



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!



MGB/GT at Sebring. Arist: Dennis Wharf

Info: Page 22



March 2026



About *The Octagon* and the MG Owners Club

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

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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.

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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to webmaster@mgocsf.org. 2026 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.ORG

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

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MGOC & SSTS

St. Paddy's Day Tour, Sun., March 15, 2026



Date: Sunday March 15, 2026

Photos: Barbara Tapp, Andy Preston

Tour leaders: Andy and Marla Preston 707 529 1446

Meeting Place: Bagel Street Café, 208 Northgate One, San Rafael

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

Tour: This is a Marin/Sonoma tour where we drive some of our more scenic back roads, including ones that we've rarely driven before. The tour starts at the Bagel Street Café in Northgate One in San Rafael and ends up at Café Bellini in Petaluma.

Our first stop will be at the Marin French Cheese Factory where we can enjoy some wonderful cheeses and other refreshments. We'll be driving on some new roads and passing through San Geronimo, Lagunitas Forest Knolls, and the glorious redwoods in Samuel P. Taylor State Park.

We will leave the Cheese Factory and head out through the picturesque Chileno Valley and into Sonoma County countryside driving past old farms and ranches on our way to our lunch destination.

Our final destination and lunch stop will be at **Café Bellini, 100 S. McDowell**, Petaluma where we will eat in a private dining room. Lunch entrees need to be ordered beforehand from the list below and include water, lemonade and iced tea.

- Cheeseburger or Veggie burger & fries
- Chicken Club & fries
- Fish and Chips
- Cobb Salad w or w/o meat

Total Cost including tax and tip \$35 per person and must be paid beforehand.

RSVP by March 9, 2026 with your entrée choice and check made out to the MGOC and mail to: Marla Preston, 7305 Rebas Way, Rohnert Park CA, 94928

707 529 1446, marlapreston@hotmail.com



To pay through PayPal go to the website at: www.mgocsf.org and under Events click on St. Paddy's Day Tour; But please tell Marla that you have paid through PayPal and your entrée choice.



Click for sound! 

March 28 & 29, 2026

Clovis British Auto Roundup

Presented by the Valley British Auto Club

Register on-line - ValleyBritish.ORG

You are invited to enter your BRITISH car or British motorcycle of any vintage, marque or condition in the 2026 Clovis British Auto Roundup. This, our 23rd annual show, has a great blend of things to do and see!

We tick over the show weekend on Saturday morning with a group rally tour on some twisty foothill roads. Sunday morning brings a great display of British cars and exploring vibrant Old Town Clovis, California.

The 2026 spring "Clovis Antique Fair" will be just north of our car show. Explore the antique shops and get lunch at an Old Town restaurant. "Entrants Choice" show winners will receive very nice awards and any entrant can drive away with some super raffle prizes.

Enter today! The members of the Valley British Auto Club sincerely thank you for your continued support of and participation in, our 2026 Clovis British Auto Roundup.

Show will go on rain or shine - Sorry, No Refunds !

See you there!

2026 Schedule of Activities

Saturday 28 - Group Rally Day

0930 - Meet at Best Western Clovis Cole Hotel (415 N. Clovis Ave at 4th Street) for group rally tour in the Sierra foothills. (Tour leaves parking lot at 1000 sharp)

1200 - "No Host" Rally Lunch at Bobby Salazar's Mexican Restaurant, (434 N. Clovis Avenue at 4th Street) across the street from Best Western Clovis Cole Hotel.

Sunday 29 - Show Day

0730 - Show Gates Open

0900 - Show Officially Begins

1100 - 1130 - Hand Crank Exhibition (Contact a VBAC official to part)

1230 - 1300 - Oil Spot Judging

1300 - 1400 - Charity Raffle

1430 - Awards

1500 - Show Ends

Thank you and see everyone in 2026!



From the Editor

Welcome Spring! Dah who doraze!

8 February 2026

OMG, Spring is here already. Club events are coming fast. Am I ready? No, I didn't get my winter projects done. My winter projects tend to be multi-year. I do need to add some decent defrost capability to my MGA Coupe. It fogged up badly on the Rally last spring. I don't want that again.

The MGA is a hot car and the coupe version especially so. I had intended to add a/c to it and installed an 1800cc (MGB) motor to run it. While the drivetrain was out, I replaced the heater with an a/c condenser/blower unit under the dash. It is the under-dash style as used by early Mustangs, for example. MGBs generally use a different unit with hoses bringing the cool air to the dash.

So while I don't have heat, I do have a large blower capacity. I just need to add hoses and hook up the power and a switch to the unit. I have been using the MGA heater controls for fan switches – and for my overdrive. I replaced the cables with electrical switches and can even use the original knobs to keep that stock look. I could add a small electric heater, also, since I have an alternator thus plenty of electrical power.

I finished the tonneau cover for my P type and am nearly done with a new original-style hood (top) for it. So I did get something done this past winter. Oh, and I purchased and mounted a "space-saver" spare for the MGA using a 13" Midget wire wheel. That gives me some actual trunk space.

SFF! (Safety Fast Forever)



Dan



Did I forget something?



Geoffrey Locquenutte & Nelson: On The Road



Cartoon by
Brian Sonner of
Placerville

February Comments

“To tune it, or not to tune it, .
 .. that is the question. Whether 'tis nobler in the mind to suffer the slings and arrows of outrageous cost When, perchance, the car it has shuffled off its mortal coil. Oh that this too, too sullied wallet would melt.” My thoughts while working on the MG. How, perchance would Hamlet approach it?

In the last month or so, I have had some difficulty starting the MG on some cold mornings. I would eventually get it running, but while doing so, I kept wondering when was the last major tune up? I make it a practice to run the auto at least once a week to keep the battery and hydraulics up. I keep two shop manuals in the trunk and in the Robert Bentley manual, I keep a record of all the work I've done on the car. Most of these entries regard either richening or leaning the carburetor mixture. I've discussed this in earlier columns. Looking back, the last complete tune up was on July 20, 2019 at 136,989 miles. That is just short of seven years ago and 18,000 miles. Not having to deal with points and condenser with electronic ignition, I have become quite lazy.

