



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!



Fantasy Junction Tour April 13!



Deja Vu all over again!
(Thanks, Yogi)
No sunshine last year.
2023 photo above. 2024 photo at left.

Andy leads the caravan in his blue '67 MGB (his MGA coupe above).

New members Jeanne & Don Herrick in the Midget

Shockey photos while driving!

April 2024

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.

DIRECTORY of MGOC OFFICERS for 2024

President: **Kirk Prentiss**, kirkprentiss@gmail.com
 Vice President: **Andy Preston**, andypreston@att.net
 Treasurer: **Marla Preston**, marlapreston@hotmail.com
 Secretary: **Mike Jacobsen**, 415-333-9699,
MikesMuseum@yahoo.com

BOARD MEMBERS AT LARGE

Member-at-Large: **Mark McGothigan**, 510-633-1981,
markmc3us@yahoo.com
 Member-at-Large: **John Hunt**, huntsails@comcast.net
 Member-at-Large: **George Steneberg**, 510-525-9125,
j2george@pacbell.net

APPOINTEES

Commercial Advertising: **Rick Anguiano**, 209-617-8492
webmaster@mgocsf.org
 Corresponding Secretary: **Mike Jacobsen**, 415-333-9699,
MikesMuseum@yahoo.com
 Archivist: **Mike Jacobsen**, 415-333-9699,
MikesMuseum@yahoo.com
 Photographer: **Rick Anguiano**, 209-617-8492
webmaster@mgocsf.org
 Registrar: **Steve Kellogg**, 408-355-4125,
webmaster@mgocsf.org
 T Register Director: **Jim Carlson**, 408-224-3992,
mgjim@comcast.net
The Octagon Editor: **Dan Shockey**, 309-696-0803,
magnut_dan@hotmail.com
 Webmaster: **Steve Kellogg**, 408-355-4125,
webmaster@mgocsf.org
 Regalia: **Andy Preston**, 707-795-3480, andypreston@att.net

CLUB ADVISOR PROGRAM

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

MGB: **Steve Lilves**, 415-924-3173, slilves@sbcglobal.net
 MGB Early & Originality: **Don Scott**, 707-942-0546,
Don@napanet.net
 MGB V8 Conversion: **Tony Bates**, 408-666-6174,
avbates@yahoo.com
 MGC: **Tom Doyle**, 530-546-9924, wtdoyleii@gmail.com
 M.G. Midget: **Christian Rowcliffe**, 415-359-6319,
Car@rowcliffe.com
 MGA Coupe: **Andy Preston**, andypreston@att.net
 MGA & Twin Cam: **George Steneberg**, 510-525-9125,
j2george@pacbell.net
 Z-Magnetite Saloon: **Eric Baker**, 510-531-7032
mgpb36@yahoo.com

T-types: **George Steneberg**, 510-525-9125,
j2george@pacbell.net

Pre-war Midgets-Magnas-Magnettes: **George Steneberg**,
 510-525-9125

PA/PB Midget 1934-36: **Eric Baker**, 510-531-7032,
mgpb36@yahoo.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Rick Anguiano** at 209-617-8492 or 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.

MGOC.SF.ORG

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

INSIDE THIS ISSUE

Fantasy Junction Tour!	3
From the Ed	4
Dixon All-British Meet	5
MGs by the Bay!	6-7
St. Paddy's Day Tour	8-11
MG Misc.	12
Let's Rally!	13
Triumph Sierra Tour.....	14
Keep Planning; Heritage Classic	15
MG Factory Bike!	16
Cycling Computer; VIN Stamp.....	17
South Marin Tour June 28	18
SU Carbs, Info and Rebuild.....	19-21
Board Meeting Minutes	22
Classifieds, Free Stuff!	23
Member Notes	24
New Members	25
Back Page: Cartoon, Tour Photo	26



Saturday, April 13, 2024
Vintage Car Showroom Tour
Followed by Indian Lunch



Time: 10:00 a.m.

Where: Meet at Fantasy Junction at 1145 Park Avenue, Emeryville, CA 94608

RSVP for No host Lunch: John Hunt: email at huntsails@comcast.net or call/text my cell at 925-330-7849

Tour: Special personal tour by Bruce Trenery, founder and owner of Fantasy Junction in Emeryville. Known around the world as a facility that continues to supply some of the world's finest special interest cars to collectors and enthusiasts. Gain inside back stories of some of his most unique and interesting cars. Attending this tour is like going to a mini-Pebble Beach Concours.

You don't want to miss this event!

<https://www.fantasyjunction.com/>

Please note: Showroom cars are always changing. Also we will need to rely on street parking at both stops.

Lunch: No host group lunch at Khana Peena Indian Cuisine. A 4½ star Indian restaurant with modest prices. Special arrangements have been made to order individual items and have individual bills.

Reserve lunch with John Hunt to ensure group seating for us.

<https://khanapeenaoakland.net>

5316 College Ave #1417, Oakland, CA 94618

Additional Questions:

If you have any questions, please contact coordinator John Hunt at cell: 925-330-7849 or email at: huntsails@comcast.net



From the Editor

Happy Spring, MG Lovers,

30 March 2024

Well, I made it 'there and back again.' 'Lord, I'm 500 miles away from home,' on the St. Paddy's Day Tour. I thought to beat the LA traffic by leaving at 5:30am. Will try 5am next time! The MGA ran great but the steering shake is not yet fixed. I found issues with the steering rack and addressed those. Will try new tie rod ends next.

Also the new (eBay) speedometer screeched loudly to a halt. And the overdrive quit. Overall just a typical drive in an old MG! Andy helped me with it. We lowered the tire pressure which helped the vibration and the overdrive worked well on the way home. That meant I could run with I-5 traffic at only 3500 rpm.



On the Road Again Classics

Classic & British Auto Restorations & Repairs

call now to talk about your dream...

408.782.1100



MG, Austin Healey, Jaguar,
Triumph, Rolls/Bentley, Lotus



Restorations, Paint & Body Shop, Mechanical/Electrical Repairs,
Detailing, Specialty Parts, Classic Car Showroom



16840 Joleen Way, Unit G-4, Morgan Hill, CA 95037
408.782.1100 Fax: 408.779.0938

rachel@otraclassics.com

www.ontheroadagainclassics.com

So I swapped the speedometer and got new ball joints. About time for a test drive. Andy had a great tip for the overdrive that is slow to shift out of overdrive. A shop manager recommended he try ATF (automatic transmission fluid) in it for a while to clean it out. ATF has dirt dissolvers. It worked for Andy.

We have some good events coming up. Get them on your calendar.

Sports cars are for driving!

Dan



by Brian Sonner of Placerville

The Annual All British Motor Vehicle Show and Swap Meet - May 19, 2024

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 dates for registration are April 29th for the mail-in form and May 8th for on-line.

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

All entries must be made in advance.

