



THE OCTAGON



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



Since 1957!



MGB "Sea Cruisers"
wait for the J Mack
Ferry

May 2025

Sea Cruise Tour
Photo by Doug
Hollander

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. 2024 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://mgocsf.org>.

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Sunday, May 18

(Date well hidden!)

The Annual All British Motor Vehicle Show and Swap Meet

This amazing show, held on the site of the Dixon fairgrounds, is a fantastic place to see and be seen with all forms of British cars and motorbikes!!

Registration is Open!

Participation is by pre-registration only. There is no day-of registration.

We ask that everyone please help advertise our show by making an announcement at their club meetings, posting the information on club web site and talking it up at car gatherings. We will not be mailing out flyers this year.

The event is **FREE** to the public to see the cars and attend the swap meet. Free parking is across the road from the fairgrounds entrance.

A British Motor Vehicle Tradition

Participants' Choice Awards

All registered entries will receive a dash plaque, goody bag and a ballot for voting in the Participants' Choice Awards. This is a show for the pleasure and company of others who share your interest in vintage British machinery. Judging is by popular vote of your peers, each of whom has a vehicle entered in the show. Each entrant receives one ballot and may cast one vote per class. There have been over 35 classes at past shows and classes will again be determined by pre registered vehicles. Three or more of the same vehicle type make a competition class, not including the Winners' Circle entrants. Based on registration results, classes are created for each major marque, and certain subdivisions within marques. Where there are not sufficient early entries to justify a separate class, entries will be grouped by type of vehicle.

Vendors and participants set up at 7:00 AM. Gates open to the public at 8:00 AM. Final entries to the gate must be in by 10:00 AM. Voting closes at 12:00 PM. Awards Presentation: 1:30 PM. This is not a "concours" but a chance for British vehicle lovers to get together, display their vehicles and have a good time. Any vehicle could go home with a trophy. So bring your British "ride" and enjoy the camaraderie!

The close date for registration is May 1st.

[Click here for On-line Registration and Regalia](#)

All entries must be made in advance.



FINAL! REMINDER - DEADLINE TO REGISTER IS MAY 4TH!



Skyline to Sea Tour

Saturday, May 10, 2025



The tour will be a scenic ride down Skyline through Big Basin Redwoods State Park with a return up the Coast Highway. A golden chance to witness the devastation of the 2020 fires and amazing recovery of the park's native redwood trees.

Meet at 9:30 AM, Depart at 10 AM

Meet at:

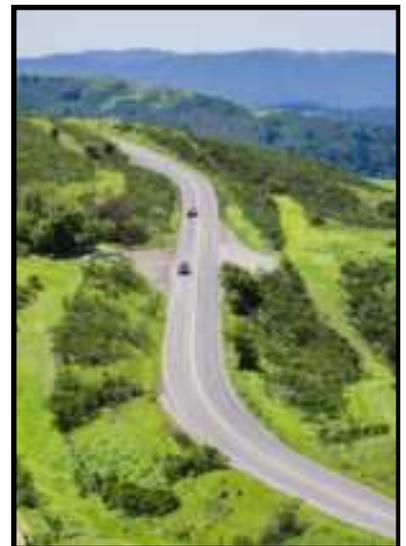
Crystal Springs Village Shopping Center
De Anza Boulevard & Polhemus Road
San Mateo, CA 94402



All MGOC & Sorry Safari
members & friends welcome

Tour concludes with lunch at
Cameron's English Pub, Half Moon Bay

RSVP by May 7th to: hollander.douglas7@gmail.com



From the Editor

Hello, MGRers!

April 30, 2025

With the coming of spring, we have many club events coming up. I won't be able to do them all. Hope your MG is ready to roll.

George Kershaw was very active in the GOF and other MG events for many decades. George had a huge MG model collection. He recently died. My 1935 MG P Type went in convoy to the cemetery. It was fun having police escort and rolling through the red lights. I was concerned about running the MG so far (60 miles round trip).

I am still working-in the rebuilt engine – and hoping it won't have to come apart again! It has a small oil leak I am trying to solve. I got up to 60mph through the canyons coming home (without escort). "Canyon Carving!" The MG was built in April-May, 1935, so it is 90 years old now.

The Kershaw family had a bagpiper play at the graveside service. I gave him a ride in the MG and we took an extra lap around the cemetery with him playing from the tiny MG. Bagpipes are known for cutting above the sounds of battle - and of old MGs!

MG joy to you!



Dan

Photo: Jennifer Astrella

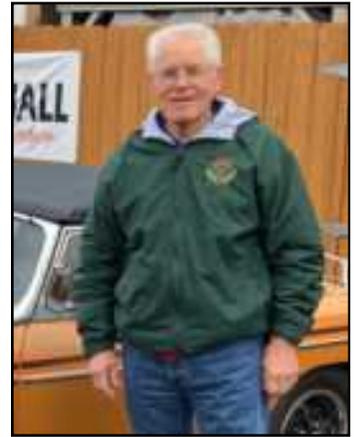
Cartoon by Brian
Sonner of Placerville



President's Commentary

On the Road Again

As I mentioned in an earlier article, I signed up to attend the Clovis Roundup held by the Valley British Auto Club. The car was ready; all the fluids checked and full, and my bag was backed. (Connie had decided to stay and help her mother pack for a move to assisted living). Thursday morning I returned from an early round of golf to find Connie violently ill. She spent the entire day sleeping. I had planned on traveling down at noon on Friday with (Fresno native) Mike Jacobsen. Friday morning things weren't looking good and I couldn't leave with Connie in that condition.



