



THE OCTAGON

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



Since 1957!



Craig Kuenzinger with Kim's Midget at the Little Car Show. Jacobsen photo

September 2026

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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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

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 so we have an idea how many are coming.





Around The Bay Tour

Saturday September 12, 2026



Please join us for a tour of some of the twisty roads in the San Jose foothills. Some of the areas and destinations we may be visiting include:

- Sierra Azul Open Space Preserve
- Stop at the top of Mt. Umunhum
- New Almaden – a historic community in the Capitancillos Hills
- A visit to the Almaden Quicksilver Mining Museum
- Santa Teresa Hills
- Coyote Valley
- Silver Creek

Lunch will be at a restaurant in the Evergreen Valley area.

Meeting Place: REI, 400 El Paseo de Saratoga, San Jose, CA

Meeting time: 10:00 AM for a 10:30 departure

RSVP: dbherrick@gmail.com

Please RSVP by September 10

Don Herrick (408) 718-6527

From the Editor

MG Folks,

I must finish this early this month. We are away on vacation. I have been traveling a lot this year. Dad turned age 102 and I am giving my sister breaks in staying with him (in New Mexico). No MG projects lately. I spurged on new license plates. Everyone asks year and make but I had to choose an I instead of 1.

I don't know how many of you print your **Octagon**. I print them for my father, in full size so he can read them. I used to print them two pages to a sheet. That uses much less ink and less postage if you mail it. In the past when the club mailed them, we printed the **Octagon** in that format anyway. (See below.)

We continue to lose MG enthusiasts to old age. A common activity now is to assist a member or spouse prepare MG projects for sale and help sell them. As a result, prices for earlier MGs have fallen considerably, even TCs and TFs that I did not expect to fall. See a short list of recent TC sales. Maybe the lower prices will bring in new, younger members. Get that MG out before fall is past! Good events coming up. Safety Fast Forever!



Dan



	USA	Bid to USD \$13,250
	USA	Sold for USD \$14,551
	USA	Bid to USD \$14,805
	USA	Sold for USD \$15,500



THE OCTAGON

Since 1957

250

A characteristic vapory start to the Marin Tour

August 2026

Barbara Tapp Photo

Out came the sun... Southern Marin Tour

Barbara Tapp Photo

O those reds!

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

Cartoon by Brian Sonner of Placerville

September Comments

I can only describe August as very busy for Connie and I. We hosted two family reunions (hers and then mine) and two house quests, one right after the other. The most interesting guest was Connie's cousin Federico from Motta di Livenza in the Veneto region of Italy. Federico was with us for about a week and a half before joining four friends for a road trip around the western US. My son-in-law, my son, and I took turns showing him around the area. He will be returning to Italy with his own Jefferson Airplane record he purchased in the "Haight." Remember "White Rabbit" and "Find Somebody to Love"?

I mention Federico because my tour with him was top down, in the MG, on a beautiful day and out in the country. I took him down the tour route I used last year through Woodside, up La Honda Road and down Skyline through Big Basin State Park and out to the coast. Stops were at Pulgas Water Temple, Russian Ridge, Big Basin State Park, lunch at the Davenport Road House, and a surprise stop at the Cal Fire Station in Pescadero. Our son John is a Captain with Cal Fire and Pescadero is his station. He wasn't on a call and we were very lucky to find him there with no prior notice. Having shown this Italian the burned forest in Big Basin, I promised him healthy redwoods on the way home.

We continued up to the termination of Pescadero Creek Road at La Honda Road for our return. To me, this stretch is the best place to experience the redwoods in San Mateo County especially at Sam McDonald Park. This area was on my Plan A of this year's Alpine Run Tour but had to be aborted due the issues with the Loma Mar Kitchen's special event and related traffic. I should also mention the food at the Davenport Roadhouse, it was excellent and we

had a great lunch. I will probably include a stop there for lunch on the tour I schedule for next year.

Regarding my brother and I and our run over Highway 36, we had a little bit of a setback and had to reschedule for September 22nd through 24th. The night of the 22nd we will be at the Best Western Antelope inn in Red Bluff and on the 23rd will be at the Best Western Fortuna in Fortuna. Bob Bartley, a club member, has relocated to the Fortuna area and we are looking at having dinner with Bob and his wife on the 23rd. This is not a club event but anyone who would like to join us is certainly welcome.

Several events are coming up:

- Scottish Games September 5th and 6th.
- Don Herrick's Around the Bay Tour on Saturday September 12th (Meet in San Jose).
- MGOC Picnic on Saturday September 26th. This year bring your own picnic lunch.
- Kirk Prentiss has mentioned the Triumph Travelers have extended an invitation to join them on September 24th for the Seven Canyons Drive and on October 8th for the Altamont Drive. Interested parties should contact Rye Livingston at ryel@mac.com. It's been a few years, but I've joined them before and they are a fun group.

That's it for this month, Safety Fast! and keep those

little cars on the road!

