



THE OCTAGON

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



Since 1957!



Photo: Barbara Tapp

**On the John
Muir Tour**

August 2025

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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Sea-Air-Ah Tour*

Join Sorry Safari Touring Society's Annual Sea-Air-Ah Tour



Paso Robles is our destination, with lodging at the Adelaide Inn. The highlight of this trip is a visit to the very special Estrella Warbird Museum & Woodland Auto Display.

Dates: Departing October 1st,
returning on October 3rd

Tour Leaders: Charles & Michelle Schweiger
and Rod & Sue Schweiger



A block of rooms is temporarily on hold for club members, so when calling to book, please be sure to state that you are "with Sorry Safari Touring Society" to receive the preferential \$114/night rate. After you've made your reservation, please RSVP to Charles & Michelle [cell: (650) 219-0294 / email: charlesschweiger@gmail.com] or Rod & Sue [cell: (650) 296-4674 / email: susanschweiger@gmail.com].

* The SSTS used to do a Sierra Tour every year so when they changed to an occasional coastal tour, they created this name.

Adelaide Inn
1215 Ysabel Avenue
Paso Robles, CA 93446
<https://adelaideinn.com>
(805) 238-2770



**MGOC
Welcome!**





Scottish Highland Games 2025

Saturday August 30, 2025 *

Alameda County Fairgrounds - Pleasanton

AYE! The Scottish Highland Games are back at the Alameda County Fairgrounds! The sponsor, The Caledonian Club of San Francisco, has invited us back to participate in the British Car Show at the games. By bringing your MG to show you will be given full access to all of the games events for FREE. It's an all day event, and you can watch the Heavy Athletics, Highland Dancing and Pipe Band competitions. Go to the games webpage to see all of the events that are part of your free entrance:

<https://thescottishgames.com>

You will receive a 'two-day pass', a \$120.00 value for both you and one passenger. The two day pass is useable to participate in the car show one day, and come back as a guest a second time.

What Kirk needs from you is the following:

- Preference day to show your car. (* We plan to only show on one day)
- Will you have a passenger?
- Confirm your cell phone number (in case Kirk has to reach you)

All tickets and parking passes are being provided electronically

Email Kirk: kirkprentiss@gmail.com



From the Editor

Hello, MG fans. We've had some excellent tours these past couple weeks. I drove the P Midget to a small 4th of July celebration in Hacienda Heights.

I have projects underway on both of my MGs. The MGA wiper motor overheated and quit on me on a Rainy Day Rally in April. When they made the MGA left-hand-drive for North America, the wiper ended up buried behind the master cylinders and pedal hardware. The guy who restored the car did not remove or service the wiper motor. I managed to drag it out of there and found the shelf rusty and unrestored underneath it. There is a hack to install the motor on the right side under the dash that I will attempt (Update: Done and it works well!).

I am still a worried mother hen over the engine I rebuilt for the 1935 MG. I drove it 20 miles each way to Hacienda Heights. It is rather loud and smells of burnt oil. I spent today doing compression and leak-down tests and believe all is well. I had a poor seal to the valve cover and I am hopeful that was much of the oil problems. I only have 200 miles on the motor and I think the rings haven't seated yet. So I am cautiously hopeful I never have to tear it apart again!

Speaking of which, my father turns 101 in August and is planning to take his annual driver test this week. Illinois requires annual testing for drivers over 90.

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

Safety Fast Forever!



Dan



by Brian Sonner of Placerville



Sand a cross-section of the paint on your new project car, This was my once-and-future Old English White MGA Roadster from 1983. How many colors?

Shockey photos

President's Commentary

Travel

As I write these comments, we are packed and ready to depart for three weeks in Italy with Connie, our son and daughter, and their families. That will be a party of ten with the oldest grandchild age eight and youngest about two. This will be Connie's and my third trip as Connie's mother was born there, emigrated at age two in 1929 and has many cousins in the Foresto famiglia. As I won't be participating in events for the next month and I won't be local to write my comments, I thought I'd send my remarks early and as travel is on my mind, discuss some of my travels in the MG.