At 10AM, Connie still wasn't up and I made the decision to cancel. I called Mike, cancelled and unpacked my bag. Then called the hotel and while canceling, learned it would cost me a night's lodging flu or no flu. By afternoon, Connie was feeling much better and I'm thinking "I should have gone, I should have gone." About five o'clock, Connie said "You should go!" A call to the hotel verified a still open reservation. So I re-packed my bag, loaded the car, ate a quick dinner and was off.

Strangely, the traffic was good leaving at 6:30 with some slowdown on the Altamont Pass with the lane reduction. Somewhere on 580 South it got dark. There are a lot of country miles out there in the dark driving a 49-year-old car but I made it to the hotel sometime after 10PM without incident.

The Valley British Auto Club puts on a nice affair. It's held in conjunction with Sunday's Antique Street Fair with several blocks of Pollasky Avenue blocked off. If you have never been to old town Clovis, it's clean, full of shops and restaurants and resplendent in old brick buildings. The various booths had items and things you don't normally see in Bay Area street fairs. Aside from antiques, of interest to me was the Antique Farm Equipment Group's booth where I watched two ancient internal combustion engines work. One of them, hooked up to a small 6 volt dry cell (?), the purpose, I was told, to provide the engine spark. Amazing what they worked with back then.

The auto event was on a side street off of Pollasky and this year's marque was Jaguar. There were some beautiful cars there. The winning car was a wonderfully restored medium blue early 50's Jaguar. Ray Davis trailered his 1923 Bullnose Cowley down and won the "Oldest Unrestored Auto" award. Just about every British marque you could think of was represented including two McLarens.

Returning I passed three Austin Mini Coopers on Highway 152 headed west and two more on Highway 5 going north. It's surprising the number of participants coming from the Bay Area. Saturday's ride was fabulous through the green hills east of Fresno back through the Pine Flat Lake area with a return around the opposite side of Red Mountain. I have been to the Fresno area many times and never seen it quite so green and quite so beautiful. The event is scheduled March 28th & 29th of next year. You might want to consider it.

Doug



BON AIR

GREENBRAE

- and -



The MG Owners Club
of Northern California

host

BRITS BY THE BAY

A Show for Classic British Automobiles

June 7th, 2025
11am-2pm

Welcoming British Automobiles
Manufactured 1980 and Earlier.

Registration (\$35) through May 15th, 2025

bonair.com/brits

Bon Air • Greenbrae • Marin County

Registration
Info on Page
17



Scenic Mt. Tam & West Marin Drive

Thursday June 26

We will meet at the parking lot of the Bank of America in Sausalito, 750 Bridgeway, at 9:30 with a 10:00 departure time. Clean public bathrooms are close. Coffee and pastries are available at Poggio's across the street. If you stay near your car, you may be able to avoid stuffing the meters as the parking police do not usually come until later.



We will head north on Bridgeway and take Route 1 to Mt Tam where we will end up on Ridge Road with spectacular views of the bay and the ocean.

Coming down into Fairfax we will then head west and cross over to Lucas Valley Road, ending up at the Pacheco Ranch Winery in Novato. The land was part of an original Mexican land grant and has been in the family ever since. It is one of the oldest continually operated family wineries in the state.

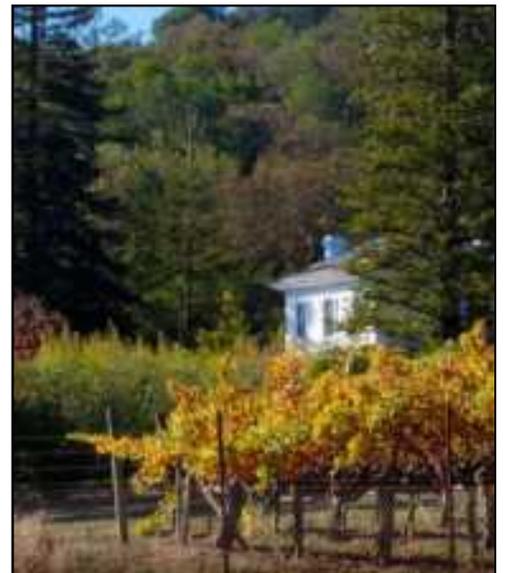
We will be treated to a vertical wine tasting of cabernet wines from their library collection at no cost. They will set us up at their shaded picnic area for our BYO picnic. Please plan on purchasing some wine as we want to support the winery. Wine makes a unique gift for any occasion.

Route maps will be provided. Bob will lead the caravan of vintage MGs and Marty will be the sweep. Hope for clear weather so we can all appreciate the amazing scenery.

Leaders: Bob Bundy, bundyworld@comcast.net
Marty Rayman, drmartyrayman@gmail.com

Bring: Picnic lunch for yourself or purchase down the street at Perry's
Full tank of gas

Sign Up: Please let Bob know if you plan to attend so we can prepare for the number



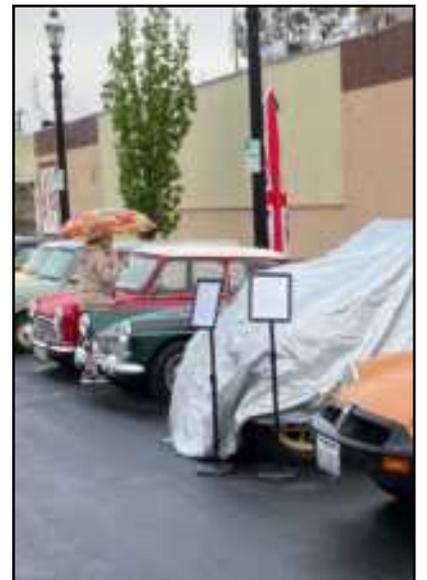
Brit Meet and Tour at Clovis



Ray's Bullnose Morris and the Presidential MGB

Photos by Doug Hollander

Below: Tour stop at Pierre



The "Sea Tour"

