



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!

Oct. 12-13 - British Fall Classic, Morgan Hill

Photo: Thuy Nguyen

Oct. 19 - Tour to the Western Railway Museum

Oct. 20 - All British Motor Show, Blackhawk Museum

Nov. 9 - Sonoma Tour



Blue the Colour of the Day - with Notable Exceptions. A mix of MGs, one made in Italy

October 2019

About *The Octagon* and the MG Owners Club

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

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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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 MGB V8 Conversion: Tony Bates, 408-666-6174, avbates@yahoo.com
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mgpb36@yahoo.com

S.U. Carburetters: Craig Kuenzinger, 925-234-3313, mrcraigk@aol.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2005 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to magnut_dan@hotmail.com or send them to: Dan Shockey, 10 Willis Rd., Scotts Valley, CA 95066.

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.ORG

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

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Tour to the Western Railway Museum



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

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

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

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

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

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

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

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



Andy Preston plans to lead a group down from the North Bay. Details by email.

From the Editor

October already - heading into the last turn for the year. We have some good events coming up. Thuy and I will attend a wedding the second weekend of October. That is when the Sorry Safari have their *Sierra Tour*, the Rough Riders have their *Conclave* and the *Autumn Classic* is in Morgan Hill. I hate to miss them but made an effort to attend several events earlier. Plan to make the tour to the Train Museum in Rio Vista on October 19.

This is our annual "Oct Oct" issue. (October Octagon, "Octo Octa?" - Why isn't October the 8th month?) I think we need to celebrate that in some way. Perhaps some sort of humorous article, cartoon or photo. What do you think?

I sent the "rev counter" for repair to England from the MG PA. It quit working. It is a very interesting (I think) chronometric movement, like clockwork. The needle jumps to a new reading each second and you can see a dial spinning behind the needle base. This type of movement is very accurate over time, has easy adjustment and low speed accuracy, and has low friction for no lag - but has this 1 second notch-iness. This MG did not originally have a speedometer so the tach is also marked for speeds in 3rd and 4th gear. The PA had a "mileometer" - which was just the odometer portion of a speedometer instrument. MG upgraded the PB model with a speedometer plus a 30mph warning light!

I also worked on the MGA drivetrain transplant. The next step was to remove the external components, clean and paint the MGB motor. These hot days are a good time to bake the new paint. I also cleaned up my two spare transmissions. I will need to rebuild one. The one in the car grinds going into second so the synchro has worn. I am still undecided about adding the early MGB overdrive (D type, 3-synchro). It may be best to put that off to Stage 2. I will have enough to do for the mods to add the a/c.

The young lady at the hardware counter was excited to hear about my MG. (I needed plugs for the air injection ports on the 18V motor.) Her grandfather used to race MGs back in the 1960s and they have some old photos somewhere. Ancient history it is.



Happy trails.

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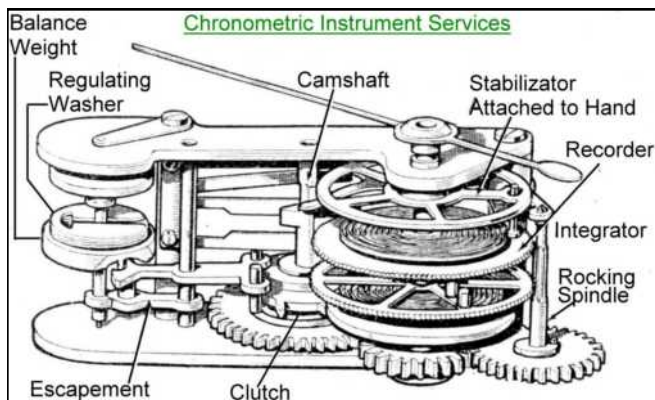
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APR09



Chronometric Tach above

"Mileometer" used in the MG PA & NA
(Mile-O-Meter?)



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29th Annual All British Motor Show
This event is free for spectators!

This is the 29th MOASF annual car show previously held at Cal State Hayward/CSU East Bay. This is the fifth year the event will be co-hosted by the Blackhawk Museum!

Please join us at the Blackhawk Museum to be part of the British Auto scene featuring beautiful marques from all of the isles.

Please register early to show your car or motorcycle.

Show cars arrive 8:00 AM

Open for public 9:00 AM

Raffle Prizes and Awards 1:00 PM

Show ends 2:00 PM

Motorcycle Registration is \$20. Automobile Registration is \$30.00 (includes eventbrite fees).

