



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!

Back to the Beach - Oct. 14-16
Reno Brit Show - Oct. 15
Brit Car Show at Blackhawk - Oct. 23



The Red Oak Victory
ship. Photo: John Hunt

October 2022

About *The Octagon* and the MG Owners Club

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

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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 **Mike Jacobsen** at 415-333-9699 or MikesMuseum@yahoo.com. 2022 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.ORG

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

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Come Back to the Beach in an MG!

por tercera vez



Friday – Sunday
October 14 – 16, 2022

They say that once Labor Day is over and all the tourists have gone, the Monterey Peninsula's weather is glorious. So make it a weekend trip to the home of the AT&T Golf Pro Am, Pebble Beach Concours d'Elegance, Laguna Seca, Monterey Bay Aquarium, Cannery Row, Carmel by the Sea, Monterey Jazz Festival and the home of your hosts, Steve and Vicky Kellogg.

Our Weekend will start Friday evening at the Crown and Anchor British Pub in downtown Monterey.

The following morning, We will take a leisurely tour on the 17 Mile Drive, Cruise through Pacific Grove and Old Monterey, drive over the Laureles Grade to Carmel Valley and take a few winding roads before we head back to our accommodations.

We then head south on Highway One to Big Sur and its' iconic views and sites of the coast. You'll have a lunch at Big Sur Restaurant of your choice. You can then head back up the coast at your leisure as the afternoon itinerary is up to you.

In the evening, Vicky and I would like to invite you to our house for a Central Coast themed Dinner where we'll regale the days' events.

On Sunday, you'll be on your way back home.





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There are 15 rooms reserved at the Inn.

- 3 x Standard Queen Rooms (\$151.20/per night)
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- 1 x Deluxe Upstairs King w/kitchenette + fireplace (\$199.20/per night)
- 2 x Deluxe Two Queen Cottage w/kitchenette + fireplace (\$199.20/per night)

Where is the Inn?

1100 Lighthouse Avenue

Pacific Grove, CA 93950

831-372-7771

Refer to **MGOC/Sorry Safari** when making your reservation.

Make your reservations before October 1st to insure you get the above rate.

Motel Update!
See page 23 in
September issue



Crown and Anchor

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<http://crownandanchor.net>

Please RSVP to:

Steve and Vicky Kellogg

Call 408-355-4125

Or

e-mail: sfkellogg@verizon.net

Tres Tiempo!

[Home](#)
[Schedule](#)
[Location](#)

[Marques](#)
[Register](#)
[About](#)



The All British Motor Show


Sunday, Oct 23, 2022


8:00AM TO 2:00PM, FREE TO THE PUBLIC

See over 180 fine automobiles and classic motorcycles from the British Isles at the Blackhawk Auto Museum in Danville. Major proceeds of the All British Motor Show go to the Blackhawk Museum's Children's Education and Transportation Fund.

The show is free to the public, from 9:00am - 2:00pm Sunday, Oct 23, 2022.

The All British Motor Show has been presented by Mini Owners of America since 1991.

Reno British Motor Show

October 15, 2022



On the Grass @ Rancho San Rafael Park
 For Show Registration visit <http://renoallbritish.org>
 Contact: (775) 622-7053
 Boys & Girls Club of Truckee Meadows to benefit from event.













From the Editor

Always something new and something new to do with this hobby of ours. There are even new MGs being created – if not yet for North America. I like having more pages in the newsletter. Now I don't have to cut things and leave things out.

Former **Octagon** editor Felix Wong (not Lee!) visited us this past week. He follows us though he sold his MGB when he uprooted to move from Colorado to Spain.



My theme of wiring projects has continued. I have nearly completed rewiring the burnt TD, just waiting the rebuilt instruments. I worked on electrical issues with my buddy's Austin-Healey last weekend. And I wired in a fan to pull heat from the engine bay of my MGA.

That was my big project, installing the Healey-style Rally Vents in the front fenders of the MGA. I think it will keep heat from soaking into the cockpit. We get more hot days here in the south land. This is roadster country! I went Canyon Carving this morning. (Picture at left.)

More events are on the agenda. Be there!



Below: At Jack London Square

Dan

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President's Ponderings

The Cricket Match was fun

Thanks to John Hunt for organizing both the Pirates BBQ at the end of last month and the Marin drive to the Cricket Match last Saturday. There was only a small group so Marty Rayman suggested an extended drive to the cricket match which was great. He took us through some very interesting areas of Ross, Kentfield and San Anselmo including the spectacular San Francisco Theological Seminary and University of Redlands housed in old stone buildings.

The cricket match was underway when we arrived and it surprised me how good both the teams were. In fact they were better than just good they were great and there was a women bowler on the one team who was wonderful. It was really pleasant just to relax in the shade and watch a good cricket match played by enthusiastic players.