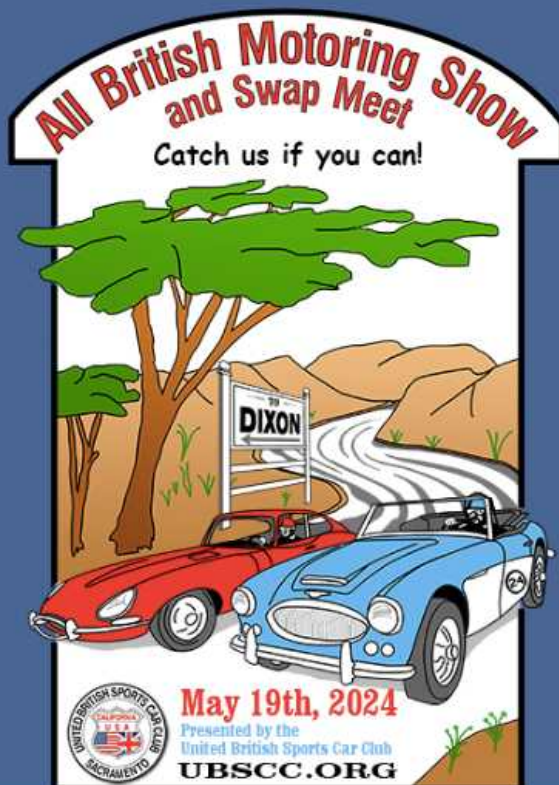
FREE admission to the public

British motorcycles are welcome!

Show held rain or shine
No awnings, tents or trailers in the show area

Take I-80 East toward Sacramento and take exit 63 - Dixon Ave. and go east on West A Street for 2.2 miles. Go right on North First Street for 2 miles and enter at the marked gate on the left.

Free visitor parking is available across the street from the event.



The 30th Annual

MGs by the Bay

Saturday, June 8 10am - 2pm



Photo: Kirk Prentiss

BON AIR

GREENBRAE



Registration: \$25 by June 1 - \$30 at the gate

Time: Opens 8:30am - Show starts at 10am

Popular Vote Awards: 1:30pm

Free entry and parking for spectators

Registration: www.MGOCFSF.org

Announcing the 30th Annual MGs by the Bay

Saturday June 8, 2024 at
Bon Air Greenbrae



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



All MGs are welcome, from daily drivers to complete restorations. Advance registration is \$25 or \$30 on the day of the show. Additional cars registered to the same owner are \$10 each. The deadline for advanced registration is June 1.

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

Return the form below with the entry fee, or fill it out and pay online at www.MGOCFSF.org. One form is required for each car.

Mail before June 1, 2024 to:

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

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

For information call
415-333-9699
or visit www.MGOCFSF.org

Show Use Only		
\$	/	#

Please print:

Name: _____ MG model: _____
 Address: _____ MG body style: ☐ Roadster ☐ Coupe
 City: _____ ☐ Saloon ☐ Other: _____
 State: _____ Zip code: _____ Car color: _____
 Email address: _____ Year: _____
 Daytime phone: () _____
 Short description of your car: _____

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

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

Signature: _____ Date: _____

Signature: _____ Date: _____

St. Paddy's Day Tour 2024

Andy Preston

Thank you to everyone who showed up for our St. Paddy's Day Tour, many of whom came from all over the Bay Area. However no one to could match our 2 intrepid long distance travelers who both came from over 360 and 430 miles away. Don Livingood drove down from Medford, Oregon in his 1956 MGA and Dan Shockey once again drove up from Garden Grove, Orange County, in his 1957 MGA Coupe. That's a lot of driving in an MGA that's over 67 years old. Wow, am I impressed. Way to go the Dan and Don!

Once again the weather was wonderful, clear and sunny but very windy. I think the wind must have had an impact on traffic all over the Bay Area because it was terrible however all but one arrived before we left. (Tony and Joye Inzana came from Modesto and it took them 4 hours!)

We had a large turn out despite the traffic, and joining us for the drive we had 28 members: Dan Shockey, George & Marcia, Bill Thomson & Jean Behse, Jeanne Haslam & Rena, Bob Bundy & Ralph, Don Livingood, Barbara Tapp, Lou Specker, Mike Jacobsen, Kirk, Amy & Lauren Prentiss, Ray & Kristy Davis, Don Herrick & Jeanie, Dean & Ray Hansen, Tony & Joye Inzana, Dan Roberts and Eric Baker and we a total count of 14 MGs and 4 moderns. It was nice to see some new members and I hope you enjoyed the drive.

The drive was slightly longer than normal and we drove out along Lucas Valley Rd and then through San Geronimo, Las Galinas, and Samuel P. Taylor State Park. We passed through wonderful emerald green countryside and gorgeous redwood groves and past Nicasio reservoir which was overflowing.

Our first stop was at the Petaluma Creamery and Ice cream shop who are always happy to see us and very welcoming. Many took the opportunity to buy some cheeses, and ice cream. This is where our Modesto couple finally caught up with the group, thanks for your perseverance!



Andy leads the drivers' meeting - Shockey pic

Following our short break we were off to the Chileno Valley which is probably one of the best roads in Sonoma County for our little cars; especially when started at the North end as we did on this drive. We've driven this road many times but have never seen the hills so green and fields turned into lakes following all the rain we've had. It was very different. As we got to the top of Wilson Hill we were treated to a sighting of very rare long horn bovine out of Africa whose horns are amazingly long and apparently hollow.

Lunch was at Moylan's Brewery and Irish Pub in Novato who had everything set up for the 28 of us having lunch. We were seated all together in 3 large groups and able to order from the open menu. The food came up surprisingly quickly for a large group and as always was delicious and never disappoints. I've got to say that Melissa at Moylan's is really wonderful to deal with. We hope to see you all again next year.



Leprechauns Dan and Don in front of Don's MGA. Preston photo
Other photos by Dan Shockey



On the Road by Barbara Tapp



Here are a few photos from today's stellar drive. - Barbara Tapp

Editorial MGA coupe at right. Color is "Merlot" for wine country. Like the wine, it looks more red or burgundy depending on the light.

Irish Green Fever!

by Dan Shockey

In the days of film photography, a condition known as "green sickness" occurred when the frame was filled with too much green: trees and grass. The landscape on the St. Paddy's Day Tour was of so much green. But there was no sickness associated with it unless you count "Spring Fever," and there was plenty of that for participants.

The background for our road adventure was incredibly beautiful, new spring 'Irish' green everywhere with wildflowers beginning to show and still some water crossing the road. Lakes were formed by the plentiful rain. All the hard traffic and driving to get there was forgotten in the glory of the sun-drenched Sonoma countryside. Andy picked a superb route so the wonder unfolded curve after curve.

For me, owning a sports car and working hard to keep it going is just for such a day as this. And days like this one are far too few for me. Driving many hours for this experience seems worth it, especially when done in such good company. I am green with envy for those of you who have ready access to such roads and company.