To Register click on "Tickets". Pre-registration ends on Friday at 8PM, October 18, 2019. Day of Show Entry is available but fees increase to \$25 for motorcycles and \$40 for Automobiles.

<http://www.allbritishmotorshow.com/#/registration>

Flier layout courtesy of Kirk Prentiss





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New Members

Welcome William
Bliler of San Francisco
with a 1950 MG TD!

Welcome John Soden of
Mountain View with a
1959 MGA!

Above:
One fan's idea of a 2-
door Magnette sedan,
the "Magnetta."

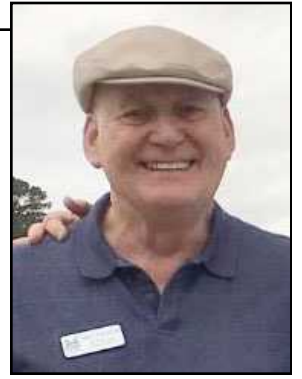
MGBs dispatched by
rail

Right:
Variations of the rare
optional petrol dipstick
for prewar and T series
cars





President's Ponderings



First of all I must start by thanking Steve and Vicky Kellogg for hosting a spectacular Pebble Beach Weekend which was attended by lots of people and we all had a wonderful time. It takes a lot of planning, work and effort to host an event like this and Steve and Vicky managed everything superbly. For more information please see my article later on.

Getting back to reality; how many people and how long does it take to lower the soft top on my 1967 MGB Roadster. I normally drive with the top down and the tonneau on the car which means that the soft top is in tucked away in the boot. For those of you not familiar with early MGBs they came in 2 versions a convertible and roadster.

The convertible has a folding soft top that folds down behind the seats like most cars and is fairly straight forward to put down and put up. The roadster though has a vinyl top that is completely removed from the car and stores in the boot. It is stretched over a removable tube type frame that is also stored in the boot.

I prefer the "stow away top" (as it is called) because it gives a cleaner look to the car when removed and also more storage space behind the seats. In fact several years ago I bought a folding soft top and installed it on the car but didn't like it. It seemed slightly higher when up and looked a little bulky when folded behind the seats. So like many others I put up with the inconvenience of removing the top but thankfully don't do very often.

The last time I took it down was at the rest stop on the Pebble Beach Big Sur drive so was somewhat rushed and I messed up even with help. I unclipped all the fasteners holding the vinyl top to the car, unclipped the header rail and the whole soft top came off the car flapping in the wind like a sail. We flipped it over with the inside facing up and I folded the rear side windows over the rear screen and folder the rear window up, that wasn't right. We flipped it back over the other way and did the same thing, that wasn't right either. So we flipped back over again and folded it like before and it wasn't right but I didn't care anymore and stuffed it in the boot. Then I removed the tent poles and took them apart and placed them in their storage bag in the boot. Then I removed the tonneau and support poles from the boot and put the tonneau on the car. Total time was over 15 minutes and it took me another 15 minutes to put it back on the car at the motel. So you can see why I don't do it very often and always forget how to fold the damn thing. However when folded correctly it's pretty simple! I need to read the manual again.

The next event is on October 19 and is a drive and visit to the Railroad Museum in Rio Vista organized by our in house train buff Mike Jacobsen. For more information see the article later on. Hope to see you there.

Take care and drive safely,

Andy



Steve Kellogg helps Andy with the MGB hood. Marla, Amy and Elaine at right. Photo: Dan Shockey - More blue!

The Problem with Spark Plugs...

by Dan Shockey

With gratitude to Mike O'Connor who helped many of us so much. Mike is still going strong and consults small businesses.

Mike O'Connor once told me that his shop had saved many MG engines by merely changing the spark plugs. A typical urgent phone call, "Mike, the car overheated when I was stuck in traffic then the engine flooded. I think I have ruined the engine. It runs terrible." Mike, "Put in new spark plugs." "But these are nearly new and plugs last a long time." Mike, "Just try it." Later, "The engine is running fine again." (I fear some shops would replace the plugs and charge a lot for the "repairs.")

"I have had the exact same symptoms several times in my MG and solved it by replacing spark plugs. Modern plugs

seem to have an allergic reaction to old engines and don't last long. I've had one fail after only 1000km." - **Colin, of Crail, Fife.**


I have reported in the past one major problem with modern spark plugs for our MG engines. In summary, since modern cars are fuel-injected and computer-controlled, they cannot flood. Thus spark plug manufacturers do not need to glaze the ceramic insulator at the firing end of the spark plug. I would guess this may have other benefits than just cost savings in manufacturing the plugs. They may work better without the glazing on the insulation. Perhaps they dissipate heat better in modern engines that run very hot. (That is only a conjecture on my part.)