Back to the Beach

The next event on our schedule is the trip to Pebble Beach hosted by Steve and Vicky Kellogg. This is a biannual event and definitely worth driving down to Monterey for. Steve has blocked out some rooms for us at the Sea Breeze Inn in Pacific Grove, which is where we are staying. On the Friday night we all meet at the Crown and Anchor Pub in Monterey for dinner where you can enjoy some wonderful British Pub food.

On Saturday Steve and Vicky organize a wonderful drive around 17 mile drive and then along Highway I and then find a great lunch spot. In the evening we all meet at their house in Pebble Beach for dinner and conversation. If you haven't been before, this is a real treat and not to be missed. For more information see the flier in this edition.

In my garage

I replaced the clutch master cylinder and battery in my MGA Coupe and wrote a couple of articles about my endeavors which you can find in this edition. Meanwhile on the E-type the engine is still in the shop for at least another 3 months so I'm finding other jobs to do. I'm presently working on fitting AC to the car and purchased an original system for a '69 on eBay several months ago. Of course nothing works or fits so it's a definite test of my patience and creativity to get it to work. It's a matter of one step forward and two steps back but progress is being made.

Remember that MGs love to be driven and the more you drive them the better they get. Don't leave them parked in the garage under a cover - get them out into the sunshine!

from **Road & Track** magazine

Andy



Member Notes

Monterey Car Week from Max Heim:

The October issue was chock full of interesting articles. Well done!

I was also entered in the Monterey Kickoff event, with my 1966 MGB. I did have a very pleasant chat with the judges, who enjoyed my story about the car's restoration and seemed to appreciate the result. In fact, everyone seemed to be very friendly and eager to natter about their vehicles, and the spectators also were free with compliments. Combined with the beautiful weather and charming setting, it made for a very rewarding experience. Cheers,

And from Eric Lane:

Nice job on Octagon... great Monterey coverage... I was there and you hit the high spots and storylines very well. (Thanks to Andy, Tom and Mike! - Ed.)



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MG Driver photo from Jennifer Orum:

Yes I saw it - and laughed. Clearly they were short of material and looked into their archives. This photo was taken at the Reno All-MG event in 2011!

We just had our Heritage show last weekend and things are a'changing. We found it almost impossible to locate a venue and when we did in Richmond, the local government's parks board limited us to 60 cars - even though in previous years there were many more cars allowed in that park. We are seeing an increasing problem finding park and other public venues.

Interestingly, I didn't have time to wash and shine my MGB for Heritage, but managed to get a 2nd in Class. The key to this kind of success is to not have many cars in one's class.

Request from Robert Rushing, The MG Driver:

As is often the case, can you check with Barbara Tapp to see if I can run her Little Bee article and with Steve Lilves about his article on racing? If they're ok with it, can you send me the text and the JPGs?

Regarding canceling the Highland Games MG display:

Absolutely disappointed, but the heat is a real thing. Stay cool! Cheers, Kirk

Continued page 17



Sonoma Tour

Saturday, November 12, 2022

Date: Saturday, Nov. 12, 2022

Tour leaders: Andy and Marla Preston 707 795 3480

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

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

Tour: This is a Marin/Sonoma tour where we drive some of our more scenic back roads, including ones that I don't think we've driven before. The tour starts at the Bagel Street Café in Northgate One in San Rafael and ends up at Dinucci's in Valley Ford for lunch. Dinucci's is an Old Italian style family restaurant in a converted 1900s Hotel.



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 out towards Dillon Beach. There are some incredible panoramic views of Sonoma County countryside and even the Pacific Ocean. Our final destination and lunch stop will be at Dinucci's Italian Restaurant in Valley Ford.

Lunch should be around 1:00 pm.

RSVP PLEASE: Andy or Marla Preston at: 707 795 3480 or marlapreston@hotmail.com prior to Nov 7th so we can confirm lunch reservations.

Please bring cash because there will be one check for the entire group.

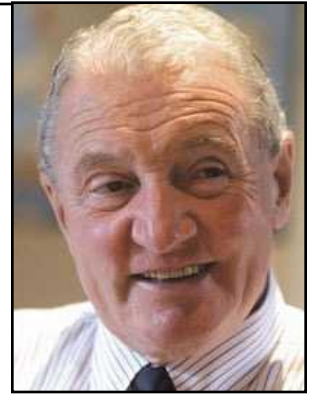
A Salute to the Legendary and One and Only Paddy Hopkirk!

From John Hunt

On July 21, 2022, in Buckinghamshire, England, the one and only Paddy Hopkirk passed away. Anyone that has had the pleasure and privilege to meet him, talk to him or watch one of his interviews will know, you can't not smile and/or laugh when he was around. His quick wit and bright smile always added a good cheer to anyone's day.

Two years ago, he was kind enough to take a phone call and a few emails from me so I could write an article about him in our **Octagon** publication called, Special Guest Interview with Racing Legend Paddy Hopkirk. He put the Mini on the world map, but along the way, he chalked up a number of victories in an MGB as well.