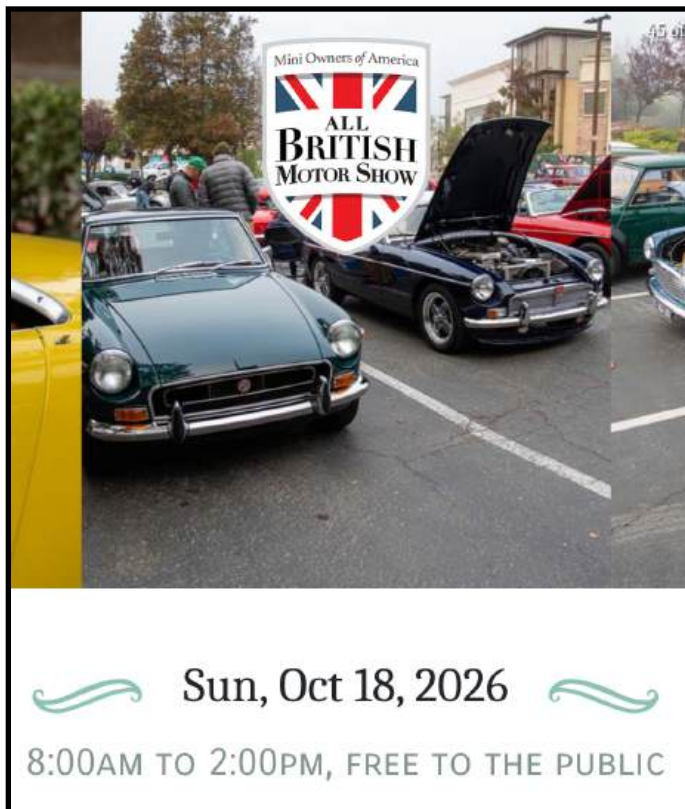
Doug



Cartoon by Brian Sonner of Placerville

Blackhawk British Car Show

Sunday, Oct. 18, 2026



Mini Owners of America - San Francisco is excited to host the 36th annual All British Motor Show on Sunday, October 19, 2025 from 9am to 2pm. The show is held in honor of the late Nick Becker who conceived of and promoted the show for many decades.

The show will be held in the Blackhawk Museum parking lot in Danville.

Register your car or motorcycle online at motorsportreg.com beginning August 1st or go to the All British Motor Show website, download a pdf application and send us a check.

Since 2015 we've partnered with the Blackhawk Museum to support their Children's Education and Transportation Fund. Proceeds from our show and raffle are donated to the fund which are used to enrich the educational experience of local school children.

So come join us to celebrate all things British! The show is always fun and we look forward to seeing you there.

<https://www.allbritishmotorshow.com/#/home>

8-9 am

ENTRANT CHECK IN

From Camino Tassajara, drive up Blackhawk Plaza Circle to the southern mall entrance and receive your show packet with entry information. Haven't registered yet? You can if we have space available. We'll point out your assigned section for your marque.

9 am

SHOW STARTS

As an entrant you get to vote on your favorites in each class. Place your entry card on your windshield to make sure you get votes. Need a break? Enjoy the nearby restaurants or get some raffle tickets at Show Central in the center of the lot.

9 am - 1 pm

MEET FRIENDS OLD AND NEW

Enjoy fascinating conversations and camaraderie with the Bay Area's most discerning British car owners, drivers and collectors. Popular local clubs are represented, giving you a fresh new audience to tell lies to.

12 pm

BALLOTS DUE

Get your ballots completed and dropped off at the Show Central booth. Ogle the generous raffle prizes, but make sure you buy enough tickets. Proceeds of raffle sales go to the Blackhawk Museum's Children's Education and Transportation Fund as do major proceeds of the All British Motor Show.

1-2 pm

AWARDS AND PRIZES

Gather at the Show Central booth for awards presentations and raffle winners. Each class awards three places, and entrant classes may change depending on registrations. We hope your fine car is center stage.

Mic drop!

TELL US ALL ABOUT IT

We don't just want to see your car; we want to hear all about it. Your tales of blood, sweat and callouses will thrill show visitors with a couple-minute broadcast. Our roving interviewers can strike the unwary at any time, so be ready with the juicy details of your magnificent machine. You'll love it.

Reflections on the 1st MG Sports Car

Taken from Rivers Fletcher, *MG Past & Present* (pub. 1981)

River Fletcher was a well-known automotive journalist and sometimes racer from the middle 20th Century. He was best known for his work with Bentley, BRM and ERA race cars including service on the Bentley team for LeMans. He owned and raced some famous MG cars and racers and knew MG from its beginning. He wrote about many models of MG. Rivers best liked the larger MGs that predated the baby sports cars but came to appreciate those as well. (Dan Shockey)

After the Bentley company collapse, Rivers was forced to find other employment. He ended up on the sales force of an MG distributor. "I was allocated a lovely little M Type for my exclusive use. Mine was a brand new 1932 model identical to the car that was to be shown at the Motor Show in Olympia in October. The original model (body) was fabric with rounded wings, but my new model was the much rarer metal paneled edition with helmet wings. After the big Bentleys that I was used to and the relatively large cars in my family, the Midget seemed almost ridiculously small, but I loved it. The feature that I remember most was the lightness of the controls, steering and gears only requiring finger touch. Mine was black with green wings.

"My job was to take it round to all the smaller agents and garages in London and the Home Counties as well as prospective private purchasers. It was lovely if the weather was fine but there was quite a problem if it rained. It was not easy to put up the small hood and when it was erected it was very difficult for a larger person to get in or out. There was no problem for me personally as I am of average build, but one of our most promising prospects declined the Midget because of problems with size." (He details having to put up the top in the rain with this XL person inside then got him soaking wet trying to get him out of the MG.)