From Doug Hollander

Saturday April 12th, MGOC members joined The Sorry Safari Touring Society on their "Won't You Let Me Take You On A Sea Cruise" tour. From the start there were some challenges. The plan was to tour the Delta and, at Grand Island, ferry the cars on the J Mack Ferry to Ryer Island with an additional Ferry ride to Rio Vista on the Real McCoy II. What could go wrong? Tour leaders Jan and Ben Lenci found out that morning with news that the J Mack Ferry was out of service.

What to do? With the Rio Vista bridge closed Ben had to do some quick "seat of the pants" route changes that morning that resulted in some extended driving on levee roads with no mileage indications on the route instructions. Despite the calamity it was a wonderful ride and everyone stayed together. From my perspective, once again, it was a tour on back roads that I never knew existed and would have never taken on my own. The ride took us through five counties over mountainous, forested and delta terrain.

My particular favorite was a well paved, one lane road called Morgan Territory Road. This was the old link over the mountains from Alameda County to Contra Costa County linking up with Marsh Creek Road. At the eastern edge of Mount Diablo State Park, it serves the area of the 1850's rancher Jeremiah Morgan.

The views from the road were spectacular as we inched up the grade to the summit and the ride down to Marsh Creek. The Delta traffic was good and the ride on the Real McCoy II was unique. The ride culminated with lunch at The Point Restaurant in Rio Vista. It was a good tour and a great day.



Photo: Andy Preston

Tour Photos



Many of us attended Ben and Jan Lenci's gorgeous car tour, titled "Won't You Let Me Take you on a Sea Cruise," on 4/12/25. We met in Pleasanton and drove through the emerald green Morgan Territory, past Brentwood, over the Senator Nejedly Bridge,



Tour Photos:

Above: Doug Hollander

Right: Andy Preston

Below: Andy Preston

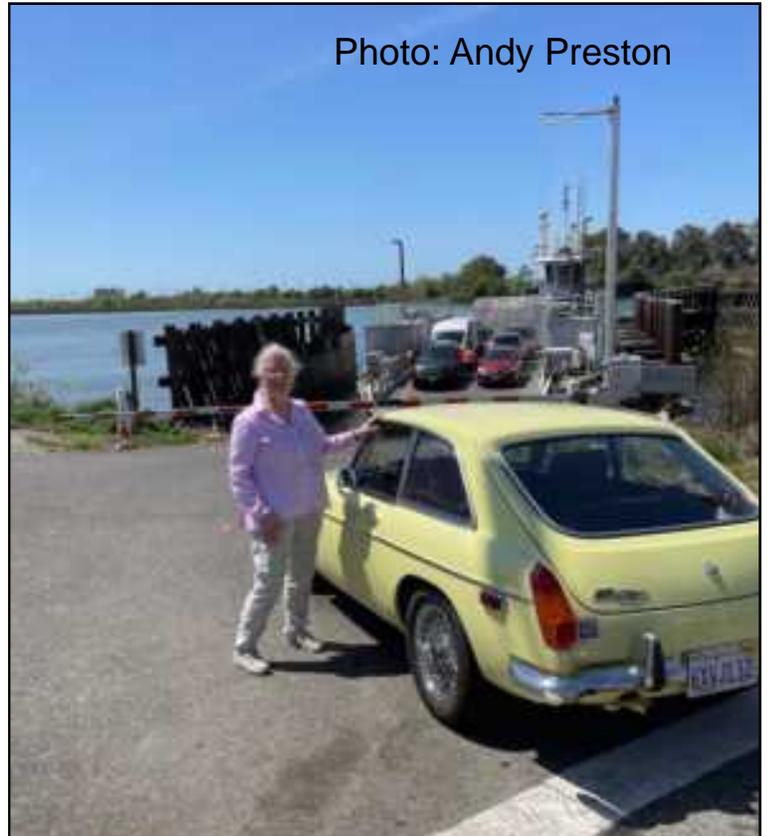
Doug, Amy and Kirk at the ferry



through Isleton and over more bridges, up to the Delta. We took a ferry over the water and ended up at The Point Restaurant in Rio Vista for lunch. There were 12 cars and 21 people. A good time was had by all!

- Ray Davis

More Tour Photos



Above and right: Doug Hollander



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Mikuni Carb – Solution for Smog Testing

Complied by Dan Shockey

A club member surprised me by showing me the new carburetor set-up on his late-year MGB. (See photos.) He told me the MG passed smog with room to spare and has a huge increase in power and drivability.

This was a revelation to me since I have always heard that the first test for smog was a visual check to confirm that the system was exactly as provided when new. I think this is significant to owners of MGs post-1975 and to the value of these cars left in California.

The original Stromberg carburetors in these cars are prone to drivability problems, especially as they now have decades of use, and to leaking. Situated right above the very-high-temperature catalytic converter, carb leakage is a fire hazard.