Looking back through files, I purchased the MG from my brother in or about 2004. MG travel at that time was camping up and down the coast. My son was attending Humboldt State College at the time and I would ride up in the MG to Mendocino, camp in one of the state parks for the night and meet John and some of his friends for dinner the next day. After dinner I would camp in Humboldt Redwoods State Park and return the next day to home. Those of us with late model MGs will note the Leyland oil gauge that I didn't quite understand. I never knew how bad the oil pressure was until I spun a rod bearing and had to disassemble the engine. After the rebuild in 2006, which included balancing, I became a little bolder. Travels now ran far and wide and some of those:

North Meets South (Paradise British Car Club) - 2012, 2014 & 2016: Held in the spring, these were fun events and only about three and a half hours away. I recall one night trying to make it with the top down and nearly freezing to death and another time top down and shirt-sleeve weather all the way down Highway 1 to Buelton. Unfortunately, these have not been held for some time.

Oregon Rendezvous (Club T MG, Portland) - 2012, 2018, 2019: Truly the first long distance MG trek that Connie and I took was 2012 to Hood River Oregon. A three-day trip up with a two-day return and a wonderful time. Especially since Connie flew home from Portland and I, after driving over the mountains to join the group headed south, managed a breakdown south of Redding. (I now carry two spare coils). Seventh Mountain Resort in Bend and Spirit Mountain in Grand Ronde were fun and also had their adventures. I see Dan has included a flier for the Rendezvous this year but Italy stands in the way. The Rendezvous is on my travel list for their next scheduling. Thoughts of the Rendezvous have



some sadness as a number of those fellow travelers have passed away since then.

NAMGBR - 2013 & 2017: I attended the first, held in Corvallis Oregon, caravanning up with Wayne and Janet Veatch and returned, caravanning with Ken Gittings. Janet and Wayne were good friends and I got to know Ken pretty well on the return. In the 2017 event, labeled "MGs by the Bay", Janet Veatch and I drove down to San Diego top down all the way. The event was held at Vacation Village in Mission Bay and was first class. Janet raced some of Ken's valve covers and managed to get her wire wheels trued by one of the technical speakers who was local. Connie flew down to join us and we had a great two day return.

GOF of the West - 2015, 2020+1, 2022, 2023 & 2024: In 2015, I only spent a day in Rohnert Park attending the car show. I never made it to Mount Hood in 2021 learning the hard way that "if it ain't broke, don't fix it." I had replaced a working 45-year-old starter relay with a solid state relay that failed and replaced it with a \$17 aftermarket starter relay that failed to work properly. The Lucas relay was \$75 which I finally bought but never used. On my return I reinstalled the original relay and the car has started unflinching since then.

Nonetheless, the ride to Crescent City with Andy and Marla and the subsequent lonely return to San Mateo via Grants Pass was memorable. After that fiasco, I wasn't going to miss the Carlsbad GOF in 2023 and rode down Highway 101 to the 405 on my own. Amazingly, the traffic was light from the HWY 101 / 405 juncture and all the way to Carlsbad I was doing 65 to 70 miles per hour with mileage over 30 mpg. The ride through the back country was great and I managed a 1st in the Rubber Bumper Class. The gathering we had last year was at Folsom. With the top down we drove on the rally through the rain with Connie wearing the hotel shower cap. (hair was protected for dinner). We managed to win 1st place in the Rubber Bumper Class and second place for driver and navigator in the rally. All good fun.

I am definitely going, and maybe we are going, next year to the GOF gathering in Arizona!

I enjoy these travels in MG and think it a perfect vacation. I generally average about 3,000 miles a year on the car and carry a lot of spare parts should the worst happen.

I'll see you on the road!

Ciao!

Doug



Remembering Bob Luebbert

By Dan Shockey

Long time member, past SSTS president, and friend to many members, Bob Luebbert passed away on June 22. (from Kirk Prentiss) Bob was recently put on hospice due to leukemia. Bob moved to Ogden, Utah, several years ago.

