



# 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!*



A characteristic vapory start to the Marin Tour



# August 2026

Barbara  
Tapp  
Photo

# 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 Octagon*, our newsletter, is published monthly by the MG Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

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## CLUB ADVISOR PROGRAM

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

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## COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to

[webmaster@mgocsf.org](mailto:webmaster@mgocsf.org). 2026 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://www.mgocsf.org>

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## MGOC Annual Picnic

### Saturday, Sept. 26



11:30am-12:00pm: Short 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 and if you want to use the BBQs bring some charcoal.

Use Google maps and enter Padre Picnic Area, Tilden Park and you will get directions. You **MUST** enter the destination prior to arriving at Tilden Park because reception is very spotty.

RSVP to Andy Preston at [andypreston@att.net](mailto:andypreston@att.net) so we have an idea how many are coming.





# Scottish Highland Games

September 5-6, 2026 \*

Alameda County Fairgrounds - Pleasanton

AYE! The Scottish Highland Games are back at the Alameda County Fairgrounds! The sponsor, The Caledonian Club of San Francisco, has invited us back to participate in the British Car Show at the games. By bringing your MG to show you will be given full access to all of the games events for FREE. It's an all day event, and you can watch the Heavy Athletics, Highland Dancing and Pipe Band competitions. Go to the games webpage to see all of the events that are part of your free entrance:

<https://thescottishgames.com>

You will receive a 'two-day pass', a \$120.00 value for both you and one passenger. The two day pass is useable to participate in the car show one day, and come back as a guest a second time.

What Mark needs from you is the following:

- Preference day to show your car. (\* We focus on Saturday but either day)
- Will you have a passenger?
- Confirm your cell phone number (in case Mark has to reach you)

All tickets and parking passes are being provided electronically

Email Mark: [mark.mcgothigan@gmail.com](mailto:mark.mcgothigan@gmail.com)



## Classic Cars

Aston Martins, MGs, Morgans, and other legendary British marques will be on display throughout Games weekend. Meet up with motoring enthusiasts for a nostalgic trip through the heydays of Britain's automobile history.



# From the Editor

Happy Mid-Summer, MG Folk,

30 July 2026

The newsletter must be done a bit early. We are traveling to wish my father a happy 102<sup>nd</sup> year. He now has an apartment near my sister in Rio Rancho, New Mexico. Cars have been a big part of his life's experiences and he loves to take on a road trip.

I feel like he and I grew up not that differently in terms of technology and society. He had cars and bikes and radio and paper routes and movies. There was pop music and celebrities and politics and wars and anti-wars. But things became very different over the past 60 years. Reminds me that the MGOC must have a 70-year anniversary coming soon. How shall we celebrate?

I have not done much in the way of MG work of late. I changed the antifreeze in the MGA. It has been a while but the old stuff looked fine. I still haven't decided whether to change to disk brakes. I had some tire wear on a front wheel so need to rebuild the front suspension. Tires are spendy!

I helped a couple club members move two MGs – a TD and a TC – that have been stored for 55+ years. They did roll though one tire was split and would not hold air (no spare). I got to enjoy a fun part of the hobby at another's guy's expense.

I said I wanted to include some mirth in each issue. I am not sure I have ever achieved that but it is always a worthy goal and a healing power. We cannot live on bread alone.

Happy trails to you!



## Dan

Dad's buddies, Dad's sister, Dad's dog Toby and Dad's family car called Daisy. Late 1942 Happy Birthday Dad!



TC last registered 1967, in storage since 1971. Club member plans to make it a show car. Very solid and complete MG. Shockey photo

Cartoon by Brian Sonner of Placerville

## July Comments

Between White Stag Scout Camp, grandchildren and vacation, July was a light MG month for Connie and I. As mentioned last month, my main activity for July was to handle the delayed annual maintenance for the car. Normally a May thing, I had no major early MG trips to spur the activity. The lube and oil change with filter went without incident using Redline 20/50 synthetic oil and the K&N screw-on filter.

I have been plagued with screeching brakes in recent months and finally took the time to pull the pads and drums and look. The hydraulics are fine with nothing leaking and the pads and shoes are thick. A good cleaning with spray brake cleaner seemed to do the trick. A final adjustment of the rear brakes and the job was almost finished. It's good to get under the car once in a while.

In 2021 or so I replaced the dampers (shock absorbers) and in 2022 during maintenance I saw the rear right damper coming apart. Moss replaced the part. This time, while adjusting the brakes, I noticed the nut connecting that damper arm to the link was loose and the lock washer splayed out. I was able to replace the lock washer, add a washer and torque the nut. There are some odd stresses in that area that bear monitoring.

Maintenance finally completed, a stiff broom, water, and plenty of Tide suds and the oil, lube grease and brake drippings are gone (not to mention the regular transmission oil mess). Maintenance done, I intend to drive the

car this coming month.

My brother Tom and I are still hashing out details of our two-night trip for Highway 36 from September 20th through 22nd. However, I received an Email from Max Heim regarding the 2026 **California Melee** that runs from September 19th to the 21st. 850 miles from San Francisco to Red Bluff, Fort Bragg and then Sausalito. The cost is \$645 per car and includes two nights in a hotel, banquet, T-shirt, etc.

It looks like a pretty good deal and they don't care if your car drips a little oil. The car has to be of 1979 vintage or earlier. The contact for those interested is [the\\_shoog@yahoo.com](mailto:the_shoog@yahoo.com). Tom's car is too new so we will be staying with our original plan. However, I definitely will look into it next year. If anybody would like to join us, give me a call.

Safety Fast!

**Doug**



Geoffrey Locquenutte & Nelson: Along the way

*Safety* **MG** *Fast!*

Cartoon by Brian Sonner  
of Placerville

# Southern Marin Int'l Tour Reports

By Leader Bob Bundy

We had 14 MGs in the Sausalito parking lot in preparation for our Southern Marin Drive on July 10th. They were almost equally divided between MGAs and MGBs. Barbara Tapp was in her Hyundai and provided transportation for our emeritus members George Steneberg and Marcia Crawford. It was a pleasant morning for our start and lots of tourists and locals checked out our cars before we headed to the Marin Headlands and Hawk Hill for our first vista stop. It was ten degrees cooler there with a heavy marine layer but we could make out the Golden Gate Bridge below us.

As we prepared to drop down the coast side of the Headlands, John Hunt discovered that he had lost some hydraulic fluid from his clutch and had to abandon his car at that stop. He and his passenger transferred to other members' cars and the drive continued. It was a spectacular drive along the ocean on a one-lane road with no cyclists to impede our way.

We had a nice drive through downtown Sausalito with lots of honks, high fives and thumbs up from everyone we passed. On to Paradise Drive in Corte Madera after a short stretch on 101. We made a pit stop at the Wheelhouse which is a car club for the .01% and we were greeted warmly by Michele who told us about the club and some of the vintage and exotic cars stored in the newly renovated facility. No one pulled out their checkbook to join and we speculated on who might be members of this exclusive club.

Back on the road the gods were smiling on us as there were only a couple of cyclists on the back-

stretch of Paradise. It is a scenic drive with the Bay on the left and the Marin hills on the right. We all made it to the Corinthian Yacht Club in Tiburon and were able to have parking for everyone who was on the drive.

An excellent lunch was savored in the dining room and many club members commented to me about how cool it was to have all the MGs in the parking lot. Everyone headed for home and John Hunt and Andy Hunt headed for Hawk Hill to retrieve John's MGB.