The Mikuni Carb

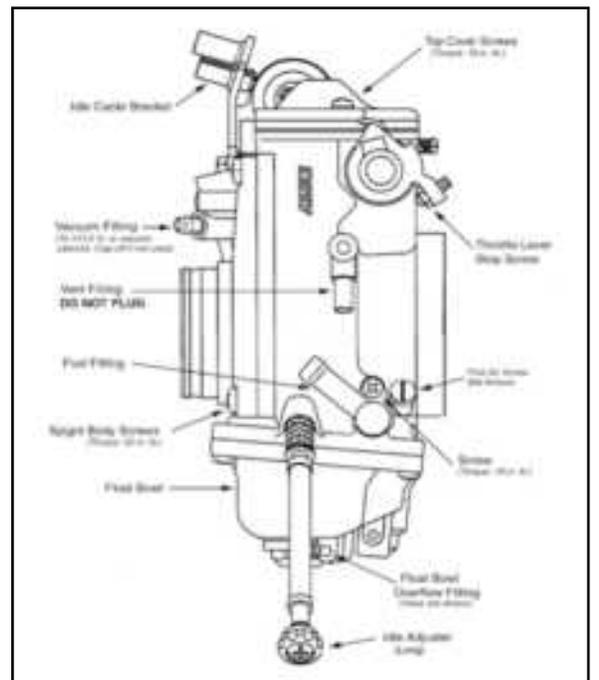
Originally designed and marketed as a performance replacement for SU carbs on Harley Davidson motorcycles, the size of the 45 mm Mikuni, the same as the nominal 1 3/4 inch size of an HS6 SU (though the venturi is actually much larger), and incorporation of an accelerator pump jet, makes it perfect for automotive applications.



Carburetor development for automobiles stagnated more than 30 years ago when automotive manufacturers turned to fuel injection to meet emissions and fuel economy requirements, while at the same time, the evolution of carburetor design for motorcycles, snowmobiles and jet skis continued at a rapid pace.

Technologically superior in design to the typical SU, Zenith Stromberg or Weber carbs that were originally designed more than 60 years ago, the Mikuni HSR flat slide is a modern carb, designed specifically as a bolt-on SU or ZS replacement that will do it all - more power, better fuel mileage and easy tuning in one package. These advances are made possible by several innovations, including the use of a flat throttle plate or "Flat Slide" derived from racing fuel injection systems which allows for increased air flow and produces extremely high manifold vacuum, aiding in fuel atomization while increasing port velocity.

The Mikuni flat slide design is the most advanced product of those years of continuing development that began with the traditional SU carb of the 1950s. The result is a carburetor that is superior both in power and fuel economy as well as being reliable and easy to tune and maintain. Parts are less expensive and fewer in number than in most automotive style carburetors.



The Mikuni Single Mount Kit

The Mikuni Single Mount Kit is a perfect replacement for cars with a single SU or Zenith Stromberg carb. Available with a choice of HSR 42mm, 45mm or 48 mm carb, the basic kit includes one carb modified with a smaller needle and seat for higher fuel pressure, larger main jets, with a mounting flange adapter to adapt to your manifold. A throttle cable mounting bracket is also included. Throttle and choke cables are not included but can be provided on a custom basis.

Dual Mikuni Kits

You can also replace your dual-SU carbs with a dual Mikuni set up. They can also be used in supercharged applications. This article focuses on the single-carb replacement for the smog-required MGB and Midget.

Moss Motors has done development with these carburetors and provides a dual set-up. "I was pleasantly surprised by the response of the Mikunis on the Moss 1973 MGB test car.

The Moss R&D team spent about 6 months developing the tune and optimizing the accelerator pump circuits." - Kelvin Dodd



There could be issues with a supplier specifying a kit directly for the smog-regulated cars.

They may have to do extensive and expensive testing to prove they will work. You may need to source the carburetor without that guarantee.

I don't intend this as a step-by-step process but an indication that it can be done with great benefit. I will send more info as I get it. The MG Experience chat site has information.

Single Carb Kit Prices

- Single 42 or 45 mm Carb Kit, modified for automotive use, with smaller 2.3 float needle and seat and larger main jet installed, for cable throttle with manifold adapter, without an air filter - \$395
- Single 42 or 45 mm Carb Kit - Modified for Supercharger Applications - for cable throttle , without an air filter - \$475
- Add \$75 for a carb modified with extended throttle shaft for lever type throttle linkage
- Add air filter options (The club guy used the stock MG air cleaner for the testing and a K&N unit for driving)
- You'll need a flange adaptor to fit the intake Stromberg manifold

Source: http://www.v-performance.com/articles/mikuni_carb_installation_and_tuning_instructions.html



Keep Planning for 2025!

SPRING



Sat., May 3: Drive Your MGA Day!

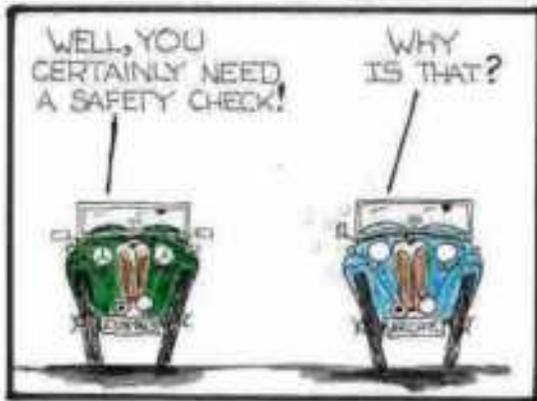
Mon., May 5: Skyline Tour, Connie & Doug Hollander, info soon

Sun. May 18: All British Show & Swap Meet, Dixon, CA

Sat., June 7: Brits by the Bay - New!