"In the 1930s (my twenties), coupes were not really my scene. As a rule, my cars had to be open sports models. Anything with a roof, particularly a fixed one, was out. Even with an open sports car one seldom put the hood up, and if the screen could be folded down onto the scuttle then it was kept in the down position most the time. An aero screen or a raised cowl was enough for most of us most of the time. But in the winter evenings, particularly for dinners and dances with one's girl it was rather chilly. So, there was something to be said for a coupe.



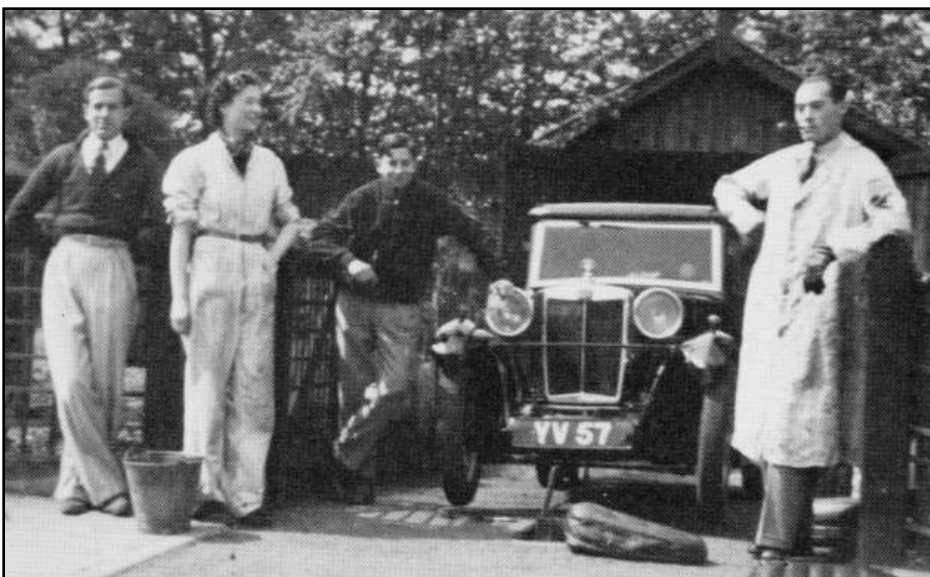
M type
in the
city,
lady
owner -
getting
a
ticket?

M type
on a
trial

"It was some years later during a cold autumn, and after a lot of sports car motoring, that I was offered an M-type MG Midget coupe, in very good condition at an attractive price. The cold autumn presaged a cold winter. Nature being what it is, I guess I was engaged on an ever increasing amount of snogging! Well, in my open cars even with the side screens up (and no open sports car really looked the part with the side screens up) one's wooing was at a disadvantage. Don't misunderstand me, it was not the permissive age in the 1930s (in our set anyway). Anyhow I felt I should buy that Midget coupe. I fetched the car from the vendors, University Motors, in the West End. On the way out of London in a traffic jam I collected a taxi. There was no real damage, only a dented wing. So from then on my little M Type MG Midget coupe was named Matthew – after the saint in the good book who also collected taxes. My girlfriend Penny, my now my wife, and I enjoyed that little coupe and we kept it right through the winter and to the end of spring.

"Though I did not use this MG in competition myself, the type was in fact quite successful, Sir Francis Samuelson competed in the 1931 Monte Carlo Rally with one (coupe) and several cars ran in the various MCC Trials. The fabric coupe was not so

much heavier than the open model and despite its little engine and Gothic uprightness the coupe performed very well. One of the attractive features on the coachwork was its special sunshine roof which had transparent panels letting in the sun and light even while the roof was closed." *(Rivers later was well known in his MGA coupe with an added small sunroof.)*



Rivers with his wife. mechanic and M Coupe.
Cozy posh interior at right

Art by famed MG artist
Harold Connolly

Some suggest that the M
coupe was the "GTi" of its
time.



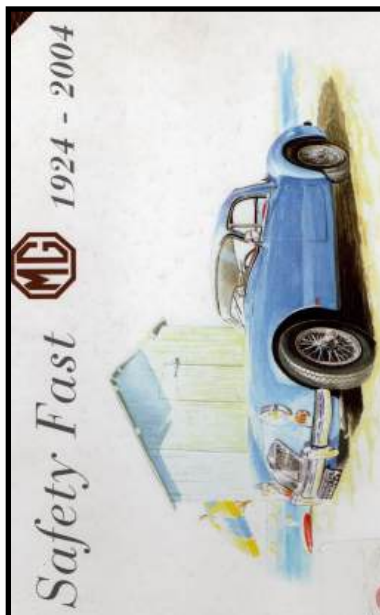


One damaged M coupe was converted to a "high speed delivery van"

What is the driver doing over by that tree?

Watercolor by Philippe Godet and Sylvie Vernageau.*

Below:
Camping with an M coupe.
Glamping?



* Wonderful book of MG illustrations.
Anecdote Editions, France, Seek it out!



On the opposite page we see an M Type Coupe pulling some sort of aircraft or water craft. Above, the tow vehicle has been pulling what must have been one of the first pop up camping trailers. Note the dress of the couple . . . in those days people dressed up for a trip.

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Be really refreshed! Pause for Coke! Only Coca-Cola gives you the cheerful lift that's bright and lively... the cold crisp taste that deeply satisfies! No wonder Coke refreshes you best!