Bob was especially active with the Sorry Safari club but also belonged to the MG Owners Club. His wife Sue passed while they lived in San Lorenzo. Bob had his baby blue TD for a very long time and acquired a royal blue MGB/GT as well. He also owned a blue & white 1956 Chevy. In Utah, he had room to spare for all his cars.

Sue's celebration of life was in 2017 at St. John's Catholic Church in San Lorenzo where she and Bob were married 54 years earlier. "As I am still emotionally fragile - please do not assume that since you are a relative, friend, etc that I know you will attend...just respond..." (Bob)

Bob served us all as a Marine – always a Marine, they say! He was strong, supportive, friendly, consistent, upbeat and enthusiastic. And confident enough to wear a kilt! (In Marine Corp. plaid.) I admired him and enjoyed his company.

I know many Safarians stayed in touch with Bob. Along with nearly all humans through all time, I believe that this life is not the end. May we meet again!

Bob enjoyed adding words of wisdom to his emails. Here are last words direct from Bob:

My sole purpose in life is simply to serve as a warning to others

Don't worry about old age; it doesn't last that long

Stop trying to make everyone happy ... you are not Tequila

Be your self--everyone else is taken

Red meat is not bad for you! Fuzzy green meat is bad for you

I think senility is going to a fairly smooth transition for me!

STORY OF MY LIFE: "I knew better... but I did it anyway!"

If at first you don't succeed - Skydiving is not for you

I'm not afraid of death; I just don't want to be there when it happens

Death is the number 1 killer in the world

I often take the road less traveled---as I have a terrible sense of direction

Our country is such, that the pizza gets to your house before the police

Good health is merely the slowest possible rate at which one can die

Light travels faster than sound. This is why some people appear bright until you hear them speak

"Those who hammer their guns into plows will plow for those who do not." ~Thomas Jefferson

The 50-50-90 rule states, "Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong."



Bob Luebbert took home a prize with his recently restored 1969 MGB-GT.



Bob's TD at Highland Games, 2015

Shockey photos above.
Sue and Bob parading below

Taken by SSTS photographer



MGOC John Muir House Adventure

By Tour Leader John Hunt

On Saturday, July 12, 2025, Bob & Russ Taft along with John Hunt, hosted the MGOC's 2025 John Muir tour.

We started out at Si Si Café in Moraga for coffee as our rallying point of departure. We had a strong turn out from MGOC and Sorry Safari Club with 26 people joining in. What makes all of our events special is the people. Thank you for joining us to make it a fun event for all. On our tour we had: Barbara Tapp, Marica Crawford, George Steneberg, Andy & Marla Preston, Andy Hunt, Jan & Ben Lenci, Don & Jeanne Herrick, Bob Bundy, D & Michelle Bock, Dean & Raye Hansen, Ray Davis & Kristie Dooman, Ron Brown, Mr. & Mrs. Peter Washburn, Mark McGothigan & friend, Bob Taft, Sharon & John Hunt. If I missed anyone, my apologies.

A few notes about John Muir, from park website:

"In 1903, Muir's popular writings caught the attention of President Theodore Roosevelt, who invited him on a camping trip in Yosemite. Leaving behind reporters and Secret Service agents, Roosevelt spent three days with Muir, two park rangers, and an army packer exploring meadows and waterfalls and discussing conservation around campfires. One night, five inches of snow fell, leaving the president to wake up with snow on his blankets.

"Inspired by his trip with Muir, Roosevelt set aside more than 230 million acres of public land—an area larger than Texas—that included five national parks and 18 national monuments.

"Muir's advocacy played a critical role in establishing several national parks, including Sequoia (1890), Mount Rainier (1899), and Grand Canyon (1908). He believed that "only Uncle Sam" could protect the country's lands for future generations, an idea that led to the creation of the National Park Service in 1916.

"Muir also co-founded the Sierra Club, a nonprofit organization dedicated to outdoor recreation and environmental advocacy. With over one million members today, the Sierra Club continues Muir's mission to protect nature."