I like dry-grass-and-oaks California hills as well so hope to see you enjoying the road in your MG every time of year!



Shockey photos
Is that St. Patrick's gleaming staff?



Great old logo!

LUCAS PACEMAKER



LUCAS PACEMAKER

Price: \$0.00

LUCAS. PACE

Not for sale - sorry

Categories:

Description:
Often the line for jokes within the British car community Lucas did in fact in conjunction with the Queen Elizabeth Hospital Birmingham produce a PACEMAKER.
We don't know if any are still out there - lets hope not.

Rattle Explained



Ben Cummings sent Ed. this photo, with the following description: "A long long time ago in a crevice far far away, someone lost a spanner. I removed a driver side wing from a Midget and found an old rusty wrench. I bet it rattled."



Geoffrey Locquenutte & Nelson: On the Road

by Brian Sonner of Placerville

LET'S RALLY

By Jim Robison



A rally is like a tour. Both offer pre-event and post-event socializing with friends. Both involve following a specified route that includes a lot of run roads and scenic vistas. And both usually include an interesting start, midway break, or finish location.

But, unlike a tour, a rally provides exciting competition among friends and the shared experience of teamwork between the driver and the navigator. The driver is free to drive at speeds appropriate for the vehicle and the road while the navigator reads the instructions and ensures they follow the correct route. You are not required to stay in line and follow the car ahead of you. And at the finish, the drivers and navigators celebrate the victories of the winning teams.

In general, there are four types of rallies: stage, time-speed-distance, gimmick, and Monte Carlo. Let's briefly discuss how they differ.

Stage rally, called Pro rallies by the Sports Car Club of America, SCCA, use a closed course, usually dirt or snow, and race against the clock at one or two-minute intervals. The FIA uses this format for their World Rally Championship, WRC. There are no assigned speeds, the fastest car wins. Car preparation is as complicated, and as expensive, as preparing a road car for

a racetrack, except that rally cars must carry both a driver and a co-driver and must be able to withstand the rigors of off-road

racing. The routes are clearly defined and there are never any traps or gimmicks. Mother Nature provides all the traps necessary to make just

finishing a stage rally a cause for celebration.

Time-Speed-Distance, TSD, rallies are run on regular roads (often enjoyable country roads) at safe and legal speeds, using regular cars. Navigation equipment might be used, plus additional lights for night rallies, but both are optional. If the contestants maintain the assigned average speeds, they will arrive at multiple unannounced checkpoints on time, but early and late arrivals will incur penalty points. Traffic, stop signs and traffic lights may force the cars to drive less than the assigned speed, while open road sections with higher speed limits will allow cars to regain lost time. Navigators must read the route instructions to the driver while performing the necessary math calculation to ensure their average speed matches the assigned speed. Many TSD rallies include deliberate traps or gimmicks designed to cause the team to take the wrong route or drive at an incorrect speed.

Gimmick rallies have extensive traps but no assigned speeds. Many of the gimmicks involve signs or landmarks encountered along the route, so gimmick rallies tend to favor industrial parks or residential neighborhoods with lots of crossroads as opposed to long, winding country roads. Indeed, the focus is on solving problems, not on driving.

Monte Carlo rallies resemble TSD rallies but without the traps. Every effort is made to present unambiguous route instructions that include the locations of the checkpoints. Rather than assigned speeds, contestants are told exactly when they are due at each checkpoint. There is often an area just before the checkpoint where cars can safely pull over and await their assigned time. No mathematical calculations are required. The focus of a Monte Carlo rally is enjoying fun roads at safe driving speeds, not driving at specified speeds or looking for traps.

So, let's rally!



Sierra Tour, May 8-10 - Join the Triumph Club Folks

SIERRA 180 - SPRING TOUR

By John Linney

Moving to the Sierra foothills has had its pluses and minuses. On the plus side the roads, views and people up here are awesome. On the minus side I really miss our club drives and the camaraderie of driving with fellow Travelers.

I'm not alone. There are a few Travelers who have moved up here over the years, so maybe it's the right time to rectify that minus at least partially. To that end we've put our heads together and come up with an event that shows the best of the Sierra at the best time of the year. The roads are all good, there are plenty of bio-breaks, and there's nothing that should challenge any of our cars too much.

The focus is on sweeping curves, roads less travelled, and stunning views.

We anticipate a two-night hotel stay if you're not local. The event is midweek to get the quietest roads, and decent room rates, avoiding the weekend Tahoe crowd.

WEDNESDAY MAY 8th - PRE-DRIVE RECEPTION

The pre-drive reception will be from 4:00pm to 7:00pm at Winchester Community Association in Meadow Vista. Food will be catered from a local restaurant and soft drinks will be served. Attendees may BYOB.

THURSDAY MAY 9th - DAY 1: THE 180

Welcome to 180 miles of stunning mountain roads starting from Sierra Classic Sportscar in Meadow Vista. Depart by 10:00 am. Winding foothill roads take us on the hidden gem that is Dog Bar Road to Grass Valley where we jump on scenic Highway 49.

There's a quick break at Yuba River Ranger Station and on to pre-ordered lunch in the classic mining town and modern-day mountain bike Mecca of Downsville.

From there we pass Sierra Buttes, the highest part of the drive. We drop down into the Sierra Valley and pass through Sierra City on the road to Truckee and head to magnificent views high up over



Downsville



Sierra Buttes Viewpoint



Omega Design Overlook



Downsville



Meadow Vista

Donner Pass. We parallel Highway 80 to Yuba Gap and Highway 20 takes us back with breathtaking views to Nevada City completing our 180-mile, 180-degree tour of the Sierra.

Plenty of breaks punctuate over 4 hours of pure driving fun. The late afternoon rendezvous and official end of day one is at one of Nevada City's traditional saloons (TBD). If it's still light enough, there's a bonus drive the long way home to Meadow Vista and Auburn capping the day, or head straight down 49.

FRIDAY MAY 10th - DAY 2: HALF A 180 AND HOME

Breakfast at the awesome and poorly named Awful Annie's. Leave Auburn for Auburn Ravine to Georgetown followed by an easterly route to Sutter Creek via a spectacular American River crossing and the Consummes River Gorge. Folks who need to, can duck out at Placerville for Hwy 50 and Hwy 49.

ACCOMMODATIONS

Auburn is just ten minutes from Meadow Vista and has many reasonably priced hotels which have reasonable rates - especially during the week when there is less overnighting by Tahoe travelers.

- Holiday Inn Express, Auburn. Current rates ~ \$150 per night.
- Red Lion Inn & Suites, Auburn - Current rates ~ \$108 per night.

DETAILS

The tour is free to members and \$25 each per guest. Entry fees supplement the club events budget to pay for venue rental and subsidize food for the reception. Drinks are BYOB as the venue does not carry a license.

