



# 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!**



Very early - 1963 MGB at Dixon, An appreciative pic by Don Scott

***MGs by the Bay***  
on July 16  
Register Now!

## June 2022

Not too late to attend  
the GOF. They are up  
to 90 registrations.

## 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.

MGB: **Steve Lilves**, 415-924-3173, [slilves@sbcglobal.net](mailto:slilves@sbcglobal.net)  
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[mgpb36@yahoo.com](mailto:mgpb36@yahoo.com)

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 510-525-9125

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### COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Mike Jacobsen** at 415-333-9699 or [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com). 2022 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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*The 28th Annual*

# MGs by the Bay

**Saturday, July 16, 2021**

**BON AIR, Greenbrae**

**BON AIR**

**GREENBRAE**

EST. 1952



**401 Sir Francis Drake Blvd.**

**Registration: \$25 by July 1, \$30 at the gate**

**Time: Entry opens at 8:30am, Show starts at 10am**

**Popular Vote Awards Presented at 1:30pm**

**Event T-shirts: Order in advance**

**Free entry and parking for spectators**

**See registration form at [www.MGOCSF.org](http://www.MGOCSF.org)**

**Photo: Kirk Prentiss**



# From the Editor

Happy hazy, lazy days of summer,

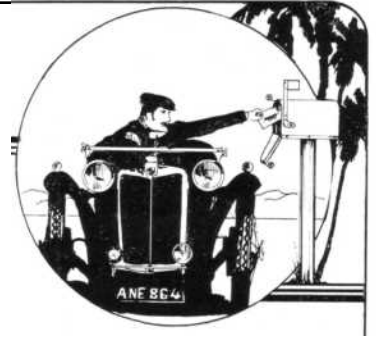
28 May 2022

With the GOF coming soon, I have been working on the 1935 MG PA. I hauled it to Placerville in the bed of my pickup. It ran well on a hard climbing tour with Bill Traill along. What a joy! This was for the TC club Mini-Conclave. I also drove it on the "London to Brighton" Rally in Orange County. That was a surprisingly nice route through canyons and along a beautiful empty motorway down to San Juan Capistrano and San Clemente. I had my lights on to be better seen (I hoped) and forgot to turn them off at the long lunch stop. The battery had not enough spark left to fire the ignition. In the process of messing with it, I busted the ignition/light switch and found that one front fender support was cracked through – plus the taillights were not working. But I drove it home along the busy Pacific Coast Highway. Still forward but two steps back...

I hated to miss the Dixon meet. That is a fun one and one of the very few all-British meets around anymore. Plus it is held on grass! (Brownish this dry year.) Plan to make it a regular event.

We are gearing up for **MGs by the Bay**. Get your registration in for that. I hope to see you there and at the GOF!

"The Road goes ever on and on ... and I must follow, if I can." (Tolkien)



## Dan

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APR09



Above: On tour above Placerville.

Bill Traill photo

Below: Resplendent in new paint at  
the apple farm lunch stop



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# Announcing the 28<sup>th</sup> Annual MGs by the Bay

## Saturday, July 16, 2022 at Bon Air Greenbrae

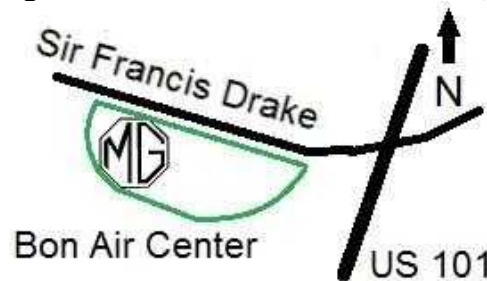
### General Information

All MGs are welcome, from daily drivers to complete restorations. Advance registration is \$25 by July 1 and \$30 thereafter. Additional cars registered to the same owner are \$10 each. Event T-shirts are \$15 and must be pre-ordered. The deadline for advanced registration and pre-ordering T-shirts is July 1.

Entry starts at 8:30AM and the show starts at 10, rain or shine, and awards are presented at 1:30PM. Popular vote judging, with awards for People's Choice, Best Daily Driver, Most Customized, and individual classes will be presented. The class awards are determined by the number of cars registered.

### Driving Directions

From US 101, exit at Sir Francis Drake Blvd. heading west. Bon Air Center is ½ mile on the left, opposite La Cuesta Drive, near the Wells Fargo Bank. 401 Sir Francis Drake Blvd, 94904



Fill out the form below and mail with the entry fee, or register and pay online at [www.MGOCFS.org](http://www.MGOCFS.org). One form is required for each car.