Our thoughts and prayers go out to Paddy Hopkirk's family, friends and fans. Thank you, Paddy, for all the good cheer you put into the world and for all those glorious racing victories in Minis and MGs! Rest in Peace.



Special Guest Interview with Racing Legend Paddy Hopkirk

By MGOC Member John Hunt (JH), reprinted from Sept., 2020, **The Octagon**

*Exciting news, I connected with and interviewed Paddy Hopkirk! Attached is a copy of the article I sent him and I would like to have it run in **The Octagon**. I would like to have it run along with the attached picture as that is what was reviewed with the Hopkirks.*

Cheers, John

A gentleman who really doesn't need any introduction is Paddy Hopkirk, MBE. Paddy and co-driver Henry Liddon put Great Britain and the Mini Cooper "S" on center stage of the world with their David vs. Goliath victory in the 1964 Monte Carlo Rally, edging out a Ford Falcon and beating 119 other cars. After the rally at the height of Beatlemania, the Beatles sent him an autographed picture saying, "You're now one of us, Paddy!"

Many racing fans have wondered over the years, where did Paddy get the idea for his signature hand brake turn. Turns out it goes back many years to his childhood in Belfast, Ireland; when a local priest left him in his will a motorized invalid carriage where he learned the basics of car control. It also only had one way to stop, a hand-brake, and with that as a foundation and having the powerful, light-weight and versatile Mini in his hands, the hand-brake turn was born!

The Mini was produced by the British Motor Corporation (BMC). BMC's competition department prepared and maintained the Mini, and was based at the MG Works in Abingdon. As a BMC team member, Paddy raced many other BMC cars, including the MGB during the swinging sixties. Since then, Paddy has become an honorary member of the MG Car Club of England.

JH: You raced the MGB a number of times at 12 Hours of Sebring in the early 1960s. What was the Sebring experience like?

PH: *Sebring was a 12-hour endurance experience around an airfield with many different types of cars, so a real dolly-mixture event. It was great fun however with such a variety of cars and drivers (including Steve McQueen and Carl Shelby plus their girlfriends) and we were all racers. The social side of the race away from the track was great fun too. You probably won't like this but we always viewed MGs as reliable tractors. Not the best handling but very strong and reliable and meticulously prepared by our wonderful team of diligent mechanics from Abingdon.*

JH: No offense at all with tractor reference, MG has a great record of outlasting bigger and strong cars on the track. Besides, Aston Martin and Lamborghini both have roots with tractors.



In 1968, you raced the Targa Florio in a steel-bodied MGB GT where you and Andrew Hedges placed second overall next to a fiberglass-bodied Porsche Carrera Sixes, an outstanding result. What are a few aspects of the race that you remember?

PH: Targa Florio was a great race for rally drivers as it was just like one long special stage. It was a difficult course to remember 40+ kms. Andrew and I went out a few days before for practicing and painting the kilometre stones with rally note signs defining the corners speeds - F = flat, M= medium etc. The Lancia team copied and the night before the race marked our stones with their own Italian language signs so our work was all in vain.

Also raced MG at Bridgehampton in US. Probably 1964 LeMans was Andrew and my best result. We won the Motor Trophy for highest placed British car and averaged 99.9 mph for the 24 hours - 139 mph on the Mulsanne Straight - the car had a streamlined body nose.



Very happy memories with MGs for simplicity and strong reliability.

JH: You often raced with Andrew Hedges. Although he was a great driver not much is written about him, other than he was born in Oxfordshire, in South Moreton, near Abingdon and when not racing cars he was a part of the British Olympic bobsled team in the 1964 Winter Olympics. Could you share a few insights?

PH: Andrew sadly died some years ago but he was a great character and actually introduced me to my present wife Jenny in London in the mid-sixties. So many drivers were boring socially, so sharing with Andrew was like going on holiday.

JH: Paddy, many thanks for sharing your memories and insights. Mr. Hopkirk is very active today and he is always giving back to the motor sport community and a number of charities. For example, he is currently serving as a Vice President of British Racing Drivers Club, along with Damon Hill, OBE; Nigel Mansell, CBE; Sir Jackie Stewart, etc., and he also supports Kop Hill Climb event which raises funds for grants to various charities in

Buckinghamshire county (<https://www.kophillclimb.org.uk/charities/>). On the professional industry side, he is a brand ambassador for Mini Munich.

If you have Amazon Prime, you can watch Paddy take the wheel of a Mini with AC/DC front man and fellow gear-head, Brian Johnson in his "Cars That Rock" series. If you would like to be able to heel-and-toe properly, you can add a Paddy Hopkirk throttle pedal for your car. If you have a Mini, go to Mini Sport at: www.minisport.com and for various other British models you can go to Moss Motors at: www.mossmotors.com. If you are looking for resources to help keep your Mini or BMW safer, check out McGard wheel security locks. Paddy is an ambassador for them: www.mcgard.co.uk. Best wishes to all for care-free driving!