Fortunately, nothing is rotten with the state of my finances so I decided to do it first class and replace everything. Valve clearance check found #4 and #5 valve clearance to be tighter than spec and were adjusted. Compression figures were 140, 138, 140 and 130

Cartoon by Brian Sonner of Placerville



respectively. The last compression figures from September 2023 were 141, 141, 150 and 130. Spark plug burn was medium brown. New Cap, rotor, spark plugs and plug wires were installed and the car started right up and noticeably stronger. Timing remained at its original 10 degree BTC at 850 rpm's (the California smog timing requirement). The test drive definitely showed more power, probably due to the new cap and rotor. The "B" is ready for fun, travel and adventure!

Two events coming this month. Andy and Marla's Saint Paddy's Day Tour on Sunday March 15th and The Clovis British Auto Roundup on March 28th and 29th. Both enjoyable and fun events. I hope to see you there!

Doug





Be one of the first to register: <https://near.tl/sm/VYpnEiDCyl>

You MUST register in advance to show your vehicle on the field.

Remember, 3 cars of like make or model are needed to set a class.

My MG Journey

By William T. Doyle, "Tom"

When my father was transferred from Los Angeles to New York City in 1961, the family settled in Fairfield County, Connecticut. My parents decided to purchase a Cape Cod style house in Old Greenwich, Connecticut, near Long Island Sound. While growing up my parents never owned a British car but had VWs, Mercedes, Chryslers, Chevys, and Fords. I attended primary & secondary school in Greenwich, Connecticut, from 1961-1971. I started college in New Hampshire then transferred to Cal Poly San Luis Obispo California in 1974 where I got my baccalaureate degree.

In 1973, a good friend by the name of Ryan purchased a 1969 MGB GT in canary yellow, an MGB GT similar to the one pictured. He bought it locally from the seller in Old Greenwich for \$600. It had engine issues and so he replaced it with one out of a 1966 MGB which was a major job. Ryan used it for basic transportation in and around Greenwich and back and forth to Vanderbilt University he was attending at the time.



During school breaks I would return to Old Greenwich and Ryan and I would enjoy touring the back roads of Fairfield County in his 1969 MGB GT. The front seats were quite comfortable even for someone 6'2". During these outings I developed my love of MGs. MGs of this era were sporty, fun to drive, economical, easy to maintain and dare I say, sexy. It was at this time when I fell in love with MGs.

I didn't purchase my first MG until 2009 but always wanted to. In fact, I hadn't been in a MGB since my rides with Ryan in 1973. In 2009, I was

My 1978 MGB Tourer. Photos from the author



working in Kuwait for the US Army supporting the drawdown of forces during Operation Iraqi Freedom. While on leave, I saw a 1978 maroon MGB tourer parked on CA 89 on the west shore of Lake Tahoe for sale. My wife and I inspected it and I contacted the owner and purchased it. The MGBs manufactured from 1962-1980 came with an 1800cc 4-cylinder engine and could produce between 62.5-95hp. Earlier models of the MGB had more HP due to fewer smog restrictions. I had a heck of a time trying to register it in California because the previous owner had replaced the original single Zenith-Stromberg carburetor with a single Webber downdraft carburetor and it would not pass California Smog inspection. I eventually found a mechanic near Sacramento to work on it while I was Kuwait and he replaced the Webber with a Zenith-Stromberg.

After returning from overseas I ended up working in San Francisco for the Army Corps of Engineers. I moved the 1978 MGB to the Bay Area from Tahoe where I would drive it regularly in and around the Bay Area. At this point I joined the Northern California MG Owners Club as well as the North America MGB Register. I then began entering car shows and eventually won a few awards with my 1978 MGB tourer.

In 2012, I purchased another MGB tourer that was for sale in Hercules, CA. It was a vermilion 1976 MG tourer with a black interior and it was cheap and a mess of a car. It had a faded paint job and would barely run. In fact, while driving it home from Hercules, CA to Emeryville it broke down on Interstate 80 and I had to have it towed to a mechanic in the Bay Area to get it road worthy.

My intent was to use the 1976 MGB for spare parts. However, out of the blue someone from Florida heard about my award winning 1978 MGB and off it went to Florida. The sale of the 1978 MGB tourer gave me the needed capital to fully restore the 1976 MGB.

After I restoring the 1976 MGB tourer, it consistently won awards in nearly every car show I



entered in Northern California because I had it re-sprayed in SF Giants orange (which wasn't the original factory color but should have been). The early 2010s were the time when the SF Giants baseball team won a few World Series. The color combination made it popular with SF Giants fans as well as other car enthusiasts. It was even featured in the SF Chronicle the day after the SF Giants won the National League pennant in 2014! However, although the 1976 looked amazing, mechanically it was a basket-case. This was mostly due to additional California Smog restrictions. A non-California delivered 1976 MGB had probably 62.5HP whereas my California 1976 MGB had at best 45HP as it has lost some horses along the way. It was a real danger to drive on the interstate.

By chance, in 2018 I met John Rogers, who was the North American MGC Registrar at that time, while on a trip to the East Coast. I just so happened I test drove a MGC GT while on my trip but it had an automatic transmission which turned me off. I told this to John and he informed me that he had a 1969 MGC GT for sale. After we returned to California, he drove it up to Donner Lake, CA from Nevada City in July of 2018 for a test drive and I was smitten how powerful it was. We agreed on a price and I soon became

a proud owner of two MGs. To those unfamiliar with the MGC, it looks similar to an MGB in both tourer and GT models but it comes with a 6-cylinder 145hp engine. Since it manufactured prior to 1975 it had fewer smog restrictions (i.e., it has no catalytic converter) resulting in having plenty of horsepower to spare.

My wife set a house rule that we are a one MG family so the 1976 MGB had to go. I consigned it to Sierra Classics in Reno, NV, and in about 10 months it eventually sold.

The MGC was supposed to replace the Austin-Healey 3000 but never did. In late 1969, British Motor Corporation made the management decision to cease making the MGC because they had just acquired Triumph Motor Company who offered the new TR-6 model and the management didn't want two marques with 6-cylinder engines competing against each other. In addition, the sales of MGC were never on the same level of the TR-6 or MGB, which was another reason British Leyland scuttled the MGC.