"Andy and John were successful in getting the clutch to work again, but not before AAA were called to retrieve the B back to Andy's house. As luck would have it, Andy had a new slave cylinder in his parts bin, and with a bit of bleeding and checking and dinner under his belt, John whizzed back to Lafayette. As they say, all's well that ends well."

Good-Samaritan Andy Hunt

That sums it up perfectly, cheers! Andy, thanks again for all the help and to Bob for a great tour!

Starnded-Motorist John Hunt

We had a delightful outing on Friday the 10<sup>th</sup>. We had to leave John Hunt's car at the Hawkes Hill look out after she broke down so John joined me, George, Marcia and my sister Lyndal for the rest of the run. Lyndal was visiting from Australia.\*

Fun-Van-Driver Barbara Tapp

Bob leads the  
drivers' meeting



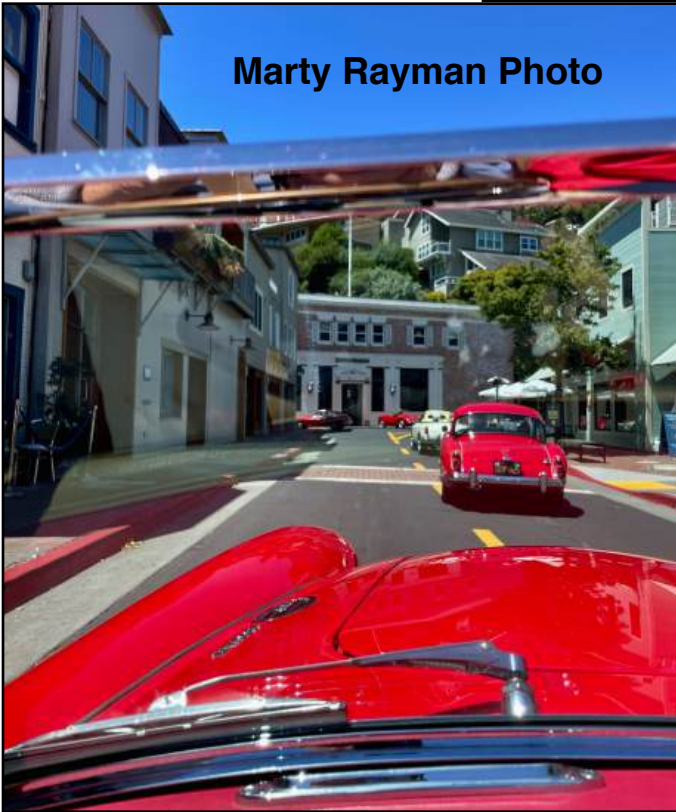
Andy Preston Photo

# Southern Marin Tour Photos

Andy Preston Photo



Marty Rayman Photo



Barbara Tapp Photo



Barbara Tapp Photo



Photos from  
Pogio's and  
the lot  
where we  
gathered

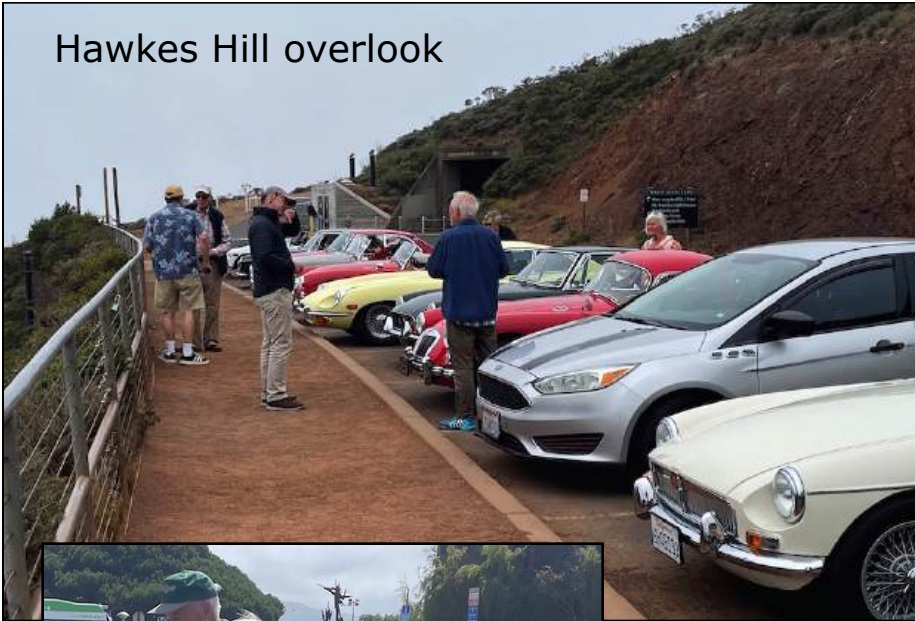
Barbara Tapp Photo



UNITED STATES OF AMERICA  
**250**  
 ANNIVERSARY

Below: Andy Preston Photos

Hawkes Hill overlook



Barbara Tapp Photo



John, Lyndal and Marcia



Barbara Tapp Photo



**Barbara Tapp Photo****Barbara Tapp Photo****Marty Rayman Photo****Barbara  
Tapp  
Photo****Pacific  
Ranch  
Winery**



**Bob instructs drivers  
Andy Preston Photo**

**Photos at the Wheelhouse  
from Marty Rayman**



# Tour Luncheon

Marty Rayman Photo



Barbara Tapp Photo



Marty Rayman Photo

Hats off while dining at the Corinthian! Bad hair a badge of honor for yachtsmen? See page 25

## WWII Engine Development

Taken from an article by Geoff Wheatley, *The Sacred Octagon*, Oct., 2007

In the midst of WWII and all the varied war work that the Abingdon plant took on, they were able to do some development of the basic MG motor. This was the XPAG unit used in the TB and YA, then later in the TC, YB, TD and TF. The Morris 1250cc engine had replaced the long-stroke motor used in the TA. The TA motor got some bad press but I hear it was not a bad motor just not one that could be developed well for race and rally work. (See *The Octagon*, July, 2018.) Most TAs now have TC motors retrofitted. Parts are much more available and the wet-clutch of the TA is not something folks are accustomed to anymore.

As the war progressed, the lack of on board generators for the large RAF bomber aircraft was a problem. The giant engines were not reliably started merely by swinging the prop by an airman walking under the engine. The American large bombers had built-in generator systems to provide the electric power to get them fired.

As a result the RAF sought auxiliary motor/generator units to start these bomber engines. MG Abingdon was given the task to create long-lasting, highly-reliable motor/generator units to meet this need. The principle task was to take a small automotive engine and marry it to an integrated generator and controls at the right voltage to start the aircraft engines in a rugged, portable configuration.

The Morris/MG 1250cc XPAG engine was a size suitable for this job. And the development and testing of these units resulting in increased knowledge and improvements of the XPAG that benefitted MGs produced after the war. They have proven to be rugged, long-lasting engines. The Abingdon plant produced 3000 of these generators. In 1942 the RAF began using an American built-in system and these compact generators found other uses. One such use was recharging submarine batteries at remote bases that lacked stationary generators.

I suspect that these generator

units were sold off after the war. Some of the engines and their parts likely found their way into the replacement motors market. (*I remember hearing about such other-use engines. – Ed Dan*) Some inventory items at Abingdon left from generator production and support may been used in the first TCs built in 1945. MG beat all other British and American car manufacturers back into car production after the war, albeit in very small volume.

The knowledge learned at this time may have helped to improve the later A- and B-series MG engines. The 5-main-bearing MGB engine particularly was known as a very long-life motor, often exceeding 250,000 miles without an overhaul.



