaster, Trevoux overdid the initial acceleration of 218 yards and crashed into a similar 'wall'. The big Renault was taken with great care and clocked 64 seconds to win the Rally. Next up was Ridley's blown Triumph two-seater, 67.4 seconds. My day was made when an elderly 3-liter Bentley locked brakes and charged the grandstand, coming to rest nose on in a shower of wooden splinters, Frenchmen and me. No one hurt much.



Poor Symons had just vacated the chair of Sports Editor of **Motor**, into which I slid in his place. He went on as a freelance journalist though adventures with a Wolseley on a record run from London to Cape Town (South Africa). A co-founder of the Monte Carlo British Competitors Club, he drove the Wolseley 25 in the 1936 Rally and won the Grand prix d'Honneur in the coachwork competition – a section of the rally in which British competitors always consoled themselves by winning all the classes year by year.

Humfrey Symons, wearing near-Arctic clothing, wipes the snow off the numbers on his Magnette during the Swedish section of the long drive to Monte Carlo

There was a single Magnette (K or N?) entered in 1936, by Lord Patrick Chrichton Stuart but I can find no mention of his finishing. In 1937 they tried hard to make the road section decisive (and never succeeded from that day to this). A member of the committee said to me, 'We want to make it so a 7-h.p, baby car can win the rally.'

The 175 miles from Avignon to the finish was made a Regularity Section (1937), an innovation. The run was done on dry roads under a brilliant moon. D.E. Harris drove a 1287-cc M.G. from Stavanger and put up one of the best British performances but was only 43<sup>rd</sup> out of 81 placement, 9<sup>th</sup> in class.

For 1938 the final route was changed. Now the junction city was Lyons, and the survivors went to Grenoble and down the winter Route des Alpes. This was divided into four timed stages, at between 31 and 37 m.p.h. The worst section was the short crossing of the seven-mile Col des Leques and its hairpins, but the ice frightened the organizers more than the drivers and the section was scrubbed. The sole M.G. this time was the then-new 2-litre saloon, driven by A.W. McArthur Onslow. All my notes say about this is: 'the 2-litre M.G. aroused favorable comment' – in the coachwork line-up. He finished 86<sup>th</sup> in the Rally.

The final test in the 1939 Rally was a 'secret hillclimb' up the slopes behind Monaco, so secret that the competitors were led there in small convoys so the whereabouts of the hill (not the well-known Mont des Mules) could not be passed back – as if it would have made any difference. There was but one M.G. again that year, a new 2.6-litre saloon driven by J.C. Brookfield, starting from Amsterdam and entered for fun with no real thought of winning anything but a coachwork prize.

Thus ended an era but not with a bang, or a whimper, but as I remember, with a horse race. The night before we all broke up a couple British (naturally) competitors, seeing the famous Monte Carlo horse car rank outside the Casino late at night, leaped on the backs of a couple of horses and set off, full gallop round the gardens. What puzzled them was the neck-and-neck nature of the racing, even on the corners, until on reaching the photo finish, still neck-and-neck, they found the same cab trailing behind!

Also see **The Octagon**, August, 2020. In 1933, an MG J2 finished The Monte 4th in the 1500-cc class and won the hillclimb in the 750-cc class. A prototype MG K3 finished 5th in class. The above author seems to have overlooked this effort. The greatest other MG rallying success pre-WWII was the 1933 Mille Miglia with the team and class wins by MG L Magna racers. (See **The Octagon**, Feb., 2023.)

And also see **The Octagon**, Jan. 2022, for a report of an MG Midget in the treacherous 1963 Monte.



## More MG Italian Connection: Faux-ari



1971 MGB: Owner renovated this British car into a one-of-a-kind 'Faux-ari',

Article in the Kansas City Star, authored by DAVID BOYCE, Drive contributing writer.