Illustration by Norman Rockwell. Published July 25, 1960

FOR THE PAUSE THAT REFRESHES



MGA on Acropolis Rally, 1959

By John Sprinzel, Race Driver and Journalist

We all have our favorite MG models and mine was the MGA Twin Cam. I was fortunate enough to professionally rally almost every post-war car produced by Abingdon, but few of them provided quite the exciting challenge of the Twin Cam. With its four-wheel disc brakes, you would have found it very hard to out-stop this true sports car, and as one of the last to be built onto a solid chassis, the roadholding was suitably rigid and predictable.

In my case, the car the works competitions department provided for me was the coupe version which was even stiffer than the open convertible version, and the only problem was that the 1600cc class put us up against the Porsches.

The engine was the challenge, and while it did produce a heck of a lot of power (for those days) it did so with a few "buts"! Firstly, the power came in on rather high revs, with very little until you got to around 5,000 rpm. From there you really flew to 7,300 or 7,400, but go another hundred revs higher and you experience the motoring equivalent of the "Big Bang"! The two times I drove RMO 101, we had to be very careful with one eye always on the rev counter.

That is not always the easiest thing to do when hurtling up a narrow and loose-surfaced mountain pass – in the middle of the night – and in a thunderstorm! Still, although none of the factory drivers' results were exactly spectacular, I don't recall any of them retiring with an over-revved motor.

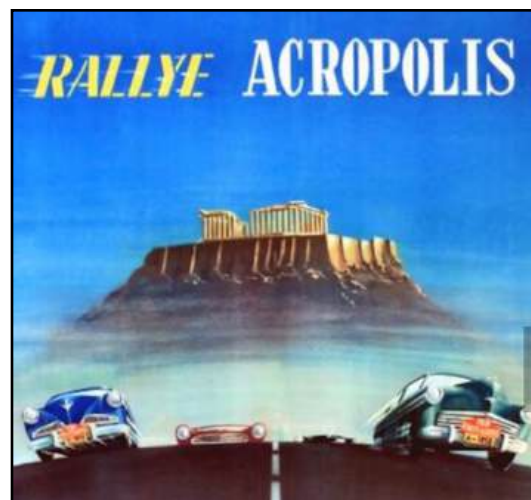
One of the most interesting of the World Championship Rallies is the Greek Acropolis and although the format has been significantly changed to comply with modern-day conditions, the very tricky road surfaces were still as they were when I tackled the event in 1959. Pat Moss in her Big Healey, and my Twin Cam set off from Abingdon, overland to the southern Italian port of Brindisi, in order to catch a ship to Athens, this becoming the first British "works" team to take part in the Acropolis Rally.

Competitor's cars were not traileered (or flown) to the various events, and as the tourist ferries were not around

then, the trip took a couple days. Neither was it drive-on/drive-off, as cranes and dockers were needed to load any automobiles as deck cargo. Also, at that time,

Greece had not worked out much in the way of traffic regulations. It was hard to decide on which side of the road they were to drive, and at night vehicles were wired in such a way so that you either had full headlamps or just dim parking lights. Approaching another driver, one took it in turns to "dip" driving on the other guy's lights while your beams were switched off.

The road surfaces, however, did provide some anxiety. Where they were smooth surfaced, they were covered in a thin coating of dust, presumably marble and were quite slippery, but the slightest shower of rain and you were getting about as much traction as on sheet black ice. Very exciting! – especially as showers were possible in small doses almost everywhere.



Twin Cam at the start



Car park at the 1959 Acropolis



car! Apparently there was a policeman stationed just before the hump, but he had been sitting in the shade of a tree, and only after our "off" did he extinguish his cigarette and amble over to warn the rest of the field of the hazard ahead.

We did manage to get our cars out of the field and renegotiated back on the roadway. But alas, too much time had passed to carry on, and we returned to Athens. Funny though, how one can remember every second of the incident, as if it were happening in slow motion and that was over 40 years ago!

On the rougher stages, for which Greece is notorious, you could be on ball-bearing gravel, or on tracks strewn with rocks, both types of surfaces not conducive to the high target speeds which were set for us. Also, the notion of "closed roads" did not exist, so tractors and light vans could appear around any given corner!

In the event, Pat's co-driver, Anne Wisdom (known as "Wiz"), stuffed the Healey off the road when blinded by headlamps, so we were left to carry the flag. The first few stages were encouraging, and we had passed most of the competitors we regarded as a threat.

On a tarmac section with long sweeping bends along the sides of a valley, speeds around 100mph lulled us into a bit of complacency, and as we caught our main rival driving a Porsche Carrera, we crested a brow together, more or less at full song. Unfortunately, there appeared to be a sharpish right-hand bend just yards ahead of us, and I thought to myself, "Great – this is where Mr. Dunlop's four disc brakes will have that Stuttgart Special" – and then I saw the gravel!

Hans Walter's Porsche started a slow half spin and disappeared round the bend, while my MGA, with all four wheels locked on the loose gravel, hurtled straight over on over a small cliff! As we flew through the air, I saw we were diving into a narrow gap between two Porsches who had soared off just ahead of us, one of them upside down with the crew scampering out of the path of our "flying" Twin Cam.

Upon landing we were unable to get the doors open, but managed to clamber out the windows – only to hear the shouts of another approaching rally

Oddly enough, several other drivers tried the Twin Cam and almost all crashed, so the full potential of this great little car was confined to the race tracks. RMO 101 was crashed twice more, yet still survives in excellent shape, and I saw her proudly parked on display at one of the Abingdon reunions. I don't suppose the new owner worries too much as he does have one of the most interesting of the fifties production MGs.

