



THE OCTAGON

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



Since 1957!



On the Skyline to Sea Tour
Photo: Thomas Hollander
(Doug's brother)

June 2025

Brits by the Bay
June 7

About *The Octagon* and the MG Owners Club

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

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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to

webmaster@mgocsf.org. 2024 rates are: monthly (yearly):
full pg. \$25 (\$240), half page \$18 (\$175), third page \$12
(\$120), business card \$8 (\$75).

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.ORG

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

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BON AIR

GREENBRAE

- and -



The MG Owners Club
of Northern California

host

BRITS BY THE BAY

A Show for Classic British Automobiles

June 7th, 2025
11am-2pm

**Registration
Info on Page 7**

Welcoming British Automobiles
Manufactured 1980 and Earlier.

Registration (\$35) through [June 1, 2025](#)

bonair.com/brits

Bon Air • Greenbrae • Marin County



Scenic Mt. Tam & West Marin Drive

Thursday June 26



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

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

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

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

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

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

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

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



From the Editor

Welcome to another month of MG'ing!

30 May 2025

Our roving club member from Ohio, Dave McCann, visited me recently. It was good to visit with him again and we had some MG "moments." Dave is very dedicated to his MGs and driving them cross-country whenever possible. He even keeps one in California and one in Richmond, Virginia.

Talking with Dave made me realize that MG is not merely a hobby or a sport, it can be a way of life. For some it is a way of viewing the world, a way of relating to our world, a way of viewing ourselves. It is living a dream, perhaps a fantasy.

We have the new ***Brits by the Bay*** event coming soon then Bob and Marty's Marin tour later in June. Hope you see you there!

Thank you all for rejoining for another club year. Thank you to the officers and others who keep the club active – and the dream alive.

Safety Fast!

Dan

By Brian Sonner of Placerville



I've decided to get my sports car kicks on a pay per ride basis. Saves on costs and storage and it is only a little smaller inside than my MGs.



Yeah, that's me...



President's Commentary

It's June!

It's almost June and the weather has turned to "top down" status. I got a good feel for that last week on my 100 mile return trip from the United British Sports Car Club **All British Motoring Show** in Dixon. There was some wind but the weather was balmy and comfortable all the way to San Mateo.

I recall similar top down trips in the past, the most notable (in my twenties) top down to San Diego and back in my 948 CC Austin Healey Sprite. Things have changed, I now wear a hat. I had much more hair then. I also have to remove my hearing aids as the wind whistle is annoying. (Aging is so ugly.)

The show was well attended with over 300 cars and was also to include British motorcycles. There was only one entered and, as I recall, was from the 1920's. Though it was in remarkable condition, I find it hard to believe that a group of leather-clad individuals, possibly of ill repute, would roam the roads on motorcycles called The Flying Squirrel.

June brings two events you don't want to miss. **Brits by the Bay**, a new show sponsored by the Bon Air Shopping Center in Greenbrae is on June 7th from 11AM to 2PM. This expands the scope of our former sponsored MGs by the Bay and has potential to grow in years to come. If you haven't entered a car, you can still come to watch and enjoy.

The second event is Bob Bundy and Marty Raymond's Scenic Mount Tam and West Marin Tour. This includes a picnic and wine tasting at the Pacheco Ranch Winery. I'm attending and, if Mrs. Hollander joins me, I hope it will be with the top down.



Doug



By Brian Sonner of Placerville



2025 Brits by the Bay – Registration Details

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

Please Join Us!

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

Registration is Open until June 1st

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

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

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

Event Schedule

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

Show: 11am – 2pm

Awards: 2pm

REGISTER NOW

Elizabeth Pontious

Director of Marketing

Bon Air - Greenbrae

50 Bon Air Center, Ste.200

Greenbrae, CA 94904

415 461 0200 ext. 213

628 682 5282 mobile/text

marketing@bonair.com

<http://bonair.com/>



Photo: Andy Preston,
2024



Please Join us for the
41st Club "T" MG Rendezvous
August 3rd-6th, 2025

Chautauqua Resort & Conference Center
Long Beach, Washington

CHAUTAUQUA RESORT & CONFERENCE CENTER

Oceanfront tranquility in the heart of the famed Long Beach Peninsula. A casual Northwest resort that families, couples, and friends for decades have called their "home away from home".