British Leyland and British Motor Corporation produced over 500,000 MGBs where as they only made 8,999 MGCs. About 4,500 MGCs were exported to North American and of those 1,773 were in the GT models and the remainder were tourers. Of the 1,773 GT models, 484 of them came with a Borg-Warner Model 35 automatic transmission. My MGC GT has a manual 4 speed transmission with overdrive making it one out of 1,289 that were manufactured. It is estimated that 500-600 MGC GTs are still on the road today making my 1969 MGC GT a pretty rare car.

My 1976 MGB Tourer - Tom at *MGs by the Bay*



I purchased a British Motor Museum Heritage Certificate and found out that the original color was Tartan Red and it was delivered to San Francisco CA. I also found out that my MGC is one of the later MGCs manufactured based in part due to my VIN # being 8710 out of total 8999.

I really enjoy my MGC GT and have entered it in a number of car shows. Recently, I have begun entering Concourse d'Elegance car shows and have won a few ribbons along the way due mainly to the rarity of my MGC GT. Occasionally, I have been put in the MGB GT class which is frustrating for me and the other competitors. The MGB and MGC may look similar but they are two very different cars. It like lumping a Porsche 356 and a 911 into the same class!

My journey with MGs began with my friend Ryan's 1969 MGB GT in the early 70s, blossomed into my purchases of a 1978 and 1976 MGB tourers and eventually my 1969 MGC GT. I don't expect to purchase another MG anytime soon as I am quite satisfied with my 1969 MGC GT. I do think it is one of the best and most powerful MGs ever made. Of course I am a little biased.

William T. Doyle, "Tom" is the proud owner of the 1969 MGC/GT. Tom lives with his lovely wife Heidi



on the North Shore of Lake Tahoe and belongs to the MG Owners Club of Northern California, the Reno British Car Club, the American MGC Register Association, and the North America MGB Register. He enjoys writing about British sports cars but would rather drive one than write about them!

My 1969 MGC GT



Lance Klokkevold

MGOC Founding Father and Member #1

We are sad to report that we lost the last of our founding members – after 69 years! Lance got to know the service manager at Berkeley's BMC dealership, Ray Decosta. The BMC dealer was located on Telegraph Avenue near the U.C. Berkeley campus.

The club started out in the living room of Ray's house. Ray became President, his wife Rose the Treasurer, and Lance became the first member. As the club grew, the living room became too small so the club started renting meeting space for monthly meetings.

Lance's first car was a white MGA that he purchased from the British Motor Company (BMC) dealer in San Leandro.

Ray was into Gymkhanas and created his own MG gymkhana team called The Ravens. Ray even created Ravens car stickers to increase camaraderie. In the club circuit, our MG club was a force to be reckoned with!

What is a Gymkana? According to Wikipedia: "Similar to autocross, the goal of gymkhana is to achieve the fastest time possible. The name is loaned from the equestrian discipline of gymkhana." The course is generally in a parking lot with cones defining the course.

Sometime in the 1960s, Lance took a hiatus from the club while he went to serve his country in the Army. He may have left the club for a while, however, he did not leave his MG. He drove his car from California to Fort Campbell Airborne School in Kentucky. After his tour, he drove his MGA back via Canada, Washington, and Oregon to California.

After returning to California, he reconnected with MG Owners Club. When he rejoined, he connected with Jarl De Boer who owned an auto repair shop that specialized in Ferraris and Maseratis. He was a well-known master mechanic and MGOC member. Lance had his MGA engine rebuilt by him sometime in the 1970s and after over 50 years, it hasn't needed a rebuild since.

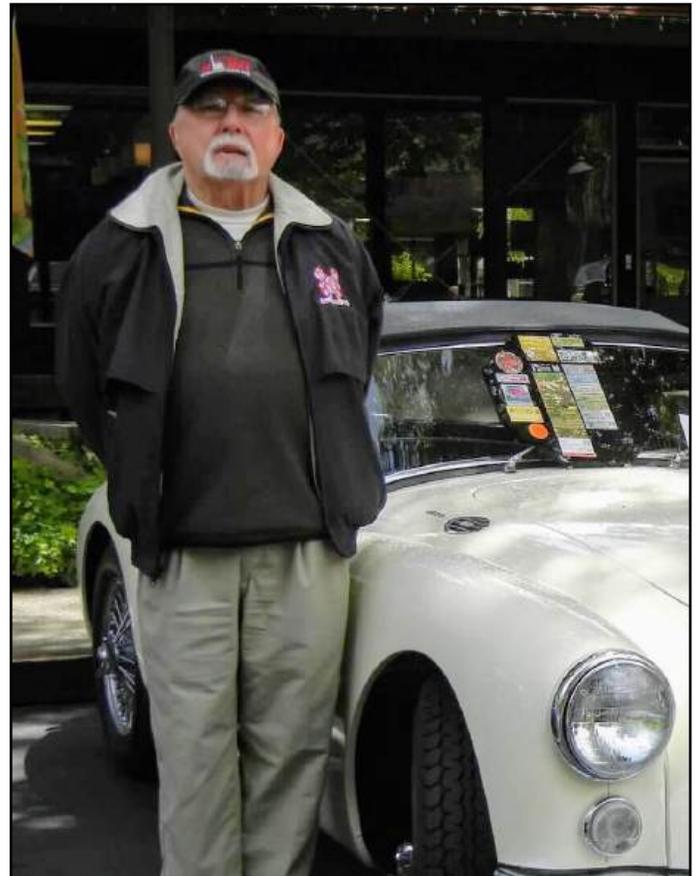
In the late 1950s, Lance became the first Activities Director for the club. Lance led a number of events and activities that included gymkhanas and poker rallies. I asked him, what's different from club events of today vs. the past? He said, all clubs did things with other clubs. He mentioned how we would do joint ventures with Jaguar and Austin Healey clubs for example and sometime several clubs would join in.

Ray held the record for the most *MG by the Bay* shows attended. Thanks to Lance and many others, the club is now nearly 70 years old, hosts numerous events with a membership base of over 200 people. Lance was 89. See also page 22.