This is a tour, not a competitive event. Participants are issued driving directions which they are free to adhere to or not.

Participants are expected to proceed at their own pace, choosing their own stops where necessary. There is no obligation or expectation to stay with the group. Have fun and go safe!

We will need a minimum of 8 cars for food, venue rental, etc. to pencil out, so please RSVP on the club website by March 31st.

Thanks to George Abel and fellow Travelers who provided input. Any questions - call or contact John Linney (408 887 8105).



Omega Design



Keep Planning for 2024!



SPRING

Sat., Apr. 13: Fantasy Junction Tour, John Hunt, p. 7

May 8-10: Sierra Tour by the Triumph Travelers. Guests welcome p. 14

Sun., May 19: Dixon All-Brit Meet, show & swap meet, p. 5

Sat., June 8: MGs by the Bay, Greenbrae, MGOB



SUMMER - FALL

Fri., June 28: South Marin Tour, Bob Bundy, p. 18

July 15-19, 2024: NAMGAR GT-49 at Mt. Hood, Oregon

Aug. 23-25: Heritage Classic, Canadian Classic MG Club, Vancouver, B.C., Jennifer Orum,

Sept. 13-15: Back to the Beach, Kelloggs, Carmel

Oct. 14-18: GOF West, Folsom, CA



**Heritage Classic 2024
- August 23 to 25**

Motorized MG Factory Bike!

Cyclemaster Roundsman Bicycle

John Alexander found information about how parts were transported around the MG Factory at Abingdon, England. They used a motorized bicycle pictured below. What could be better: MG, Abingdon, and Riley parts bike! Note the tyres are not flat!

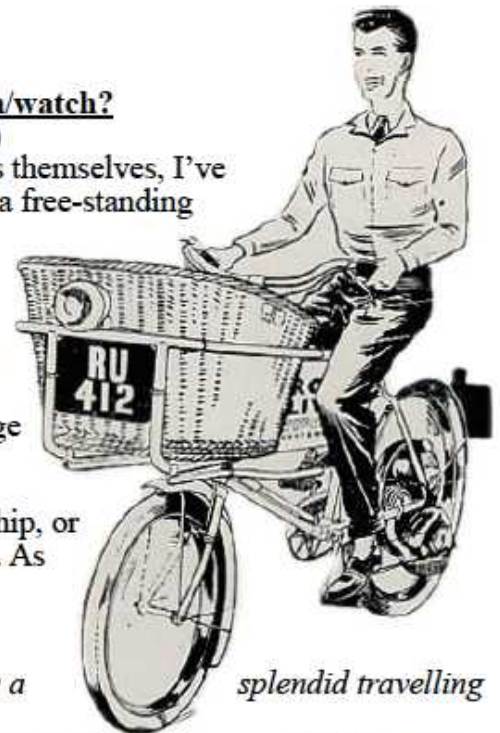
Just trying to expand the historical experience of our Rowdies. This *Cyclemaster Roundsman* was used as a factory runaround by the Morris/MG/Riley parts dept, and was purchased by an enthusiast from that area in 1980 after the factory closed. He sold it in 2008, taking it out of storage recently to be serviced to ride it around Brighton, England. As you can see in the video below, it starts easily and runs well. (See <https://www.youtube.com/watch?v=ibSvojFFwXM>)



www.youtube.com/watch?v=ibSvojFFwXM

Apart from the cars themselves, I've never come across a free-standing display item relevant to MG, Riley or Morris cars. So this unique machine is ideal for any exhibition of vintage MG cars, for publicity use in a leading car dealership, or as a museum piece. As the Cyclemaster Roundsman advert points out:

'The Roundsman is a advertisement.



Prompt deliveries . . .

In these competitive days, prompt delivery must be given if new business is to be secured. The Cyclemaster Roundsman enables you to give a first-class service at lowest costs. An exceptionally strong delivery bicycle, it takes payloads up to 1 cwt. It is difficult to find youths willing to pedal a loaded cycle, but the famous Cyclemaster engine attracts just the right type. Finished in silver-grey and chrome, the Roundsman is a splendid travelling advertisement.

at **LOWEST COSTS!**

Bicycle only £19.8.6d.
Complete with
Cyclemaster wheel
£47.5.0d. No Purchase
Tax. 2" Ballon tyres,
number plates, licence
holder and wheel stand
included in price. Basket,
lamps and wiring extra.
Write for free leaflet.

Cyclemaster

Roundsman

CYCLEMASTER LIMITED, (DEPT. R.11), 31A ST. GEORGE'S DRIVE, LONDON, S.W.1.



Cyclemaster is the original engine-in-a-wheel of which over 100,000 have been sold. It embodies lighting dynamo and back-pedalling hub brake. Petrol consumption approximately 175 m.p.g. — 3 miles a penny.



Thanks to the Michigan Rowdies Club!

Cycling Computer for MG Use

For those interested in the cycle computer, it records more than speed. It also measures altitude, moving time, trip distance, further it also allows you to download your journey to your phone or computer. These are available from Amazon at a very reasonable price. See images for the computer and one of the many images available from the software.



Computer installed in D-type



From the MMM Register Bulletin



XOSS G Gen2 GPS Bike Computer
Wireless, Bluetooth IPX7
Waterproof Cycling Computer,
Rechargeable Bicycle...

★★★★☆ ~50

\$29⁹⁹

MGB VIN Stamp

Someone has found this factory tool for marking MGB car numbers, standard stamps welded together. This explains the uneven level of stamping. Crude but effective!



Bonus: What model & year MGB?

LEVER SHOCKS REBUILT BRAKES SLEEVED AND REBUILT

EXCHANGE OR YOURS REBUILT
BRAKES: SLEEVING ONLY OR
COMPLETE REBUILDING
FAST SERVICE

Apple Hydraulics

1610 Middle Road
Calverton, NY 11933

1-800-882-7753

(631)369-9515

<http://www.AppleHydraulics.com>



APR09



**CLASSIC AUTO RESTORATION & REPAIR
BRITISH PARTS DISTRIBUTOR**

WWW.UNIONJACK.COM

13555 Depot St. PO Box 551 San Martin, CA 95046

408 686-1101 Fax 683-2447

Southern Marin Tour

Friday June 28th



Organizers: MGOC Members Marty Rayman and Bob Bundy

Gather: 9:30am in the Bank of America parking lot on Bridgeway in Sausalito

Photo: Barbara Tapp

Departure: 10:00 AM

Destination: The Marin Headlands and a loop past Muir Woods and Muir Beach before ending up at the Corinthian Yacht Club for lunch.

Lunch: Limited to the first 20 persons that sign up.

The parking lot at the Corinthian will accommodate all our cars. If we have over 20 people, do not fear as there are other excellent dining opportunities on the Tiburon Main Street.