Mail before July 1, 2022 to:

*MGs by the Bay*  
320 B Monterey Blvd.  
San Francisco, CA 94131-3141

Make checks payable to **MGOC** or use PayPal on our website

**For information call**  
415-333-9699  
or visit [www.MGOCFS.org](http://www.MGOCFS.org)

Show Use Only		
\$	/	#

### Please print:

Name: \_\_\_\_\_

MG model: \_\_\_\_\_

Address: \_\_\_\_\_

MG body style: ☐ Roadster ☐ Coupe

City: \_\_\_\_\_

☐ Saloon ☐ Other: \_\_\_\_\_

State: \_\_\_\_\_ Zip code: \_\_\_\_\_

Car color: \_\_\_\_\_

Email address: \_\_\_\_\_ Year: \_\_\_\_\_

Daytime phone: (       ) \_\_\_\_\_

T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL

*T-shirts are \$30 each. There will only be a limited number of shirts available at the show.*

Short description of your car: \_\_\_\_\_

Has this car ever won First in Class at *MGs by the Bay*? ☐ Yes

**Release:** Neither I nor my heirs will hold the MG Owners Club or Bon Air Center liable for any loss, damage, or injury done to me, my party, or my vehicle, while engaged in this event or traveling to and from this event.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



## New Members

**Welcome Graham Sharpe of Rocklin** (who will be moving to the Bay Area soon) with a 1959 MGA Twin Cam and a 1965 MGB Roadster,

"Thank you for the note. I am looking forward to engaging with the club. I have been around MGs since when I was a kid in the 60's. (My dad bought a 62 MGB when it was brand new and we've had A's and B's ever since). I have been an off and on member of Sacramento's club and now I'm planning a move to the Bay Area, so it makes sense to learn more about what you guys are up to." Regards, Graham

**Welcome Chuck Shane of San Carlos** with a 1971 MGB Roadster who is looking for someone to make an alignment on his B.

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[rachel@otraclassics.com](mailto:rachel@otraclassics.com)

[www.ontheroadagainclassics.com](http://www.ontheroadagainclassics.com)

## Welcome Back:

**Sharon Gragg of El Cerrito** with a 1952 MGTD

**Jeff Sheldon (son of Lee Sheldon) of Walnut Creek** with a 1970 MGB/GT

**Gerald Derblich of Berkeley** with a 1973 MGB

"I am a returning member. I had my car on planned non operation (PNO) during Covid for a little over 2 years, partly due to a broken fuel pump. I just replaced the fuel pump so I can finally drive it again. And then, no turn signals or brake lights. I took a long strip of copper wire and contacted the turn signal flasher to the fuse and the flasher worked. I will try cleaning off the contacts." Best, Jerry

**And from member Tim Fuller:**

On the Road Again in Morgan Hill is finishing my car up. Test fired and now onto last bits! 🚒 Love when a new engine fires up! 🚒.





## President's Ponderings

### Tour of Ireland

Marla and I recently returned from touring Ireland and it was even more spectacular than we imagined. We flew into Dublin rented a car and set off on our own and did a complete loop of Ireland finishing back in Dublin 9 days later. We followed our

own itinerary so were able to go wherever we wanted on our own schedule which is the only way to go. We got lost a few times but saw parts of Ireland that only the locals see and isn't that part of the fun. The roads are very narrow with either hedges or stone walls on either side so it keeps you on your toes all the time. You have to remember that the country is thousands of years old with castles, abbeys, and ruins everywhere. Many of the roads were originally cart paths and are really narrow with little room for 2 cars to pass. It would be a fantastic place to drive an MG rather than the Toyota hybrid that rented although it did return 60 miles a gallon and with gas at \$10 a gallon we were glad of it. We didn't see any classic MGs on the road but did see a couple of newer MGs that look just like a Kia or Hyundai. Maybe one day we'll see a new MG sports car; we can only hope. If you like driving and don't mind a challenge I'd recommend it to anyone.

### MGs by the Bay

This year is the 65<sup>th</sup> Anniversary of the MGOC and the crystal awards for the car show honor this milestone, with a special insignia. The car show is on July 16 at Bon Air so let's make this the best and biggest show ever. It would be great if every member brought a car and made this show one to remember forever. So you have lots of time to fix what's ailing your MG and get it shined up for the show. Let's do it.

### GOF West 2022 (Gathering of the Faithful)

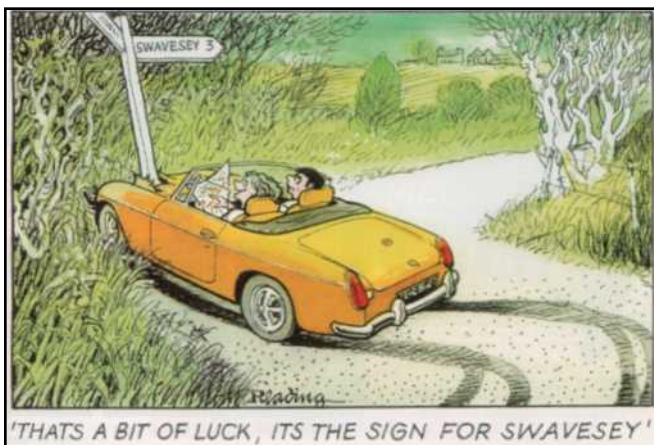
This wonderful event is at the end of June and this year is in Buellton. Marla and I will be driving down there so if you'd like to join us drop us an email. We'll probably be driving 101 for most of the way. There's still time to sign up so hope to see you there.

### In my garage

Over the last month I didn't have too much time to work on the engine but did remove the gearbox and bellhousing. To my surprise the throw out bearing was worn down to the steel casing so probably only had another 500 miles of life left. The flywheel was badly scored so that's at the machine shop with the intake and exhaust manifolds for resurfacing. I also spent some time trial fitting the AC brackets and pulleys that I bought on eBay with the intent of adding air conditioning while I have good access in the engine compartment. Unfortunately my new 5 speed Tremec gearbox leaked fluid when I filled it up so I sent it back to the manufacturer for resealing. We'll see!