*Article from John Hunt with updates by Dan Shockey. At right: Lance at 2012 **MGs by the Bay***



MGOC Member #1 Lance Klokkevold. Wow!



Our Loss: Judy Lenore Guidry of Livermore

Judy was a stalwart of the Sorry Safari club and with her husband Herb, also belonged to the MG Owners Club. Judy held many positions in the SSTS over the years and was a regular on events with Herb in their white MGB tourer. She was one of the nicest persons you will ever meet. She was quick to welcome new folks and make them feel a part of the club.

Judy died on February 17 at a young age 72. Her husband Herb died at age 75 in 2023. Judy fought bravely and kindly but succumbed to an aggressive form of cancer.

We miss you, Judy and Herb. (Dan Shockey)



Herb was unmistakable in his bib overalls and wild hats and outfits. Matched his personality.

A life well lived...



Piggy-Back Condenser Spare

Check if the fitted condenser is faulty

By Ian Ailes from the newsletter of the V8 Register of the MG Car Club

Ian says, "The spare condenser can easily be clipped to a nearby earth and the wire between the coil and distributor to check if the fitted condenser is faulty. If it is faulty the piggy-back condenser will override it and the engine start firing properly.

"Rally cars before electronic ignition would have one bolted to the inner wheel arch with an extended wire that can be clipped to the coil if the fitted distributor condenser failed. With the high failure rate of condensers, everyone should keep a spare one in the glove box. The condenser is not polarity sensitive so will work on older positive earth cars as well. It's probably worth extending the tail wire to make it easier to fit."

Apart from a faulty condenser, other problems I have come across recently which manifest the same fault are:

- Loose screw holding the condenser in the distributor causing an intermittent earth
- Internally broken tail wire due to fatigue or pinching - not visible and not always obvious
- Wire inside condenser is shorting out on the body - the sleeving can melt and short out. A piggy-back condenser won't work due to the short. Check the tail wire is not touching any metal inside your distributor.



All simple faults but a nuisance to diagnose. Link to the full article and an explanation on how to test a condenser can be found here:

v8register.net/cc/250902-testing-a-condenser-ia2.pdf

Faulty Condenser

How to Test for a Faulty Condenser

By Stuart Locke, MGOC & Peninsula T Register (reprinted from past)

Picture this: Your MG is broken down on the side of the road, far from home. It is August, there are no shade trees, just the 100 degree sun beating down on you. You got all your tools and manuals out. Your head is under the bonnet and your wife keeps saying, "Is it fixed yet?" You have the distributor cap off, could the fault be the condenser?

The trouble shooting books say the way to see if the condenser is the problem is replace it with one you know is in good condition. Maybe yours is original equipment which is soldered in place (T series). Or a later one that screws in place. Maybe you didn't bring a spare condenser. Besides you are in no mood to be replacing things that may or may not be at fault.

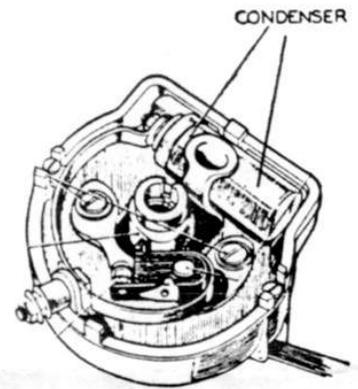
Here is a fast, simple, more direct way to quickly test the condenser without removing it, as told to me by my friend Bill Phy.

Turn over the engine until the contact points are open. Short across the points with a suitable screwdriver. Shade the distributor with palm of hand.

- 1) White to blue spark – condition O.K. (high intensity spark)
- 2) Red to orange spark – condition BAD (low intensity spark) leaking condenser

The function of the condenser is to absorb and retain surges of electricity. It prevents arcing at the breaker points and breaks the spark faster.

Ed: Sounds like Stuart has been along such a road! Unfortunately that is the fear that keeps many of our older MGs from being driven so much.



O-Rings for SU Carbs

By David Edgar of the TC Motoring Guild

I am going to focus mainly on the SU carb adjustment nut seal here but will touch on the jets seals as well. The original jet and adjustment nut seals are made of cork. They seal well, but do tend to dry up if not kept wet with fuel. They do swell back up if fuel comes into contact again but that takes a little time. Think of a kitchen sponge that dries out and becomes stiff. But it becomes pliable when water is introduced again after a short while. But that little bit of time does cause some initial fuel leakage until they swell again. The dry cork rings around the jets really don't cause problems unless jet movement tears them. The biggest culprit of fuel leakage to the ground is from the jet adjustment nut cork seal under the carbs and below the jets.

The cork eventually dries, shrinks and then leaks until they swell back up again. However if you drive your TC fairly often, then the fuel in the carbs probably doesn't ever completely evaporate.

So I decided to experiment to see if I could solve this drying out issue. The original cork here has a roughly triangular cross section as the sealing ring has a taper in it. From working on hydraulic cylinders, I know O-rings will conform to a space so I worked out what it would take to fill the space with an O-ring. What seemed to work out best is using two O-rings that would crush together.

You can buy black O-rings at Home Depot but I was concerned with our ethenol fuels as well as heat from the exhaust manifold that is nearby. I decided on a Fluorosilicone material (blue in color) that seems to deal with these issues. I did find other materials, too, but they were more expensive (especially in specific sizes). I also chose a FS70 hardness.

I also ordered smaller O-rings for the jets. I have heard of people using Teflon O-rings here but I decided to use the same Fluorosilicone to try out. It has been over a year now since I did all this and I have not had one bit of a problem.

Added note - In talking to Pat Garity if you do tear down your carbs, please note the cupped washers to hold the O-rings. Originally are

brass but many cheaper rebuild kits use thin stamped steel. Those are junk. Keep your original brass ones (if that is what you have) or be sure to buy a good quality rebuild kit.

Parts info on page 24.