Don Bonar, a member of NAMMMR, simply enjoys working on classic cars. He spent years restoring a 1935 MG P-Type, which he takes to shows. Well Don always wanted a Ferrari, but being difficult to afford one he kind of made a poor man's Ferrari. If interested go to the following link and read the very interesting story..

Read more here: <http://www.kansascity.com/cars/article4454504.html#storylink=cpy>

**Don says it  
is For Sale!**



# The Stork and the Sports Car

By Clayton E. Shaw, Jr.

In the historic valley of the Little Hoosick River and on the rugged mountain ranges that hem in the valley both to the east and west, the traditional stork is taking a terrible beating. His tongue hangs out and his tail droops as he attempts to outdistance John W. Little, country doctor, who resides with his family in the small village of Petersburg, N.Y., at the junction of New York's routes 22 and 1.

The stork vs. doctor race has been held in this particular part of the country since the early 1700's, when the first settlers, trekking up from Connecticut and Rhode Island, found the only way into this beautiful valley to be over a well used Indian trail, complete with Indians.

Those were tough days for the few itinerant doctors who traveled the rugged terrain on foot and horseback. For the stork, though, it was duck soup. He was usually the first one there.

With the coming of rough but passable roads, the "horse and buggy" doctor made things a little more difficult for the stork. The doc was beginning to hold his own in the age-long contest.

Today we are familiar with the modern country doctor pulling up to the farm in his Detroit delivery wagon. His transportation is comfortable and dependable. He gives the stork an all-out race. The poor old stork has to live on a diet of high octane gas and really bore a hole through the air to get the checkered flag. He is a tough old bird and hard to discourage but he is rapidly losing face as a result of numerous encounters with Doc Little.

An emergency phone call at Doc's house usually means a quick trip up winding mountain roads, brutal hold-overs from colonial days that do not appear on regular road maps. Before Doc Little became familiar with the rugged plateau country to the west, a topographical survey map of the area was his only guide.

In answer to an emergency call this young and personable doctor garbs his hat and bag in the manner of hundreds of other country doctors and rushes out to his garage. But from there on until he arrives at his destination all resemblance to the traditional rural physician ceases.

If you happen to be passing by at this particular time you would hear the sudden roar if a warming engine, and looking towards the open garage doors you'd get a fleeting glimpse of one of the neatest looking MG-TDs you ever laid eyes on. This is a sports car with a purpose; an MG that is proud and can hardly wait to dig its tire treads into the steep country roads to bring the doctor swiftly and safely to those so anxiously awaiting his arrival.

Several years ago someone gave Doc Little a ride in a sports car and a chance to drive it. That experience did what it is doing to thousands of people throughout the country – it kindled the burning desire to own and drive a sports car. So in May of 1951 he took the plunge and bought an MG.

Since that time this sturdy English thoroughbred has carried the Doc over thousands of miles of real pleasure driving while he makes his daily calls. This is a combination of business and pleasure in its truest sense: the pleasure of driving a sensitive, beautifully running and handling car, which in no way interferes with the serious business of being a doctor.

To set the record straight it must be stated at this point that the Doc does not aspire to be a race driver. He will never enter and drive his car in a road race or hillclimb. There is no objection to these events from the Doc's point of view, he thinks they are great. However, he has a fine family and a demanding profession that leaves little time for anything else. Anyway, there is slight incentive for the Doc to envy the city dweller who drives his sports car several hundred miles to compete in a hillclimb. The Doc battles the mountains daily in his MG and thoroughly enjoys it. He is a practical sports car man.

Here in the practical use of a sports car is the great significance of Dr. Little and his MG. He represents that relatively small, but steadily increasing group of modern automobile pioneers who are breaking away from the conventional means of transportation and are adopting the use of some type of sports car for pleasurable daily travel.