Remember that everyday is an MG driving day, so just do it!

**Andy**



## The Greatest Lady Rally Driver

This spring 67 years ago (1955), a young woman by the name of Pat Moss had her first works drive in an MG. Many people, including those who drove against her, have said that she was the greatest lady driver of all time.

Taken from **Safety Fast**, March, 2005

After a successful show jumping career, it was perhaps inevitable that Pat Moss would follow in her brother Stirling's wheel tracks. Having failed to woo Triumph for a works TR2 ride, Pat's father persuaded MG's John Thornley that she deserved a trial run with the newly formed BMC team.

An entry was therefore made for the 1955 RAC Rally and an **MG TF** was delivered to Pat. When the car arrived she was alarmed to find that car did not have a heater and no additional driving lights but this was rectified with a quick visit to Abingdon.

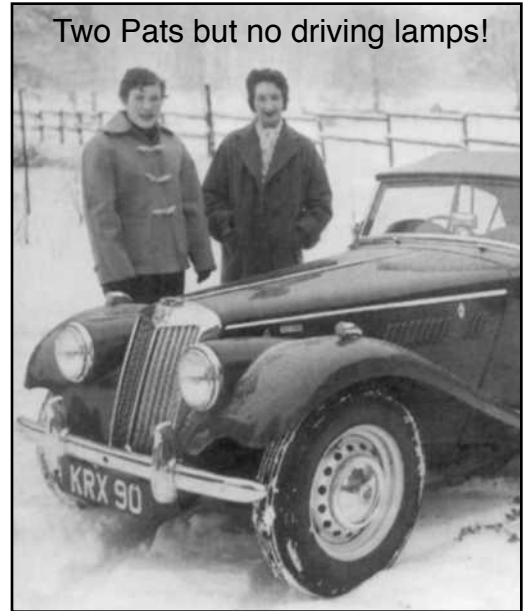
On the wintry drive up to Chester to pick up co-driver Pat Faichney, Pat hit an icy patch which resulted in a minor collision with another car. The lovely new driving lamps were smashed and poor Pat had to grovel apologies to team manager Marcus Chambers even before the event got under way.

Starting from Blackpool the rally was run in appalling winter conditions through Scotland and Wales, many impassable sections had to be rerouted, much of the navigation was on uncharted narrow country lanes and the girls\* found the going very tough and gained a number of lateness penalties. (\*Retaining the flavor of the times. – Ed.)

On the special tests however, Pat and the TF did well particularly at Caldwell Park where a snow plow had cleared a single track road with the snow banks so high that she could not see round the corners in the low MG. She was delighted to have set fastest time overall on one test. At the finish Pat was placed third in the ladies. However she



Two Pats but no driving lamps!



Pat on the 1955 RAC Rally

was please to have finished and not damaged the MG.

Soon afterwards Pat won her first race at Goodwood with the MG, sportingly commenting that the handicappers had perhaps been very kind to her.

Pat's first continental event was the 1955 Tulip Rally where she was entered in a **MG Magnette**. Once again the journey to the start was to be a drama when Pat stopped to read a road sign then drove off on the wrong side of the road to meet another car head on. The Magnette suffered front-end damage and Pat again had the embarrassment of having to report another pre-start incident to the ever patient Marcus Chambers. The event was a disappointment when the Magnette retired with engine problems.



With a view to giving Pat more experience of continental driving, she was dispatched to the Dieppe Rally in 1956 with a Midgette. The car was quite well tuned (with a view to more performance for future events) thus Pat found herself competing against hot TRs and Porches and she did not finish well. Pat had her first drive in a works **MGA** on the 1956 RAC Rally with Ann Wisdom who was to become her regular co-driver. Pat was leading the Ladies competition by a comfortable margin right up to the final test on the Blackpool seafront when she drove the wrong side of a pylon and gained a large penalty. Having ridden horses around complicated show jumping courses, Pat could not believe her silly mistake.

After a heroic drive with a Morris Minor on the 1957 Liege Rally, Pat was entered on the Midnight Sun Rally in 1958 with the MGA where once again she felt totally



Pat Moss and Pat Faichney on the 1955 RAC Rally

outclassed by the local Porches. Having been told by the local drivers not to slow down for the blind brows, she took off on one notorious brow and inevitably ended up in the bushes. The only consolation was that she was rescued by one Erik Carlsson (to become her future husband.)

At the end of the 1958 season, Pat carried off the European Touring Car Trophy. A run of ladies awards with her Austin A40 followed in 1959, a year in which she took the new Mini on its first outright rally win in the UK, partnered by Stuart Turner.

Pat was assigned to the Big Healeys in 1960 where she finished a remarkable 2<sup>nd</sup> overall on the Alpine Rally. Clearly it was not long before she would score an outright rally win. But nobody would have believed that she would achieve that on her next event, the Liege, acknowledged as the toughest event on the

calendar. Run virtually non-stop for 3300 miles and with some sections where one second late meant elimination, Pat drove for virtually the whole of 96 hours to become the first lady to win a European Championship Rally and, for the BMC team, the first international victory.

Pat went on to a number of Ladies awards and high overall placings with the Healey, A40 and Riley 1.5. She finished a magnificent runner up to Eric Carlsson in the Healey on the 1961 RAC Rally and in the following year, and scored the first outright win for Mini-Cooper on the Tulip Rally.