O-rings on the jet



The two O-rings added

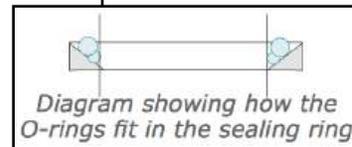


Diagram showing how the O-rings fit in the sealing ring



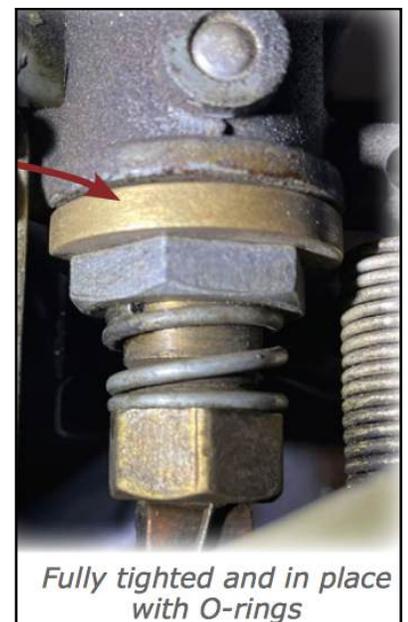
Whole assembly ready to fit in.



A brand new cork seal (A), the two O-rings I bought (B), and pieces of an old cork seal that fell apart (C)



Assembly in place before final tightening. Compare to previous page when fully tightened



Fully tightened and in place with O-rings



Keep Planning for 2026!

WINTER



**Sun. Mar. 15: St. Pat's Day Tour, Sonoma Co.,
Marla & Andy Preston, Page 3**

March 28-29: Clovis Roundup, Valley British Club,
A fun event! Page 4

Sat., May 2: San Mateo Tour, Doug Hollander

May 11-15: GOF West, Flagstaff, AZ, Club caravan?
Route 66!

2026

Sun., May 17: Dixon All-British Meet & Swap, p. 7

**Sat., June 6: Brits by the Bay, Greenbrae, MGOC
Sponsor, page 17**

Sat., June 20: Juneteenth Event, SSTS South Bay

Mon., Aug. 10: Monterey British Car Show

August 24-27: MG2026 All-Register Event, Ohio

Brits play hard with their 95-
year-old MG M type
David and Philippa Rolfe
Cotswold Trial 2025

By Peter McFadyen, Triple-M
Register Bulletin

BRITISH SLANG LESSON



Blimey

"Blimey" is a shortened form of 'Gor blimey', a term which dates back to the 19th century. It means 'God blind me', and is used as an expression of surprise – a bit like oh my god! At the time, blasphemy was a serious matter and it wasn't okay to take the Lord's name in vain, so saying a phrase which sounds a bit like it was a good workaround. Over time it became less religious and more casual. Now, it's simply a fun British (and Australian) way to express shock—kind of like saying "Wow!" 10

BON AIR

GREENBRAE

- and -



The MG Owners Club
of Northern California

host

BRITS BY THE BAY

A Show for Classic British Automobiles

BON AIR | Greenbrae | Marin County

June 6th, 2026

10:30am-2pm

Welcoming British Automobiles
Manufactured 1980 and Earlier*

Registration (\$40) through May 1st, 2026

details & registration at:
bonair.com/brits



* see bonair.com/brits for details

The Longest Rebuild

A true story of love and guilt and pin beading...

Dear All. Another one rejoins the fleet and after the longest rebuild in history! This is an MG "F Salonette," a six-cylinder coupe.

Off the road since 1959, in my possession since 1969, moved home ten times between then and 1989 which played havoc with it as a project. What a long haul for which I feel rather guilty. Soon to be seen around the roads of South Somerset.

Mostly original with new timber to the body. Trimming and fettling yet to complete plus the infamous pin beading. Does anyone do pin beading anymore? If so do please let me know who.

So, 80% complete and as we all know the last 20% of the work takes 80% of the effort, so here's to the next 55 years!



Thanks to all who have been a part in this.

Cheers

Peter Lansdown, UK (his photos above)

Fantastic Peter. Maybe my M Type Sportsmans Coupe may see the light of day one day. I bought it as scrap in 1965 and started its rebuild about 4 years ago. I feel your guilt, too.

Keith Durston, UK

At left: A Salonette interior. Plush!

Dress for the Weather!

Jaguar founder William Lyons attended the New York Auto Show the year that the Mark VIII saloon debuted. While there, a man came up to him and asked, "Have you done anything about the heater? The one in my Jaguar is crap!"

His reply was priceless. "Sir, you should dress for the weather!"

Mike Hughes, L0297, USA



William Lyons Looks Over The New Jaguar Mki Display 1955 Car Old Photo | eBay

New Member!

Welcome Larry Delorefice of Pinole with a 1952 MGTD, a 1959 MGA 1600 and a 1970 MGB

Member Notes

Praise from Sue S.: (always welcome!)

A wonderful Octagon to start off the year. You do a magnificent job.

Thanks from Dan Neu:

I received the MGOC Window Cling. It will make my MG look more official while representing the MGOC at North Carolina events.

Recovery from Barbara T.:

My shoulder recovery is very up and down. I have driven a tiny bit but that causes pain so lots of rest happening.

Cheers,

Back in the Saddle?

from Marty Rayman:

Back in the bucket seat for sure. I can manage the clutch without pain, but heavy traffic can be gruesome! The only saddle I mount is on the stationary bike, for a few more months. A lot more bone growth is needed first. Cheers,



MGs lost to Fire, from Don Scott:

Tim Trevithick, who lives in Grass Valley, isn't a member of our MG club, but is a friend to me and to many others in the MG community.

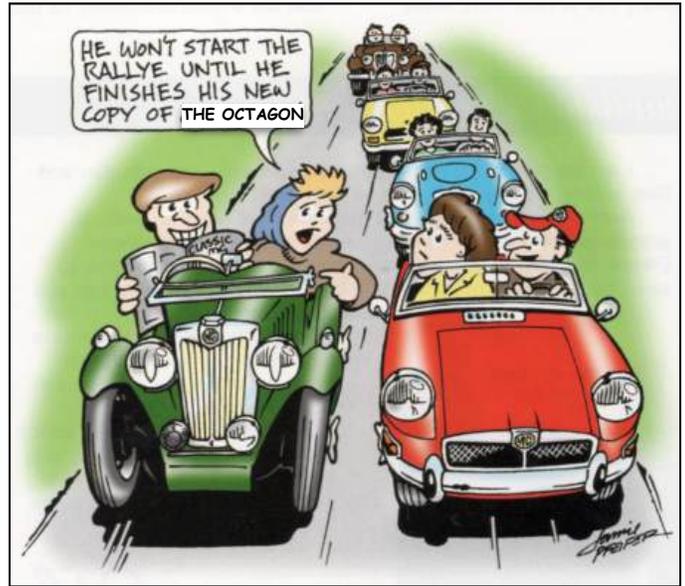
"I just got the news my workshop at home has burned to the ground today .. nothing left.. there were 15 cars in there and lots of parts, most of the cars exceptional 'time warp' survivors."