## Road & Track on MG

"To drive an MG is sheer pleasure. This is no car for the average Joe looking for transportation. Only those who know and appreciate the fun of driving a car which responds to skillful handling will ever get to like an MG. To drive an MG like an old maid is a sacrilege.

"Ken Miles said when he handed the car (MG TF) over to us, "See if you can break her up." We tried and it ran just as smoothly after 400 miles as before. Even the office girls hated to see the MG go back." - **Road & Track** magazine

"After last year's test on the TF was published, a well known writer asked us, 'The new TF isn't that good, is it?' Our answer to that is, we think it is every bit as good as we say, and more. Even though the MG is the

lowest priced sports car on the market, it is the accepted standard of comparison. No one ever questions the application of the term "genuine sports car" to the MG. From its classic styling to its high efficiency engine, the MG personifies and defines the term 'sports car' better than words can describe. Its ability to stand up under the most strenuous type of competition driving has given this car a reputation for stamina second to none. Its handling qualities have brought about a re-education to thousands of Americans, who prior to 1949 had never before heard the words 'cornering ability.' If we seem to like the MG (and we do) it is because it is good. - **Road & Track** magazine, Dec., 1954

***"If we seem to like the MG (and we do) it is because it is good."***

## Update on the Boat-Tail MG TD

From J.R. Boye, Mechanic, O'Connor Classics

Thankfully, the wood-bodied MG Midget TD that Mike O'Connor built was not at Pebble Beach when their house there burned, so it still survives.

It was pretty much all Mike's work. I do not remember doing much of anything on it, although I saw the construction. Mike designed and built the wood body and windscreen, and even built the top frame. The body was heavier than the stock Midget, so he added a leaf to the rear springs. All the many screws securing the wood strips were brass. Jim Silva did the upholstery, top, and top boot. I remember doing some tuning on the Datsun engine, but that's the extent of it.

The car was featured in Abingdon Classics magazine and a couple of other publications after it was completed. It was a favorite at shows.

I was very familiar with the car, though, because I built a scale model of it as a gift for him one year. I lifted a scrap piece of the maple he used for the body and used that to carve the body in miniature. It was very hard stuff to work with!

J.R. is a skilled modeler. This of Burlingame



The body was added to a Revell MG TD Midget model in 1/32 size and presented as a Christmas gift. He was surprised and delighted with it. Sadly, the model was lost in the fire along with other treasures.





## Triumph Travelers Club Drives - MGs too!

We have been invited to join the Triumph Travelers on their drives noted below. Please contact Rye Livingston at [ryel@mac.com](mailto:ryel@mac.com) if interested in attending. (Note the invitation was to the Sorry Safari Society but we share and many belong to both clubs.)

### Sept 24th, Thursday, Seven Canyons Drive

A spirited, twisting drive through seven beautiful canyons in the east bay from Pleasanton to Lafayette. We will traverse Foothill, Niles, Palomares, Cull, Crow, Redwood, and Eastport Canyons. Meetup at the Safeway parking lot near Panda Express (6774 Bernal Ave Suite 330, Pleasanton) at 9:30 AM, depart and 10:00 AM. Starbucks coffee, gas, and restrooms available at Safeway.

We will stop briefly for a restroom break at Redwood Canyon Golf Club and later at Valle Vista staging area for a group photo. We will continue on Moraga Road to Lafayette and lunch at El Tapense Mexican Restaurant (3576 Mount Diablo Blvd, Lafayette). Parking available at Safeway at the intersection of Moraga and Mt. Diablo Roads.

### October 8th, Thursday, Altamont Drive



Meet at the Niles Train Depot Museum parking lot (37592 Niles Blvd, Fremont, near public restrooms) at 9:30 AM, depart and 10:00 AM. You can grab a coffee at the shops on Niles Blvd.

We will drive through Niles Canyon/HWY 84 to Livermore, traverse the Altamont Pass via Patterson Pass Road and return by Corral Hollow Road and Tesla Road to downtown Livermore for lunch at the First Street Alehouse.

Above: From a Tareyton ad

Left: From **Enjoying MG** magazine





# Keep Planning for 2026!

## SUMMER

Highland Games



Mon., Aug. 10: Monterey British Car Show **SOLD OUT**

Wed., Aug. 12: Little Car Show, Pacific Grove, Car Week events. [TheLittleCarShow.com](http://TheLittleCarShow.com)

**Sept. 5-6, Highland Games, Pleasanton Fairgrounds, MGOC & SSTS display, Mark McGothigan, Page 4**

Sat., Sept. 12: Around the Bay Tour, Don Herrick, SSTS, MGOC welcome

Preston photo



## SUMMER - FALL

Sept. 20-22: Hollander Bros. Red Bluff-Fortuna tour

Thurs., Sept. 24: TR Club Seven Canyons Drive, Pleasanton start, page 15

**Sat. Sept. 26: MGOC Annual Picnic, Tilden Park, p3**

Thurs., Oct. 8: TR Club Altamont Drive, Niles, page 15

Sun., Oct. 19: All-British Show at Blackhawk

**Nov. TBD: Sonoma Tour, Marla & Andy Preston**



Borrowed from the TC  
Motoring Guild

## BRITISH SLANG LESSON

### Innit

*Most popular in London, but innit is a contraction for isn't it. But isn't it is already a contraction for is it not. So innit is a contraction of a contraction. Just used to speed up speech.*

## Best Seller MG Book?

By Dan Shockey from an article in *The Sacred Octagon*, Feb., 2008

Many of you have read and been influenced in your love of MGs and sports cars by the little teen book called, "The Red Car." You may even have a copy on your shelf. (I have two copies.) But do you know anything about the author or his story that led to writing the book?

There are many books on MGs but by far **The Red Car** is the most sold and has been translated into many other languages. Several editions have been made so you will see different covers. The New England MG T Register founder Dick Knudsen determined to find out about the author. He was able to find his address through an MG enthusiast and bookseller, Gord Whatley, and his contacts in the publishing industry.

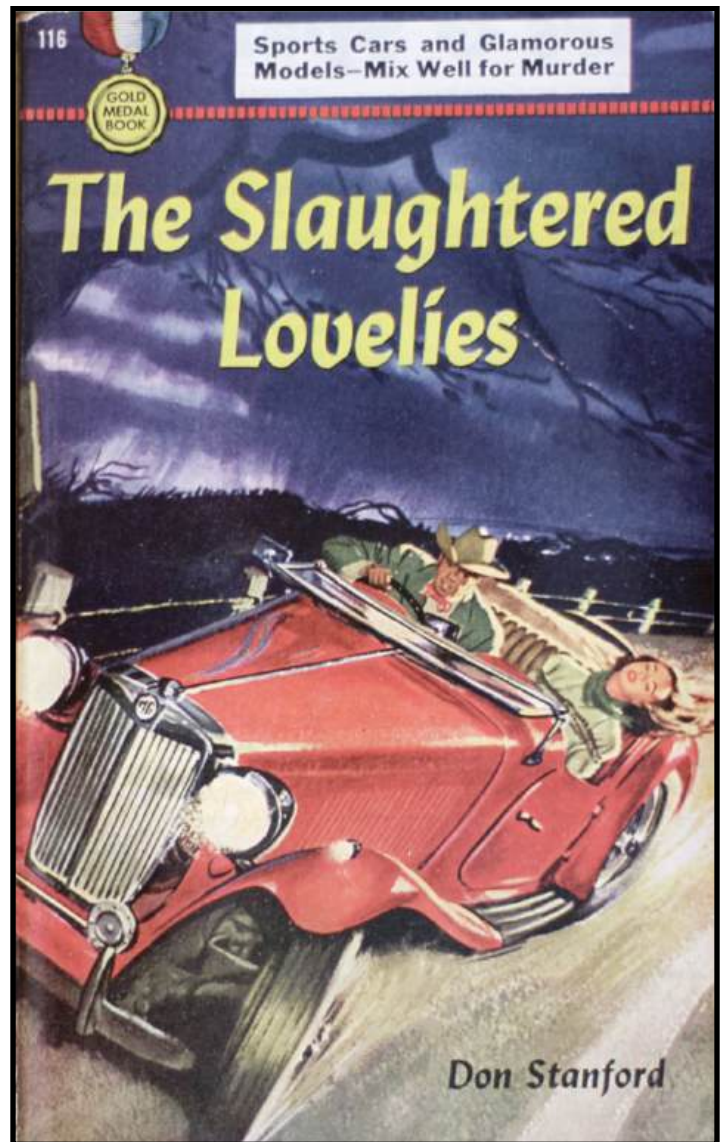
The late Donald Kent Stanford was born in 1918 in Chattanooga, Tennessee. He died in Ontario, Canada in the 1990s. He studied at the Drexel Institute of Technology, the Foreign Service Institute and the University of Paris. He "moved about on various continents supporting himself by writing novels, short stories and TV scripts." (Knudsen)