However, that glazing is what keeps oil and gas from penetrating the ceramic. Especially under high temperature and high pressure, ceramic is quite permeable. Even a high resistance path to ground can cause an engine to misfire. Four such misfiring plugs and the engine sounds like it is about to blow up – or not run at all.

What about cleaning plugs? "I have a very good friend working for NGK and one day he gave me a good instruction. 'Never use wire brush to remove soot. Better way is to use torch to burn soot, or to use sand blast to clean.' After that I always carry several sets of spare plugs, soot cleaned by acetylene torch, but no wire brush in my tool roll!!" Cheers, **Hiro, Japan**

Further advice: "Spark plugs are cheap, so try many and find the best one - it is one of the fun given to us to play with old MGs. Good luck," - **Hiro, Japan**

Continued on page 17



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Oct. 12 - 13

The Eighth Annual British Fall Classic Show

The event is being held a little later this year on October 12th and 13th, still in beautiful downtown Morgan Hill. This exceptional event will feature exquisite British classic sports & saloon cars representing revered marques such as Rolls Royce, Aston Martin, Jaguar, MG, Morgan, Triumph, Austin Healey, Lotus, Morris, and more! There also will be British motorcycles as well as race cars!

The event was made possible by the generous donations of our Title Sponsors, the organiser On the Road Again Classics, classic & British car restoration and repairs shop, and Ladera Grill, – both in Morgan Hill.

Special thanks also to Silver Sponsors Heritage Bank of Commerce, and Guglielmo fine wines, for their contributions to make this event happen.

Schedule

Saturday, October 12th

12:00 Meet at Cal Trans Station on Butterfield, Morgan Hill

12:30 - 3:30 Afternoon Car Tour (Departs at 12:30 sharp)

4:00 - 6:00 Wine reception for registered participants at On the Road Again Classics

Sunday, October 13th

8:00 - 10:00 Cars arrive and park in assigned spaces

10:00 - 2:30 Public viewing

11:00 - 1:00 Lunch on your own, downtown (try **Ladera Grill!**)

2:30 - 3:30 Drive-up Awards

WE NEED YOU! On the day of the show we need volunteers for: parking, judging, clean-up etc. On Saturday we need people to help with: the tour, registration, and the reception. Please contact Mary at: mary@hilandconsulting.org.



Registration Information:

Registration closes at 5:00 pm on Sunday, October 6th. Sorry, no exceptions.

Just go to: [British Fall Classic](#). Scroll down on the right and you will see the link to the registration page. Please note: There will be no drive-in, judged or non-judged, registrations the day of the show.

***** This is a Fundraising Event. All net proceeds benefit local nonprofit organizations.***

Update: Please register by Oct. 4!

A Prototype “MG” Racer

Added thoughts by Dan Shockey in Blue

The Infiniti Prototype 9 concept reimagines the 1940s grand prix racer. Its prototype electric drivetrain offers a glimpse at future EV tech. The car was on display at the Pebble Beach Concours d'Elegance in Monterey, California.

What caught my eye was that the car uses the reproduction tire design now made in England that was developed for 1930s MG sports cars. My 1935 P-type came with tires just like this. They are known as “Triple-Studs.” The tall wire wheels look familiar to any old MG guy, too. Other than the flared-in axle covers, this racer looks more MG or British than German. Infinity prefers to trace its design heritage to Mercedes and Auto-Union, of course, over Jaguar or heaven-forbid lowly MG.

The tire choice reminds me a bit of the current BMW electric car. BMW used narrow tires for better efficiency (less-drag and less rolling resistance.) However, reviewers complained about the lack of familiar handling with so narrow a tire. Much of the gain of cornering power (and braking) with modern cars is due to the width of the tire versus the narrow tires even on MGBs.

The choice of a narrow tire meets the efficiency need while the vintage racer design makes it acceptable. I can assure you that a narrow tire on a tall narrow and spindly wheel is very entertaining! I feel I drift around every corner and can have a lot of fun without breaking any speed limit.

The Japanese automaker and its Hong Kong-based premium subsidiary have built a concept car called the Infiniti Prototype 9 that reimagines the 1940s grand prix racer.

"We discussed the idea of 'chancing' upon an unrecognized race car, hidden away for decades in a barn, deep in the Japanese countryside," Infiniti senior vice president of global design, Alfonso Albaisa, said in a statement. "We wanted to explore what this looked like, what it would have been made of."