**Continued on page 24**



## Morris EV, Britain's Retro-Tastic Electric Van, Might Actually See Production Soon

3

**Jamie Kitman**

Sat, December 31, 2022, 7:00 AM PST · 8 min read



Morris EV is the U.K.'s Retro-Tastic Electric Van Charlie Magee - Car and Driver

The eyes of retro enthusiasts, Great Britain division, bugged out when a prototype electric van inspired by England's classic Morris J-Type

The re-creation's maker, Morris Commercial, claimed the reimagined machine would boast not just its inspirer's adorable, bug-eyed looks and same world-beating volume-to-footprint ratio, but also electric power and a body made from scrap carbon fiber. As with all automotive startups, however, the devil has been going from prototype to production, and the road getting there is long and rocky.



## New Lightweight Sports Car

This is encouraging for us in that interest continues in small sports cars.

**Jack Fitzgerald**

Thu, February 16, 2023, 12:20 PM PST



Rumor: Toyota and Suzuki Team Up on New Sports Car Toyota

- **Toyota** and Suzuki are rumored to be co-developing a new sports car, per a report by [Motor1.com](#) citing a Japanese magazine.
- The two-seater coupe will reportedly have a mid-mounted 120-hp 1.0-liter three-cylinder and weigh less than the **Toyota GR86**.

### Likely to be Light

The sports car, whatever it might be called, is expected to be light. Reports suggest it'll weigh only 2204 pounds. For comparison, that's lighter than the [Mazda Miata](#), which tipped our scales at 2345 pounds. That would also make it lighter than the Toyota GR86, a sporty front-engine, rear-drive coupe weighing 2838 pounds.

It's a good thing the Toyota-Suzuki-Daihatsu sports car is expected to be so light, because its tiny engine isn't said to be very powerful. With half the displacement of a typical soda bottle, the three-pot is believed to produce just 120 horsepower and 147 pound-feet of torque. Toyota's other three-cylinder engine powers the [GR Corolla](#) and produces a heart-pumping 300 hp, rocketing the hot hatch down back roads with a vengeance.

Suzuki is reportedly developing the engine, with Toyota tapped to adapt the suspension from the current-generation Yaris for use on the new sports car. It's unclear what platform the car would be built on, however, its overall length is said to be 165.3 inches with a 100-inch wheelbase. Perhaps coincidentally, those measurements match the GR86's.