Competitor on 1959 Acropolis



1967 MGB/GT Special

Info from Ken Smith, *Classic MG Magazine*

The MGB/GT was launched in 1966 at just over \$3000 and was initially a big success. Then sales slowed and dealers and importers were sitting on 18 months of inventory! Something had to be done. Dealers and the importers came up with the "First Anniversary MGB/GT Special" model that included special badging and popular trim items.

Advertisements appeared in the September 1967, issue of **Road & Track** and other magazines. The "Special" consisted of a kit supplied to dealers along with "MGB/GT Special" plaques on the front fenders – and on some dashes. The kit consisted on a wood-rim steering wheel, a wooden gearshift knob, and a Radyot style side-view mirror. Chrome wire wheels with narrow white wall tires appear to be the standard for these specials along with some other dealer-chosen items.

The plaque was designed by Marce Mayhew, the creative director for the Reach McClinton ad agency in New York, who handled advertising for BMC. The slash in MGB/GT was something new and added by Bob Burlen of Public Relations at BMC/Hambro. He considered that the slash was necessary to pull the name together.

The components of the kit came from various sources and appear to have depended on the part of the country. Placement of the side mirror varied by the dealer but the great enigma appears to have been the wood-rim steering wheel. It was advertised as a 16" three-spoke wheel sourced from Australia. But many owners report that the wheels were 15" or slightly larger. Some were manufactured by Personal in Italy. Some Les Leston steering wheels were also fitted to the Specials, as was the Hahn wheel. Supply problems seem to have been responsible for these variations. No one could supply 500 wheels on short notice.

The shift knob was by Australian Coachwood and was slightly smaller than the standard knob. It was topped with a black and white MG medallion. A few dealers fitted chrome door and window winder handles. These are all things that remained popular accessories for the next decade.

The chrome wire wheels were 60-spoke



units with the government-mandated octagonal knock offs. Some owners have since converted to eared knock-offs. ("Knock-ons" in the UK!) Many standard features were emphasized in the Specials ads, such as the English leather interior, an oil cooler and hydraulic disc brakes.

Ken said that it is doubtful that 1000 Specials were sold, and his educated guess was fewer than 500. With the plaques being reproduced, some GTs have been converted since the time. However as a consequence of the promotion, the 18-month inventory was moved in only 90 days!

Invoices from original owners give some idea of prices paid. An owner in Texas paid \$3495 for his. Another owner in Salt Lake City paid \$3552 including \$70 for a BMC AM radio. The North American MGB Register tracks Specials in their database and have a Specials Registrar. The car numbers fall between GHD3/L 91406 and GHD3/L 137546. The most common Special body color was Primrose Yellow followed by Mineral Blue, Grampian Grey, Old English White and then British Racing Green.

These colors made me wonder if the unsold inventory was heavily the less popular colors, rather than the red and BRG colors folks love for their British sports cars. This would place the problem on planners at the Abingdon factory and their color choices. Many other British sports cars were imported with odd-seeming colors so it appears a cultural marketing issue. (For example, germanium TR2 cars and "pink" MGAs.)

All MGs are "special" but these MGB/GTs came labeled as such! (Dan)



Announcing the most important sale in MG history...

THE FIRST ANNIVERSARY

MGB/GT SPECIAL

Right now MG dealers across the country are commemorating the anniversary of the first popular-priced authentic GT—the MGB/GT.

In honor of the occasion, they're offering MGB/GT's in a special edition. Each one will

have all the extras MGB/GT's come with plus a special anniversary package.

Only 1,000 First Anniversary MGB/GT Specials will be available in the entire U.S.A. So don't wait. See your MG dealer before he runs out.



THIS SPECIAL ANNIVERSARY PACKAGE FREE...

Official plaque in full color designating the GT as one of only 1,000 Specials.



33 inch wood rimmed steering wheel with matching Australian made wood shift knob.



Vibrationless non-glass racing type wing mirror.



... PLUS ALL THESE EXTRAS AT NO EXTRA COST ON EVERY MGB/GT:

Large electric tachometer and full sports car instrumentation.



4-speed gear box with short throw stick shift.



Oil cooler for better engine performance this engine whor.



Heavy duty, competition proved suspension for remarkable road-holding.



60 spoke wire wheels. Center lock free. Retail value over \$100.



Two 3.0. Carburetors for quick acceleration.



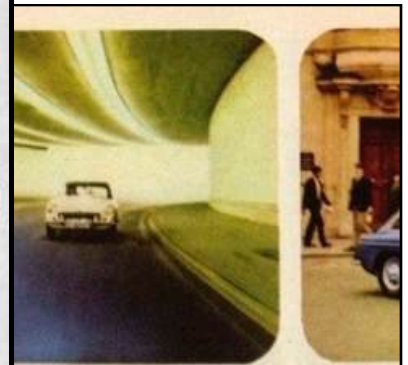
Hydraulic disc brakes with big 10 1/2-inch discs. Self-adjusting. Fade-free.



Fully adjustable English leather bucket seats.



MGB Convertible, MG Midget, and Austin Healey Sprite also avail



Special dash at right. This one has a/c! But no dash badge



Keep Planning for 2026!