Perfectly located - the Chautauqua Resort and Conference Center is nestled on 50 quiet acres teeming with nature and unobstructed access to the vast expanse of the Peninsula's ocean beaches, yet only a mile from all of the activities of this legendary beach town. So, whether it is the bustle of summer or the peaceful serenity of the calmer off-seasons that draws you, every guest's experience is uniquely their own.

It is a wonderful setting for some scenic tours on coastal roads and free time entertainment on around the beautiful Long Beach peninsula.

Join Club T MG as we meet at the start of the week to be budget conscious as we show our cars and tell our tales. We will have fun with a car show, fundanis, and awards banquet, plus other activities culminating with a winner's circle.

Reserve the date and your room now!
August 3rd - 6th 2025
Rendezvous registration form is coming soon.

Contact the Resort below.

Chautauqua Resort & Conference Center

304 14th St. NW

Long Beach Washington, 98531

(360)642-4401 PHONE

(360)642-2340 - FAX

Website: [ChautauquaResort](http://ChautauquaResort.com)

Group Name: Club T MG 2025

Group Code: tmg2025

Hotel Units: \$129 per night plus tax.

Condo Units: 15% off nightly rate call resort for details on different types of units.

Pets are welcome: Pet fee \$20.00 plus tax per night (Pets w/2 dog med subject to availability).



The Rendezvous is a fabulous event. The organizers find great locations at good prices and plan fun activities. The Sorry Safari used to go up every year. With no GOF West this year, you might consider this as an alternative. You'll be made welcome. – Dan Shockey



CALLING ALL BRITISH MARQUES



Monterey British
Monday, August 11th, 2025

Carmel Valley Community Park 1pm -4pm



Presented by:



Information & Registration at www.jags.org
Registration open February 1st through July 6th



The President's Tour

From Doug Hollander

The month of May scheduled my turn to participate with an MGOC tour. Labeled "Skyline to the Sea", we had a good turnout with fourteen cars and 22 participants. Members of both the MGOC and Sorry Safari attended. The weather was balmy and most of the cars were top down.

The route took us through Woodside to Skyline boulevard, south to Highway 9 continuing through Highway 236 to Big Basin State Park. We stopped there for about 20 minutes at the park and then continued over the Santa Cruz Mountains to the Coast Highway, then north to terminate at Cameron's English Pub in Half Moon Bay for a late lunch.

These were rural country roads with plenty of curves and something for every gear. Skyline is always scenic while Highways 9 and 236 are shrouded in the redwoods. The highlight of the tour was to see the extent of the 2020 fires that devastated the park and surrounding area. All the park buildings are gone and it is only open for day use. All of the structures are temporary and restroom facilities are "Porta Potties." The park extends from our stop at the entrance in the mountains all the way down the Waddell Creek watershed to the coast and we got a second view of the devastation on our return up Highway 1 as the fire burned all the way to the ocean.

Big Basin State Park was the first California State Park established in 1902 and extends to about 10,800 acres of old growth redwood forest. Connie and I have camped there many times. If you have never been, when it reopens for camping you should give it a try. The good news is that fire cleared out invasive growth and the Redwoods are recovering. It is amazing to see them beginning to branch out in what looks like green ferns.

It was a sight to see caravanning up the coast highway: seven MGBs, one MGA, a TD, a MG Midget, a Fiat 124 Spyder, a Jaguar and a Jeep sedan. All in all, a good day and a lot of fun.



Photo: Doug Hollander



Photo: Mike Jacobsen



Photo: Doug Hollander

Photo: Mike Jacobsen

Below: by Thomas Hollander



Photo: Thomas Hollander



Recovering burn scars at right and below

Photos on left from Thomas Hollander



Photo above: Doug Hollander



Just Bought a 1932 MG...

First Impressions by Russ Jackson of the UK, from the MMM chat

March-April 2025

Photo from the author

Ok chaps, so I've finally bought a MMM MG. It's a little blue J2, not quite the 6 cylinder I thought I was after but a lovely, lovely thing none the less and just the ticket for blasting around the Kent countryside. The pubs are going to be doing a rip-roaring trade this summer (if we get one) as I blast along in this 4-wheeled vintage machine. The photo doesn't really do it justice.