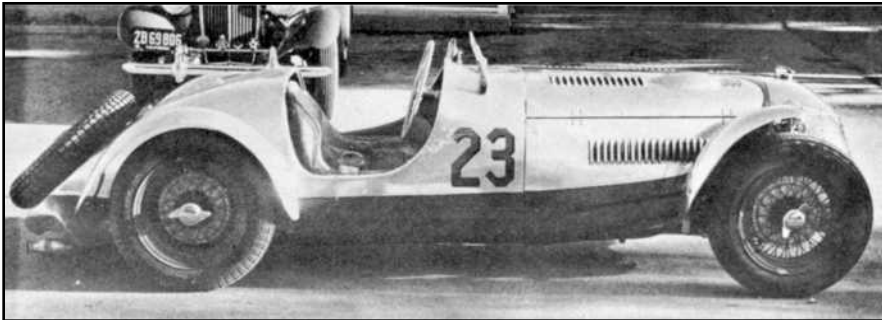




## 'Backyard Bombs' of 1952

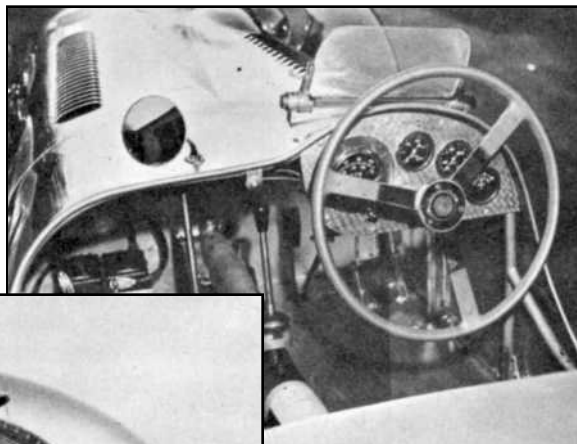
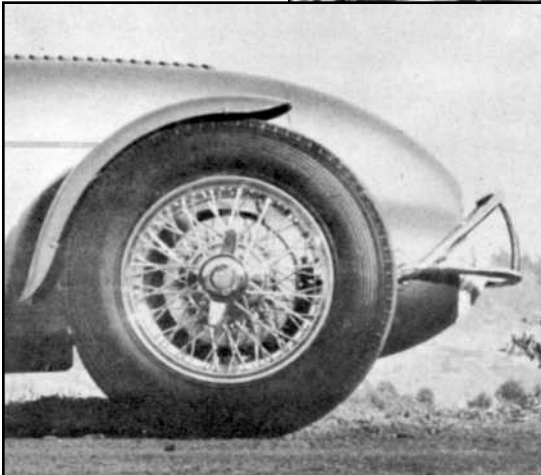


*Jack McAfee assumes his usual grim expression as he straightens out the famous Edgar MG. This four-year-old beauty seems to have a new lease on life with its new dress*



Coppel cockpit right

David profile below



After its racing life the McAfee car was destroyed in a 'B' movie. Anyone know what movie?  
Hint: March '04  
**The Octagon**



### edgar mg

Probably the best known blown MG in the U.S. is the recently transformed '47 TC of John Edgar. This extremely successful car has a new body built by Emil Diedt to the design of Ernie McAfee, the car's builder.

The chassis is stock with the exception of a set of reworked Bendix aircraft brakes, but the MG engine is hardly recognizable.

The original Italmeccanica blower has been replaced with a new S.C.O.T. type. Having had some difficulty with the temperature rise through the supercharger, an intercooler was fitted. The first version of this system sported a converted aircraft oil cooler but this was later replaced with a Crosley radiator in the left door.

When it is considered that this car runs with much larger displacement engines, its performance is even more amazing. Just when the average owner is replacing his competition equipment, this four-year-old is really beginning to run!

### coppel mg

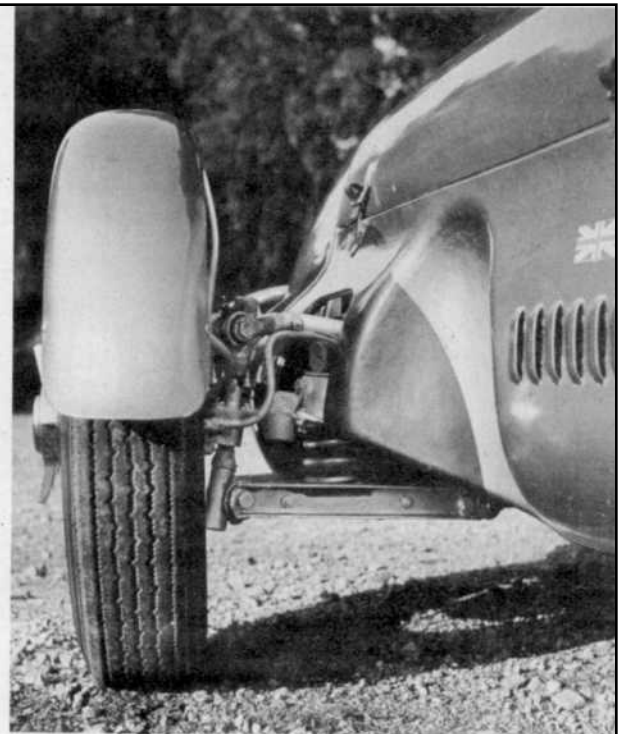
From northern California comes this completely rebuilt TC owned by Al Coppel, Jr. The car was new last season and made its first appearance at an Eastern meet rather than in the West.

The body was designed by Coppel and built by Bob Allinger. Two men can strip the car in one hour due to the wide usage of Dzus fasteners. Total weight of the car is 1320 lbs.