Email Bob to get on the tour and lunch list at bundyworld@comcast.net

Corinthian Info: <https://www.cyc.org/>



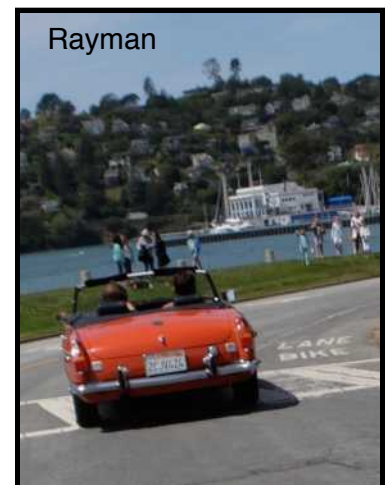
Rayman



Kirk Prentiss



Photo: Marty Rayman



Rayman



How To Rebuild An SU Carburetor-by Carl Heideman-from Sept 2006 Classic Motorsports

No matter what the name on the valve cover, so many British classics rely on the ubiquitous SU carburetor: Jaguar, Triumph, MG, Rover, Rolls-Royce, Bentley, Morris, Austin, Sunbeam and so many more. And not only did almost every British manufacturer specify SU carburetors, but so did other companies. Volvo and Saab also used them, while Hitachi-built versions of the SU were used by Datsun.

Sure, Webers may be sexier and have more racing titles to their credit, but for normal use these SU carbs work well. While some people are quick to cast SUs aside and look for an upgrade, a little understanding and mild tuning can go a long way, whether the goal be increased performance, better drivability or improved fuel economy.

How They Work

Based upon a principle developed and patented by George Skinner in 1905, the SU (as in Skimmers Union) carburetor changed very little until emissions regulations pretty much made them obsolete about 30 years ago.

The SU is about as simple as a carb can get: it has very few moving parts, usually only one fuel circuit, and far fewer springs, balls and other complicated pieces than conventional carburetors.

All carburetors make use of the venturi principle. Daniel Bernoulli, an 18th-century Swiss scientist, used a venturi, a tube that is narrower in the middle than it is at either end, to discover that as the velocity of a fluid increases, its pressure decreases. As the air and fuel pass through the venturi's narrowed passageway in a carburetor, the mixture speeds up; the resultant drop in pressure is what causes the fuel to atomize.

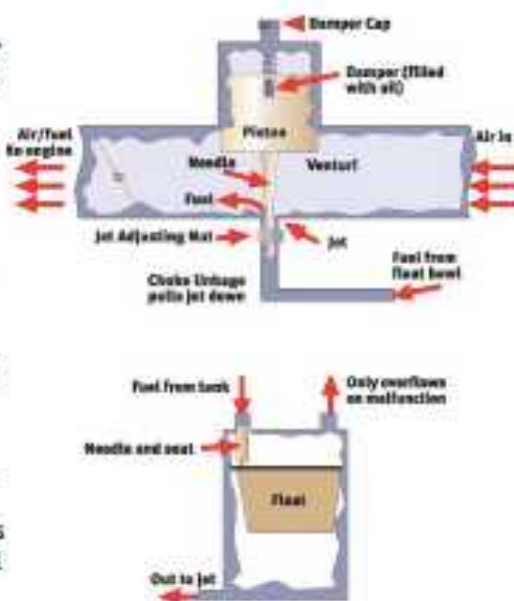
The SU employs this principle differently because it varies the size of the venturi. Hence, the SU is called a variable venturi carburetor and is grouped with those built by Stromberg, Predator and Amal. In the center of the venturi is a piston with a tapered needle affixed to its bottom side. The piston has holes positioned in it so that as air is sucked through the venturi, vacuum above the piston makes it rise. When it rises, not only does more air flow to the engine, but the needle allows more fuel to flow from the jet below. The needle is a precision piece, with nine to 16 specific diameters measured during the manufacturing process to ensure proper fuel flow throughout the range of air flow to the carb. Thus, the SU self-adjusts to the air/fuel requirements of an engine. It only flows as much air as necessary, and the tapered needle ensures that a proper fuel mixture is obtained at any air flow.

This self adjustment needs a little help at two times: During cold starting and hard acceleration, when a richer-than-normal air/fuel mixture is needed. SUs handle these two situations differently, but again use very simple means. Cold starting any engine requires more fuel in the mixture.

With conventional carburetors, this is done by limiting air intake, or choking the mixture. SU carburetors do the opposite, increasing fuel flow to richen the air/fuel mixture without limiting air flow. Most SUs do this by lowering the jet, which allows more fuel to flow thanks to the needle's taper. Conventional carburetors use an accelerator pump to squirt more fuel into the mixture on hard acceleration.

Again, SUs take a different tack. The piston/needle assembly is damped via a plunger in an oil-filled tube, forming a sort of shock absorber for the carburetor. The damper slows and smooths the movement of the piston. On hard acceleration, vacuum that would otherwise quickly lift the piston is redirected to quickly suck more fuel out of the jet. As the piston slowly continues its rise, the mixture returns to a more normal ratio.

Assuming that the carburetors are in good condition and have properly sized needles in them, the tuning procedure is not as complex as most people think. However, before the carbs are touched, ignition dwell and timing must first be correct. It's a good idea to ensure valve clearances are correct as well. A quick check for vacuum leaks is next, and only once this is done is it time to move on to the carburetors.



Next, if there are two or more carburetors, they need to be synchronized. This can be done with either a dedicated synchronization tool or a short length of hose. With the engine running at idle—usually 600 to 1000 rpm—the synchronization tool is placed over the inlet of each carburetor to get a reading on its gauge. The idle screw is adjusted on each carburetor until each one gives the same reading on the synchronization tool.

The low-buck method is to substitute a 12- to 18-inch length of 1/4-inch or 5/16-inch hose for the tool. Hold one end of the hose up to the air inlet of each carb and the other end to your ear. When each carb emits the same noise through the hose, they are synchronized at idle. (Note that revving the engine slightly and periodically throughout the adjustment process helps to "clear out" the carbs.)

After the carbs are synchronized at idle, the throttle linkages can then be adjusted to ensure they remain synchronized throughout the rpm range. With just a little free play in the linkage, each throttle arm should start moving at the same time when the accelerator pedal is depressed. If not, the locking nuts can be loosened to adjust the linkage.

The idle mixture is set next. The conventional method, which is published in most manuals, works very well. First, each piston is lifted slightly, about 1/16-inch (usually a small screwdriver is helpful for this step). If the engine speed falls off, the mixture is too lean and the jet is lowered via its adjustment nut or screw. If the rpm rise, the mixture is too rich and the jet is raised. If raising the carb's piston causes the engine speed to rise by about 50 rpm before returning to its previous level, the mixture is just right. An alternate method is to use a vacuum gauge and adjust the mixture in each carb to get the highest vacuum at idle that is possible. At this point, the idle speed can be verified to be correct and the tuning is nearly done.