My Five Speed Adventure

By Bob Guidice

My 1963 MGB non-OD roadster has been with me now 2 years. After the first year of little driving and lots of mechanical restoration, I decided to swap transmissions with a 5 Speed. Of course, in the intervening year, the price went up 25%. Anyway, the Vitesse kit with its new Mazda trans and custom bell housing arrived, and the engine prep process began. I had removed engines from a Midget and a few other cars but never an MGB. Using the checklist in the maintenance manual, it proved to be a fairly easy job, as most of you probably already know. So, with the engine prepped,



Don Funderburk came by with the hoist and we removed the engine, swapped the trans and put the assembly back in one day

Many thanks to Don, my son Paul, and fellow Lockheed friend Brent for their assistance. I can't say enough about how well engineered the kit is, as everything went exactly as described in the instructions and everything fit perfectly. The kits are specific to the engine type you have, in this case an 18G. Luckily, my



flywheel was in perfect condition so the Mazda friction disk and MGB pressure plate went together without issue. Part of the process meant removing the trans tunnel cover so out came the seats and carpet. Much to my surprise, there was rust on the floor under the rear of the seats. That was mechanically removed, the area repainted, and I decided to hushmat the whole floor.

I purchased the generic material on Amazon and for \$50 there is enough in the box to do an entire BGT top to bottom. Simultaneously, the generator was replaced with an alternator and the old starter replaced with a WOSP Hi-torque. The only issue encountered with these mods was on the Mark I cars you have to remove the



bracket holding the ignition coil and relocate the coil to accommodate the alternator.

I now have about 200 miles on the car since the swap and the result is dramatic.

The transmission is silent and smooth. Synchro in 1st is handy; the clutch has nice firm en-

gagement, and the gear spacing makes for better acceleration, not to mention the comfortable 70 mph cruising.

Ciao! Bob Guidice



HEMMINGS FEATURE**Dubbed “Kimber’s Folly,” This MG Grand Tourer Was Unpopular When New***1933 MG L1 Magna Continental Coupe*By [Mark J. McCourt](#) from March 2022 issue of [Hemmings Motor News](#)*Photography by David LaChance***In This Article****Category:** [Hemmings Motor News](#)**Make:** [MG](#)

To those unfamiliar with MG history, the [1967-'69 MGC/GT](#) seemed like an outlier since the venerable British firm was world-renowned for its small, four-cylinder, open-top sports cars. That model actually represented a short-lived rekindling of a traditional MG premise dating back decades: the high-style, straight-six-powered coupe. Still fascinating nearly 90 years later, the L1 Magna Continental Coupé of 1933 was perhaps the most unusual and, in its day, controversial prewar product of the M.G. Car Company.

The L Type Magna would be offered in L1 and L2 variants, in multiple body styles. [MG founder Cecil Kimber](#) commissioned the Continental Coupé from Carbodies Ltd. for introduction at the 1933 British International Motor Show. "Continental" referred to its design, whose sweeping lines and striking color palette echoed contemporary trends popularized by European marques like France's Bugatti. This low-slung 2+2 featured a long bonnet, flowing fenders, a rear-set cabin, and separate trunk. [Art Deco](#)-inspired chrome flashings accented the hood, doors and trunk sides, and a curved seam joined the windscreen header peak to the base of the cowl. Behind this seam, the body was painted a contrasting color, with wheels matched.



Under a sliding sunroof panel inset with four cathedral-window-shaped glass panes, the wood-trimmed interior reinforced the Art Deco theme with sunburst-sewn inner door panels and a multicolor plastic steering wheel rim. MG's trademark octagons were everywhere, and formed dash bezels that held comprehensive instrumentation.

Behind the traditional MG radiator shell—here canted back, trimmed with mesh stone guard and flanked by large bullet-shaped headlamps—was a smooth-running 1,086-cc straight-six with a 57 x 71-mm bore and stroke. It sported an advanced single overhead camshaft driven off the generator, and a crossflow cylinder head. A 6.4:1 compression ratio, coil ignition, and twin semi-downdraft SU carburetors contributed to the 41-hp output at 5,500 rpm, which made the L1 capable of 75 mph. An unsynchronized four-speed with exposed remote gear change sent power to the rear wheels through a $\frac{3}{4}$ floating rear axle with a 5.375:1 final ratio. The solid front and rear axles were suspended by half-elliptic leaf springs and sliding trunnions and damped by Hartford friction-disc shock absorbers at each corner. Cable-operated 12-inch drum brakes peeked out through Rudge-Whitworth knock-off wire wheels that mounted 4.50 x 19 Dunlop tires.