The engine, modified by Bill Harper and Coppel, has big valves, heavy valve springs, a special cam, and a balanced chrome-plated crankshaft. The block is stock as are the pistons. Stock TC rear end gears are used allowing a top rpm of 6200. The large battery was discarded and two small batteries, weighing 18 lbs. rather than the original 50, are used.

The 16-in. wheels are fitted with 500 x 16 cycle-type tires. This car has not competed in a great many events to date and its performance record is yet to be made.

**march 1952**  
THIRTY-FIVE CENTS



Bill David's special-bodied TD also sports one of the largest MG engines on the West Coast, 1498 cc (91.4 cu. in.). No door is cut in driver's side. Fenders turn with the Borrani wheels

# New Members!

**Welcome Laurie Anderson of Benicia** with a BRG 1971 MGB, who is looking for a reputable and honest MG mechanic that won't try and drain her bank account.

Thank you all!

I'm dealing with a small list of things that need attention on my lil green monster, and very anxious to get it back on the road. I bought this beauty from the original owner a couple of weeks ago. I'm half British, but know nothing about these cars, and wasn't even looking to buy another car. But after hearing the story behind it, low miles, etc., I couldn't turn the offer down. It had been sitting in his garage in Pebble Beach since the early 90's when he stopped driving due to old age. So, little by little I'm tackling the list of to-do's. If anyone out there is willing to give me a hand.... or do it for me (haha), I would be greatly appreciative!

Looking forward to meeting all of you someday soon!

Laurie

**Welcome Alexander Kanias of Sonoma** with a British Racing Green MGB/GT

Super excited to be a member of the club! I bought "Bertie", my 1967 MGB GT, at the Portland ABFM several years ago, I always wanted a BRG MG with a biscuit interior and the dream came true. Whilst I reside in Seattle, I spend a good amount of time in Sonoma with my wife at our house here. I just drove him the 800 miles down, without issue, so he and I can enjoy zipping around the twisties on the significantly more sunny days California offers.

That's my write up, but I'll also mention that longer journeys are infinitely easier as he has a 5 speed Datsun conversion. I keep him well maintained but it's always been done by specialist garages, however I'd like to develop some skills to perform maintenance myself and would be open to the club imparting that knowledge on me.

He's a great and reliable car, save for one instance of a clutch master cylinder issue requiring a tow truck rescue (on I-5 during rush hour....oops).

Best wishes, Alex

**Welcome John Regan of San Francisco** with a loooooong term project 1972 MG Midget

**Welcome Lynn and Roberta Bryant of Fremont** with a 1971 MGB Roadster, 1965 MG 1100 and a 1967 MG 1100

Roberta and Lynn at right. Lynn is a former President of the Sorry Safari club and also a Model A enthusiast.

**MGA Coupe update from recent new member Laurel E.**

Our MG is being restored in Santa Rosa by Mike. It should be finished in a month. It needs brakes, radiator, water pump, carburetor, which is being rebuilt. Thankfully, the engine is in good shape. Since it needs tires, we're ordering new wheels that will be lighter weight and accommodate a larger tire. The engine is definitely a 1500, but isn't an MG color so it might not be original. We're so excited and can't wait to share our restored Coupe with the club. Best,



See Laurie's and Alex's MGBs on the back page.





# Member Notes

## Cars & Coffee from John Hunt:

Everyone is welcome at Si Si Café Cars and Coffee in Moraga. It takes place in months that have a fifth Sunday. So the next will be on Sunday, April 30. 610 Country Club Drive in Moraga. Wonderful event, you will experience a wide range for cars: America cars, European sports cars, etc. Its always a good time!

## Quick response from MGOC Webmaster Rick Anguiano:

I talked to Si si's cafe direct myself and got the information I needed from the daughter of the owner she gave us permission to use their pictures on our website so I created a flyer and then put it on the calendar. They know member Russell Taft very well.