I was a little concerned that it wasn't fitting in the garage at first by about 6" - bugger. But by manoeuvring my 4 motorbikes around and a reshuffle of the garage, and bingo, it fit in like a glove with room to spare. Happy days. So today I insured the J2 so both my vintage bikes and the J2 all on the one policy. Fully comp and all covered by RAC breakdown at a fairly reasonable £500. I couldn't wait to get it out the garage this morning, a beautiful sunny bright blue-sky'ed day. The little J2 started on the button whence I managed to pull away in 3rd gear... oops... LOL... once I'd got my head around the gearbox, clutch and gear ratios, everything was a breeze. Well almost amazingly, there are still some gears left in the gearbox. Hahaha... be kind. It's a steep learning curve you know.

Suffice to say I got back at about 5.30pm and must have covered about 150 miles and drunk many cups of tea at various cafes along the way. I never exceeded 4000rpm in any gear or went faster than 55mph as I was just generally bedding myself in to a more considered way of driving. I



was feeling the gears knowing what gear to be in when coming into roundabouts and the like, double de-clutching occasionally. I say occasionally as sometimes I could feel my way through the gears where it just snicked in other times it just seemed to catch and crunch a little bit. 4th to 3rd was okay, double de-clutching and matching the engine revs. 3rd to 2nd was more of a challenge and then other times making a complete dog of it resulting in the horrible crunching of gears. Fortunately as I got more in tune with the driving experience, the crunching of gears became a lot less, thank God.

As a drive though I thought it was brilliant extremely mechanical and having to have your wits about you at all times. The more I drove the better it got. I haven't stopped smiling yet... and for me that's what it's all about and as you lot know 50mph feels more like 150mph.....Anyway I can safely say I am well and truly smitten.

Update second drive out:

I racked up about 300 miles in the old girl over the weekend. I must have done every cafe in southeast England, well it felt like it anyway and drinking copious quantities of builders brew. I'm now on the all-England world-cup peeing team... Anyway what a glorious time - blue sky and sunshine making for a knackered weekend. So is all I can say is "unbelievable," never has 40 to 55 mph been so thrilling and so much fun. I'm still smiling now, and so involving - including the non-stop chat to every man, woman and homeless person.... LOL...

So not being too unfamiliar with vintage machinery, it didn't take too long to get to grips with the quirks of the sweet little 4 speed gearbox or the vagaries of pretty much non-existent brakes - even though they're uprated with Morris 8 hydraulics - and slightly wayward steering.

The gear changes go better as the drive progressed. It was just a case of learning the ratios and where they liked to be with regard to cornering, stopping, roundabouts, etc. 4th to 3rd down changes were smooth once I'd established where the engine speed and rev range needed to be, i.e. the engine had slowed sufficiently to allow a quick blip of the throttle to balance - and boom, 3rd gear nice and smooth, no crunching. 3rd to 2nd rather more challenging. Apparently it's usual to crunch the change. I soon worked it out that the 2nd gear ratio is so low 2nd that you've almost got to come to a stand still to drop it into second which to be fair most corners can be navigated in 3rd and 2nd was low enough to be able to pull away easily from 5 mph so first was pretty much redundant apart from pulling away from a stand still. To be fair you can pull away in 2nd without frying the clutch. Up changes are smooth but it's not a gearbox that can be rushed so out of 1st gear into neutral, pause a fraction of a second then slip into 2nd all as smooth as butter with no crunching same for 2nd to 3rd and 3rd to 4th.

It's a perky little engine and whisks the little car along with ease along the flats. The approach to inclines is a little more considered, as not carrying enough speed into the incline results in the power disappearing in short shrift, meaning you got to find a lower ratio. Usually 3rd gear suffices depending how steep and how long the incline is. If anyone knows Boxley Hill just outside Maidstone I managed 3rd for half of it but had to drop into 2nd for the other half as it gets steeper there and it is quite steep. Those who know braking. Hahaha.

That's a definite challenge and requires a firm foot when I say a firm foot I mean with the weight of about 10 stone. I got that more than covered but it still requires major forward thinking. If you got to do an emergency stop it will result in crumpled metal.