All that is left is the "choke" adjustment. As discussed before, SUs don't really have chokes, as they richen the mixture instead to allow smooth engine starting. This is usually accomplished through a linkage and cam that lowers the jets and raises the idle speed. The linkage and cam only affect idle speed in the first two-thirds of the distance of choke cable travel; it increases the air/fuel mixture as well as the idle speed during the final third of travel.

The two steps to adjustment are to ensure that multiple carb setups have proper linkage balance between carbs, then to set the high-speed idle screws that touch the cams. High speed idle is usually around 1800 rpm.

Rebuilding Old Carburetors

If you look at the sidebar on common problems, you'll see that most problems related to SU carbs are due to wear or age. SU carbs are pretty easy to rebuild as there are relatively few parts. Additionally, there are many competent rebuilders who can bring these carbs back to as-new condition for a reasonable fee. Polishing all of the external parts can add more to the rebuild cost. Except for throttle shaft bushing replacement, most enthusiasts can carry out repairs at home.

Throttle shaft and bushing condition are paramount to tuning an SU, and there are three common solutions for fixing



worn parts. One is to replace only the shafts. If the old shafts aren't too worn, the bushings probably aren't too worn, and new shafts will go a long way to stopping vacuum leaks. The second repair is to ream out the bushings 0.010-inch and install oversized shafts. This is a cost-effective solution, but can only be carried out once. The third method is to completely remove existing bushings and install new ones, then replace the shafts with standard ones.

Regarding throttle shaft wear, my test if the car is running is to spray carb cleaner at the shafts and if the idle changes, they're worn (i.e., there is a vacuum leak). If the carbs are off, a visual test is usually enough. If you can see (or feel) a wear line, the shafts are worn out. If it's a small nick, you can often just replace the shafts and be okay. If it's a big chunk of the shaft worn out, you can assume the bodies/bushings are worn too and will want to address them. I oil throttle shafts when I put them in and then drool some oil over them from time to time and hope that it wicks in. I don't know if it helps a lot, but it can't hurt.

Regarding dashpot oil, everyone has an opinion as to what is best. My opinion for street cars is that any oil is better than no oil. The purpose of the oil and damper is to keep the piston from rising too fast so there is enough vacuum to suck more fuel into the mixture. The oil/damper is basically the accelerator pump. Racers have sworn by ATF because it's thinner, but remember they're at WOT much of the time and want that piston up fast (in fact, serious race engines with SUs don't even run dampers). I prefer a thicker oil than ATF, so I run engine oil or 90 wt in my own and customer cars. Years ago, we put every type of oil in some HS4s on an MGB and ran them on a dyno. No difference in power. There is always a lean spike at initial tip-in and it was slightly shorter with thicker oil, so that's what I recommend for street cars. For racers, whatever gets you the fastest lap time or highest RPM on the long straight is the answer.

As can be expected, there are increasing requirements in terms of the cost, skill and tools necessary for each of the respective steps. Many rebuilders will replace these components and let you do the rest of the rebuild. The rest of the rebuild entails replacing the jets and needles in the carb bodies and piston assemblies, the needle and seat in the float bowls (and

floats if defective), and replacing gaskets and rubber pieces. For the car-show crowd, all cast parts should be glass-beaded. It is then usually a good idea to get the linkages and hardware replated in zinc, and to polish the dashpots (the chambers for the pistons). If you're a strict concours type, these were not plated or polished from the factory, but it seems most restored cars get them prettied-up anyway. Don't want to fuss with old carbs? Brand-new SU carburetors are still available.

Performance Modifications

There are not too many performance modifications necessary or possible for SUs. Aside from changing to larger carbs, about all that can be done is to change to needles with a different taper and make modifications to increase air flow around the throttle disk and shaft. Most SU specialists carry a range of needles for changing the mixture characteristics throughout the range of air flow. While the fine-tuning of needles can be an onerous process, there are generally just a few categories of standard needles available. Labeled weak, standard and rich, they provide the levels of performance and economy their names imply.

While there are more than 800 needle profiles available, many tuners will just make up their own profile by chucking the needles into a drill press and then using fine sandpaper to sand in the profile they like. Of course, they spend a fair amount of time with a micrometer to ensure they've narrowed the needle (richened it) the right amount. Filters and velocity stacks can make a difference in performance.

Usually, K&N filters are worth one or two horsepower. TWM's velocity stacks can also offer a couple of horsepower, but usually cannot be effectively run with an air filter. Finally, small improvements can be made to the carbs by improving air flow around the throttle shafts and disks. Carbs built after about 1968 feature throttle disks with a spring-loaded poppet valve that improves emissions, but the valve also impedes air flow. Fortunately, earlier flat disks can be fitted. For the radical tuner, the throttle shafts can be thinned and ovalized for an extra CFM or two of flow.

So, why not just go to a Weber carburetor? For some, that's a good solution, but many are bound to their SU carbs thanks to racing regulations. And then there are those who believe that properly set up SUs can perform just as well as Webers on the street, but with easier tuning and better manners. In fact, we're in the middle of dyno testing SU and Weber carburetors. Look for our findings soon.

Size Matters

SU carbs come in several styles and sizes.

Fortunately, there is a system for understanding the size of the carbs. Each carb is identified by one or more letters and numbers. The first letter is an H or a V, which stands for Horizontal or Vertical. The SU carbs commonly used on European cars are all of the horizontal design. The next letter will describe the physical characteristics of the carb and usually describes the float chamber location: S stands for Side float or Short body, depending on which expert you call; IF stands for Internal Float; and D stands for Diaphragm jet. The numbers require an understanding of fractions, as they indicate how many eighths of an inch over 1 inch the carb's throat size measures.

So, an HS4 carb is 1+(4x1/8) inches, or 1 1/2 inches. To put this together, an HIF4 (common MGB carb) is a horizontal, internal float, 1 1/2-inch carb. An HD8 (common XKE carb) is a horizontal, diaphragm type, 2-inch carb. An HS2 (common to Spridgets and Minis) is a horizontal, side float, 1 1/4-inch carb. (Article Submitted by Dave Smith)

13

SOME SU CARB TYPES AND COMPARISON

Type	Type	Type	Size	HP	Flange	Flange
HV0			7/8"			
HV1	H0	OM1	1"	27 hp	2 bolt	Horizontal
HV2	H1		1 1/8"	35 hp	2 bolt	Horizontal
HV3	H2	HS2	1 1/4"	45 hp	2 bolt	Vertical
HV4	H3		1 3/8"	55 hp	2 bolt	Vertical
	H4, D4	HS4	1 1/2"	65 hp	2 bolt	Vertical / Diagonal
HV5			1 5/8"		4 bolt	Vertical
	H6	HD6	1 3/4"		4 bolt	
HV8			1 7/8"			
	H8	HD8	2"		4 bolt	



My 2 Cents: Stay with the SUs. They are simple and reliable units that work well in all conditions. - Dan Shockey

Zoom Board Meeting - *MGs by the Bay*

Held on March 11, 2024

The meeting started at 7:10pm; Summary of meeting by Andy Preston.