Note modified bumper at right. Pat and Ann finish the days work.





At a BMC awards dinner, Nancy Mitchell at left next to John Thornley, Ann Wisdom in center and Pat Moss at right

After this, Pat went on to drive for Ford and Lancia. Today (2005), she and Erik Carlsson live in Buckinghamshire, where they support their daughter's show jumping career. Ever modest about her rally career, Pat was without question the greatest lady rally driver of all time. Today she never fails to pay tribute to the cars, the mechanics, the teams and her co-drivers.

Editor note: When first formed, the BMC team did not have a good car for outright wins (prior to the development of the big Healeys and the Mini-Coopers), so often pursued the publicity of success in the Ladies category. Running a Magnette and an MGA, **Nancy Mitchell** had considerable success as well, winning the Ladies' European Rally Championships in 1956 and 1957. Perhaps this is why MG became a favorite of women owners worldwide.



Pat in competition above

Left: A golden era for British car rallyists

Nancy Mitchell at right

*Love those rally plates!*





# Does Driving an MG Save the Planet? Fun Facts

The Club TC Motoring Group (TCMG) recently had a discussion about the comparative affect of driving an MG (TCs in particular) versus a modern vehicle. There are many nasty pollutants generated by mining, manufacturing, shipping and operating a motor vehicle. Carbon (CO<sub>2</sub>) itself is actually very good for plants but is always present with pollutants so it is a convenient way to judge and compare amounts of pollutants that are much harder to measure and of multiple components that depend on the processes used.

(As an engineer, I don't mind them using carbon as a measure but would prefer that it is called a "pollutant equivalency measure" or something like that. Potentially someone could remove most the CO<sub>2</sub> without doing much to clean up the bad pollutants. And humans generate CO<sub>2</sub> with every breath!)

From info on Google, you can find estimated figures. Manufacture of a basic sub-compact car generates around 6 metric tons of CO<sub>2</sub> equivalent, while manufacture of a large car generates about 17 tons. A typical large SUV is responsible for about 35 metric tons before it rotates a wheel.

The carbon "footprint" of producing a new car is immensely complex to track. Ores have to be dug out of the ground and the minerals extracted. These have to be turned into parts. Similarly, many other components have to be mined or harvested, produced and shipped around the globe: rubber tires, plastic dashboards, glass, paint and so on.

Finally these parts have then to be assembled into the vehicle, and every stage requires energy. And all these manufacturers have offices and other infrastructure with their own carbon footprints that have to be allocated to the vehicles being produced.

Electric cars do not come out much better when they are powered by the grid systems now available to us. Their manufacturing footprint is similar to standard vehicles and their overall CO<sub>2</sub> generation per person-kilometer is very little different than a purely gasoline-powered vehicle. (Put a used electric motor in your MG and only charge it from your home solar cells perhaps? You still have the pollutant footprint of the batteries, their manufacture and eventual disposal.)

In America where the EPA assumes the average gasoline vehicle to have a fuel economy of about 22mpg while driving 11,500 miles a year, the operating CO<sub>2</sub> emissions equate to about 38 tons over the lifespan of a typical vehicle. You can see that the manufacturing pollutants of the vehicle are a significant portion of that of the total pollutants.

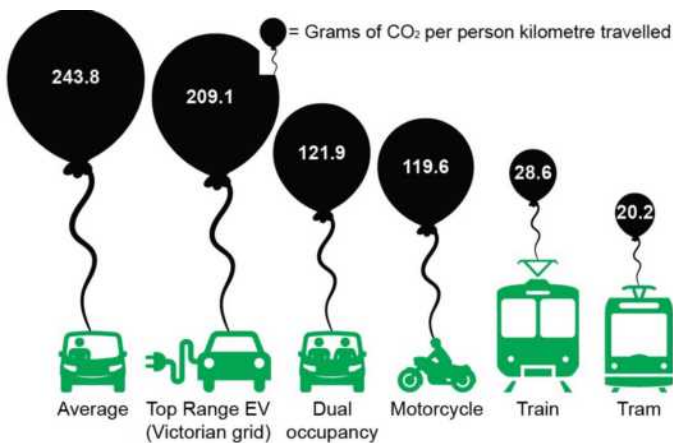
One could certainly research more but think about the very plain MGs manufactured so many years ago. Much simpler and smaller design means very little glass, minimal electrics, etc. Guessing materials and carbon offset is less than even a modern sub-compact, gets a little more than the 22mpg quoted earlier, plus probably travels much less than 11,500 miles a year, the MG probably has saved many, many tons of CO<sub>2</sub> (equivalency) over its extended lifetime of 40 to 75 plus years, compared to buying new cars periodically.

It appears that unless you drive very high miles or have a real gas-guzzler, it makes sense to keep your old car as long as it is reliable – and to look after it carefully to extend its life as long as possible. The more miles you get from a vehicle, the total emissions per mile decrease greatly as a result of getting more distance out of the initial mining, shipping and manufacturing emissions.

In addition, to protect us lead has been removed from solder in electronic components causing circuits to fail sooner and have to be replaced. Your old MG scores well on this factor; its lead mined and processed long ago and no or few electronic components to fail.

So have we MGers helped our planet survive? Have we had more fun doing it as well?