Tim's MG Experience thread about the fire is here:

<https://www.mgexp.com/forum/mga-forum.2/massive-loss.5011652/>

Project update from Alan Havey:

We've had decent weather so far in January. I continue to work on the Austin



Healey 3000. I've removed the steering box and am rebuilding it this week. While waiting for parts, I worked a bit on the new interior carpets. I added some sound deadening as the exhaust runs right near the floorboards. I am also fixing the overdrive, which is really needed on this car!

My MGA has been stored in the back of the barn awaiting warmer weather.

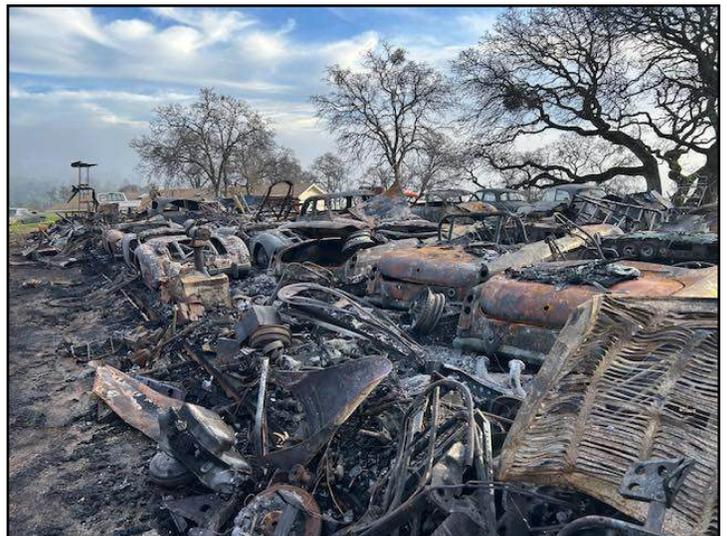
Origin stories from Tom Doyle:

I was thinking the other day of my origin story with MGs. Then I got to thinking, I bet every member has an origin story and it would be interesting to hear how each of them became an MG enthusiast.

Been a mild winter so far, got a 1/2" of snow this morning but has been dry.

Response from Dan Shockey:

I had one idea (based on this time of year). We had 12 new members in 2025 (plus a couple returning members.) We could make



Member Notes (continued)

a calendar with a new member, car photo(s) and short story on each month. We could even honor members we lost, perhaps on the covers. Bill Hiland last year. Just brainstorming...

Reply from Tom:

I thinking of a different angle ... more how did you get to know the MG marquee and how did that translate into your current passion for MGs? For example, my best friend in the early '70s had a 1967 MGB/GT that we used to cruise the back roads with. And there are lots of adventures we had.

Buying Parts from Abroad, from Andy Hunt:

For those of you who are considering ordering spare parts for your MG from abroad - be warned. It might be worth ordering domestically in the US, even if priced higher. Blame import tariffs!

I was recently caught out on some spare parts I had ordered from the UK. I knew tariffs were out there - who could not have heard the news! - but I was a little surprised about how they work in practice and how high they are.

The way it worked, at least in my case, is that each imported item was cross referenced against all applicable tariffs based upon a combination of what it is made of (i.e. steel or aluminum parts attract extra tariffs) and where it was made (note not where you are importing it from). For the latter what really hurts is if the parts are made in India or China. These get hit by 50% tariff off the bat, and there are other 'mystery' tariffs that seem to be applied.

Bottom line, for several of the metal parts that I imported, which turned out to be made in India or China, I was charged a tariff of between 95% and 100%. On top of this I had to pay a fee to DHL to administer it all (\$17.50). The end result was that on a small box of parts that had a value of \$135, I ended up paying tariffs + fees of just over \$100. So just a heads up - try to buy parts in the US as at least then you know the cost - but if you need parts sourced from abroad be prepared to pay more to get them here!

Note from Dan:

Not sure how the Supreme Court ruling will affect all this. There are other ways of restricting and penalizing imported goods.

Red MGA spotted in Carmel, from Marty:

After the brunch, Naomi & I went on to spend three nights at the Tickle Pink Inn in Carmel Highlands. It was a most wonderful



escape & we even spotted a red MGA! We did not drive the MGA south; too much. Instead we drove the MINI roadster. It is British & has a MGOC decal on the windshield. My healing leg now allows me to drive a stick shift pain free.

That MGA guy, in Pacific Grove, drove away before I could hobble after him. (See photo.)

TD update from Eric Baker:

I had the engine for the TD rebuilt. Still need to do the head. TD has not moved under its' own power since 1964.



Classic Brit cars drop in value, from Don Scott & Mike J.:

Not only are we getting older but our cars are worth less (though not worthless), too. (See chart.)

Photos from Members



Member Notes (continued)

HAGERTY			
British Index Performance, January 2026			
Vehicle	Value	3-Month Change	12-Month Change
1965 Austin-Healey 3000 Mk III BJ8 ph2	\$74,100	-2%	1%
1956 Austin-Healey 100M BN2 Le Mans Rdstr	\$138,000	0%	-8%
1965 Jaguar E-type SI 4.2L roadster	\$205,000	-5%	-13%
1954 Jaguar XK 120 roadster	\$161,000	-3%	2%
1961 MGA 1600 roadster	\$29,800	0%	-20%
1963 MGB Mk I	\$23,600	-12%	-13%
1955 MG TF-1500 roadster	\$27,100	-11%	-28%
1967 Sunbeam Tiger Mk II convertible	\$110,000	8%	-10%
1962 Triumph TR3A roadster	\$33,800	0%	-7%
1972 Triumph TR6 convertible	\$36,700	0%	10%

Source: Hagerty Insurance

New Car! from Andy Preston:

Here are some photos of our new classic sports car. Marla's always liked these cars and so have I, since the days of Roger Moore and the Saint back in the sixties. It's very hard to find one that is in decent condition because they only made 40,000 total as compared to 100,000 MGAs or 500,000 MGBs. (See photo.)