Highland Games



SUMMER

Sept. 5-6, Highland Games, Pleasanton Fairgrounds, MGOC & SSTs display, Mark McGothigan

Sat., Sept. 12: Around the Bay Tour, Don Herrick, SSTs, MGOC welcome, page 4

Sept. 22-24: Hollander Bros. Red Bluff-Fortuna tour

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

Preston photo



SUMMER - FALL

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

Thurs., Oct. 8: TR Club Altamont Drive, Niles *

Oct. 10-12: TC Clubs Conclave, San Luis Obispo

Sun., Oct. 18: Blackhawk British Car Show, page 7

Nov. TBD: Sonoma Tour, Marla & Andy Preston

Sat, Dec. 5: MGOC Holiday Tea, Mike & Elaine

* See the August Octagon



BRITISH SLANG LESSON

"Effing and Blinding"

This expression is used to describe someone who is using unpleasant language. For example, you might hear "She was so angry that she was effing and blinding all the way home!"

Borrowed from the TC Motoring Guild

Cheerio: Not a Breakfast cereal. Just a friendly way of saying goodbye. Or in the north "tara" which pronounces like "churar"

Member Notes

Dixon Winner from Maureen Delorefice:

I don't think you were aware another one of your members (Larry Delorefice) was at the Dixon All British Car Show. His black Jag E-type took 1st place and also 1st place Judge's Choice Award.

Larry was a member years ago, but just rejoined this February and we haven't had a chance to participate in much except the Dixon and Brits by the Bay car shows. He took 1st at the Greenbrae show with his Jag also, which is mentioned in this latest newsletter.

We currently have a 1952 MGTD, 1959 MGA (which won 1st place at the Hillsborough Concourse de Elegance years ago), a 1960 Morris Minor, 1964 Jag XKE, 1970 MGB (which he wants to sell), and a 2023 Mini Cooper Countryman.

He also has a 1953 Alfa Romeo, 1953 Chevy station wagon (inherited from his grandfather), 1967 Corvette Stingray, a 2023 Rivian truck, and a Rivian R2 on order (for me)..

We're hoping to be able to participate soon in some of the upcoming events the club is having and look forward to meeting more club members.

Projects from Alan Havey:

Not much new. I've been working on my barn that houses my cars. I did get the Austin Healey 3000 out on some drives. Seems to run great. Took my Triumph TR6 to Brits By The Bay. Great showing and show.

My remaining MGA is now ready too. The brake lights were out and it needed a new brake switch. However, when I went to replace it, it was very tight and would not budge. Unfortunately when I was trying, the 4-way connection spun on me. I was able to reverse and clamp it so I could remove the switch. Good lesson.

Yes! All Brit cars are road worthy and driving!

Invite from Steve Lilves:

Steve Lilves is also a member of the Rolls Royce and Bentley club and he has invited the MGOC to their picnic in October. (See flyer)

Bruce Campbell Passes, from Allan Chalmers:

Just received word from Christy, his wife, that Bruce died on a European trip in July. He was at **MGs by the Bay** with his Bentley, that he drove over from San Ramon.

All Italian Day, Sunday, October 11:

The Alfa Romeo Club has invited Triumphs designed by Giovanni Michelotti to All Italian Day car show in Alameda. I was surprised how many Triumphs were designed by Michelotti. Were any MGs? \$30 to register your car via this website:

<https://www.alfaromeoassociation.org/>

Driving School from Fiat Club, Sunday, October 25::

The Fiat Club has invited us to join their driving school at the Salinas Airport. You'll also notice that you can participate in any car, it doesn't have to be a Triumph, or a Fiat. fiatamerica.com

Missing Highland Games from Barbara T.:

I hate missing this but I will be in England visiting my daughter.

New TD from Don Herrick:

I found a nice recently refurbished 1953 TD in Tehachapi that I liked a lot. I'm in the process of purchasing it now. It has a few problems and a few things I want to change and I look forward to working on it.



Ray's New starter:

Original starter to the 1938 TA Tickford and the replacement starter. Went from a mechanical starter to an electric high-torque starter with a push button rather than a switch that you pulled to start.



Travels from Tom Doyle:

I'm here in the UK and I will put together a story for the **Octagon** but probably not until mid September. Weather has been warm and clear ... visited Stonehenge today and got a private tour so we could be close to the stones.



Brits at Dixon

Met those blokes at the show. This should be our new club uniform.
(You first, Ray)

Photos by Ray Davis

A Spitfire Spitfire - Note propellor!



Club member Joe Gresch

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Monterey All British Car Show in Carmel Valley



Left: Vickie's TF - Jacobsen Photos

Below: Ferlito MGA



That dog gets around.
See page 22



Mike's MGA, MGC
Tourer

Monterey All British

Thames Van
to the
Rescue

Made by Ford
of England



Left: Martin Connolly's MGB





Kim's Midget with
Craig

Where is Kim?

Little Car Show from Ray Davis:

I couldn't figure out why women just walked past the car without even a glance until I realized that I was parked right in front of a women's shoe store that was having a big sale!

Mike was there with his A as were Andy and Marla Preston with their Volvo 1800. At least at this show, Andy didn't have to convince anybody that it was a British car as he attempted to do at Monday's All British Car Show in Carmel Valley!