**Disclaimer from the TCMG, echoed by your editor, "Look up facts on the internet yourself as facts can be presented in many different ways or slants."**





# Dixon Field Meet 2022

Tom Doyle's MGC at left  
Don Scott photos below







Muffler inspection ritual above

I only see parts, bellies and no heads at any swap meet

Morris Glampers below

Photos by Daniel Samuels

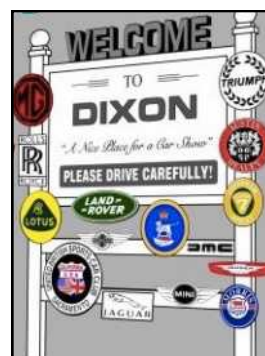






Riot of red at left. Red engine, too?

Cars for sale at Dixon swap meet



Photos by Daniel Samuels  
of Berkeley

Daniel himself below







# Keep Planning for 2022

## SUMMER

June 18: SSTS Father's Day Tour, [sorrrysafariclub.com](http://sorrrysafariclub.com)

June 27 - July 1: GOF West, Buellton near Solvang

Sat., July 16: MGs by the Bay, Bon Air, Greenbrae

July 28-31, Club T MG Rendezvous, Florence, OR,

[madownsilver@gmail.com](mailto:madownsilver@gmail.com)

Sat., Aug. 6: MGOA Annual Picnic, Marcia & George

## FALL

Sat., Aug. 27: Black Star Pirate BBQ Run, John Hunt

Sept. 3-4, Highland Games, Pleasanton, MG display, Kirk Prentiss

Sun., Sept. 25: Caravan to cricket match, John Hunt

Oct. 1, CRSG Vintage Races, Celebrating MGB 60th anniversary, Club corral & track laps

Oct. 14-16: Back to the Beach, Vicky & Steve Kellogg, Carmel



Pat Moss in color, brother Stirling at left. Smoking had many health benefits then.

## Member Notes

### In Spain from Felix Wong:

A project for me this summer is to get a Spanish driver's license. People say they are more challenging than the US exams. I drove here a few times last year, and it was a bit more stressful than I would have thought. In Spain, you take a driving test with one of the official vehicles. Most of them have a manual transmission, of course. People who can't drive a manual and need to test with an automatic transmission receive an "automatic-only" driver's license. The narrow roads, roundabouts, pedestrians, tight parking spaces, and Spanish language are some of the challenges for an ex-pat taking the driving test here!

### Sandblasting? From Lloyd Faust:

I'm still getting acclimated to the area and have a question: where can I get the seat frames for my 67 GT sandblasted? Any recommendations? Thanks,

### Reply from Andy Preston:

Hi Lloyd, the only place I know is Miller Powder Coating in Rohnert Park. They will media blast and powder coat your seat frames.

### Update on Eric Baker's MGB breakdown:

Water pump is on the way. Apparently, 1963/64 is different. Having a hard time removing the pump but I will persevere.

CSRG from Chris Patterson:

Would it be possible to add the event to celebrate the 60th anniversary of the MGB during the CSRG Charity Challenge vintage races at Sonoma Raceway on October 1, 2022 to the calendar in the newsletter, page 15 of the most recent newsletter? BTW, the MGBs on page 14 and 16 (May issue) of the newsletter will both be at the event. There will be a car show, track laps and more.

Octagon Printing from Mike Jacobsen:

No, we don't print the *Octagon* any more, mostly due to cost. It's about \$3 to print and mail one 22-page copy, with the printing done at a copy shop and a 78¢ stamp. That's \$36 a year, and that's more than the club dues. The three copies I print & mail out go to our three members without computers. They're in black and white and I print them myself.

Sierra Shows from Tom Doyle:

Also if you want, here are a few shows in the Sierras you might want to put on the calendar:

Recycled Relics Car Show - Loyalton CA - 11 Jun 2022  
 Downtown Revival Car Show - Carson City NV - 9 Jul 2022  
 Troop 33 NV Car Show - Carson City NV - 13 Aug 2022  
 Reno All British Car Show - Reno NV - 15 Oct 2022

Free Parts info from Michael Fields:

Today I met a guy who has a bunch of parts from a '75 MGB. He said if someone from the club reached out and mentioned my name they could have them for free. The link to the listing is below:

<https://sfbay.craigslist.org/eby/pts/d/martinez-mgb-body-parts/7477438395.html>

Rendezvous Info from Kirk Prentiss:

Registration is now open for Club T-MG **Rendezvous 38**, July 28-31st 2022. It will be held at Florence, Oregon. Doug & Connie Hollander are signed up to go to the Rendezvous. If anyone else is going reach out to them for a possible caravan! [hollander.douglas7@gmail.com](mailto:hollander.douglas7@gmail.com)

Car Electrics in French from Mike J.: (See back page)

I saw this postcard and thought it was a hoot. Everything is pretty straightforward except the "delco". I've no idea what that would translate to. Maybe it means the distributor was made by Delco?

Ireland Report from Andy P.:

This is the only MG that we have seen in Ireland. It looked very nice by the way. The trip was wonderful; Ireland is as beautiful as you can imagine and the people so nice. Food was great and Guinness was the best I've ever tasted! The weather was surprisingly warm with only occasional showers. Glad to be home though.