Bearing in mind it's 850cc OHC it is running 2x dashpot carbs so the little bugger's quite thirsty. Also it has no water pump, the water circulates by thermal convection. The radiator a good size but fortunately it has a Kenlow electric fan to keep things in check in the busy modern traffic so the temperature doesn't get any higher than 75 / 80ish stuck in traffic.

I'm not putting much stock in the accuracy of the gauges when I say gauges it's really only got the 2 and they are the important ones, temperature and oil pressure. It's running good oil pressure at about 70 / 80 psi the amp meter is all over the shop. LOL. You get what the Spitfire pilots finger constantly tapping at the glass to get the needle to correct.

Steering is as you might expect: slightly loose again a more considered entry into corners is required. As you turn in you can feel the steering tighten as the slack disappears. As the corner tightens, you can apply more lock all the time whilst leaning into the corner bodily. it's a real hoot. Remember it feels like your flying around the corner at about 80mph. The reality is more like 35 to 40mph. The perception of speed in this thing is like you're in some kind of time distorting wormhole. Anyway I love it. It's the best thing I think I've bought in years. I'll have to stop myself from wanting to keep driving it everyday. Otherwise I'll wear it out in no time at all.

Racing J4 at Abingdon



MMM = Midget-Magna-Magnette series
of overhead-cam MGs built 1929-1935



Keep Planning for 2025!

SPRING

T Series Display at the Ironstone Concours

Dick McClure is putting together a MG T Series class on Sept.

26-27. It will be held at the winery in Murphys in the Sierra Foothills. The theme will be how the MG T was foundational for sports cars in America. Contact Dick at dick.tvps@gmail.com

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

June 13: Motherlode Rally, Triumph Travelers

Thurs., June 26: Marin Drive & Picnic, Bob Bundy & Marty Rayman, See page 4

July TBD: John Muir Home Tour & BBQ, John Hunt

Aug. 12: Classic Motorsports Show, Pacific Grove

Aug. 13: Little Car Show, Pacific Grove, Car Week!



SUMMER

July 27: Saratoga Classic & Cool Car Show, Downtown

Aug. 3-8: Rendezvous, Long Beach, WA, page 8

Aug. 11: Monterey British Car Show, page 9

Aug. 30-31: Scottish Games at Pleasanton, Kirk Prentiss, Brit Car Display

Sept. 13: Corte Madera Lions Club Car Show

GoF West 2025

GoF West 2025 is a go, but maybe not the same way we are used to. No one in club has stepped up to take it on, however a couple brave souls (Joyce and David Edgar) have volunteered to set up a DIY (Do It Yourself) event like we do with the TC Motoring Guild. Still working out details, submission dates, theme and such, but be prepared to submit a photo(s) of your TC (even if not running) to attend this event. Most likely a mileage requirement will be required and if MG is apart or not running you will be In Spirit.

No registration to pay, no patches, no dinners to pay for, but we do gather virtually as MG lovers and we can have fun. Maybe we can do a TCMG group photo of TCs and members as



a club entry too. A presentation of all entries will be posted on the GoF West website.

So stay tuned for more details so you can participate even if you are not from the Western part of America.

GoF West 2026



On another note, The Arizona MG Club has taken on to do GoF West 2026 and was presented to the GoF West Steering Committee just a week ago. No details or dates yet but they are looking to hold it in Flagstaff, AZ so will be cool and no cacti in sight except for getting to Flagstaff.

Flagstaff is known for it's famed dark skies, nearby San Francisco mountain peaks and Ponderosa Pine trees. Event logo not finalized yet but a couple possibilities are shown here.

The TCMG has volunteered to help out with some parts of GoF West at prior events and maybe we can support in some way again. Maybe a tech session, helping with car display, or whatever.

Setting up Roller Rockers

From Barry Rosenberg, British Car Service
President; Peachtree MG registry



The MGB engine from last month's article is fully assembled, finally. It was not without other problems. One was the rocker arm assembly. Some time in the past history of this engine, someone installed roller rockers. These are an expensive alternative to the standard rockers on MGB engines. Most old British engines use a standard rocker arm cast as one piece, and they work just fine!