The Prototype 9 is the perfect amalgam of old-world charm and state-of-the-art technology.

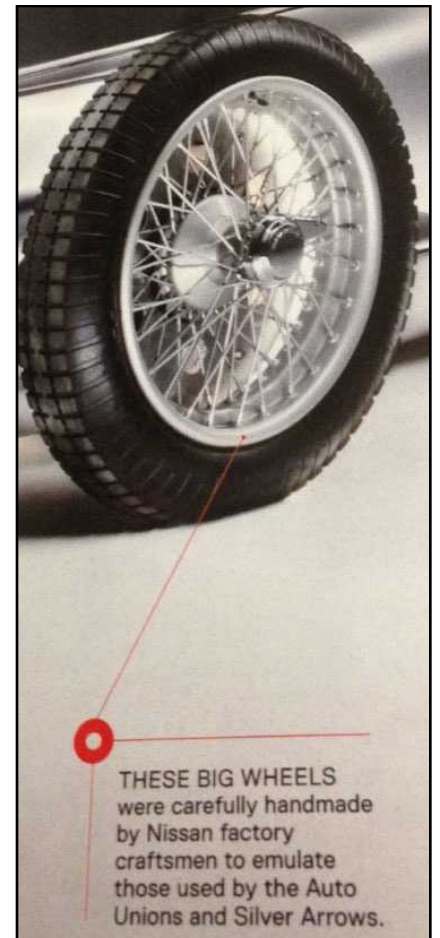
"Open-wheeled racers of the age were beautiful machines, elegant and powerful and with a wonderful purity of purpose," Albaisa said. "It's an automotive fantasy, but

the notion captured our imaginations enough to put pencil to paper."

The long slender body is reminiscent of the front-engine Grand Prix racers of the late 1940s and early 1950s. However, designers have managed to also incorporate signature Infiniti styling elements like the "double-arch" front grille and "shark gills" behind the front wheels.

In total, the electric motor produces 148 horsepower and 236 pound-feet of torque while driving the rear wheels through a single-speed transmission. According to Nissan, the Prototype 9 can hit 60 mph in 5.5 seconds and reach a top speed of 105.6 mph.

Photos from Nissan/Infiniti





Sonoma Tour 2019

Freestone Bakery

An MGOC and SSTS Tour

Sat, Nov 9, 2018



The weather in November can be unpredictable so please feel free to bring any car; we'd rather see you than your car!

Date: Saturday, Nov 9, 2018

Tour leaders: Andy and Marla Preston 707 795 3480

Meeting Place: Starbuck's, 127 San Marin Drive, Harvest Market Shopping Ctr, Novato, CA 94945

Time: Meet at 9:30 and leave at 10:00 departure

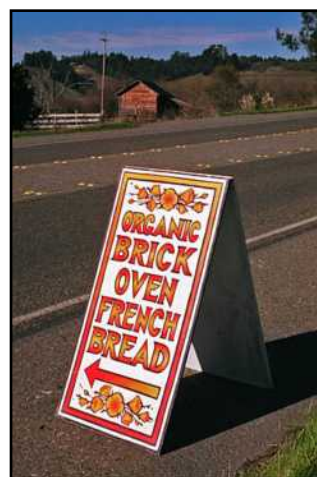
Tour: This year the Sonoma tour will be going somewhere completely different. We will be starting in Novato and ending in Petaluma and driving on quiet country roads (in good condition). We will be heading north-west and taking one of my favorite drives through Chilen Valley and West Sonoma countryside. Our first stop will be at Freestone Bakery (just south of Occidental). We've never been here before.

Freestone Bakery (aka Wild Flour Bread) is famous for their "Wood Fired Oven Baked Bread Bakery" and glorious gardens.

Wild Flour Bread features brick oven baked sourdough breads, scones, biscotti and coffee drinks. Working with a wood fired brick oven we produce beautiful hard crust breads that our customers come from miles around to taste. At 8am we open with 4 breads only: our sticky bun, cheese fougasse, goat flat bread and either the Bohemian (apricot, orange and pecan) or the Egyptian (pear, fig and candied ginger). We also open with 5 flavors of whipping cream scones which have become a daily sellout with flavors like apricot, white chocolate, ginger or double chocolate, espresso, hazelnut. We also have 2 kinds of Gluten Free scones (one sweet and one savory) available daily.