Regarding MGA at dealer in Monterey, from Steve Kellogg:  
 That'll buff out nicely. (Blue MGA 1600, no engine, \$5900)

SU dampers oil, from John Hunt:

I've heard its fine to use 20/50 oil for your SU dampers. I think it's even recommended in the manual. I am not looking to spend extra money on special oil, when it's really not needed. Any thoughts? Cheers,

Reply from Andy:

John, I use engine oil, 10W30 or 20W50 depending how I feel.

MGs in Spain, from Felix Wong:

I saw the MG ZS at right in Spain. It was made in the last couple of years and was designed in the UK by the Chinese-owned marque. According to the [official website](#), its base price is under 13,000€, or about \$14,000. That price includes taxes and transport and is super inexpensive these days. It has a year of free insurance as a promotional offer and a seven-year warranty.



MG in Ireland





MG returned to Spain over a year ago. The MG ZS is also available with a 100% electric drivetrain and a claimed 160-260 mile range (120-200 real-world) depending on whether it is driven on the highway or in the city. At \$24,000 after discounts and government EV incentives, it must be one of the most inexpensive EVs available.

New Tour from John Hunt:

Attached is a copy of my plans for Black Star Pirate BBQ Run. I've driven my MG there and plan to make it happen, if it's a party of one or a party of many.

## MG Midget That Might Have Been

By Paul Rollins

Although the MGB and its scaled-down sibling MG Spridget/Midget continued on for years without much fundamental change, there were ongoing studies of new designs. Most radical was a project code named ADO34\*. It was positioned as an MG Midget.

Initiated early-on in the Midget's development, as early as 1959, it was another study in parts sharing among BMC brands and models. ADO34 would have been a significantly-different sports car for its time as it would use the front-wheel-drive architecture from the original Mini. A substantial amount of effort was invested in this project. Designs were developed in house and by outside contractor PininFarina. The initial BMC design, EX220, looked like a slightly-shrunken MGB. Further versions were studied, as the ADO35 coupe' and Austin-Healey ADO36.

The project was canceled in 1964 for several reasons. Alec Issigonis vetoed it because it didn't take full advantage of what he considered the major benefit of his front-wheel-drive design, maximum space efficiency. Another problem was that with its designated power plant, the Mini's Cooper S engine, and lighter weight, it could outperform the more-expensive MGA, and ...



ADO35coupe



ADO34 Abingdon 1



BMCADO34pf

eventually MGB. Spridgets never got that engine. BMC may have had a concern that the world wasn't ready for a conventional-looking, front-wheel-drive sports car. And possibly management may have felt they already had a front-engine sports car with the development of the spectacular Mini Cooper.

Lotus marketed the front-wheel drive Elan M100 beginning in the 1990 model year. Performance was good, but sales were not. Perhaps BMC management had been right. The world was even then still not ready for a front-wheel drive, conventional-looking sports car.

\*ADO stands for Amalgamated Drawing Office, the central BMC design group.

Reprinted from the Columbia Gorge MG Club

# Lift-the-Dot History

By Dan Shockey

If you have a ragtop MG, you are familiar with the fasteners that hold the top (hood in Britain) and/or tonneau cover at the back and along the sides. Recently I bought a folding soft top for the bed of my pickup truck. To hold the rear window secure to the tailgate, they suggested gluing on Velcro strips – to the outside of the tailgate! That didn't appeal to me but I have a stock of lift-the-dots and a cutting tool for them.

Where did these useful fasteners originate? On the internet I have not been able to find evidence for their earliest development. However you should not blame the British for these finger pinchers. The "dot" fasteners used on our MGs were an American innovation, first used on horse-drawn buggies, perhaps in the mid-1800s or even earlier. Exactly who and when appears a mystery but it is clearly American.

In the past, I was surprised to find these in local hardware stores – but an American origin explains that. My P-type MG used a double-length stud, for two stacked fasteners – now found, if at all, only in American hardware stores.

In 1912, a gentleman by the name of Carr in Boston obtained a patent on these fasteners but whether that was for some sort of improvement or not, I cannot tell. My personal guess is that he only added the embossed dot. Carr produced these in plants around the world including in England. It appears that many companies have made these over the years under many different brand names with slightly different appearance. I believe it is one of those useful items for which original patents long ago expired.

Automobiles closely followed horse-drawn carriages when first developed so the "dot" fastener was a natural progression of use. Militaries worldwide also found these useful and have employed them on tens of millions of bags and vehicles. I have purchased several military canvas bags over the years that employ them. Boats also are steady users of these even on new boat tops. Nothing has worked better or longer.

The most surprising use I found was for the Apollo space suits including those used to walk on the moon. This was the A7L suit made by Playtex (ILC Dover Division), better known for other products. I don't THINK they use lift-the-dots on those consumer clothing items!

I used to cut the holes for the center and pins with various hand tools. It is far better to buy one of the cutters made especially for the purpose. Moss sells one and you can find them elsewhere.