Stanford's first novel featured an MG, a TC. It was a mystery with a sports car theme called "The Slaughtered Lovelies." (I have a copy.) The book features great TC art on the cover. Don told Dick, "I whipped it up in a great hurry (in 1950) for Gold Medal Books." He called it "garbage," but said, "It paid for my TC and several years of motoring pleasure."

He was mentioned in an article and photo in an early **Road&Track** magazine regarding a SCCA road race in Aspen, Colorado, in 1951. It was an amateurish early road race with a LeMans start and a riding mechanic. He hit a hay-bale and his riding mechanic, a young lady, wore off her fingernails holding onto the torn rear fender. They came in third. "I loved that TC and drove it cross-country many times."

**The Red Car** novel features a race in a Colorado town where they hit a hay-bale and the riding mechanic had to hold things together.

Dick found the author to be "a delightful man who was still enthusiastic about his TC." He said he didn't want to write **The Red Car**.



This came during an insolvent period and he begged his agent to find him a contract. The agent found a deal for him to write a juvenile book that did not appeal the Don at all. But Don was persuaded to have lunch with Bill Sloan at Funk & Wagnall's. The agent told him that Bill will pay but not to drink more than six martinis. Bill explained that his company wanted to do a series of sports/adventure novels for teenagers. He said that the readers would be the most knowledgeable and critical audience imaginable.

"If you write the wrong number of cylinders in a Bugatti, the publishers will get 5000 illiterate letters the next morning, all beginning, "Dear sir, Who is this schnook?" "Also, you will not write down to them, because these are kids who are acquiring vocabulary. If you use a word they don't know, they'll look it up."

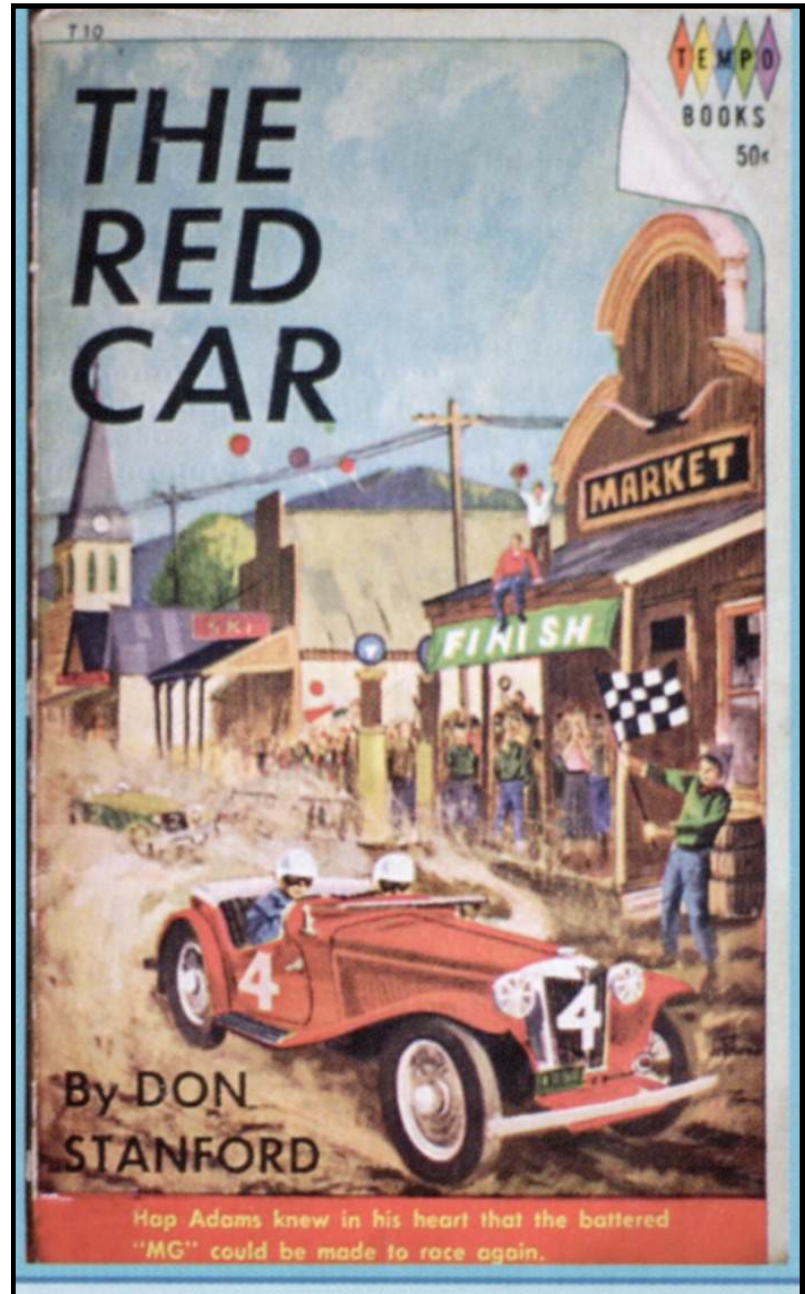
Don said that he spent all summer writing the book, writing more carefully and critically than he had ever written before. "I found myself re-thinking and re-writing entire pages and chapters. I had lived the dramatic road race. I had lived a year in Aspen and I knew most the characters in real life." For the first time, Don was considering the people who would be reading this story and respectful of their opinions.

Stanford wrote some wonderful passages describing the MG that are a pure joy to savor. Dick believes the book has sold more than 2 million copies. Take it down and read it again yourself!

Other "juvenile" sports car books on my shelf: (Some I like just for the cover art!)