After a break, we will leave Freestone and travel by country roads again to our final destination and lunch stop at Flamez Grill on Sonoma Mountain Parkway in Petaluma. Flamez Grill is a local family owned restaurant with an extensive menu and great food.

Lunch should be between 12:30 – 1:00 pm.



RSVP PLEASE: Andy or Marla Preston at: 707-795-3480 or

marlapreston@hotmail.com prior to Nov 6th so we can confirm lunch reservations.

Please bring cash because there will be one check for each table.



Flier by Andy Preston

Pebble Beach Weekend

by Andy Preston

“Brilliant absolutely Brilliant” is the English term for describing this totally wonderful weekend hosted by Steve and Vicky Kellogg. Activities started on Friday evening and continued at a non-stop pace until the return home on Sunday morning. Steve and Vicky choreographed the whole weekend like a Roger and Hammerstein play.

We met on Friday evening at the “Crown and Anchor” British pub to get the party started with English faire and beer. They have over 20 beers on tap but as soon as you mention “Old Speckled Hen” on tap you don’t need to mention anything else to me. BTW this famous beer apparently got its name from the car used outside the MG factory in Abingdon to run errands that was covered in paint spots from sitting outside the paint shop and was known as the “Old speckled ‘un”. The name was adopted by the local pub frequented by many MG workers for their favorite beer and called “Old Speckled Hen”. At our table the favorite dish was Bangers and Mash with caramelized onions and gravy. It was delicious!

Saturday morning got off to an early start with those who wanted to drive to Laguna Seca for “Cars and Coffee.” The rest of us met at Carmel Crossroads and were joined by the early crew at 9:00. We drove south along the spectacular section of Highway 1, through Big Sur and onto Lucia Lodge for lunch. This 50-mile stretch of highway must be among the most beautiful drives in all the US. At Lucia Lodge we dined in the California sunshine on their deck overlooking the Pacific and were treated to a pod of whales swimming offshore and spouting sea mist into the air. It was a magnificent sight that Steve claimed he arranged just for us. Thanks Steve!

After lunch and whale watching we returned north on Highway 1 to Pebble Beach. The tour continued with a visit to the recently constructed “visitors center” at Pebble Beach Lodge that houses memorabilia from all the world-famous tournaments played at Pebble Beach Golf Course.

After a couple of hours of rest we were back at Steve and Vicky’s beautiful house in Pebble Beach just off 17 Mile Drive for a Taco Bar dinner. They have a semi-circular driveway that was crammed with MGs of all types. Their house has a large family room that leads out to an even larger deck with fire pit and tables where most of us sat to enjoy the wonderful food and company. The weather was warm and perfect and added to this wonderful evening talking with old friends and making new ones.

Our thanks and appreciations go out to Steve and Vicky for all their planning and hard work making this a memorable weekend and lots of fun.

Attending the various activities according to Steve were: Mike Jacobsen and Elaine Chan, George Steneberg and Marcia Crawford, Doug and Connie Hollander, Kirk and Amy Prentiss, Andy and Marla Preston, Rod and Sue Schweiger, Bill and Nancy Oldham, Jeanne Haslam and Rena McGill, Dan Rogers, Marja E. van den Hende, Rob and Sandy Nelson, Tom and Susanne Tallone, Mike O’Connor, Bill Bliler and friend, Dan Shockey and Thuy Nguyen, Porch’s (neighbors), Thatchers (friends), and Steve and Vicky Kellogg.

19 Friday Night Dinner at Crown and Anchor

13 cars on Drive

33 attendees for Taco Bar

Steve Kellogg below

Photo: Thuy Nguyen

Rod Schweiger at the lunch stop

Photo: Dan Shockey





George Steneberg at left; Marla & Andy above;
Vicky Kellogg middle left; Kirk Prentiss below left.
Photos: Thuy Nguyen



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Kirk, Amy, Vicky, Marja,
MGs entering lunch stop
Photos by Thuy Nguyen

Thuy Nguyen at lunch stop
by Dan Shockey



Marja and her TF in their proper place! Photos by Thuy Nguyen

Keep Planning for 2019 ...



RAF pilots in the desert, North Africa, WWII - and in color!



FALL - WINTER

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

Western RR Museum Tour, Oct. 19, Mike Jacobsen

All British Car Meet, Blackhawk, Sunday, Oct. 20

MGOC Sonoma Tour, Nov. 9, Andy Preston

Fall Foray, Jim Brady, SSTS, Date TBD

MGOC Holiday Tea, San Francisco, Dec. 7



2020!