## MGs by the Bay thought from John Hunt:

Not sure if we are thinking of doing shirts again for MGs by the Bay. However, if we do, perhaps we can get Barbara Tapp to paint a poster for us?

## MG2023 from Tom Doyle:

Question: are there any plans for any of our members to go to NAMGBR convention in Calgary in June? I just booked a flight from SFO to Calgary 17-21 July and a room at the Deerfoot Inn. The room rate is \$159 CN per night. I will be competing in the Rocker Cover races. Their web site is: <https://mg2023.regfox.com/calgary>

## Marin Drive from Bob Bundy:

For future calendars add our Southern Marin Drive from Sausalito over Mt Tam to the Pacheco Ranch Winery in Novato for wine tasting and a byob picnic. June 29 is the date. Details to follow. Marty Rayman and I will put this together.

## North Bay Shops from Andy:

I know of 3 very good British Shops but they are all either in Marin or Sonoma.

British Car Repair in San Rafael on Mill St. Clint is the owner but I think he has about a 3 month wait list.

British European Motors in Cotati/Rohnert Park, on Portal St, owned by Mark Singleton.

MK Classic Motors on Colgan Ave in Santa Rosa, owned by Mike Kostakis.

## Original owner MGA from Don Scott:

Pat Green of Harwinton, CT, has owned a 1960 MGA since 1959 when she bought it new. It was at her wedding to Bill Green in 1963 and is still on the road. The couple shared its history with RIDE-CT. To see the print version of this story and more pictures, visit [classiccars.ride-ct.com](http://classiccars.ride-ct.com).

<https://www.youtube.com/watch?v=20GP1kNcxyk>

## San Mateo Drive from Kirk:

Save the date! Doug and Connie Hollander are coordinating a drive on the back roads of San Mateo County. This promises to be a lovely drive so mark your calendars. See the flier and calendar.

## Great links MG video from John Hunt:

Here are some great links to entertaining MG related videos.

MGB Radley Part I: <https://www.youtube.com/watch?v=6FmT6cLnNUc>

Part II: <https://www.youtube.com/watch?v=jFHJ7d1FW-Q>

Stuart Turner – Royal Auto Club: <https://www.youtube.com/watch?v=QnD3gObbTho>

Jay Leno and the MGB:

<https://www.youtube.com/watch?v=Y5Qppmbj8CY>

Also, 1933 race on Isle of Man. 230 miles. Heaps of MGs featured. Won by a Riley. Freddie Dixon. Great bit of film: <https://www.youtube.com/watch?v=GzCGESpNqY0>

## The Stork and the Sports Car - continued from page 19

For a young man to buy and drive a sports car in a sports car-minded community, surrounded by fellow car club members, is one thing. For a business or professional family man to appear driving such a chariot in a small rural town, where sports cars are practically unknown, is definitely something else. This hardy soul must be prepared with an agile sense of humor to parry the wise cracks, sly smiles, and even sneers, that come his way. This man is a pioneer just as surely as was his compatriot who, in the early part of the century, was forced to bit his lip as he listened to the old cry, "Get a horse!"

When the doctor first appeared in his new sports car he encountered a certain amount of homespun humor directed at "that little thing" or "Dr. Little's little car." However he soon found out, in every case, this was a result of a lack of understanding. A few well chosen demonstrations and explanations of the car's history and performance, plus the Doctor's enthusiastic willingness to answer any and all questions, wrought a quick and amazing change in the area.

Now, "Doc's little car" is a respected member of the community. It makes its way over hill and dale, and parks beside its Detroit cousins without causing a stir or provoking comment. It has been "accepted." The Doc need make no more explanations. The car receives no more ridicule. It has become a solid and respected citizen, just like its owner.