Attendees: Kirk Prentiss, Andy Preston, Mark McGothigan, Dan Shockey, Steve Kellogg.

Absent: Marla Preston, Mike Jacobsen, Georg Steneburg, John Hunt.

Kirk advised everyone that the main focus of the meeting was to discuss and get an update on this year's MGs by the Bay and handed the meeting over to Andy who went through the following summary.

Summary of MGs by the Bay as of 3/11/24.

Location Bon Air Shopping Ctr, Greenbrae, Ca 94904

Contact Audrey Shapiro, Manager, 415 461 0200 Ext 213, ashpiro@bonair.com

Contract Andy has signed the contract and returned it to Audrey

Insurance Mike is obtaining insurance from NAMGAR in the amount of \$1M and \$5M.

Date Saturday June 8 2024

Time Set up 7:30am, Gates open 8:30am, Awards 1:30pm. Ballots back by 12:00

Poster/Flier Dan has completed the poster/flier with a photo from Kirk which has been approved by Audrey. Many thanks to Dan for his work on this. Audrey will get the poster printed and use it to promote the event at BON AIR. We will use an 8.5 x 11 version as the official flier for the event.

Registration Mike has completed the pre-registration form and Steve has added it to the website. So far we have 2 registrations.

Cost \$25 pre-registration, \$30 after June 1, \$10 ea additional car.

Publicity Mike to send a reminder to previous attendees.

Contact previous attendees from last 3 years, send flier and entry form.

Contact local car clubs including Cypress and USBCC.

Field Layout Same as last year. Number of cars attending last time was ~40, assume same.

P.A. System Mark to set up. Do you have everything you need? Music to be 60s, 70s and 80s.

****We need to discuss with Mike, envelope stuffing and how to get stuff from Elaine's house to the show.**

Bon Air will be providing electrical outlet, 4 tables, 6 chairs and 1 tent under the oak tree.

Awards Steve; after a discussion it was decided to go back to the former wood plaques with a photo of the flier with a small plaque below with the model and place. Steve suggested Rallye Productions may be a potential source.

Window Clings Steve will research obtaining 50 window clings for the 30th Annual MGsbtB to be included in the package. He will also investigate obtaining 100 MGOC window clings for the club because we have sold out.

Website Steve has added the event to website and online registration form.

Membership Renewal

Following the MGsbtB discussion it was agreed that the Steve should send out a final reminder to all members who have not renewed their membership and advise them that they have up to the end of March otherwise they will be removed from the list.

Meeting adjourned at 8:00pm.

Notes from Mike Jacobsen

Mike is obtaining insurance in the amounts of \$1M and \$2M as the contract required, not \$5M. If it needs to be \$5M we have a problem!

Mike will send out a reminder/announcement to past show attendees that are not also MGOC members.

We can transport the show gear from Elaine's to Bon Air in Elaine's car.

Question: Where will the packet stuffing take place? George's pub room is no longer available. I'll volunteer Elaine's home since it's where most of the supplied are now anyway, unless someone has a better place.

I still think that we should stuff at Elaine's since Elaine will be hauling everything up to Bon Air the next day. It makes our logistics easier.

While we can provide donuts, the main drawback to having the stuffing done at Elaine's is the lack of banana bread. However, Marcia assured me that there would be banana bread available, so I think we're good now.

FREE Tools and Car Stuff

These are car related items at George's home at 9 Pomona, El Cerrito, that are free for the picking. Must call George at 510-526-8951 to arrange pick up.

- One exhaust manifold (model unknown)
- One come-along winch
- One pair heavy-duty jumper cables
- One rolling stool, *maids a milkin'*
- One set dolly wheels
- One acetylene torch with ...
- Two empty cylinders, *lords a leapin'!*
- Two scissors jacks
- Two service creepers
- Two 220V extension cords
- Three air hoses
- Three valve covers (racer anyone?)
- Four steering wheels
- Ten jack stands
- and a Partridge in a Pear Tree! (You locate and catch) Merry Christmas!

**FOR YOUR CLASSIC,
ONLY THE BEST
WILL DO**

HIGH ZINC FORMULA | FOR CLASSIC CARS



OUR HIGH ZINC FORMULA PROVIDES
A PROTECTIVE FILM AGAINST
EXTREME ENGINE TEMPERATURES,
FRICTION AND STRESS



Here's my excuse for us not being at the St. Paddy's Day drive. I may be in here when I'm in Paris next. Need anything?!!

<https://chapel.fr/fr/categorie-produit/chapel-vintage/>



Have you heard of Chapel? It's that quiet little French brand that gentlemen drivers like so much, which won the heart of New Yorkers in the 1920s. In their Paris showroom, you can find all the vintage accessories for the man in a hurry that were so dear to Paul Morand. Gloves, leather jackets, biker's goggles, helmets and soft leather headbands, without which you can hardly imagine rolling along in a roadster.

Chapel
244, rue de Rivoli, 1^{er}
06 16 11 56 60 (by appointment)

Classified Ads

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

1959 MGA 1600: Black, Wire wheels, disc brakes, 1800cc motor. Member owned & garaged since 1983. \$15,000. Contact Tom Morgan. 650-740-4116 (Posted 2/24)

1959 Midgette ZB Varitone: Steel blue over Mineral blue. New paint, needs finished. Many many spares, \$3500. In Turlock, Dale Wallace, 209-404-2051 (Posted 2/24)

1966 MGB-GT Special Edition, 1968 MGB-GT with 5-speed. Dale (above), \$6000 each,

Famous TC: Phil Frank's TC is available. Contact Allan Chalmers. allanchalmers@yahoo.com (Posted 2/24)

Trailer for sale: Great for MG. Trailer belonged to Dave Laughlin. New tires and wiring. Single axle. \$750.00. Member Stephen Born: scborn@hotmail.com (Posted 2/24)

MGB Parts, Parts, Parts: Free MGB Driver and other magazines. Lots of early MGB parts. Let me know what you are looking for. These are from Ken Gitting's collection. Member Lynn Bryant at Lynnnberta@sbcglobal.net

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



Member Notes

France from Marty Rayman: (His photos at right)

So far all is less expensive here. Google Saoû, France. E.g. renting a Fiat 500 is euro 176/week. Nate calls this area, the Drôme, the "B side" of Provence, which is the next region south.

Photos: Grandson Luca reading book that I purchased for him at Automobile Passion bookstore in Paris. And playing with MGB with caravan that I purchased from George's collection.

Thanks from Jennifer O.:

I really enjoyed the article on Terry Sanders, who I remember from SSTs meetings, one of which was in he and Cindy's Warehouse home in Oakland.