A few notes from the house tour:

"John Muir was born in Dunbar, Scotland in 1838. In 1849, his family immigrated to United States and landed in Portage, Wisconsin. He studied two years at University of Wisconsin in Madison. In 1867, he had an industrial accident in Indianapolis factory. This lead him to reevaluate his life resulting in dedicating his life to the study of natural world and embarked on a walking tour of the Midwest to the Gulf of Mexico. From there, he sailed to California to explore Yosemite and the giant sequoias and became a leading voice for conservation.

J"ohn Muir married Louisa Strentzel whose family owned a 2,600-acre fruit ranching family in Martinez in 1880. In 1883, they built an Italianate Victorian house which he lived in until he passed away in 1914. The house is very well preserved and it is like walking into a time machine. All the rooms are accessible and the bell tower on top gives you a wonderful view of the area. "

All in all, it was a very fun day with a great turnout of 26 people. A few acknowledgements, first of all, a big thank you to my friend Andy Hunt for all of his help and support getting my fuel system issue on my MGB fixed. For without him, we would have had a Honda Civic leading the charge on our tour. Also, another big thank you to Bob & Russ Taft for opening up their Last Chance Garage for our BBQ lunch. Last, but not least to all of you for joining in on the tour to make it a memorable event. I look forward to seeing everyone on future drives. Cheers!





John Muir Tour

Photos this page: Barbara Tapp

Barbara says the TD belongs to a SSTS member named Rod





John Muir Tour Lunch

Photos this page from John Hunt



"It was nice to return to the Last Chance Garage where they had set up tables for the delicious hotdog lunch." - Barbara Tapp

The Aston Martin is a 1959 DB2/4 Mk III, owned by Bob and Russ Taft and it is truly spectacular. - Andy Preston

More Muir Tour

Photos this page from John Hunt

Great job, John!



Mt. Tam and West Marin Tour - Part II

From Editor Dan Shockey

As promised here are more reports and photos from the Marin Tour in late June. More came in as the July newsletter was completing.

It was a pleasure to have you all visit the museum and adorn our parking lot with all those beautiful MGs!!!

Happy trails,
Cecile Ojeda Bodington
Marin Museum of Bicycling
Mountain Bike Hall of Fame

Yesterday was a super run, I brought Marcia and Georgia with me and they loved the wild ride up across and down Mt Tam to Fairfax . What a joy to have them there.

Barbara Tapp

It was a fantastic drive today and great to see George and Marcia who came with Barbara Tapp.
Andy Preston

Naomi & I arrived at about 11:00. Cecile set me up in front & I got to schmooze with many museum volunteers & visitors while waiting for the MGOC to arrive. I particularly enjoyed time with Charlie Kelly.

I was so happy to see the MG folks appreciating the museum. The museum stop was a brilliant idea.

It'll be a few months before I'll be able to depress the clutch (following my accident), but I'll be back driving the MGA in no time.

Cheers,
Marty Rayman

MGs Gather
(along with
a couple other
makes)

Photo: Barbara
Tapp



West Marin Tour



Drivers' Meeting
Photos: Barbara Tapp



This photo: Marty Rayman



Mt. Tam & West Marin Tour

Photos this page from Marty Rayman



Except the above from
Barbara Tapp



Continued on page 17



Keep Planning for 2025!

SUMMER



Aug. 3-8: Rendezvous, Long Beach, WA, June **Octagon**

Aug. 11: Monterey British Car Show

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

Aug. 30-31: Scottish Games at Pleasanton

Sept. 13: Corte Madera Lions Club Car Show

Sept. 20: MGOc Picnic, Tilden Park

FALL



Sept. 26-27: Ironstone Concours, see July **Octagon**

Sept. TBD: Napa Chili Run, John Hunt

Oct. 1-3: Sea-Air-Ah Tour, SSTs, See p. 3, MGOc invited

Oct. 19: All-Brit Show at Blackhawk. Major event

John Muir house photos from John Hunt



John Muir Tour photo from Andy Preston

West Marin Tour

At the
winery
photos by
Barbara
Tapp



Working on MGs in your 80s

by Dave Quinn, Michigan Rowdies

I'm now certifiably old, various parts of my personal chassis have no illusions and are voicing their opinions. They are serially going on strike after years of abuse, presenting the long-overdue bill for accidents and crawling over and under MGAs for decades. Kneeling on concrete for hours is a distant dream from the past. Like some of you I wonder how much longer I can do this.