It would be ideal to end this glimpse of the country doctor and his sports car with the thought that Doc Little lived happily ever after behind the wheel of his MG. Unfortunately this, indeed, would be a fairy tale. For in the true spirit of the pioneer and sports car enthusiast, Dr. Little is growing restless. His experiment with the MG was so successful and has given him such enjoyment, that he is now thinking in terms of the whole family, who have also become enthusiasts over the sports car type of ride. The next blessed event at Doc Little's house will be the breathlessly awaited arrival of a 1 ½ liter Riley sedan – but that's another story.

In the meantime, if you are vaguely uneasy, have hot flashes when you hear a racing motor, become despondent when you look at that old crate in the garage, try Dr. Little's prescription and careful driving; take this medicine as soon and as often as possible. Brother, if this doesn't cure that urge and make you a happy, healthy man, nothing will.

May 1952, **AUTO**



## Classified Ads

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

**MGB Parts:** Pair SU carbs, rebuilt by Dave Pelton, unused, 2<sup>nd</sup> Pair SUs, rebuilt then used. Both from 1967 MGB. One original lap belt, one retractable shoulder harness (free), work benches, one with drill press, one with HD vise, Member Ken Gittings, Also valve cover racers! 510-791-8445 (Updated 1/23)

**Selling my Dad's 1963 MGB:** Needs lots of work but has a rebuilt engine. \$1000. Non-member Mark Buck, [markb@ibew595.org](mailto:markb@ibew595.org) (Posted 1/23)

**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](http://MGOCSE.org)**





## With Thoughts of Spring - and Youth - and the Varied MG Shapes!



Careful of the AI boot lid!