Thurs., June 26: Marin Drive & Picnic, Bob Bundy & Marty Rayman, See page 8

SUMMER



Sat., June 7: Brits by the Bay - New!, see page 17

Thurs., June 26: Marin Drive & Picnic, Bob Bundy & Marty Rayman, See page 8

July 27: Saratoga Classic & Cool Car Show, Downtown

Aug. 11: Monterey British Car Show

Sept. 13: Corte Madera Lions Club Car Show



A Greene King van spotted in Horsham, West Sussex, delivering Octagonal Beer! Photo: Michael Hall

2025 Brits by the Bay – Registration Details

I am Elizabeth Pontious, the Director of Marketing for Bon Air in Greenbrae. I have the pleasure of working with the fine folks at MG Owners Club as we put together the inaugural *Brits by the Bay* car show at Bon Air on June 7, 2025. In past years, we have had a great time hosting *MGs by the Bay* and are excited to expand it this year to be an All-British Classic Car Show for models 1980 and earlier.

Please Join Us!

Details and Registration are at [!bonair.com/brits/](http://bonair.com/brits/)

Registration is Open until May 15th

Join fellow owners on June 7th for camaraderie, nostalgia, and a shared passion for classic British automobiles.

If your classic was manufactured 1980 or earlier, register today to join us!

Entry Fee: \$35.00 (includes event registration, coffee & donuts, and awards)

Event Schedule

Staging: at 8:00am until 9:45am at Bon Air Greenbrae

Show: 11am – 2pm

Awards: 2pm

REGISTER NOW

Elizabeth Pontious

Director of Marketing

Bon Air - Greenbrae

50 Bon Air Center, Ste.200

Greenbrae, CA 94904

415 461 0200 ext. 213

628 682 5282 mobile/text

marketing@bonair.com

<http://bonair.com/>



Photo: Andy Preston,
2024

Are You Forced To Sell Your Beloved GT, When The Little One Grows Up ??



Rear seat in upright position
Rear seat folded down



Bjarne who has eaten a bit too much



Rear seat folded down
Rear seat in upright position

You don't have to, you know. But what about the rear seats made for pygmies then? If you cut away the floor under the rear seat, including the complete rust and dirt collecting oubliette underneath, you will make room to weld in a new home-made floor pan for a transverse third seat! The batteries will be exchanged for a long and low 12volt unit placed to the right in the spare wheel compartment, just leaving room for the tools.

Don't cut further back than to the rear seat back rest front surface, as the back rest will be left intact to be folded as usual when you need room for two persons plus luggage. On the sides the cutting line will be a bit oblique, because you want to leave the rear shock absorbers outside the floor pan. (Don't forget to turn the shock absorber bolts around for future service.)

Now, the new floor pan (sheet steel, ca 1mm thick) consists of the centre part to lengthen the drive shaft tunnel, and a

horizontal part about 10cm above the level of the main floor on the drivers side, to carry your future seat cushion, and a slowly rising lengthener of the main floor on the passenger side where you have to rest your legs sideways with your feet on the main floor. There is ample room to move the passenger seat a bit forward. The framework for the new seat cushion and the new hinged back rest will easily be made of 15mm steel tubing and foam, and covered in the style of the car's interior. Some new carpeting and a modern safety belt will complete.

You enter backwards from the passenger side - a rather tight squeeze for me, who is about 5 foot 10 inches, and who has eaten a bit too much - but the seat fits me, even if I can't move around very much. I have constructed three of these 3 seaters, two new ones in the sixties, and the current one at the age of seventy, (Nostalgia!) and with practice they get better and better. There is no harm in trying. ■ Bjarne Bergengren (Dont forget our seatbelt Legislation - APW)



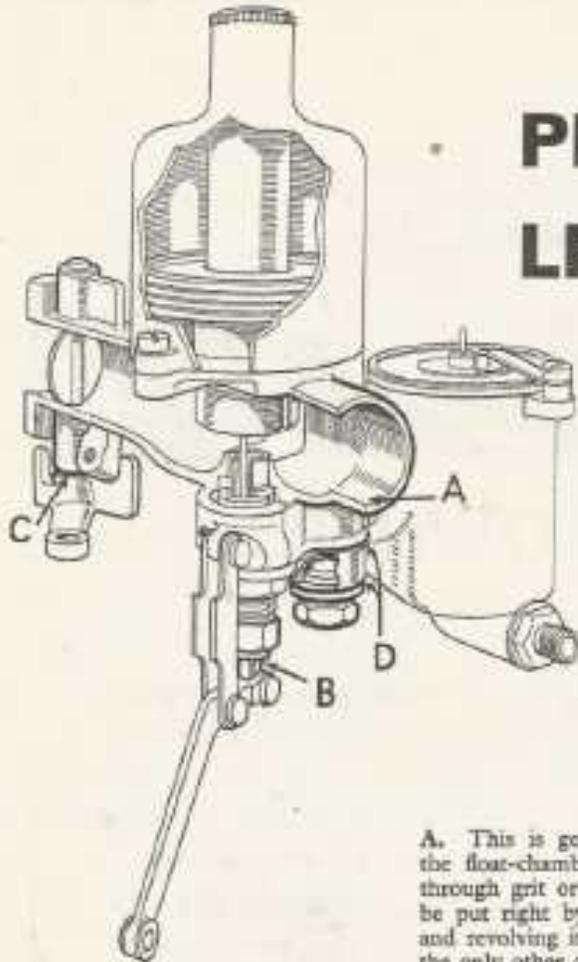
From the January 1933 issue of *The MORRIS Owner*:

-Reinout Vogt

The MORRIS Owner

1126

JANUARY, 1933



PETROL LEAKAGE *in the* CARBURETTER

PETROL is a liquid which takes every opportunity of showing itself, and it is somewhat difficult to ensure absolutely petrol-tight joints. If not properly adjusted the S.U. Carburetter can leak at the following places:—

- A. From the air intake.
- B. From the base of the jet.
- C. From the throttle spindle.
- D. From the float-chamber fixing.