- ***The Sinister Sign Post***, Hardy Boys, Franklin W. Dixon
- ***Fast Green Car***, W.E. Butterworth
- ***Four Wheel Drift***, Bruce Carter
- ***Mexican Road Race***, Patrick O'Connor
- ***A Car Called Amellia***, Patrick O'Connor
- ***Pistons and Powderpuffs***, Gene Olson
- ***The Roaring Road***, Gene Olson
- ***Burst Tyres***, Alfred Edgar (Barre Lyndon)

Note that the original article was picked up by Moss Motors and is available on their site. It includes a reply from Don's daughter (see page 25)



*Don Stanford was a featured and very popular speaker at the 1989 Kimber Festival held in Syracuse, New York.*



## FROM THE FRAME UP

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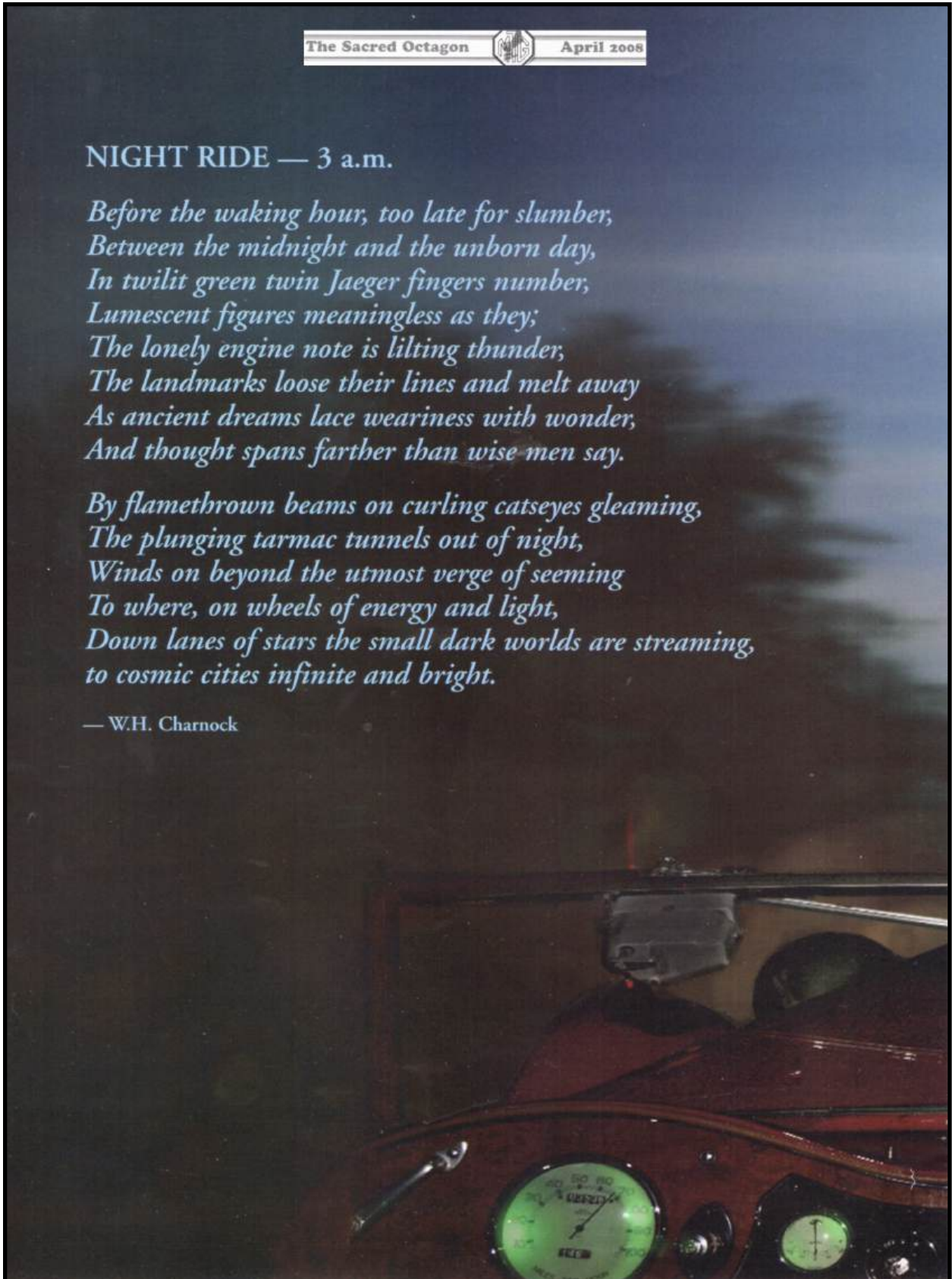


## NIGHT RIDE — 3 a.m.

*Before the waking hour, too late for slumber,  
Between the midnight and the unborn day,  
In twilit green twin Jaeger fingers number,  
Lumescent figures meaningless as they;  
The lonely engine note is lilting thunder,  
The landmarks loose their lines and melt away  
As ancient dreams lace weariness with wonder,  
And thought spans farther than wise men say.*

*By flamethrown beams on curling catseyes gleaming,  
The plunging tarmac tunnels out of night,  
Winds on beyond the utmost verge of seeming  
To where, on wheels of energy and light,  
Down lanes of stars the small dark worlds are streaming,  
to cosmic cities infinite and bright.*

— W.H. Charnock



# Crankcase Breathing

From the 'Net, collected by Dan Shockey

Crankcase ventilation systems are designed to control the balance of air pressure between the engine crankcase and atmospheric pressure while processing the accompanying fumes. Crankcase air pressures that are excessively above or below atmospheric pressure can have negative effects on component life, the lubricating oil system, and overall engine emissions. Ventilating the engine crankcase is not a difficult process in itself. Controlling emissions and preventing contamination, however, add some complexity to this system.

Crankcase emissions result from combustion by-products and/or exhaust fumes escaping around the piston rings and into the crankcase. These escaping fumes are commonly called blow-by. If not controlled, the blow-by can contaminate the lubricating oil and pressurize the crankcase, possibly leading to an oil leak. The overall volume of blow-by varies due to cylinder pressure, piston ring pressure, and component wear. Venting the emissions to the atmosphere is a simple solution to release the pressure and trapped fumes. Managing the emissions, however, again adds complexity to crankcase ventilation systems.

Elements found in blow-by can include wear particles, oil, fuel, gas, and air. The specific composition of the elements varies due to fuel type, engine type, engine speed, load, and maintenance history. Typically, blow-by is made up of hydrocarbons (HC), carbon monoxide (CO), carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), water vapor, and traces of sulfates and aldehydes.