Having the fancy roller rockers, I looked closely at two areas. One, a small polished spot on the pushrods made me curious. Enough so that it required investigation. What I learned was that a standard MGB rocker arm had a ratio of 1.43:1. This means that for every 1 inch the cam pushes up the rocker arm, the valve opens 1.43 inches. Note, the cam has nowhere near that amount of lift. I used 1" to simplify the explanation.

Now, the roller rockers have a ratio of 1.6:1. That means the valve would open 1.6" for every 1" the cam lifted the rocker. As the MGB engine has a fixed location rocker shaft that the rockers pivot on and you can't change the distance from the center of the rocker shaft to the center of the valve stem, the only way to change the ratio is to shorten the distance from the center of the rocker shaft to the center of the pushrod. In other words, make the back half of the rocker shorter. This small change caused the pushrods to lightly rub against the edge of the pushrod hole in the head.

On the aluminum head, this isn't too big of a problem, the head is pretty soft and would take a long time to harm the pushrod beyond use. My solution was to remove the rocker arm assembly and set up a taper reamer in the drill press to enlarge the pushrod holes enough to clear the pushrod. It can now clear the head eliminating any rubbing. You can see how little it took; the hole in the foreground has not been done but the hole in the background has. **(Fig. 1 and 2)**



Cleaning the head and sitting it back on the engine followed. I was not using a head gasket in this process as I did not want to waste a good gasket. Once the head was back on the block, I did snug the bolts only by hand, I put the pushrods back in place and the rocker assembly and snugged those bolts. This is what a roller rocker looks like in case you have never seen one. **(Fig. 3)**

I don't know if you can see it close enough but the roller tips have to line up with the top of the valve stem. These did not. I spent a couple hours modifying the rocker pedestals so I could move the rockers sideways to place the rollers over the tips as perfectly as I could. I set up a special jig in my lathe to surface the sides of the pedestals for this. **(Fig. 4)**



This process was time consuming because I had to do one at a time; fit the assembly; measure how much the rocker had to move; remove the assembly; remove the pedestal; mount it in the lathe; cut it; clean it; reassemble it; install it back on the head and check for proper alignment. Repeat this 8 times and you can see, it does take time to get it done. Why, you may ask yourself?

And that is a damn good question. First, when I took the engine apart, I noticed that some of the rocker roller tips were hitting way off to the side of the valve stem tip. This puts pressure on the valve stem creating friction and wear between the valve stem and inside the valve guide as the valves move. Friction is bad as is the wear. Now, after several hours, this wear point is vastly improved upon.

Well, this is enough for today. I will let y'all know how it goes when we fire it and let it run for 20 minutes at high idle to seat the new cam and hardened lifters.



Electric MG TF

Below: Rod

Cooper with his two TFs. The 'baby' is an electrically powered children's TF built by the Sunny Days company in England in the 1960s and just restored by Rod. The 'grown-up's' has been owned twice by Rod – first in the late 1960s and again re-purchased approx. 10 years ago. Thank you to Matthew Magilton for the pic, taken at the MGCC of Victoria Concours at Flemington in April.



Rear Disc Brakes for MGB

By Charles Durning, *MG Experience* posting

These are images of my rear brake conversion for the MGB using common, currently available parts. This conversion saves 18 pounds of unsprung weight off the rear axle. The conversion is simple, inexpensive and effective.



Dixon Brit Meet Report

(See also next page)

From Max Heim

It seemed like a large turnout. There were a lot of unusual cars. And the weather wasn't too hot, although it was rather windy. Here are some photos of MGs seen at the show.

This is my 1966 B. Photos from Max



Racing Bs built by Sierra Classic Motors
Below: "Paris-Dakar" rally conversion



MGC



On dry grass this year

Dixon Report

The MGOC and SSTS were well represented with at least 12 members in attendance maybe more. There were around 320 British cars at the show and Russ and Bob Taft showed their spectacular Aston Martin DB3 Mk 4s, one a convertible and the other a coupe. They took first place in the Specialty British and Ray Davies took second place in his 1923 Morris Cowley in a very large class.

In the early MGB class there were 17 cars and I took second place in my 67 MGB. Doug Hollander took second place in his late MGB. There were more cars for sale than ever before; perhaps that's a sign of things to come. Overall it was a great show and the weather cooperated albeit a little windy at times.