NAMGAR GT, Colorado Springs, June 1-5 , combined with the NAMMMR national meet

GOF West, June 29 - July 2, Welches, OR, MGOC caravan, Plan to drive with us!

"How many MG riders does it take to fix a broken throttle cable? One guy to do the work, two guys to observe, one guy to take a picture, and one woman to tell them that they are doing it wrong." (Yep, they're all there in this pic!)



Broken cable pic by Andy Hoffman, **A-Antics**, Michigan Rowdies

The Problem with Spark Plugs...

From Page 8

Now what about trying different plugs? "My NGK catalog gives the following breakdown of the letters:

- First letter designates thread diameter. B = 14mm
- Second letter indicates the type of construction. One or more may be combined. P indicates a projected insulator type. A standard plug construction would have no second letter.
- Next comes the heat range from 2 for hot to 12 for cold.
- Finally H indicates the shorter 1/2" thread length - E would indicate the 3/4" longer thread length. S indicates a standard 2.5mm diameter center electrode."

Pete Thelander, Westminster, CA

And from Hiro: "There is Japanese explanation here at the web, maybe somewhere in English?"

http://www.ngk-sparkplugs.jp/products/sparkplugs/basic/03_01.html

And more: "On other car forums I frequent, modern NGKs have gained a reputation for not working properly once they have been wet with fuel. Drying them out is said not to help. This is from Green Sparkplug Co:"

<https://www.gsparkplug.com/shop/fouling-shortingout-problem-modern-plugs-champion-vs-ngk>

(See text below)

And: "NGK plugs are temperamental. They really don't like to be cleaned if they have got wet. Maybe try yet another set of plugs?" - **Simon Johnston, Northern Ireland**

Temp range: For Champion, L87 is hotter than L86, while for NGK, BP5 is hotter than BP6.

"If you have a rather worn out oily old engine, or a low compression engine, you could try the equivalent hotter 5 range if you do not run cleanly on the 6's. Alternatively if you have a highly tuned or supercharged engine you may - but only may - need to go into the cooler 7 heat range. NGK heat ranges are very wide and forgiving.

"Some time ago I was having a problem with soft plugs misfiring at high load, and hard plugs misfiring when sitting at the traffic lights. I replaced them with NGK iridium tipped plugs at the harder level (7, I think) about 4-5 years ago, and not had a misfire since. It's still the same plugs." - **Colin, Crail, Fife.**

"But do not use iridium plugs! That's expensive but no good for MGs, unless rather lean mixture setting. Good luck," -

Hiro

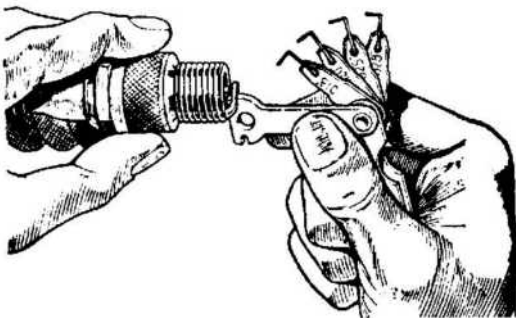
So much disagreement. Some folks swear by Champions, some say never use Champions, always use NGKs. Some folks have resorted to buying NOS plugs - usually Champions - on eBay that are glazed on the bottom. Those can be cleaned if they get oiled or wet and last for years. I took a quick look and the ones I saw were \$10 each. Maybe a bargain?

Modern Plugs - Fouling and Shorting Out - from the Green Sparkplug Company

We get asked the same question repeatedly - which is the better manufacturer - Champion or NGK. Generally, the problem lies with modern plugs and this is our thoughts. If the engine hasn't started straight away, you will probably have wet the plugs up. Once the spark plugs have been coated on the inside, there is a possibility that an additive which has been added to the petrol causes the spark to track down to earth. Even with wire brushing and trying to burn it off, it will carry on doing so. We have been told that cleaning with an oven cleaner does help but we have not tried this.

A good tip when replacing spark plugs is to have your engine already started and warm first on the old plugs, then put in your new plugs in. The highest resistance with the spark is when the plug is new and unused. (They then quote the Donald McKinsey report about the lack of glaze.)

(That doesn't seem intuitive, maybe there is a coating that has to burn off? - Dan)



Oily plug, #6 range with low miles in Dan's PA. At right, clean hotter #5 range plug after hard trip to Pleasanton



Filoli Tour Report

by Dave Marsh

As many of my rides do, this ride started at Starbucks on the corner of Mary and Fremont in Sunnyvale. There were four cars - all MGs. We travelled up Steven's Canyon and Pierce Rd. to Skyline Blvd. then traveled north along the entire length of Skyline to Rt. 92 and down to Canada Rd. and Filoli where we had lunch.