As we age, we are forced to find solutions to obstacles. A bionic hip, ankle fusion, and painful arthritic hand are mine. The first two make getting down and up again from the garage floor especially difficult. My solution is a wide 2-step ladder along with a boat cushion on the floor to place my knees. Rising from the floor includes executing a pushup to give me enough momentum to get up. Simone Biles I am not.

And yet I still work on cars, because I *like* to work on cars. Being retired for 24 years I certainly have the free time. I try to keep on doing as much mechanical stuff as I can. Thankfully nothing major is on the to do list. Just routine maintenance and resolving the issues which come with driving a 66-year-old car. My hand is full of arthritis. The sudden change in momentum when a Jeep pulled into my lane forced me to push the wooden steering wheel into the MGA's metal dash. Since the thumb surgery my hand can't be trusted to maintain a reliable grip, using hand tools that provide more leverage is a must. I have metal pipes of varying length to slide over wrenches.

As my grip has become less reliable, if I think of it, I place rags to catch fasteners

that often fall out of my grasp. Too often they just hit the garage floor. When it comes to the garage, having a warm one does wonders to keep from aggravating arthritic joints. I am fortunate to have a ceiling-mounted 50,000 BTU natural gas heater that can be a comfortable mid 60° in 10 minutes.

Seeing also gets harder with age. I always hated dark garages, so my garage has a dozen overhead lights. But nothing compares to the LED light options now. The intense light from LEDs is awesome. The magnifier on iPhones also comes in handy. Several of my MGA friends have car lifts. I don't have the garage height for one. I can still install jack stands. It just takes five times longer.

If I must lay on the floor, I have a thick rubber floor mat to relieve the stress on my joints. Speaking of car buddies the list of help I've received from the Michigan Rowdies over the past 50 years is endless. I know several are in the same stage of life where once simple tasks are no longer simple.

Finally I've found it's best to just work 2-3 hours a day. And that gives me time to write articles of little meaning. (*Disclosure: portions of this were plagiarized from How to extend your wrenching years by Terry Thomas in Classic Motorsports*).

Cartoon by Rob Waller of Australia, commissioned by Richard Hinton for an event. Used with their permission



A Most Misunderstood British Sports Car

Photos and Text by William T. Doyle, MG Owners Club (Bay Area, California)

There are lots of classic British sports cars produced in England, but the MGC is the most misunderstood of all of them. Before the MGC (1967-1969) came the MGB (1962-1980) and before that the MGA (1956-1962). The MGC was the last of the sports cars solely designed and produced by Morris Garages aka British Motor Company (BMC). Although MGs have been produced after 1969 by British Leyland, Rover and SAIC the MGC was the last of its kind with lineage back to early MGs produced in the 1920s.

BMC engineers in the mid-1960s realized that the engine bay of a MGB could accommodate a larger engine that came with the MGC. Hence, the concept of the MGC was born.

The MGC is and continues to be a completely misunderstood sports car. The best way to describe it is, the MGC is the Rodney Dangerfield of British sports cars – it just didn't get any respect as the American comedian Mr. Dangerfield used to say. The MGC looked like an MGB; was panned by the press upon its debut; never sold well; was shunned by Donald Healey; was replaced by the Triumph GT-6 then the TR-6; was poorly marketed; and was dumped on the North American market.