I've been looking for around 2 years and finally saw this one on BaT in Pleasant Hill so was able to see the car prior to bidding. Even though it looks perfect in the photos, there are some imperfections that makes it a great driver condition. First thing is to tune the carbs and try and get the clutch to disengage better.



HAPPY ST. PATRICK'S DAY

MGBs at Sebring

This was the 1967 entry crewed by Paddy Hopkirk and Andrew Hedges. Finished 1st in class, 3rd in GT and 11th overall. The MGBs performed well at Sebring. Every year from 1964 to 1968, MGBs out-paced all the Triumph, Sunbeam, Lotus and Jaguar entries. They were the highest placed British finisher in each of these years except 1965 when bested by a Works lightweight Sprite race car (also prepared at Abingdon).

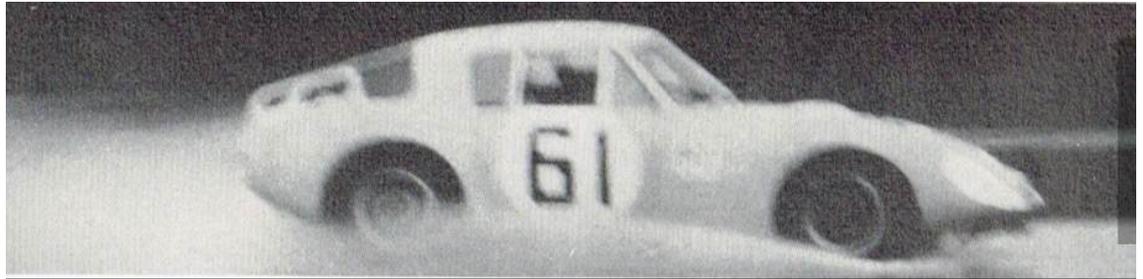
1965 was an interesting year – the year of the Great Flood. With five hours to go, the heavens opened with a downpour that not even the locals had witnessed before. There was no drainage for pit road and the straight was under 6" of water. One MG mechanic fell and was submerged completely. Another MG mechanic dropped a tire and wheel and it began to float away down pit road.

The BMC sports cars had an advantage in these conditions with snug hardtops and better wipers than most. Also many of the BMC drivers had considerable rally experience. Finnish rally master Timo Makinen, who was driving one of the Works Sprites, actually passed the race leader, an open "bathtub" Chaparral, in front of the pits. He comments in his famous "Finglish":

"The Sprite is about 4 inches deep with water inside. I am fabulous dripping. When I accelerate the water it rushes up to the back of the car around my shoulders. When I brake it all runs down to my toes. In the corners it slops from side to side.

To empty the car I go fast round a corner and open the door at the right moment. It all fantastic fun!"

Account from **The Works MGs** by Allison and Browning



Lance and Carole Klokkevold at the MG Owners Club annual dinner, 1972.

Lance and Carole with a dapper Earl Pierce below.

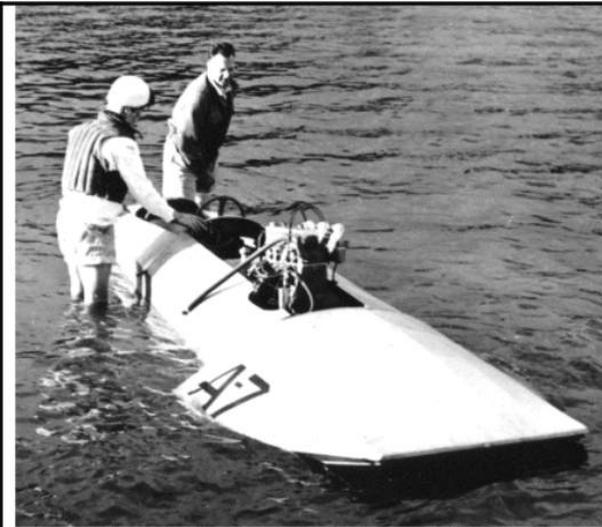
From an MGOC scrapbook



MG TA Sets World Speed Record!

The Speedboat

The MG TA motor survived the Point Cook crash and was fitted to a light weight hydroplane speed boat called Firefly 2 designed by Keith Barry. On 14th January 1950, Keith Barry took the world water speed record for boats with engines below 91 cubic inch capacity (1491cc) at 72.289 mph, and six other NSW and Australian records. Later in the year, on 12th November 1950, the NSW Sunday Herald reported the following: "Former speedway driver Bill McLachlan broke a world speedboat record in a run on Kogarah Bay early yesterday morning. McLachlan covered the measured mile at 78.0mph in Firefly 1 powered by a 10hp MG motor. The standing world record for boats of 91cubic inch capacity is 72.289mph set last January by Keith Barry joint owner of Firefly 1. Officials consider that McLachlan may have exceeded 80mph but for a severe check when Firefly 1 crossed the wake of another boat and bounced high in the air. The boat nearly capsized and McLachlan was almost thrown into the water." (The Sunday Herald was not correct when referring to the hydroplane as Firefly 1. The craft was called Firefly 2 after the MG TA engine was installed in 1949)



*The MG TA engine in the world record-breaking hydroplane, Firefly 2 on Kogarah Bay
Photo courtesy Australian National Maritime Museum*



*Bill McLachlan sits in the cockpit of Firefly 2 as Keith Barry makes adjustments
Photo courtesy Australian National Maritime Museum*



This card is from Oliver who found it while on vacation in Switzerland. The text translates roughly to "All the Best to [your] Birthday". It shows a TC with the drivers wearing leather (pilot) caps.

The card was produced by Carta Jordi AG in Switzerland, without artist credit.