A. This is generally through petrol leaking past the needle seat in the float-chamber owing to a worn or damaged needle or seating, or through grit or dirt. In cases of wear or damage this can sometimes be put right by lightly tapping the float needle with a light hammer and revolving it at the same time. If this does not rectify the trouble the only other course is to get the needle seat re-cut in the older types, and, in the later types, obtain a new seating. In the case of the float needle, should this become damaged it is advisable to obtain a new needle. Too high a level in the float-chamber will also cause this trouble, but this is rare and can only occur through someone tampering with the level and moving the collar on the needle higher or lower as the case may be. Incidentally, this is never necessary, as the S.U. is not sensitive to petrol level within wide limits.

B. It will be readily understood that to obtain a perfectly petrol-tight joint in a moving part is, to say the least of it, difficult. In the case of the S.U. the jet runs through cork gland washers and these in time may deteriorate. The only cure is to fit new cork washers; but when doing this care must be taken to adhere strictly to the instructions given in our pamphlet. A slight dampness of petrol round the jet head will not affect the running or consumption and may be disregarded.

C. Caused through the idling mixture being too strong, which allows petrol to accumulate in the body of the carburetter and run down the throttle spindle.

D. Can easily be cured by tightening up the float-chamber holding-up bolt, and fitting new fibre washers, if required.

THE S.U. COMPANY ADDERLEY PARK, BIRMINGHAM

Sole Wholesale Distributor: W. H. M. BURGESS,
40/70 Cannon Street, Westminster, London, S.W.1
Telephone: Victoria 1207-8



Basic Cooling for MGs

A few years ago I sold my N-type and moved on to a 'modern' (an MGA so only 64 years old!) It suffered from chronic overheating which is why, I think, the PO wanted to sell it. He had tried everything including electric fan, fan shroud, aluminium radiator, various thermostat ideas, and Evans Waterless Coolant. Sure enough, when I drove it home on a hot day (35C ambient), the water temp gauge was off the scale at 230F or more. It didn't boil over though, and no harm was done apparently.

After some tinkering, I flushed the system thoroughly, replaced the radiator with one which had the same or similar copper core as the original MGA ones. Threw out the electric fan (restricts air flow), put in a standard thermostat, and added 20% blue glycol antifreeze. Back to original spec as near as possible.

Guess what - no overheating - even in last summer's 38C (100F) UK heatwave! And in France where it was hotter. No obvious corrosion. The guys at Abingdon got it right in the 1950s and I suspect they did in the 1930s as well.

So, for what it's worth, my advice is to go back to original build standard. Flush out the gunk. Copper cored radiator. Tap water was the normal coolant for pre-war cars, and that works better than anything. Add some antifreeze as a corrosion inhibitor but not too much.

I hope my 1950s experience has relevance to all MG cars. I never experienced overheating on my NA.

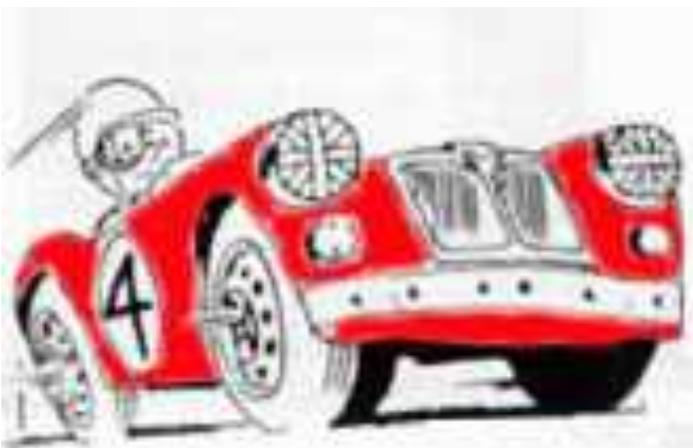
John Correlejco, UK

I have used a product called NoRosion and found excellent in keeping cooling systems free from corrosion. See <https://www.no-rosion.com/norosioncoolant.htm>.

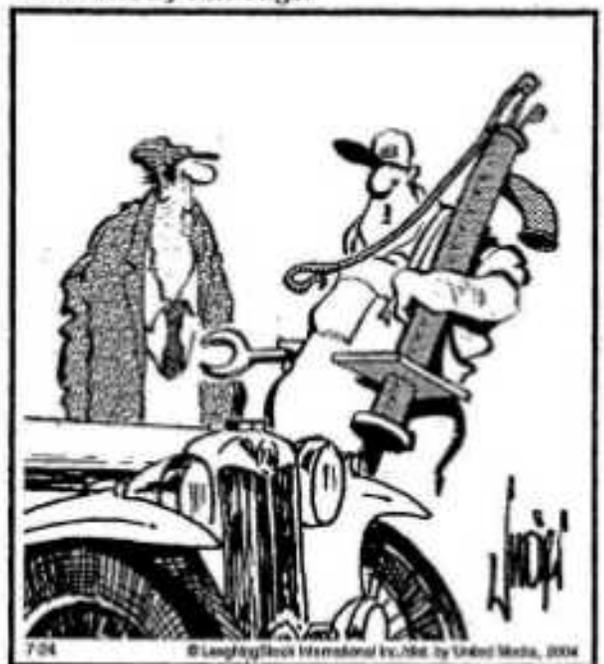
Looking on Google I found that for a 30% by weight ethylene glycol in water at 82°C compared to just water the viscosity is almost double, the thermal conductivity is down by 25% and the specific heat down by 6.5%. So for the best cooling it seems to me that distilled/deionised water plus Norosion would give the most cooling.