For those unfamiliar with the MGC it is the 6-cylinder 145bhp (@5400rpm) version of an MGB. It is actually the most powerful MG ever made, even more powerful than the MGB/GT V8. The BMC-C series engine is a straight, inline 6 measuring 2,912cc and was specifically designed for the MGC. The BMC-C series engine was also used in an Austin-3 Liter executive saloon produced between 1967 and 1971. The BMC-C series engine is 340lbs* heavier than the 4-cylinder 1,800cc engine used in the MGB causing the MGC to be "nose-heavy." However, it is a most reliable engine with 7 main bearings, twin SU HS6 carburetors and could produce 170-lb.ft. of torque @3,400rpm.

The MGC came in Roadster and Grand Touring (GT) coupe models (as did the MGB). The body style looks similar to an MGB, however due to the larger engine it had bumps on the bonnet to accommodate the larger

engine and radiator. The interior of the MGC is identical to the MGB of the same years of production. Due to DoT regulations in 1967, the MGB and MGC targeted for the North American market had what is known as an Abingdon Pillow or padded dash and has no glove box. European MGBs and MGCs had a glove box. Upon closer inspection the MGC came with 15" wheels; had a torsion bar instead of front springs to accommodate a heavier engine; had an upgraded braking system; had a larger fuel tank and had a top speed of 123mph. The MGC handles completely differently than an MGB due in part to its increased horsepower.

The engineers at BMC redesigned the transmission tunnel to accommodate an optional Borg-Warner Model 35 automatic transmission. Because of poor sales of the automatic transmission option, the majority of inventory of MGCs with automatic transmissions were shipped to the North American to sell. Europeans didn't want a sports car with an automatic transmission in the 1960s.

While the MGC was on the drawing board in the mid 1960s, the engineers at British Motor Corporation enlisted the advice of British automotive magnet Donald Healey to help design a new 6-cylinder MG sportscar to replace the retiring Austin-Healey 3000. Donald Healey knew that the Austin-Healey 3000 was at the end of production but he wanted nothing to do with this new model. He hated



Tom's
MGC/GT

* Total weight increase versus the MGB

the idea of using the body of a MGB married with a "Big Healey" engine.

When the MGC was introduced to the media at the Earls Court in car show in 1967 in London, the MGC demo models provided to the media were set up with under inflated tires. I assume that the auto tech setting them up may have thought the demos were an MGBs. With an extra 400lbs upfront and underinflated tires this combination caused major understeering when the MGCs taken to a nearby racetrack. Because of this error, the British press lambasted the car which resulted in poor sales of the MGC from the very start.

British Leyland acquired the British Motor Corporation in late 1967. British Leyland owned Triumph and they produced the GT-6 (a 6-cylinder Coupe) and TR-6 by 1968 (a Roadster). The management British Leyland didn't want three 6-cylinder sports cars competing against each other and one of these models had to go. The fact that the MGC wasn't selling well, the management at British Leyland decided to scuttle the MGC in late 1969 and put their engineering and marketing resources into the GT-6 and TR-6. This resulted in only 8,999 MGCs being produced between 1967-1969. As a comparison, 512,243 MGBs were sold between 1962-1980 making it the most successful sports car produced in England.

About 50% of the total production of MGCs were destined for the North American market with the remaining spread out between Europe, Japan, and Australia. University Motors of the UK purchased the unsold MGC in 1970 and a few more were sold by University Motors with racing upgrades up to 1973.

But there is some good news in this sad story. While Prince Charles (now King Charles) was attending university in England, he drove a mineral blue 1968 MGC/GT. (The very first MGC.) So those of us that own an MGC have "Royal Blood" in their cars.

Because of the relative rarity of MGC in both Roadster and GT models values of MGCs today exceed that of the MGBs. In the case of the MGC/GT, only 1,743 with a 4-speed manual transmission were imported into North America. Far fewer had an electronic Over Drive (OD) option. A MGC/GT in concours condition can be valued up to \$41,000 where as a MGB/GT in the same condition in the same year would be stretched to \$34,700 according to the Hagerty valuation tool.