O-Ring Part Numbers

Thinner O-ring for sealing ring
Two 11/16" ID x 13/16" OD x 1/16"
AS568-017 FS70 Fluorosilicone
(FVMQ) 70 Duro O-Ring
(FS70017) 54 cents each so two is
\$1.08

Thicker O-ring for sealing ring
Two 11/16" ID x 7/8" OD x 3/32"
AS568-115 FS70 Fluorosilicone
(FVMQ) 70 Duro O-Ring
(FS70115) \$1.04 each so two is
\$2.08

Jet O-rings

Four 1/4" ID x 7/16" OD x 3/32"
AS568-108 FS70 Fluorosilicone
(FVMQ) 70 Duro O-Ring
(FS70108) 71 cents each so four is
\$2.84

Prices are from over a year ago. I bought rings to do twice in case I ran into any issues (but numbers above is for one set of carbs). There is shipping charges unless you meet a minimum (which I met as I ordered items for other projects at the same time). I bought from: [The O-Ring Store](#)

FOR SALE
1960 MGA & 1964 MGB
CONTACT BOB CHRISTIAN 714-912-5173



Active club member in Orange County
Selling due to health

Classified Ads

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

Free Engine Hoist and Chain Hoist: Like new, Allan Chalmers, San Francisco, allanchalmers@yahoo.com (Posted 3/26)

1967 MGB GT: Same owner since 1984. Cared-for California car. Very original Chrome wire wheels. Many spares. \$23,000. Tanya, tazzytoo@gmail.com (Posted 2/26)

1972 MGB/GT: Rebuilt engine & 5-speed gearbox. Ready for paint prep and paint. Member Ray Davis at iredavisiii@gmail.com (Re-Posted 2/26)

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

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





MG Misc.

These mementoes are from the desk of MG celebrity Ken Smith while he worked at Moss Motors. The homemade button at left is from that Black Monday when Leyland closed the MG plant in Abingdon. Matchbox at right.



This period photo of a 1930 MG M Type Midget has been colorized. What a difference color makes in how we see this image and the car and enthusiast.

Maybe this is something AI can do for us. Spenny to do by older methods.



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Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magrette, 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.

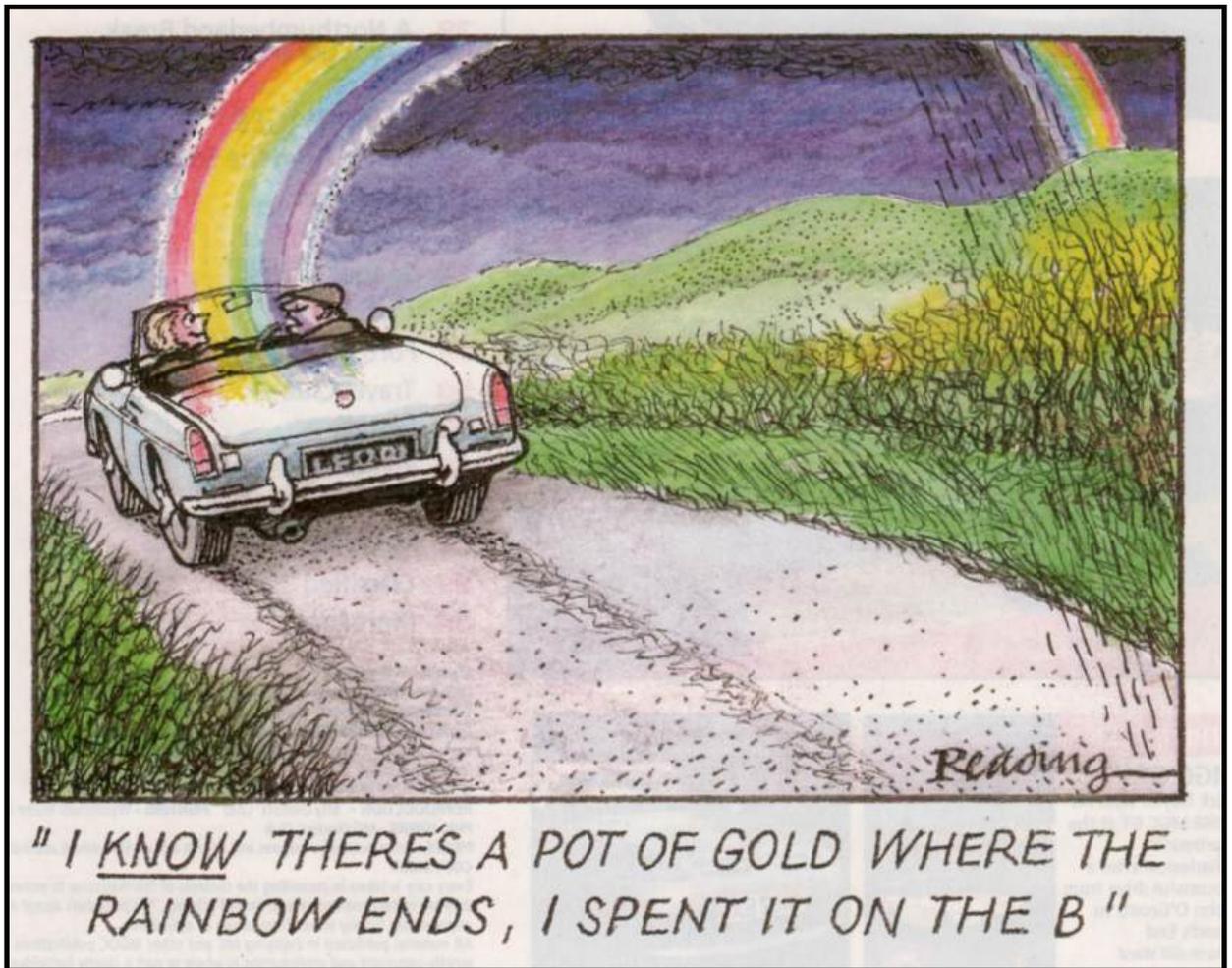


North American MGB Register



From
Enjoying
MG
magazine

MG Owners
Club (UK)



Our own JLO's
1970 MGB on
the Oregon
Coast
(Jennifer Orum)

from ***Classical***
Gas magazine

Jennifer has
driven this car
cross-country
several times.