Keep Planning for 2022

FALL



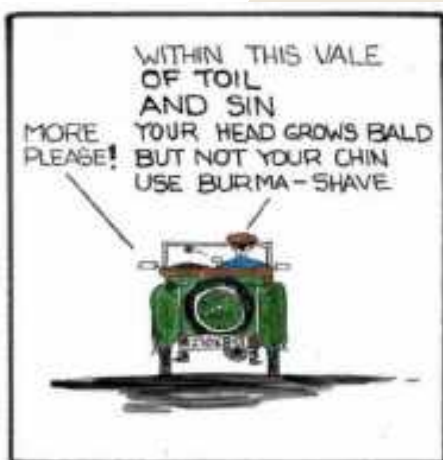
Oct. 1: CRSG Vintage Races, Celebrating MGB 60th, free entry to club cars

Oct. 8-10: TC Clubs Conclave, Cambria

Oct. 14-16: Back to the Beach, Vicky & Steve Kellogg, Carmel, See pages 3-4

Sat. Oct. 15, Reno British Car Show, see page 5

WINTER



Sun. Oct. 23: All British Motor Show at Blackhawk Museum, see page 5.

Sat., Nov. 12: Sonoma Tour, San Rafael to Valley Ford, Marla & Andy Preston, see page 9

Nov. TBD: Winery Tour, Jim Brady, SSTs

Dec. 10, Holiday Tea, George & Marcia, Kensington

Continental Coupe Specs:

Engine: 1086cc SOHC Inline-Six

Horsepower: 41 @ 5500 rpm

Gearbox: Four-speed manual with remote

Suspension: Semi-elliptic leaf springs with friction shocks

Brakes: Cable-operated drums

Wheelbase: 94 inches

Curb weight: 1932 pounds

Top speed: 75 mph



Above: Cartoons by Brian Sonner

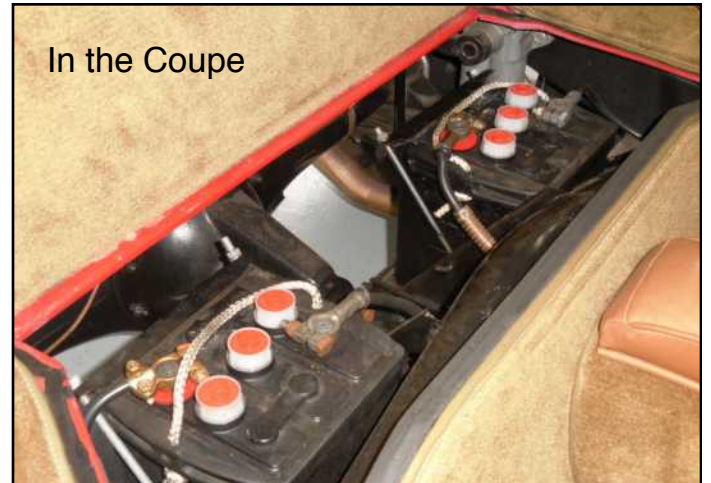
MGA & MGB BATTERIES

by Andy Preston

All MGAs and most MGBs came with two 6 volt batteries that sat in cradles behind the seats and under the car. Apparently this was part of MGs design to get the weight of the heavy batteries evenly distributed and as low down in the chassis as possible in order to enhance handling characteristics. It obviously worked because MGAs and Bs are still wonderfully balanced cars with impressive handling even by today's standards.

The 2 batteries are supported in 2 trays under the MGA measuring approx. 7 1/4" x 7" and connected in series by a battery cable thereby producing 12 volts. They are accessed by removing a steel cover behind the front seats which is not the easiest place to get to especially in a coupe.

The 6 volt batteries are group 17HF and were readily available from Interstate Batteries until a couple of years ago but unfortunately are no longer available from them. I've done some research and apparently they are still available from SNG Barratt (who specialize in Classic Jaguar parts and they were used in XK120s, 140s and 150s). So if you want to stay with the original set up they are still available and are dry charged so you need to add your own battery acid.



Otherwise you need to find a 12 volt battery that will fit into the cradle or make a platform to fit a larger battery like a Group 26 and turn it sideways (8 1/4" x 6 3/4" x 8 1/2" high). I think that most people just make a platform and install the larger battery which I almost did.

Another option I have found is a battery made by Odyssey

It's the Odyssey Extreme ODS AGM 28L Powersport (PC 925L). This is an absorbent glass mat (AGM) battery that can be installed any way up so it won't spill. It measures 6 3/8" x 5" x 7" high so it's a perfect fit for the MGA battery cradles. It's sold as a "Powersport" battery but has lots of power to crank over the MGA engine. In fact it has the capacity of 900 CA for the initial 5 seconds.

I just bought one and had to make a different hold down bracket otherwise the fit is perfect. BTW it only weighs 26 lbs so is half the weight of two 6v batteries. However it's not cheap and cost \$225 from Battery Mart online.



MGA Clutch Slave Cylinder Replacement

by Andy Preston

Driving around Monterey in our MGA Coupe during car week I noticed that the clutch felt softer than usual. I had to push the pedal all the way to the floor to change gears which was again unusual. When we arrived home I checked the brake fluid in the dual master cylinder and it was dark in color. This is an indication that one of the seals in either the clutch or brake systems has started to break down.