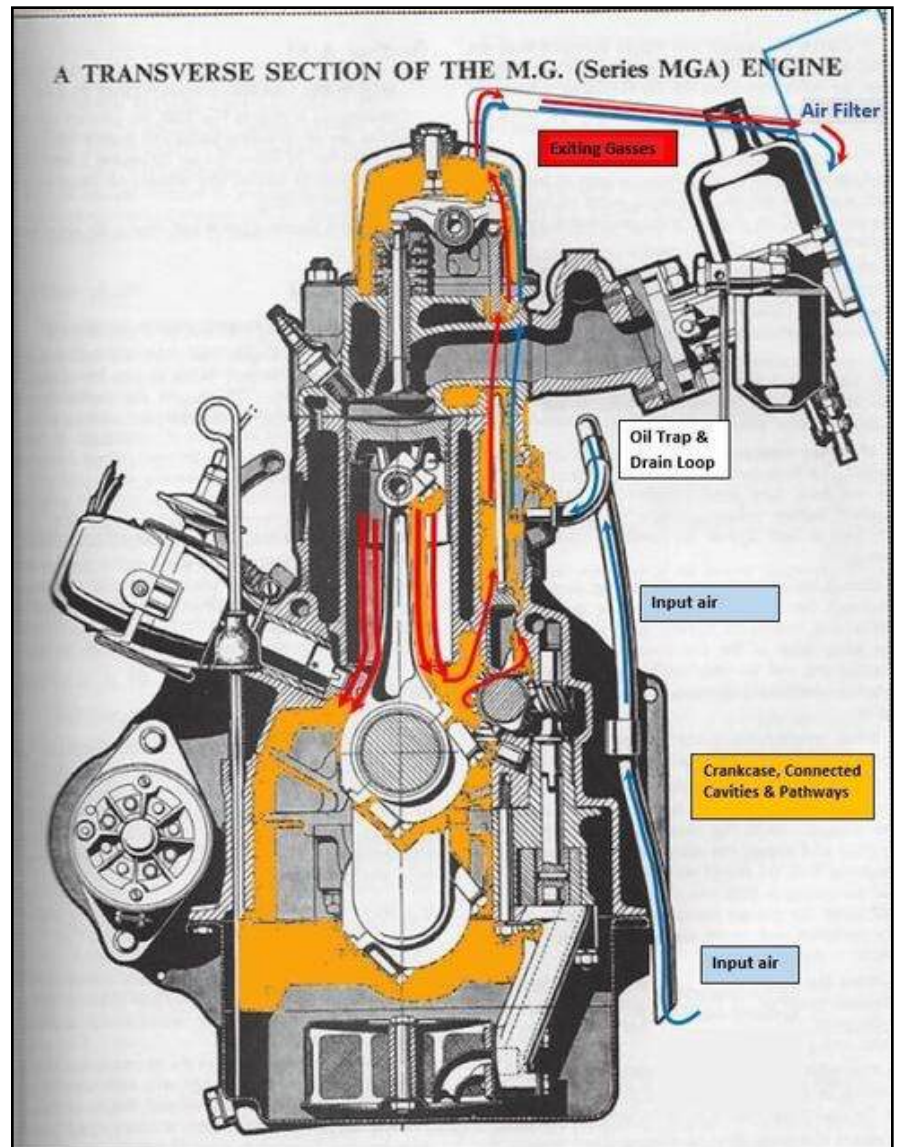
Crankcase hydrocarbon emissions are normally 3% of the total exhaust emissions tested at the mid-life of the engines. However, due to piston ring tolerances, crankcase hydrocarbon emissions can increase to 20% of the total hydrocarbon emissions. The amount of NO<sub>x</sub> present in the blow-by decreases depending on the air/fuel ratio of the engine. As the air/fuel mixture becomes leaner, less NO<sub>x</sub> should be present. The sulfates and aldehydes will change depending on the fuel. An engine running on diesel fuel, landfill gas, or digester gas will have more sulfides present in the blow-by than an engine running on natural gas. As emission standards become more stringent, it is inevitable that crankcase emissions will be

included in total system emission values. Certain parts of Europe and California are already counting blow-by in the emission numbers. In the future, ventilating crankcase emissions to the atmosphere will be discouraged or prohibited.

The ingestive crankcase ventilation system routes any crankcase emissions into the intake air stream, where it is re-burned in the combustion process. This system is known as Positive Crankcase Ventilation (PCV) in the automobile industry. PCV is economical and efficient in automobiles because most are naturally aspirated and do not have sophisticated air handling components found on industrial engines. Turbocharging and other intake air handling components can be negatively affected by blow-by fumes. This creates additional challenges when using a PCV-type system on an forced induction engine.

Seph Pinxt

Doenrade, Limburg, Netherlands



In my opinion the MGA/B system is not great, but it's not so bad that it needs major changes. If lots of oil is being sucked out it's due to either a worn engine or a PO (prior owner) has messed up, or not serviced, the original system.

The front tappet cover should strain oil from the crankcase fumes and it should flow back into the sump. Some are fitted with mesh, some are not, so it may have been hoped that the oil would condense out of suspension, but that is unlikely to happen in such a small container, positioned so close to a hot exhaust manifold.

Fitting an oil catch can (without air filter) may help. The oily fumes will be sucked into it and are allowed to expand, cool and condense out of suspension. The oil free fumes are then sucked into the engine to be burnt.

But if it is collecting lots, then there is no getting away from the engine rebuild. The rubber gasket sealing could be vastly improved if a small groove were machined in the block around the openings. This allows the rubber to distort into the groove and thus seal. (A similar principle is used for copper gaskets on vacuum chambers.)

Allen Crispin  
London, UK

If the engine is apart, making a generous radius around the oil drain back holes in the lifter gallery will assist in getting the oil away from the side covers and back to the pan.

One day, just for grins, I wanted to see how much oil ends up in the lifter gallery. I was amazed,

with the covers removed, at how much oil gets in there by just spinning the engine with a starter. It made a huge mess on the shop floor.

Charles Durning  
Magee, MS, USA

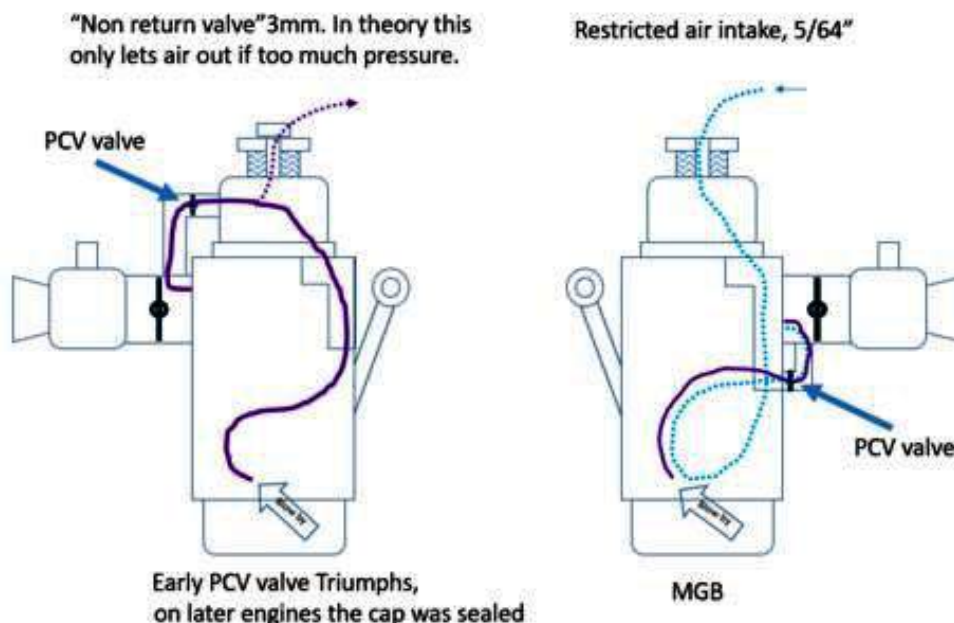
Leakage around the original cover is due to improper tightening, usually too tight, deforming the cover but too loose will also leak.

Blow-by is a positive pressure entering the crankcase that is held at a slight negative pressure due to ventilation system vacuum. Fresh air never enters the crankcase as illustrated. It will always flow out and into the ventilation system. Many studies have proven that even though the air movement inside the crankcase is very turbulent the low pressure eddies are not lower than the attached ventilation vacuum and are canceled by the equally higher pressure eddies, therefore air will not be drawn in. In other words, there are swirls but no change in overall pressure. Every time a blast of blow-by enters, an equal volume of fumes gets pushed out.

Bob Shafto  
New Hudson,  
MI, USA



**Crankcase ventilation methods chosen by Triumph & MG with the introduction of PCV valves. C Allen.**



At idle, observation of the draft tube, even at idle, will show vapors exiting a road draft. Likewise the concept of the road draft tube was that air flowing past the opening while at road speed would create a low pressure at the opening of the tube DRAWING blow by gasses from the crank case.

Also the MGB had two versions of valve cover ventilation. The first was the vented oil cap that had a limited amount of air flow into the engine to make up blow-by dumped out the road draft tube.

The second was a sealed oil cap with the famous "horn" on the valve cover with the likewise famous really-small restrictor hoses back to the Carter Canisters which directed fuel vapor laden air into the top of the crankcase while the tappet cover was piped into the intake via a gulp valve, EGR, or PCV system, or a combination of two or more depending on the year and other emission equipment installed.