Two years ago I decided to do a frame-off restoration on my '72 TR6. Having limited space and being my first frame-off project, I started to investigate ways to separate the frame and body and to store each piece as I did the restoration. Through watching YouTube videos, conversations, web searches and magazines, I found everything from using jack stands to a \$3,000 lift. None of these really impressed me or fit my budget. Also, space was a consideration for storage of the body and working on the chassis. So after all this I decided to build my own "lift" which would allow me to separate the body/frame and still have work and storage space in the same footprint. So, for a few hundred bucks, four block and tackles, eight eyelets and an afternoon of my time, I built my lift. It gave me everything I needed: affordable, space, storage and easy access to the body for repairs. Presently, I am close to setting the motor/transmission back into the rebuilt frame, completing work on the frame and then rolling the chassis under the lift and lowering the body onto the frame. Wish me luck!

—Jim Shumaker

## Stuck Boot Lock Repair

Reprinted from the Southern Alabama British Car Club

The second repair took place at the Fairhope home of a gentleman who was helping his mother-in-law sell her bright red 1974 MGB. Unfortunately, the boot latch was broken and the boot could not be opened. **Noel Eagleson, Ed.**, **Peter**, and club president **Tom Renick** arrived in a massive show of force [or hot air—Ed.], but despite all this brain power [or

hot air—Ed.], the team struggled mightily. Fortunately, **Peter** had been again been watching YouTube videos, and armed with a fancy boroscope that connected wirelessly to his phone, could see inside the boot.

When all other attempts failed, he drilled a hole under-



*Noel and Peter at work, as Tom continues to cogitate.*

neath the loose handle, and using his scope and a piece of coat hanger wire, was able to pop the latch. While no pot of gold was found, **Noel** did discover a treas-

ure in the form of an MGB scale model kit, which he purchased from the owner. The MGB itself has since found a new home.



*Success, and a treasure for Noel.*



*Noel discusses options with the owner's son-in-law, while Tom cogitates.*



*Time to get out the drill.*

No word has

come from **Peter** as to whether rolling repair service will become a regular offering.



*Safety Fast!*

# On Video: 1966 Targa Florio, An Impressive Race for the MGB

by MGOC Member John Hunt

See December, 2021, and January, 2022, **The Octagon** for more information on this race.

The Targa Florio race ran from 1906 to 1977. Known to be the endurance race of endurance races, it took place in the mountains of Sicily. The first race took the winner 9 hours to complete with an average speed of 30 mph with Alesandro Cagno, driving a Itala 35/40. Needless to say, cars only got faster from there. There are a number of factors that made this a special and unique race. One, it was one of the few modern races held on public roads. Two, the circuit has around 900 curves, bends, and twists. Three, each lap is 45 miles, and in 1966 it was only 10 laps for 450 miles. Back in 1958, it was even longer, with 14 laps. Four, a who's who of drivers and cars have won here over the years, including Tazio Nuvolari in 1931 with an Alfa Romeo 8C-2300 and Stirling Moss and Peter Collins in their Mercedes Benz 300 in 1955. Over the years, maker Porsche has won the most here with 11 first place finishes, followed by Alfa Romeo with 10, then Ferrari with 7, and Lancia and Bugatti both with 5. An interesting side note: after winning several times here, Porsche named their 911 hardtop convertible model Targa in honor of their victories.

Finnish driver Timo Makinen (one of the Flying Finns along with Ranuo Aaltonen and Simo Lampinen) and British driver John Rhodes of the UK together won their class and finished 9<sup>th</sup> overall in their Abingdon works-prepared number 64 MGB in 1966. A very impressive finish. Cars they finished ahead included Ford GT40s and Porsche 911s. A total of 72 cars started and only 38 cars finished. Types of cars among the ones that didn't finish included an Alfa Romeo Giulietta, Austin Healy 3000, Porsche 906, and Ferrari Dino 206, so our mighty MG is one durable car. Hats off to Timo, John, and the Abingdon works team!

If you want to learn more about Targa Florio, I highly recommend watching the documentary **A Sicilian Dream**. This is the story of the Targa Florio, the great road race formerly held in Sicily. Alain de Cadenet and Francesco da Mosto head to the 'Granary of Italy' in Alain's Alfa Romeo to explore the course of the long-distance classic and its history. You can find it on Amazon Prime Video.

## 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:** New AI head, complete, professionally ported, non-smog. \$1300; Chromed (not polished AI) valve cover (used), \$100; Pair SU carbs, rebuilt by Dave Pelton, unused, 2<sup>nd</sup> Pair SUs, rebuilt then used. Both from 1967 MGB. Lots of other parts. Member Ken Gittings, 341-206-0156 (Re-posted 6/22)

**1958 Mquette ZB Project:** 4-door sedan MG. Heavy lifting done. New paint. Rebuilt 3-main MGB motor with 5-speed installed. Front disk brakes; dual master cylinder; MGB rear axle; new wire harness. Car is running. Final assembly required! \$9000. Member George Steneberg. 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net) (Posted 5/22)

**Midget tow bar/trailer hitch assembly:** Located in Vallejo. \$225 or Offer. Member Michael Illes, 510-333-2905, [euro\\_lifestyle@hotmail.com](mailto:euro_lifestyle@hotmail.com) (Posted 5/22)

**1968 MGB:** It's disassembled, many new and reconditioned parts, roll bar, o/d transmission. I have books, tools (I'm putting together a list) and a new engine hoist. Member Steven Patton, [steven\\_patton@hotmail.com](mailto:steven_patton@hotmail.com) (Posted 4/22)

**1934 MG PA:** Ground-up restoration. Beautiful. 2nd place at Concours. Too many MGs. Have swept wings as well. In Colorado. \$25k firm. Randy Coppleman, [mowogl@cox.net](mailto:mowogl@cox.net), (Posted 6/22)

**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)





## Morgan Motor Cars to US!

Breaking news from Malvern

Malvern, England that is.