Little Car Show Photos



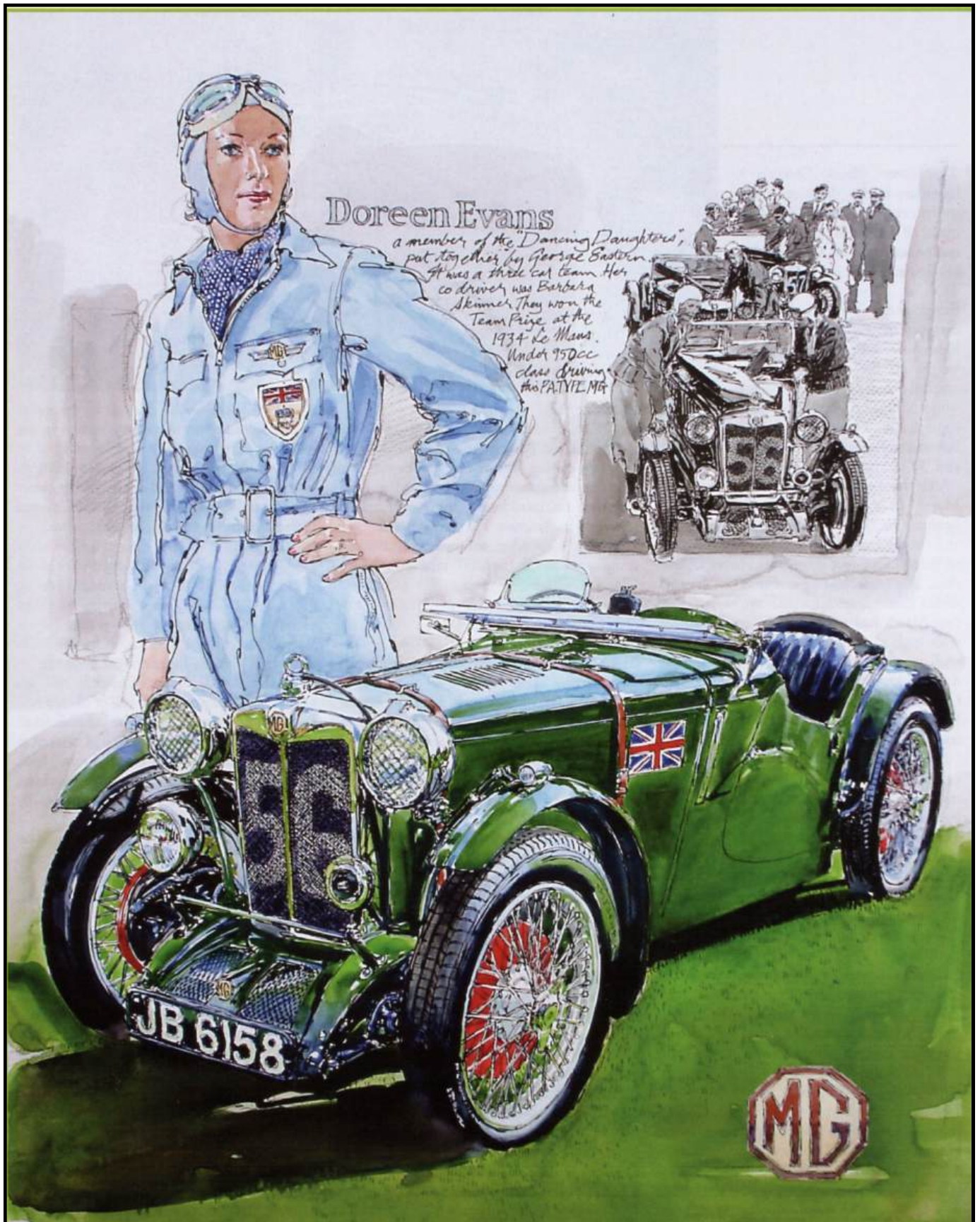
Peter Tanquary MGA

Mike Jacobsen's below



Ray's "Shoe Sale" TA Tickford





Doreen raced most MG sports cars in the 1930s and was a popular racer, winning some races, hill clibs, etc.



Picnic At Stafford Lake Park

Saturday, October 17, 2026

Hosted by: Steve Lilves

TIME: 11:00 am—3 Pm

3549 Novato Blvd, Novato, 94947

Picnic Aea 5

Enjoy scenic views of Stafford Lake, three miles west of downtown Novato. Fish from the shore for catfish, bluegill, and bass. Anglers over age 16 need a fishing license. Hike the Terwilliger Nature Trail. View waterfowl, raptors, and songbirds. Bring your binoculars. This is one of the few places in the Bay Area with trees that turn beautiful fall colors.

Lunch catered by Chick-fil-a. Lunch choices regular chicken sandwich, spicy chicken sandwich or grilled chicken sandwich. Feel free to bring your favourite beverage.

COST: \$35 for members, \$40 guests, includes lunch.

DEADLINE: October 10, 2026

Payment Options

1. Send a check made out to NorCal Rolls-Royce Owners Club to Steve Lilves, 7 Hawthorne LN, Corte Madera 94925



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: New brown/cream paint. Bobbed front fenders. Engine and instruments rebuilt. New chrome. Not driveable. Owned since 1973. Black plates. Located Orange County. \$4900. Contact thru Dan Shockey (Posted 9/26)

1970 MG Midget: Complete, non-running. All original. No rust. In San Ramon, 94583. Make offer. Non-member Herlander Nobrega at nobregaha@yahoo.com (Posted 9/26)

1955 TF 1500: Parked since 1960s. Stored on a platform under tarps. Car is complete but body is disassembled. RHD. Wire wheels. Will not pari out. Preference given to someone who will restore it. Non-member Andy Kirk, in Los Altos, 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 (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 MGOCsf.org



Homemade Toe-In Tool

From member John Thomas

Just read the article about alignment, specifically toe-in. (June **Octagon**) Years ago I made up a little device that I use on all my cars to adjust toe-in. Works great. It consists of a 2x4 with various "uprights" to conform with the axle heights of the car involved.