ANY way you look at it there was a source of 'make-up' air to the crankcase not just the evacuation of blow-by.

The PCV for the MGB was a pressure differential valve. Modern PCV valves do not open until there is enough pressure buildup to activate the plunger or ball valve within the PCV valve itself. Please do not force your B engine to build crankcase pressure before it can evacuate blow-by gasses.

The side of the engine is completely flat. There is no need for the radii or distances as long as you have a mating surface that covers the entire side. Using a shorter fastener would allow you to remove a solid plate without removing the exhaust manifold.

IF your engine is vented properly there is very little oil going UP a vent pipe, just the 'atomized' oil fog from all that splashing and slinging. Any steel mesh tucked inside the cover will end up with oil cooked and coked inside that cover with the result (eventually) being oil making it out the vent pipe.

Surprisingly, one of the stock tappet gallery cover designs can be run without the mesh and you do not get oil out the vent.

Michael Caputo  
Bay City, OR, USA

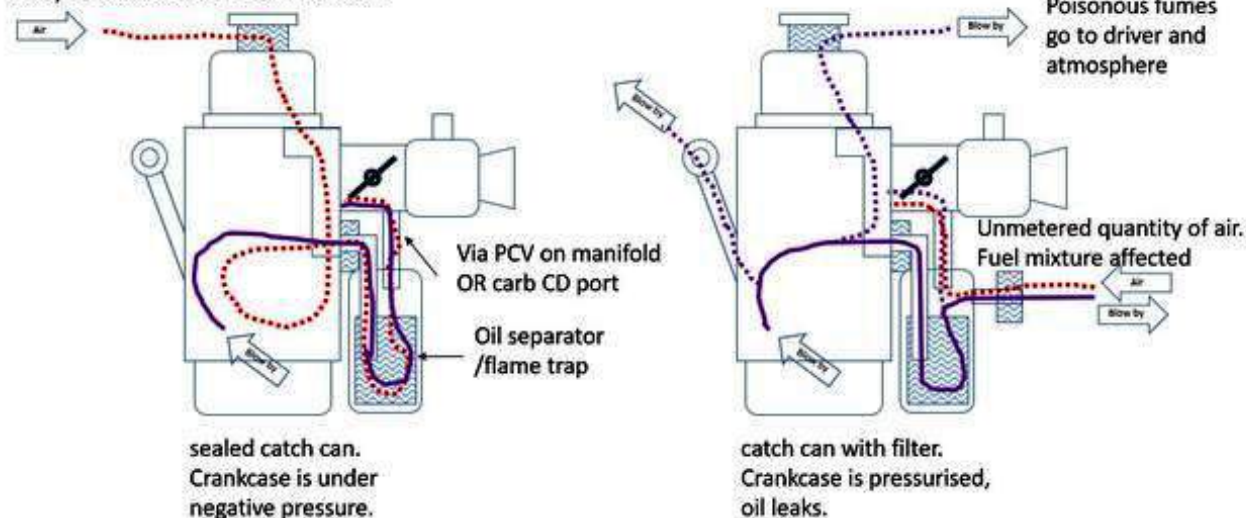
I have tried it with my finger and air is definitely sucked in at idle. This would suggest that despite the blow by, the engine is sucking in more than the blow by pumping out. This can easily be checked on later US cars just by putting a finger at the 5/64" restrictor at the rocker cover elbow.

Allen Crispin



To regulate the pressure, air can enter via filtered cap OR 5/64" restrictor tube from canister.

MGB crankcase ventilation, with catch can. C. Allen



The historical perspective you mention is right. There was nothing wrong with the, lets say, MGA / early MGB way of working. Just vent the oil cap, suck a little air (valve cover => air filter) and add a imaginary working draft tube to get rid of fumes, vapor and pressure. Even an MGB engine nowadays would work brilliant with that MGA setup. Puffing, smelling and dripping.

Even the side covers of the MGA were somehow adequate in sealing with cork, thanks to the nice pyramid (stiff) force guidance from bolt to (stamped) surface, parallelly squeezing the seal. And the nice stiff "double plate" surface to bolt touch.

I don't know which person did the awful design of the back-side engine rear cover of the later MGB, he is probably dead by now. This piece of metal is not capable of transferring the very low (torque initiated) force to the seal. Instead of that, the cover deforms and that makes the sealing even worse. Tightening the bolts more and more enlarges the non-sealing.

The bolt torque for "new model" rear side cover was only 2 ft./lbs.; covering the very poor and weak design. Front cover with separator was 5 ft./lbs. The MGA covers being torqued with 5-10 ft./lbs. (source Barney) and capable of staying straight in the cork context.

For that location, rear side cover, the billet Moss cover or "1/2 basil" would be perfect as proven thousands and thousands of times.

At the later MGB, the oil separator was added to the front side cover. A full welded design based on thin sheet metal and again a poor force guiding from bolt to (the then skewed) seal surface.

Except around the late 60's , car companies were forced to lower emission (fluid and gas) and emission had to be guided to the tailpipe where it was judged by law. This was good for us, the driveway and our environment.

That's the starting point of lots of initiatives in the BMC B engine concerning this topic:

- decent rotational front crank seal
- decent rotational back crank seal
- "closing" the oil filler cap
- adding a PCV based on the "mushroom" / manifold vacuum with trying to get the oil out by front side cover with integrated separator.
- introducing ported vacuum as idle temperature raiser, getting the exhaust manifold more than hot to lower hydrocarbons and nitrogen oxide .

And yes, ported vacuum allows for a better idling and prevents engine stumble during tip-in acceleration .. at the cost of higher under bonnet temperature and heat radiation toward the carb.

This about the same time as the BMC B engine transformed from 3 main to 5 main. A miracle in my opinion, transforming an engine like that without changing the externals and dimensions.

I think the MGB introduced separator is somehow under-engineered in its functions .. maybe limited in function by finance back then or

the lack of time & understanding. A bit of a rush job. Sefh Pinxt

### CRANKCASE BREATHING (Figs. 2-6)

Crankcase breathing and evacuation of 'blow by' gases is achieved by utilizing the characteristic partial vacuum in the constant depression carburettor. By this method crankcase emissions are burned in the engine combustion process (Fig. 2) A wire gauze strainer in the engine top cover acts as an oil separator/flame trap

- 1 Crankcase purge line
- 2 Carb. float chamber vent pipe
- 3 Canister purge line
- 4 Charcoal canister
- 5 Fuel tank vent pipe
- 6 Anti run-on valve (California only)
- 7 Manifold vacuum line (California only)
- 8 Electrical connections for anti run-on valve (California only)
- 9 Purge air to canister

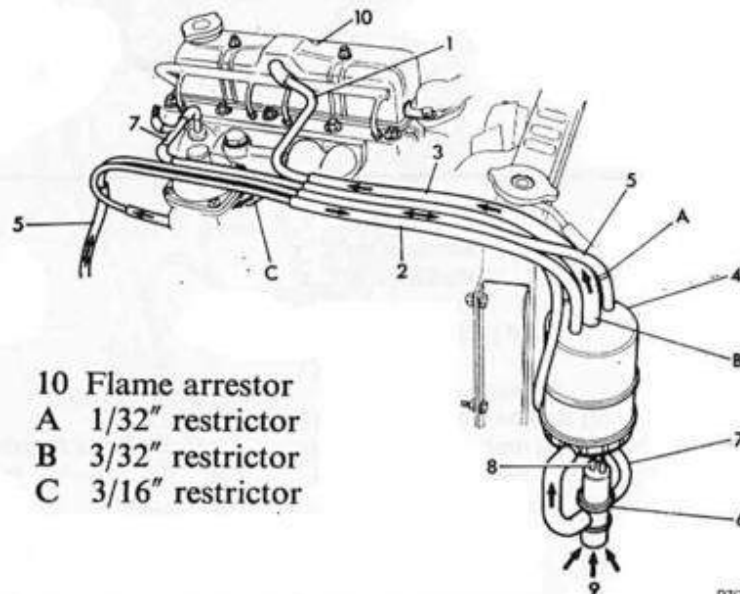


Fig. 2 Crankcase Breathing System — 1975-1977



Restored, but not perfect. Runs great, drives very well. Arizona car with no rust. Fun little car. Negotiable. Call or text Brian 404-895-6589

Here are a couple interesting MGs from Arizona

1967 Midget  
Asking \$7000

Just to tempt you - We know your weakness



Most of the car's mechanical and electrical systems were rebuilt or replaced, along with installing a new interior.