We're #2 – We Try Harder!

Andy Preston - early MGB **2nd place**, Doug Hollander - late MGB **2nd place**, Jeff Sheldon - MGB/GT **2nd place**, and Ray Davis - British Specialty **2nd place** for his Morris Cowley. Russ Taff - 3rd in Specialty for one of their Aston-Martin cars, plus Rod Schweiger 3rd in the New Mini Class.

Magpie Murders MGB

The leading actor on this PBS / BBC mystery series drives a lovely red MGB. The car seems to feature in the show. Are they trying to make her seem more youthful or are they trying to draw in car enthusiasts? In any case, it is good to see an MG on the blue screen.

- Dan Shockey



Member Notes

MG Magazine from Tony Inzana:

Larry Sanata <classicmgmagazine@gmail.com>

Sue, Michael and I have decided to cut ties with **Classic MG** Magazine effective next year. It has been ten years since we acquired the magazine and we've gone as far as we can with it. Postage and publishing costs continue to increase. Circulation also has continued to decline as our readers become older and die. Please let me know if you are interested in resuming the legacy or if you know of someone who is. We're willing to donate the magazine to someone who wants to make a go of it, despite some operating debt we have accrued.



MG to Rio from Tom Doyle:

I just received my May-June edition of **Hagerty Drivers Club** magazine. There is an article in it about a road trip in 1954 from Boston to Rio in a 1952 MG TD. Pretty interesting.

Backyard Visitor from Tom:

While sipping a morning cup of coffee our dog Goldie was making a ruckus on our deck. So I decided to check things out and low and behold we had a visitor in the back yard - a 300 lb bear! It stayed in the yard for awhile until I got out an air horn and chased it away...

Trip to Scotland from Andy Preston:

Scotland was fabulous and the weather was great; in fact I wore shorts for all but 4 days. In Glasgow, it was 75° and the cab drivers were complaining it was too hot!

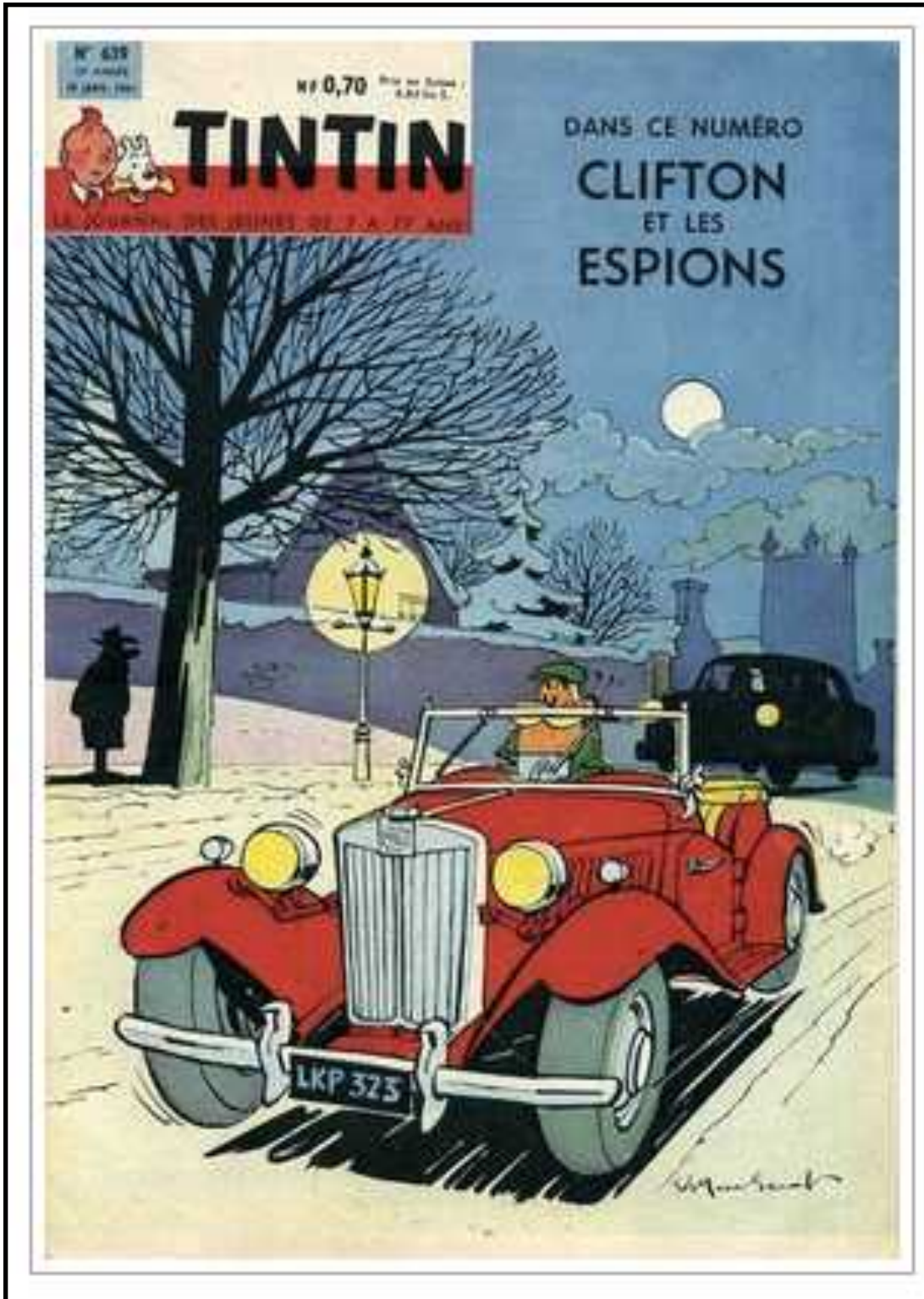
I saw a lot of new MGs and I like them. Good styling. I think if they came here there would be quite a following. I'd buy one.