MAY 2010 *Safety First!* 93



Geoffrey Locquenutte & Nelson: At MGs By The Bay



Geoffrey Locquenutte & Nelson: With Cruz

Cartoons: Brian Sonner, Placerville

### 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](mailto:registrar@namgar.com).

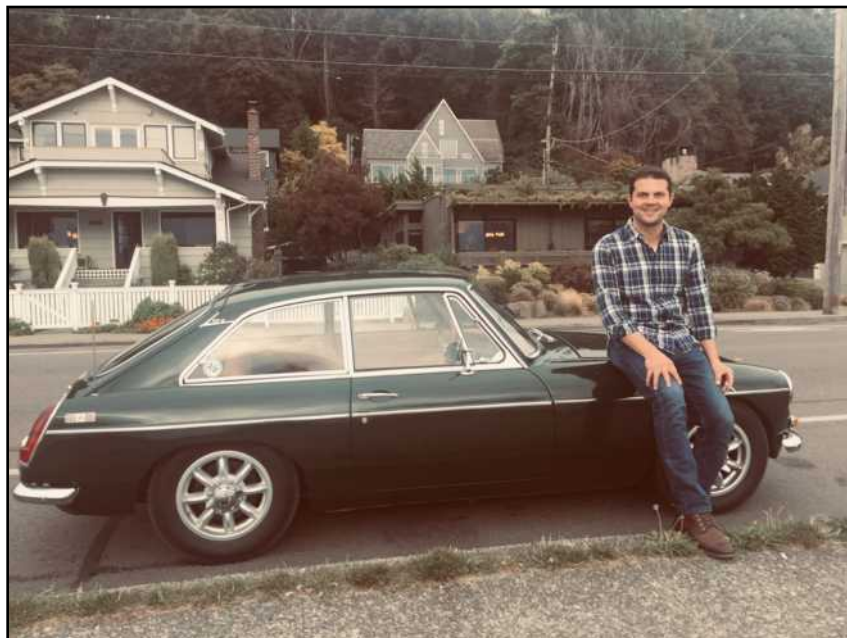
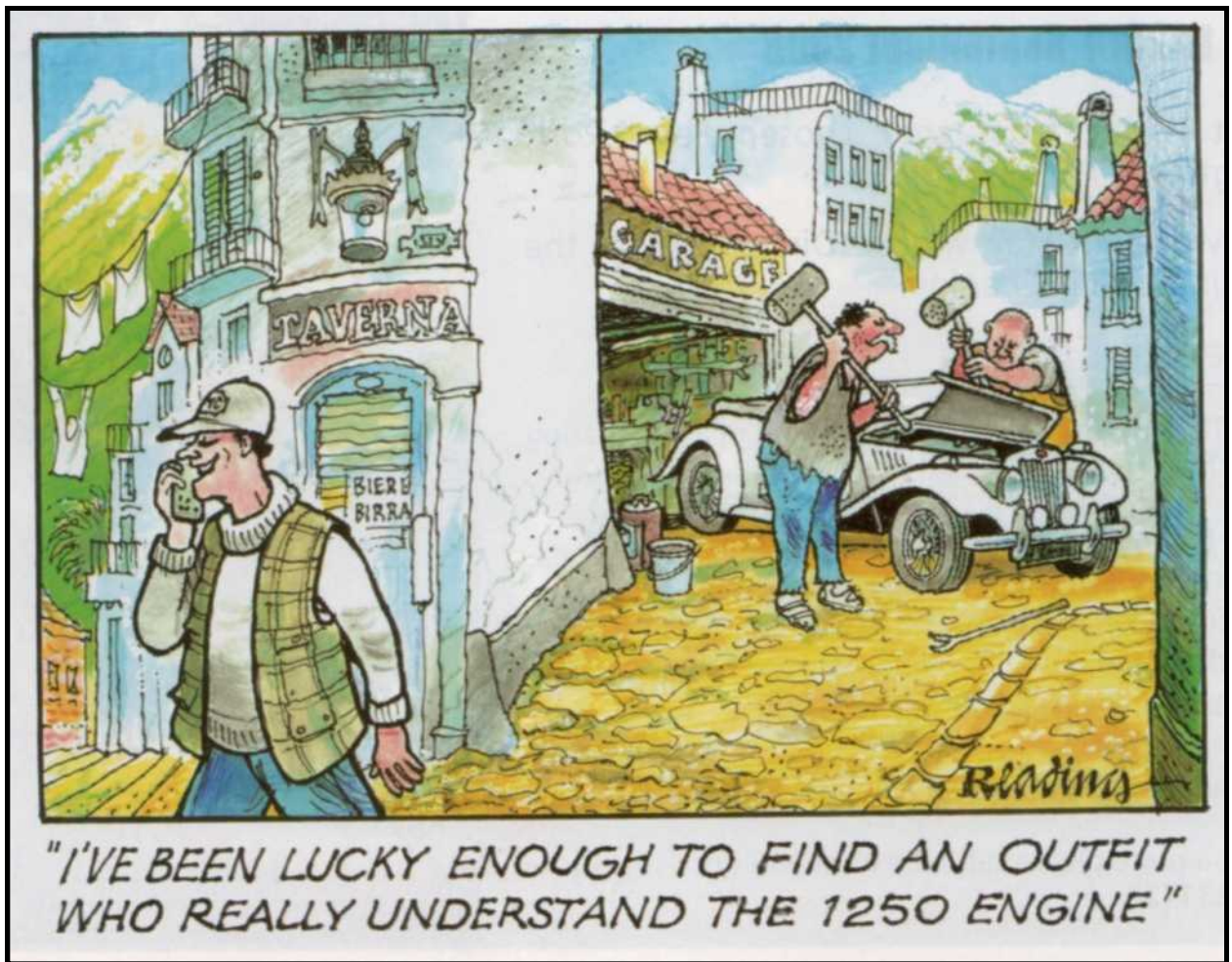


North American MGB Register





from *Enjoying  
MG* magazine



## New Member Rides!

Alex and his BRG GT

Laurie's BRG Tourer



BRG is the undefined British Racing Green colour. - set internationally 100 years ago. Italy is red. France is blue. Germany is silver. The USA is white with blue frame/stripe.