I removed the rubber flex hose at the hard line, plugged the line and then removed the 2 bolts that hold the slave cylinder to the bellhousing. I removed the rubber cover from the body and WOW what a mess! I've never seen one as bad as this before. This was very surprising because I had flushed the brake/clutch fluid 5 years ago.

The inside was like black sticky tar. I had found the problem. I replaced the slave cylinder, rubber flex hose and copper washer at the same time; cheap insurance.

Bleeding the slave cylinder was a little tricky because when Marla pushed the clutch pedal the push rod moved and the air stayed in the system. The trick I found was to block the push rod from moving with a block of wood; in fact I forced it back into the slave cylinder as far as it would go and then every time Marla depressed the clutch pedal air came out. After several cycles the fluid was air bubble free.

However I wasn't done yet. All the brake fluid was filthy dirty and had to be flushed out so I removed all the wheels and jacked up the car and with Marla pushing the brake pedal this time flushed all the black fluid from the system. Now the clutch is back to normal and hopefully good for another few years. BTW it's good practice to flush the system every 5 years.



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## Member Notes - Continued from page 8, on to page 21

Info from Tom Doyle:

The Reno British Car Club (RBCC) is having an all British car show on 15 Oct 2022 in Reno. I was asked by the Reno Club President to canvas other clubs in the area to see if there is any interest in showing their MGs or other British cars. If you could put this in the Octagon, RBCC staff would appreciate it. The link to register is: <https://renoallbritish.org/renobritishmotorshow/>

Update from Barbara Tapp:

(Octagon cover photo) Who knew? Ha ha ha. I am in love with my Little Bee.

Santa Rosa Raceway from Don Scott:

The raceway was at located in Santa Rosa at Cleveland and Russel Avenues.

MGBs for sale, from Jim Carlson:

I visited Paul Watts in San Jose. He wants to sell his MGBs. Both cars are very interesting with some good features and some issues. He has a black late MG with a nice white hardtop. It has a couple of body cosmetic issues but otherwise the paint is good and the engine looks to be fine. He does not have the smog equipment on the car. The other car is a bright yellow 69 B modified as a racer. The engine is 1900cc with larger SU carbs and looks like it could go pretty fast. It has all the gear for racing; roll bar, custom windscreen, racing wheels/tires, etc. Finally, he has a rebuilt MGB engine ready to install, power-coated red.

# Black Star Pirate BBQ - MG Tour Review

by Leader John Hunt

On Saturday, August 27 I led the MGOC Richmond and Black Star Pirate BBQ tour. A perfect sunny summer day for MG touring by the bay with light breeze and cool temperature.

We meet at Keller Beach Park in Richmond. Joining were Kirk and Amy Prentiss, Bob Bundy and Scott Pinsky. While we were gathering, we had a wonderful by chance meeting with fellow member, Barbara Tapp. She was touring the area in her beautiful and recently acquired MGB GT. She is a Plein Air artist and does many water color paintings in and around Richmond. If you would like to check out her work, go to: <https://www.barbaratappartist.com/works> Although she had a show in the afternoon, she did join us for the drive around Port of Richmond and a stop at WW II cargo ship, Red Oak Victory, which is a museum today. This ship was built in the Kaiser yard where it is berthed today. It was the last ship built by so many women workers. Then we toured over to the back side of Richmond. We drove past a brick building that looked like a fort. Called Winehaven, it held the title of "world's largest winery" for 12 years (1907-1919). Later, this same area later became a fuel depot for the United States Navy from 1941 until 1995.

At Black Star Pirate BBQ they have live music every weekend. All their dishes are very good. My personal favorite is their pulled pork sandwich. We had a wonderful surprise when we got there. A band was playing called Todos Santos who play Cantina Americana music. Turns out Bob Bundy knew the lead singer. If you're looking for some good music, check out: <http://www.todosantostheband.com/index.html>

If you ever wanted to stay at a lighthouse overnight you can at East Brother Island and lighthouse. It was built in 1874 and automated in 1969. Several years ago as a way to preserve the lighthouse it became a Bed and Breakfast. To find out more about visiting and staying there: <https://www.ebls.org/>

I would like to say thank you to everyone that joined me on the tour to help make it a fun and memorable day. Looking forward to seeing you and the rest of MOGC crew at future events.