If your garage is cold then a 40 watt bulb at the bottom of the radiator under the bonnet and a blanket over the bonnet works well! Or that old paraffin (kerosene) sump heater!

Gordon, Derby, UK



HERMAN By Jim Unger



"This isn't the correct water pump,
but I'll make it fit."

Member Notes

For sale update:

I sold our 1959 MGA roadster. The 1956 Morgan racecar is still for sale. Bev Morgan

Thanks from Bob Paulson:

Incredible job, Dan! I look forward to reading the Octagon each month. I always find some helpful articles to aid me in a journey of discovery in restoring a 1974 Midget with my grandson. I especially liked the article on electronic distributors and intend to install one in our car. I appreciate the infrequent notes of thanks from members.

Kudos from Max Heim:

On another info-packed newsletter. I just recently started editing a newsletter for another organization, and wow, is it a lot of work! So hat's off...

I thought I would share this "find" that was recently gifted to me by a friend in the form of a framed original drawing. (Above) It's a wacky caricature of Sherlock Holmes in a hot-rodged MG of some sort. I was told that the artist was an associate of the late Ed "Big Daddy" Roth of custom car and "Rat Fink" fame, and I think the influence certainly is there. The artist credit is Mike Jimena.

Bikes on narrow roads from Mike Jacobsen:

As a member of that group of annoying cyclists, I wouldn't worry about them too much. We're the MG club, not the **Really Huge SUV Club That Takes a Lot of Room on the Road** and is often driven by distracted soccer moms. My 2¢

Great videos from Dan Neu:

Have you seen this yet? (Turn on the subtitles.)

Timeless Purity: 1960 MGA Coupé

How about this one?

Why Don't We Take The MG Midget More Seriously?

Help with TD tech from Chris Passaro, ss383ss@sbcglobal.net

Who likes answering tech questions? I am now starting to work on my 53 TD and, boy, do I have questions. How do I access people who have worked on these cars? I am capable of doing the wrench turning. I just need advice.



Wild looking Midget at left! Is this what a modern version of the Midget might look like?

Any truth to the rumor that our Presidents are getting shorter?



New Members!

Photos from members

Welcome Jordan Buckley of Novato with a 1955 MGA Roadster

Welcome Back Chris Passaro of Hayward with a 1953 MGTD

Welcome Summer Thompson of Napa with an MG Midget MK III,

Thanks so much for the warm welcome! I'd be happy to share a bit about myself and my MG for the newsletter. I'm a longtime classic car enthusiast and have owned a number of vintage cars over the years, but the 1972 MG Midget, named Elton, is my first British sports car—and I'm loving every minute of it. I was looking for something fun and iconic that my partner and I could enjoy cruising around the Napa Valley on the weekends. I also wanted a car that wouldn't take up the entire garage, and the Midget fits the bill perfectly.

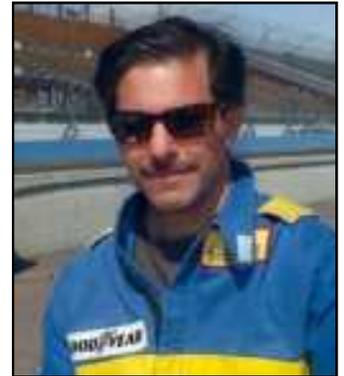
The car itself has a great history—it was lovingly restored by a family in Oregon about ten years ago, and eventually made its way to Southern California, where I found it last year. Since then, I've been enjoying taking it out for drives regularly and have made a few small cosmetic upgrades along the way to add my own personal touch.

I'm excited to be part of the MG community! Best regards, Summer



Welcome Back Scott Pinsky with a 1958 MGA

I acquired my first and only MG about a decade ago on a total whim – I was just surfing and saw a gorgeous 1958 A on eBay for sale in Florida. I wasn't really shopping for an MG – or *any* car for that matter – but I had cars in the shop so figured I needed one that ran. I got in touch with the seller and offered full price, but subject to an inspection. He graciously agreed and ended the auction, and I found an MG specialist in Florida who agreed to drive out and examine the car. He found zero issues so it was soon on a truck to Marin County.



The car indeed presented and drove nearly flawlessly, and I was delighted to now own the oldest car I had ever driven. I've had cars from the late 60's and 70's but nothing earlier. It required no adjustment to drive, however – even the fact that it was right-hand drive wasn't a real significant change from my other rides.

Anyhow, since acquisition, it's been a total kick to own and drive. A few issues did arise over time, however. For one, I had to replace the rear axle after the differential crunched one day in West Marin. Bigger still was the demise of my transmission about a year ago. After investigating options, I decided to go for the new Mazda 5-speed box, and Clint Wright took the car in for some major engine fine-tuning and a transmission replacement. It now drives like a totally new (and much-improved) car!