Engine rebuilt in 2025, lightened flywheel, new exhaust system  
4 speed gearbox and overdrive expertly rebuilt by forum member Dick Moritz in 2025

New parts in 2025 & 2026 : knockoff wheels, radiator, oil cooler, spin on conversion, brakes, booster & and master cylinder, rear sway bar, and windscreen

Soft top is in good shape, some clouding on plastic windows

New tonneau cover and car cover

Some surface rust on underside, no penetrating rust

Gages all work

Tool kit, spare parts

1968 MGC  
Asking \$18,000  
Must log in to contact seller  
Richard M.  
RM9700

From the MG Experience site



## Classified Ads

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

**MG TD:** I know of 3 or 4 TD and TF MGs available in the Orange County area. Club members are aging! Editor Dan

**1955 TF 1500:** Parked since 1960s. Stored on a platform under tarps. Car is complete but body is disassembled. Wire wheels. Will not pari out. Preference given to someone who will restore it. Non-member Andy Kirk, in Los Altos, [andrewk962@yahoo.com](mailto:andrewk962@yahoo.com), 650-224-3527 (Posted (8/26)

**1949 TC:** Supercharged, restored. Many extras. Decades of receipts, \$25K. Phil Linhares, Oakland, CA 510 967 7297, [philipelinhares@gmail.com](mailto:philipelinhares@gmail.com) (Posted 7/26)

**Enclosed Trailer for Rent:** Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt electric winch. Reasonable. 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)



## New Battery Model



**David Glick-MG Restorations-May 18, 2026-  
From Facebook**

Pulled my MGA out of the garage for the first time in two years (do not yell at me....I know) Battery was stone dead (charged a few months ago, and do have a cut-off switch). Had been using a Group 26 single 12v. Apparently, such is now more difficult to source. Fit the space, but was always a bit tall, so hung out the back of the box.

Autozone was great! The manager helped me source one that was not on the shelf, and had not heard of before.

V4-DLG. Same footprint, fitting the battery box perfectly! also 2" shorter, so it fit right in like a glove. Terminal reversed (I do run neg ground), but other than that, PERFECT. Very impressed. Thought I would share. **V4-DLG 12v Battery**

KATHY STANFORD MARCH 13, 2018 @ 2:37 PM  
CLARKE

How delighted I was to read this wonderful article!!! Don Stanford was my father! "The Red Car" was dedicated to my brother Kent, and "The Horsemasters" was dedicated to me. We had these books in our Junior High library (as well as at home), so our school librarian loved the fact that the author's children were in her classes. That series of books written for young teens was Daddy's best writing of his whole career; he spend months researching each one, and they read as well today as when they were first written. Both Kent and I were influenced by Daddy's love of sporty little cars; Kent drove nothing but small convertibles his whole life, and we both owned MG's. Beautiful, wonderful little cars. Thanks for a terrific article!



"Say, whose lovely MG roadster is that outside?"

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Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magette, 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 [registran@namgar.com](mailto:registran@namgar.com).



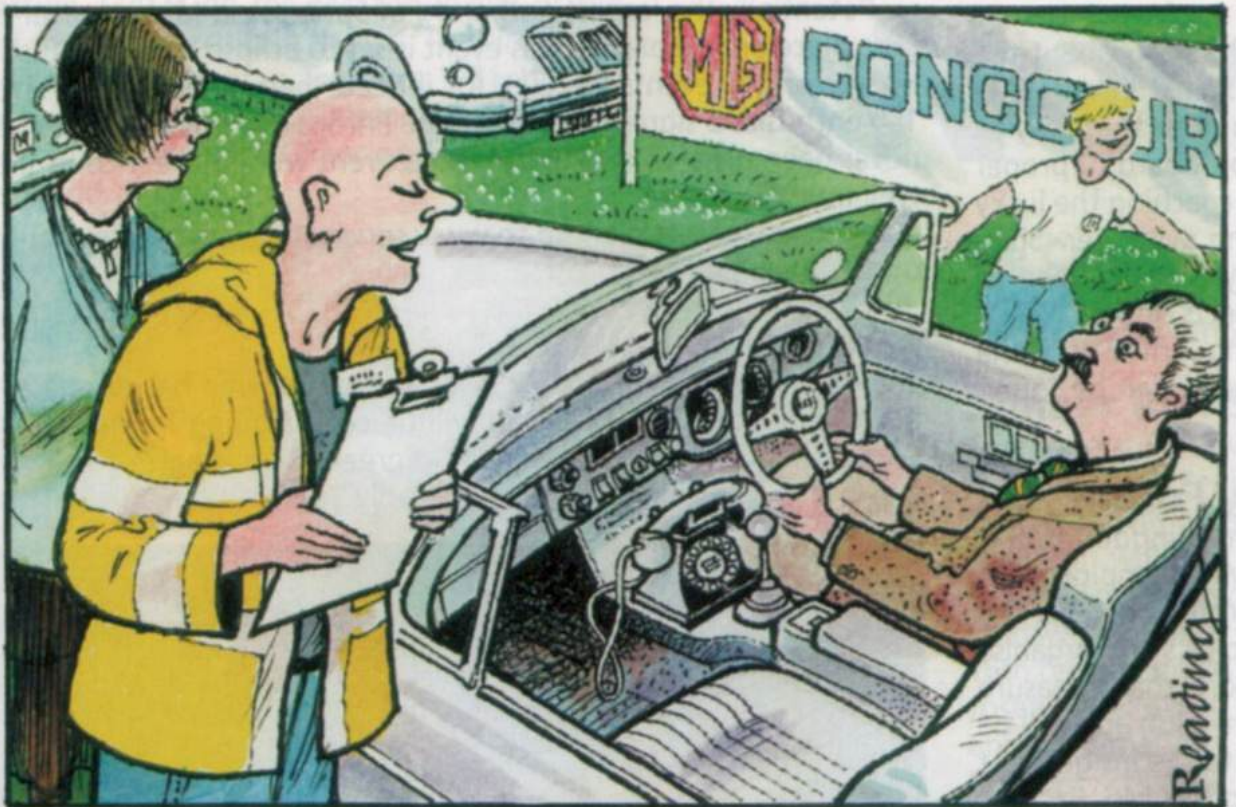


## North American MGB Register



From  
*Enjoying*  
**MG**  
magazine

MG Owners  
Club (UK)



"THE JUDGES HAVE A SLIGHT PROBLEM WITH ONE OF YOUR  
PERIOD DETAILS"



Out came  
the sun...

Southern  
Marin Tour

Barbara  
Tapp Photo

O those  
reds!