We made a few stops for pictures and all-in-all had a pretty good time. The weather was a bit warm but tolerable. Naturally some of the lunch discussions centered on various MG car problems. As I recall none of the problems were solved at the lunch table. Big surprise!

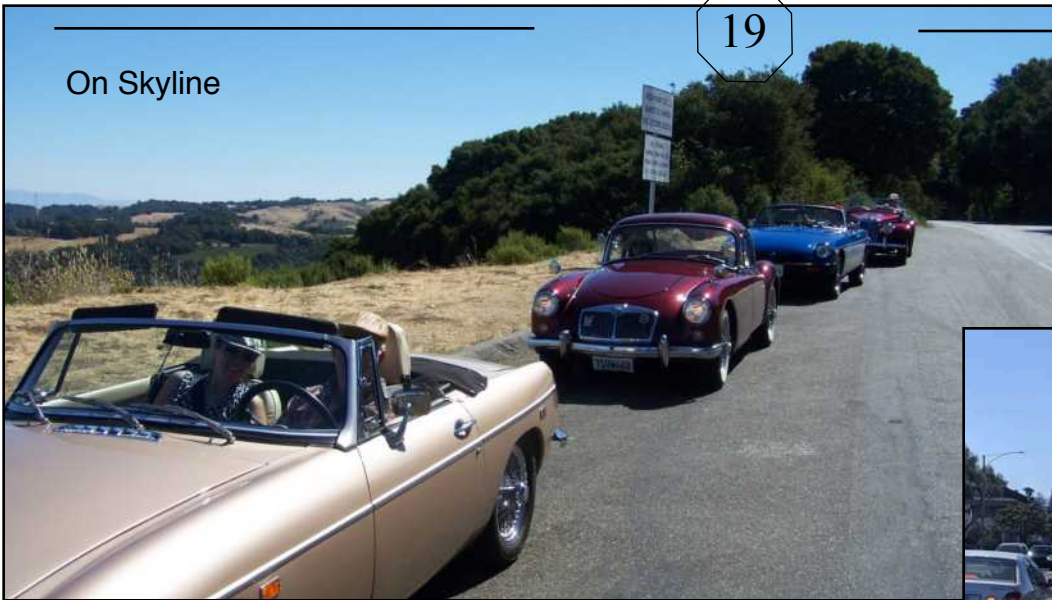
Following lunch some of us toured several acres of gardens at Filoli. Lots of flowers. Many currently in bloom but some of them past their prime. Very impressive - they must have a very large staff of gardeners. The large Filoli mansion was also open for tours but only Dan and Thuy took advantage of this.

Our leader Dave Marsh at center brought along a navigator this time!



At Filoli
Photos: Dan Shockey & Thuy Nguyen

On Skyline



Shockey photo left

Below by Dave Zemple

His TF was purchased by his parents in 1963 and restored by his father in 1970.



The paint looks wonderful from 1970. Wow.



Classified Ads

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

Parts on sale: Dave Laughlin is clearing many parts at good prices. He has engines and gearboxes; a good pair of MGA rear fenders; tons of parts to sell! Contact Dave at 510-234-6624 (Richmond)

1966 MGB plus 1972 parts car. The '66 has wire wheels. The head was machined and carbs rebuilt. French Blue, some rust. The '72 includes a hard-top. Price for both cars is \$4,300. Please email member Chris at pattersonmgracing@gmail.com (Posted 9/18)

1970 MGB/GT: Very low miles, aluminum Olds V8 engine and 5 speed, MGC bonnet, Grampion Grey color, original wire wheels. Rick, (707)787-6261, rlelandwhite@yahoo.com (Posted 9/19)

1953 TD: Completely rebuilt and modernized with stock exterior. Rebuilt MGB motor, 5 speed. New wood, leather, top, tonneau and side screens. Rebuilt instruments. MGB front suspension with new shocks & disk brakes. Alternator & new wiring. Two sets of nice wheels – spokes and aluminum. Asking \$34k. Gary, Biblanc47@comcast.net or cell 415 760 7596 (Posted 8/19)

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



Pre-War Prescott – a unique motoring event

Enjoy the relaxed atmosphere and experience the unrivaled opportunity and thrill of driving your car up this historic speed hill climb venue in the glorious Cotswolds. Prescott is owned and operated by the Bugatti Owners Club and the event is being hosted by the Vintage Minor Register. Untimed climbs will be available throughout the day for all pre-war cars – saloons included. No racing license, helmets or flameproof overalls are required, there is no scrutineering and you can take passengers including children up the hill. All Edwardian, vintage and pre-war cars are cordially invited.