Always glad to be home and working on the MGs again. I'm taking the 67 MGB to Dixon. It should be fun; they have 329 cars registered.

Update from Bev Morgan:

Thanks for the Octagon! It's good to be in touch with the MG community after all these years.





Amazon Review:

I discovered Tintin when I was about 8 years old. My local library had many of these books in the mid 1980s. They are great adventure stories. Since they were originally published as weekly cartoons in a newspaper, there are narrow escapes on every page. They were written in Belgium, some close to a hundred years ago so some of the depictions of other cultures are outdated and inaccurate.

Hergé, one of the most famous Belgians in the world, was a comics writer and artist. The

internationally successful **Adventures of Tintin** are his most well-known and beloved works. They have been translated into 38 different languages and have inspired such legends as Andy Warhol and Roy Lichtenstein. He wrote and illustrated for "The Adventures of Tintin" until his death in 1983.

This photo from Road Races at Stockton, California, in 1952. Very odd mod (Model A?) to the front suspension does not seem to be a success, judging from this photograph. Allan Chalmers says there was a hodge-podge TC with steel wheels and odd suspension round the Bay Area some years ago. *Editor: Another Ghost Race Track?*



Classified Ads

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

Morgan Race Car: Current racer with spares and trailer. Full race prep. Fresh race tires. Reduced! \$25K. Bev Morgan, bevie.lou@gmail.com, 650-619-3870. (Reposted 6/25)

1969 MGB: Owned 26 years. Very reliable. Club member Mark Cederborg: 707-975-3105, mscederborg@gmail.com (Reposted 6/25)

Free MG Midgets!: Both in Idaho. 1962 Mk. I, 60% complete, and 1966 Mk II, 95% complete. Rusty! From the Oregon club. Tom Simpson (208) 983-0146 (Posted once)

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



Tires for Midgets

Richard Peetz of Sequim, WA

The thread on tire age got me thinking about tires as we have a problem finding stock 13" tires. I had not checked the Coker Tire website in quite a while. WOW! Coker has 5 pages of 13" tires from \$70 a pop up to \$250+ a pop. Sizes start at 145's, the factory size for the earliest Midgets, up to 195/60's and 205/60's with sizes in between. Pirelli, Michelin, etc.

I remember an article in Grassroots Motorsports several years ago comparing the best handling 175/70-13" all season as per Tire Rack testing versus a Coker 155/80-13. (A Michelin mold as I recall). The Coker knock-off easily bested the recent, wider, all-season tire in all the handling tests but rode rougher due to the stiffer side walls.