Morgan cars and 3-wheelers are coming back to the USA. After years of anticipation, the National Highway Traffic Safety Administration has issued the final rule to implement the low volume replica law. Under this new law, low volume manufacturers, under 5,000 units per year, can import 325 licensed vehicles per year to the US. Although there are still some details to work out, these cars may start landing here by the end of the year, starting with the Plus Four automatic.

The Plus Four is 97% new, keeping only the bonnet latches from the previous model. It will use a BMW 2.0 liter four cylinder Twin Power Turbocharged engine, which produces 255 bhp and up to 295 lb-ft of torque. Not bad for a car that weighs only 2,220 pounds dry. To achieve this light weight and keep the stiffness required, the Plus Four uses a bonded aluminum platform which made its debut on the Morgan Plus Six at the 2019 Geneva Motor Show.

In the automatic variant, 0-60 mph takes just 4.8 seconds (manual model: 5.2 seconds), with a top speed of 149 mph. As a reminder, the last year that American buyers could pick up a new Morgan car was 2008. US pricing has not been announced at this time.

The new Morgan Super 3-wheeler is a ground-up redesign using a monocoque structure, a first for Morgan, and is powered by a water-cooled 1.5 liter inline 3-cylinder Ford engine. The engine is mated to a 5-speed manual transmission borrowed from a Mazda MX-5 Miata. It delivers a peak 118 hp and 110 lb-ft of torque. Morgan quotes a 0-62 mph time of 7 seconds and a top speed of 130 mph. The new monocoque structure features bonded aluminum construction, the same type of construction that Morgan uses for its CX-Generation platform underpinning the Plus Six and the Plus Four sports cars. This helped to create a lighter and more rigid design than the old 3-wheeler, which improved the handling as well as the crash safety. There is also more room in the boot. Morgan quotes a dry weight of 1,400 pounds for the Super 3.

The Super 3 is priced from approximately \$56,245 and will start deliveries in the UK. this summer. Availability in the US. has not been announced. Because the Super 3 is classified as a motorcycle, its numbers should not be counted against the 325 cars that Morgan will be allowed to import to the US. So, there is still time to put your deposit down and get your Plus Four on order.

(Reprinted from Brits and Spares, April 2022. British Motoring Club of Arkansas)



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**North American MGB Register**

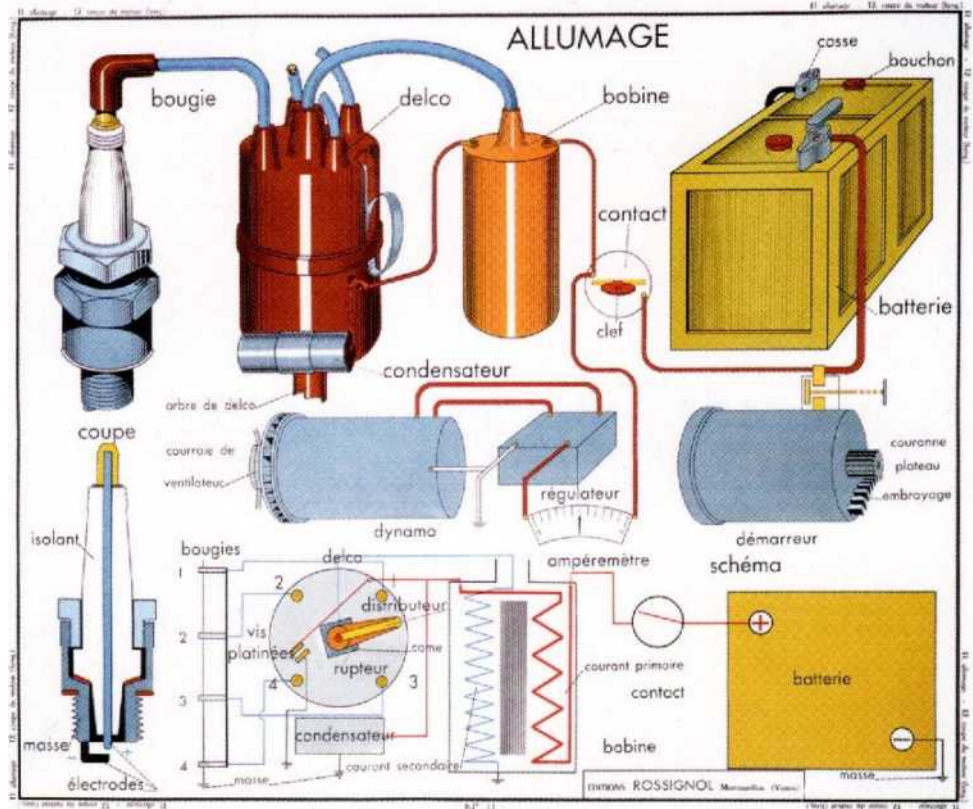




MGOC The Octagon  
320 B Monterey Blvd.  
San Francisco, CA



Post Card from Mike Jacobsen. It is "french" to me.



MGs fill the frame. At Dixon by Tom Doyle