Aside from the sheer pleasure of driving such a fun and beautiful sports car, my MGA has brought me into the world of MGOC and introduced me to some of the greatest folks one could want to hang out with.

Long live the MGOC!



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Summer Tour Information page:
Idahobritishcars.org/st2025

Summer Tour Hotels
Idahobritishcars.org/st25-hotel

Idaho British Car Club Summer Tour—June 17-20, 2025
Redmond, Oregon
Registration is Open!

The Idaho British Car Club (IBCC) is delighted to announce its Summer Tour to Redmond, Oregon, scheduled for June 17-20, 2025. This event promises to be a memorable journey filled with scenic drives, camaraderie, and an impressive display of classic British restorations and daily drivers. Enthusiasts will gather to showcase their vehicles, exchange stories, and enjoy the breathtaking landscapes of the Pacific Northwest.

Participants will embark on a journey that begins in Idaho and other points, traversing picturesque routes that highlight the region's natural beauty before arriving in the charming town of Redmond. The tour will include various activities such as organized drives, a car show, and social gatherings, providing ample opportunities for members to connect and celebrate their shared passion for British cars. First car registration for \$45, register a second car for \$10.

Classified Ads

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

Morgan Race Car: Current racer with spares and trailer. Full race prep. Fresh race tires. Spare ready-to-run race motor. \$30k. Bev Morgan bevie.lou@gmail.com, 650-619-3870. (Posted 3/24)

1952 TD: Family owned since 1970. 72k miles. Green. Recent work done. Runs good with receipts. \$6000. Portland, OR, area. Oregon club members. Dennis White-Carver, 360-695-6846. dwcarter@hotmail.com (posted 4/25)

1969 MGB: Owned 26 years. Very reliable. Club member Mark Cederborg: 707-975-3105, mscederborg@gmail.com (Posted 3/25)

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt electric winch. Reasonable. Eric Baker (510) 517-2165

We list ads for 3 months. Advise if you want them extended. For additional ads, see prior issues of *The Octagon* or MGOCSE.org





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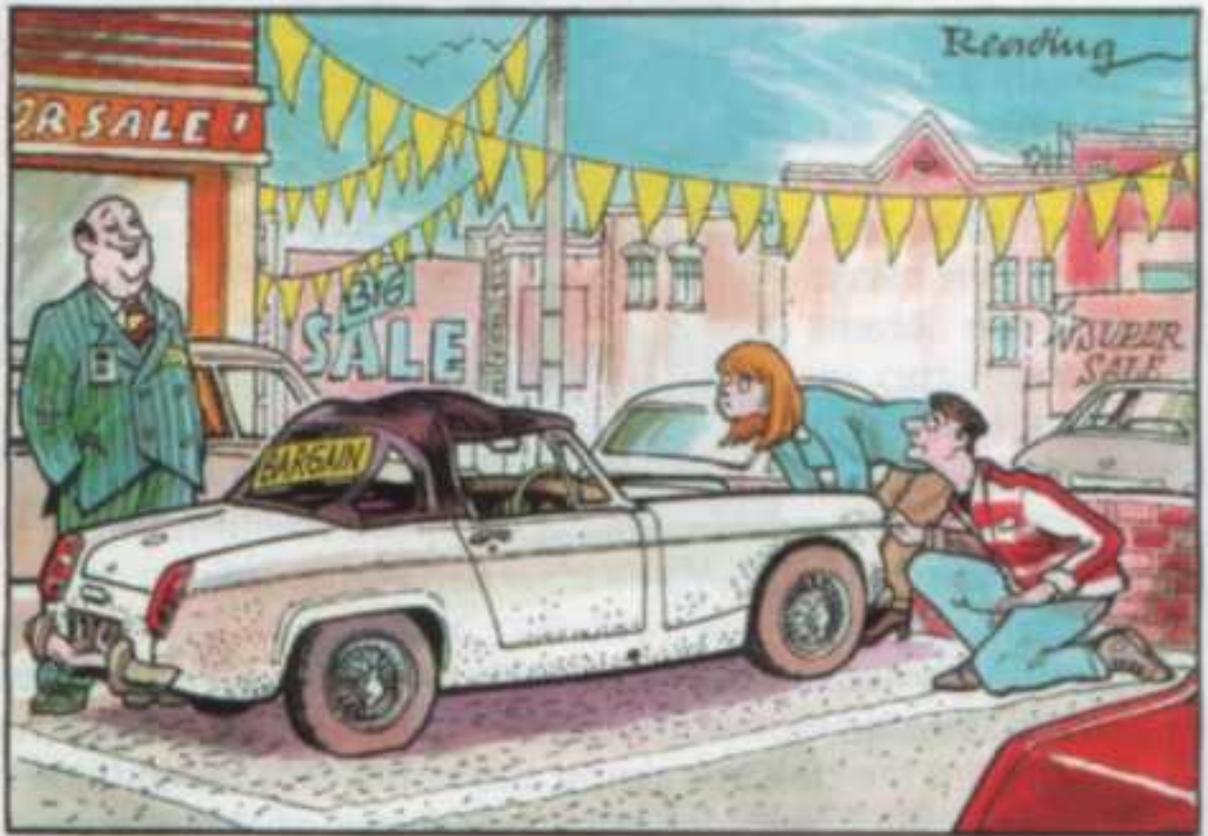



North American MGB Register



From
*Enjoying
MG*
magazine

MG
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"YES, THERE IS SOME RUST, BUT IT IS ORIGINAL
ABINGDON RUST."

Sea Cruise Tour photo: Andy Preston