The weekend will follow its now traditional format of an informal pub reception on Friday evening, Pre-War Prescott on Saturday and our Navigation Rally, parallel Scenic Tour, cream teas and farewell pub run on Sunday evening.

Be sure to book your local accommodation early, because the Cotswolds get very busy during the summer months. And of course camping will once again be available all weekend in the Orchard at Prescott where full facilities are available. The cost is a very reasonable £5 per night, payable to the Bugatti Owners' Club office at the hill. Just pop in to their office some time over the weekend to settle up – like the rest of the weekend, it's all highly informal.

PreWar Prescott has without doubt become the best-loved event of the vintage motoring season. This year we will be marking two important anniversaries - the Centenary of the founding of Morris Motors and the 90th Anniversary of the start of M Type MG production. We will be marking other anniversaries over the weekend but the over-arching theme for 2020 will be – what else? The ROARING TWENTIES!

This year we received a capacity entry of over 250 pre-war cars and motorcycles, with many more arriving on the day. The pre-WWII MG entry totaled 74 and counting.

The Gloucestershire and Warwickshire Railway, which passes within steam whistling distance of Prescott has announced that they will once again be bringing their very popular and informative display stand. The GWR is one of the most active branch lines in the UK and they have restored and reopened around 14 miles of track.

Pre-War Prescott offers the perfect day out for spectators as there is so much to see and do throughout the day – not to mention the chance to have a ride up the hill in something very exciting! The RAF Battle of Britain Memorial Flight's Hawker Hurricane will join us overhead in the afternoon.

The lunch stop for the Rally will be at the George Inn, Lower Brailes and clearly, the pub is going to be very busy. The Friday evening informal reception has been moved from the Hobnails at Little Washbourne to the Gardner's Arms in Alderton, a stone's throw from the Hobnails.

How I would like to go one day - Dan

Above: Vintage MG at The George Inn

Left: Youthful ladies in an MG PA prepare to climb the hill



Why MG?

by Dan Shockey

The success of MG was remarkable. The love and devotion to the marque is incredible. You often hear exalted the engineering prowess of the Mercedes and Auto Union Grand Prix cars of the 1930s. "But don't forget, that for example the MG R-type at that time had an engine with the highest output per litre of any racing or touring car in the world car industry in 1935!" (Gerhard Maier, Germany)

In the 1930s, Great Britain became locked into a technological and industrial competition (later war, of course) with Germany. As Germany came out of its great depression, it seemed like Britain was losing at every point. Automotive and aircraft investment and technology was clearly very critical. Charles Lindbergh reviewed the German aircraft industry and declared that no one could hope to compete. The one great hope for Britain in this intense competition was a tiny under-dog company with no resources but a great heart and ability to improvise, Cecil Kimber and his MG Car Company.

MG in the early and mid-30s was much like Porsche in later years, designing and building sports cars and racing cars that cleaned up on the world's road and track races. By sheer willpower and dedication, it seemed, MG brought out a new improved sports car about every 6 months and continued to win the important races, trials (extreme hill climbs) and rallies despite organizers continually changing the rules to keep MG from winning everything.

Thus MG was a great inspiration to pilots and other members of the Royal Air Force in particular. Industrial capability and technology came together most clearly in fast, close battles at 30,000 feet above enemy-held territory. A couple horsepower or slightly better controls made the difference between living and dying. That a few very-ordinary British folk at MG could beat the world gave the British airmen and industry the sure knowledge that they could win, too.

I think that was why the RAF loved MG. It inspires me to this day.

Trying a different font style. Like it?



Bryan de Grineau's picture of Bert Denly in EX127 at Montlhery breaking class H records in November 1933 for the 50km, 50 mile, 100 mile and 1 hour at 115.00mph, 114.47mph, 111.17mph and 110.87mph respectively. The 128.62mph figure on the painting was achieved one month earlier by George Eyston for the 1 kilometre.

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North American MGB Register



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***Be There or
Be Square!***

***Also Fall Classic
on Oct. 12-13***



Tour to the Western Railway Museum



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

When: Saturday, October 19

Details: Page 3