The device is placed at the rear of the front wheels and a marker placed at the center line of the tire. You may have to spin the tire and mark the center-line with chalk or something to establish the center line.

The device is then moved to the front of the wheel where the difference between the original mark and the new mark represents the toe-in.

The attached picture shows the device living in the rafters of my garage. The uprights in place in the picture are for my Morris Minor.

You can see other uprights that are used for my TC,

It's not fancy, but it's easy to use, easy to make, and very cost effective.

This is simpler to use than what I used to do. I would use a 2x board along with a capenter's square. I would mark on the board the width across the back of the front wheels then use the board and square to measure across the front. The difference tells me the amount of toe-in.

I have a proper aluminum bar tool now that I use. - Dan

Unusual for a car guy to have so little in the rafters!



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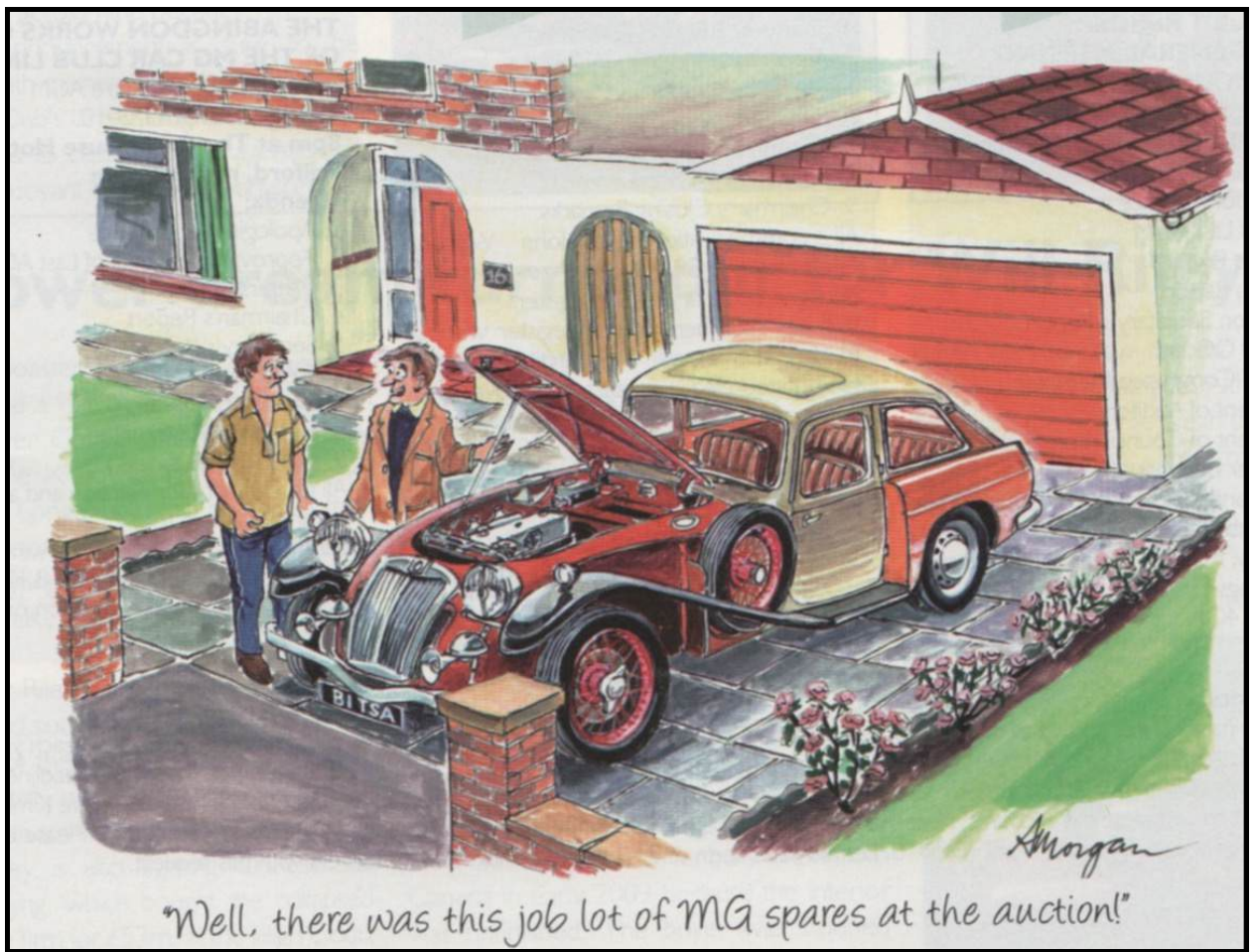



North American MGB Register



From **Safety**
Fast
magazine

MG Car
Club (UK)



"Well, there was this job lot of MG spares at the auction!"



Ray Davis TA Tickford at the Little Car Show. Davis Photo