Interesting. Just bring a fat credit card for Coker reissues.

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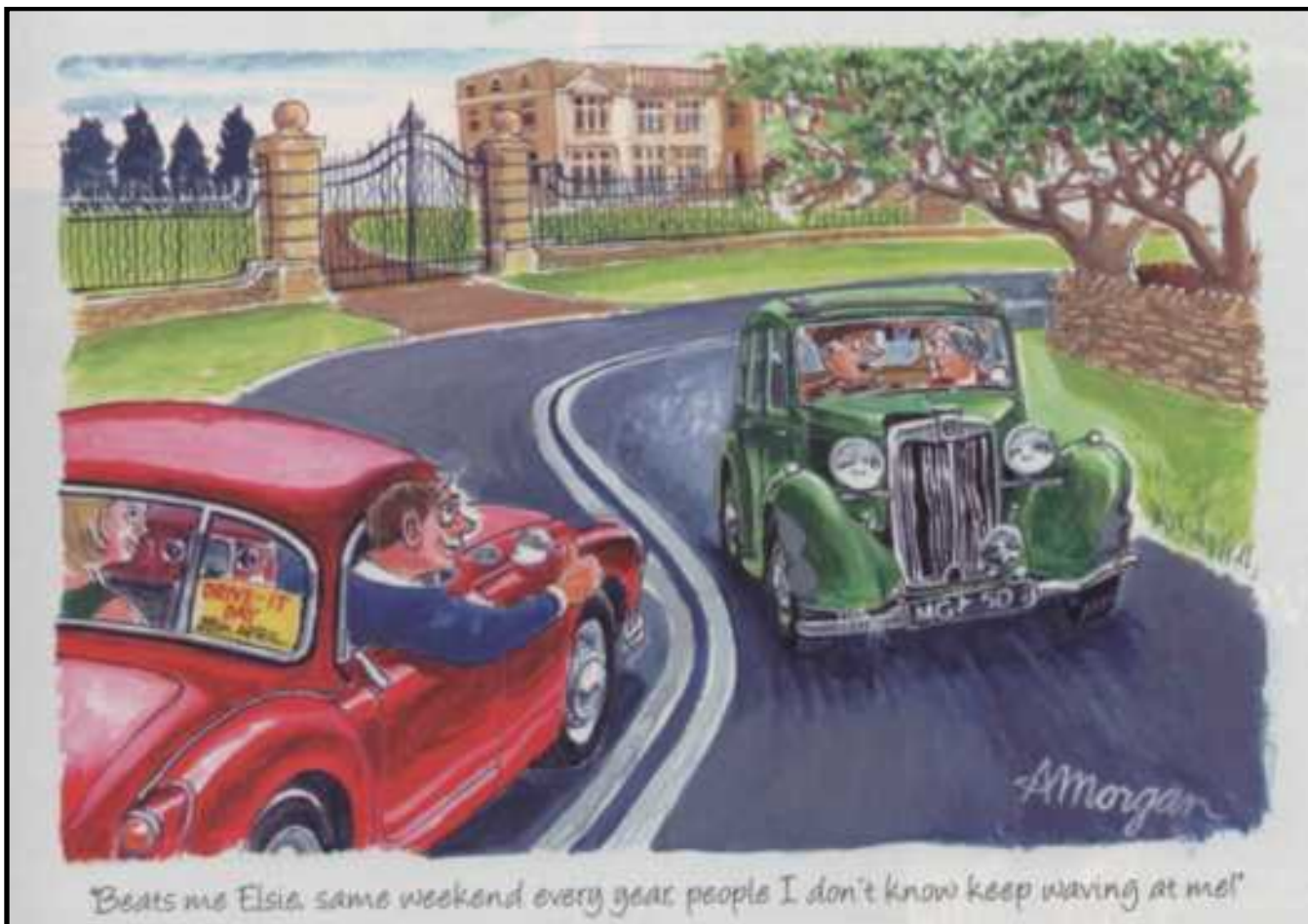
North American MGB Register



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Looks like
Andy,
Marla
and
their 1600
Coupe!



"Beats me Elsie, same weekend every year people I don't know keep waving at me!"



Photo: Thomas Hollander