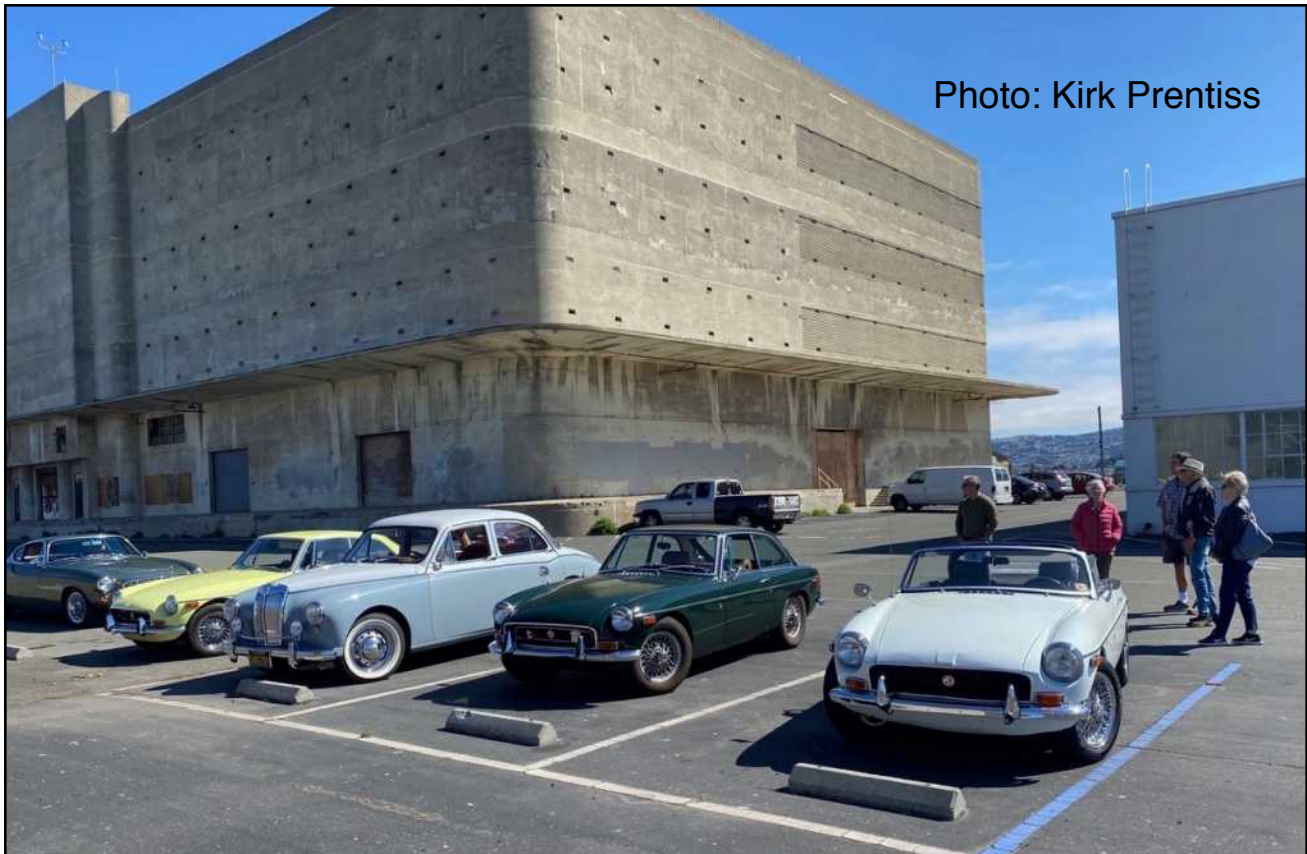
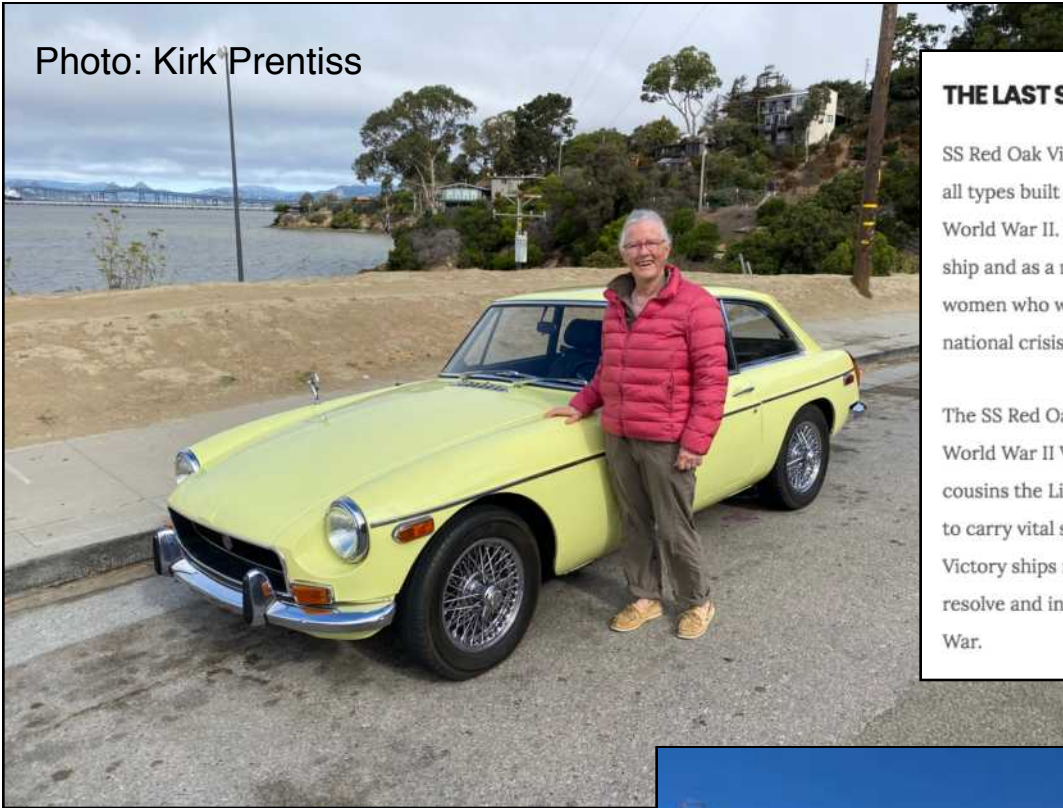