Burnt Spark Plug from Barbara T.:

I was pretty scared when I smelled the smoke. All's good because I won my first trophy. And a memorable one at that. Will go out on the St Paddys Run and have been taking the car out between storms and painting a lot. Hope to see you soon.

Memories from Marty:

Particularly poignant was the wonderfully done section on TA Terry. I feel lucky to have known him. And Phil Frank's TC is for sale!

Photo from a Rough Riders memorial visit to Phil Frank's house in Bolinas, 2008. I was honored to be invited with my TD (TeD).

MGB Models from Don Scott:

Of course I prefer the early MGBs with metal dashboards, as they are less complex and were made to a better quality level than later cars. But, there aren't many original MGBs, Mk1 or others, left that haven't suffered from wear, rust, time, neglect, and shoddy repair-work

Feedback from New Member Don Herrick:

Just wanted to let you know that Jeanne and I enjoyed today's St. Paddy's Day Tour very much. We had never been to those roads of Northern California. It was so beautiful and fun to be part of a group of MGs. We also enjoyed meeting members of the club. Hope to be joining you again.

Wayne & Janet's MGB, from Andy Preston:

Hi, Guys. I believe this is Wayne's MGB. It appears that someone bought it and is now selling it. I hope it stays with someone in the club.

I have many fond memories of drives to Breckenridge, Corvallis, Oregon and Utah with Wayne and Janet in their car and us in our Blue B.

Confirmation from Wayne & Janet's son CJ:

We did, unfortunately, have to sell Dad's MG last summer. With Will living in New Orleans with no garage and me living in Portland with a baby and already care-taking Dad's Studebaker, we just didn't see how we could realistically hang on to it. The poor thing hadn't even run in two years when I sold it.

That being said, I know the guy to whom I sold the car and restoring old and/or collectible cars is his business. So, it was bound to hit the market again, and there's nothing that I would love more than to have someone in the club pick it up. If there's interest then please reach out to the seller and to me so that I can help to facilitate, if possible.



Photo: Mike Jacobsen

New Members!

Welcome back Scott Johnston of San Jose with a 1958 MGA Twin Cam, OEW (Old English White color)

Welcome Joe Gresch of San Jose with a 1952 MG TD

Welcome Don Herrick of San Jose with a 1979 MG Midget

"I have lived in Silicon Valley and worked in the tech industry for many years, although I am retired now. I purchased my 1979 MG Midget (Midge) in Sunnyvale in 1984. I restored and painted it myself and I do most of the work on it myself. My biggest challenge is getting the smog testing to pass on a regular basis. Especially since CA requires all original emissions parts, which are hard to come by now. I enjoy driving it 4 or 5 times a week, sometimes up onto the winding roads in the mountains. See attached photo of Midge."



Don's photo above. Shockey photo on St. Paddy's Tour

Register Your MGA With NAMGAR!



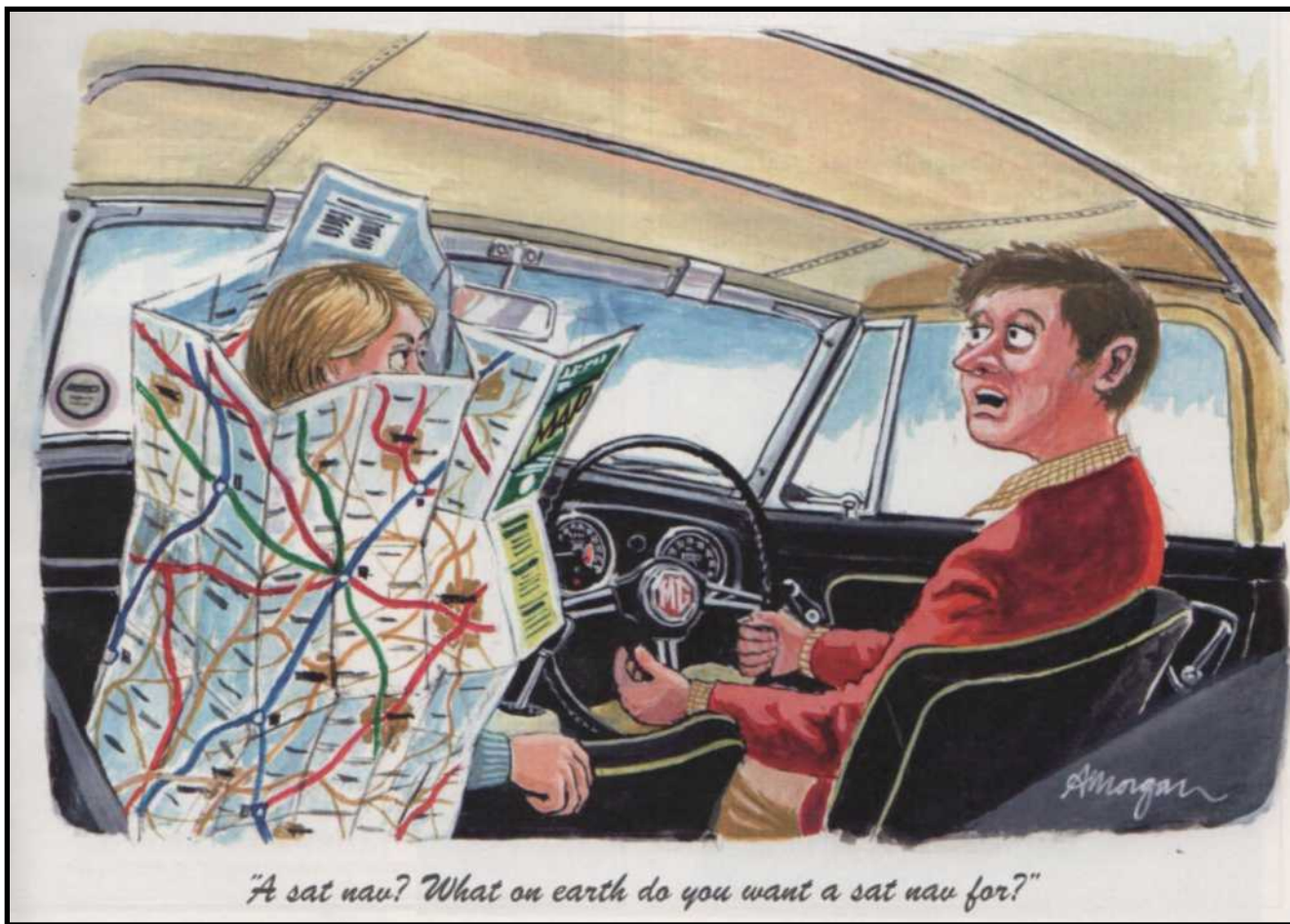
Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact registran@namgar.com.




North American MGB Register



From
**Safety
Fast**
magazine



"A sat nav? What on earth do you want a sat nav for?"



Distinguished St. Paddy Celebrants by Andy Preston