Photo: Kirk Prentiss



Photo: Kirk Prentiss

**THE LAST SURVIVOR**

SS Red Oak Victory is the last surviving vessel of 747 ships of all types built at the Richmond Kaiser Shipyards during World War II. She continues to serve today as a museum ship and as a monument to the thousands of men and women who worked hard to build these ships in a time of national crisis.

The SS Red Oak Victory is also one of the last surviving World War II Victory ships. These ships, along with their cousins the Liberty ships, were built on an emergency basis to carry vital supplies and troops to all theaters of war. The Victory ships remain today as a symbol of the national resolve and industrial might that won the Second World War.



Photo: Kirk Prentiss





## Mike Jacobsen - Centerfold!

Last year's Mt. Tam Tour by our own artist Barbara Tapp. **MGA!** magazine.





## The Body in the Boot, an English Mystery

### *A Mostly Uneventful Weekend from the Peachtree Register*

The "mostly uneventful" refers to a small problem with the Flexner's car. Upon arriving at our first night's destination, Paul goes to open the trunk and the barrel of the lock comes out with the key! After comparing the inner workings of the lock on the only other MGB in our group, efforts are made to try to trip the latch with a wire coat hanger through the hole in the lock. It did not look good but just before drilling a small hole in the trunk lid, Reinout's persistence with the coat hanger paid off and the lid popped open! However, after repairing the lock (a screw and small piece had fallen out and was on the trunk floor), to make sure it was working properly when we shut it for the first time, we had a volunteer get in the boot with a flashlight and tools just in case! Thanks for volunteering, Oliver!



## Member Notes - Continued from page 17

Paul told me he just wants to sell these to someone who will get them on the road and he is not looking for a lot of money for the cars or engine. He also has a lot of suspension parts and other stuff in boxes.

Thanks from Scott Pinsky:

Thx for putting together a great event, John!

Update from Andy Preston:

Hi Dan, that rally vent is very well done; very neat. I've seen them on a 100-6 and 3000s at Dixon car show but never on a MGA Coupe before. I hope it works and makes the inside a little cooler.

I attended the Lions show in Corte Madera and there were far less cars than last year. I was the only MGB but there were 3 MGAs and Andy Hunt in his freshly completed TF 1500. Really nice car.



## Lions Club Car Show in Corte Madera



Club member Bob Bundy's Woody below. Marty Rayman pics







Bob Bundy was there but not with his B. He was showing his Plymouth Woody. Bob also was one of the organizers of the show.

Marty Rayman

Andy Hunt's TF at left



Photos: Marty Rayman





## Tour to Cricket Match!



Photos: Marty Rayman



## Classified Ads

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

**MGB Parts:** New AI head, complete, professionally ported, non-smog. \$1300; Chromed (not polished AI) valve cover (used), \$100; Pair SU carbs, rebuilt by Dave Pelton, unused, 2<sup>nd</sup> Pair SUs, rebuilt then used. Both from 1967 MGB. One original lap belt, one retractable shoulder harness, steel dashboard powder coated, work benches, one with drill press, one with HD vise, Member Ken Gittings, Also valve cover racers! 510-791-8445 (Updated 9/22)

**1953 MG TD:** Original and complete. Not running. In Milpitas, Lotus club member Kiyoshi Hamai, [marcom@ggilotus.org](mailto:marcom@ggilotus.org) (posted 9/22)

**MG TD/TF Oil Drip Pan:** Mounts to rear of engine. Easily installed. \$60 plus shipping. Dan Shockey, [magnut\\_dan@hotmail.com](mailto:magnut_dan@hotmail.com) (posted 10/22)

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



We list ads for 3 months. Advise if you want them extended. For additional ads, see prior issues of *The Octagon* or [MGOCSE.org](http://MGOCSE.org)



## Tour to Cricket Match!

Below: Club members have it made in the shade to enjoy the cricket match

John Hunt at right

Scott Pinsky at lower right

Photos: Marty Rayman



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**North American MGB Register**





Geoffrey Locquenuette & Nelson: On the Road

Cartoon by Brian Sonner, Abingdon Rough Riders

Photo: Marty Rayman