On a personal note, I purchased a late model 1969 MGC/GT in 2018. Mine is a 100% California car as it landed in San Francisco. It was finished in Tartan Red; has black leather seats with red piping; has a 4-speed manual transmission with OD; originally had chrome spoked wheels, and a "cigar" (cigarette) lighter as options. The previous owners added Anthracite Minilite style knockoff wheels. I installed shoulder seat belts and headrests and I have added a modern car stereo. But otherwise, it is a stock car. It was made between 2-16 July 1969 and I call her my "Abbey Road" because she was born during the time the Beatles were recording the album Abbey Road.

I like to display my car and I can't tell how many times I have been put in the same show class as an MGB/GT at various car shows. I often get a high five while driving my MGC round town from some passer-by shouting "nice MGB". Talk about getting no respect.

Don't get me wrong; I am happy driving my MGC and would never go back to owning MGB or any other British sports car for that matter. I love my MGC and it loves me back – respect or no respect.

William T. Doyle, "Tom" is the proud owner of the 1969 MGC/GT. He has owned three MGs since 2009: a 1978 MGB Tourer, a 1976 MGB Tourer, and the 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 Sportscars but would rather drive one than write about them!



Tom's
MGC/GT



A direct comparison between MGB and MGC shows how the revised front suspension, bonnet bulge and larger wheels (15 inch instead of 14 inch) made the six-cylinder car look substantially bigger

From **MG by McComb**, Wilson McComb

According to McComb, the MGC engine came in 70 pounds heavier(!) than expected, causing rushed redesign of the whole suspension.

The Effect Of Ignition Timing On Spark Plug Temperature

By Jeff Smith, July 20, 2025, Hemmings Motor News

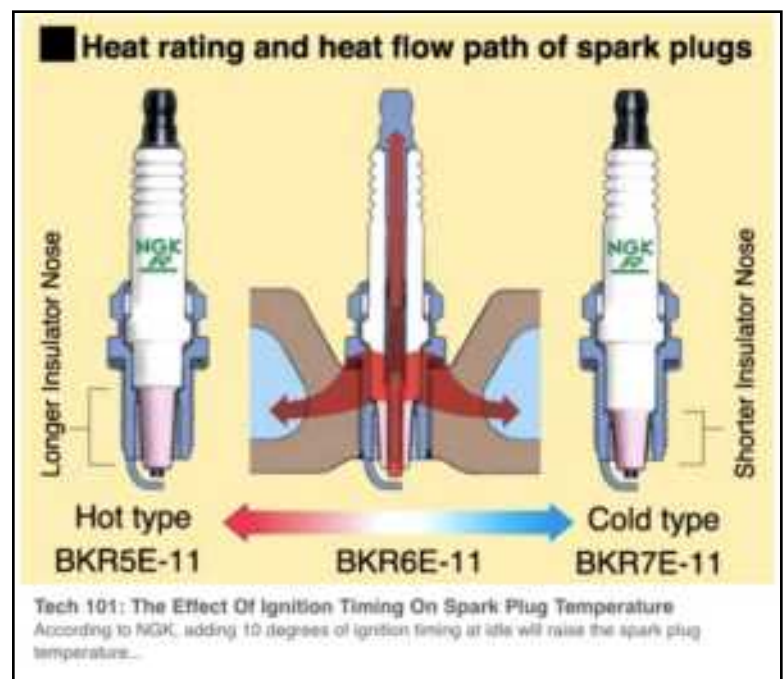
According to NGK, adding 10 degrees of ignition timing at idle will raise the spark plug temperature anywhere from 180- to 210 degrees Fahrenheit. This means that adding just one degree of ignition timing at idle will increase spark plug temperature roughly 18- to 20 degrees F. This may not seem like a critical issue, but it illustrates how one simple change can affect other engine components.

What may happen is the end of the spark plug is glowing red even at idle because the timing at idle is too far advanced. A spark plug that is on the hotter side will tend to maintain temperature in the plug. This is good for older engines that have trouble controlling oil in the combustion chamber. But with higher compression and too much timing at idle this heat creates excessive temperature in the plugs that will eventually create a glaze and eventually, a misfire.

A proper tune might be slightly colder plugs. This will eliminate that overheated spark plug situation and the engine can now idle at a lower rpm, the plugs are no longer over-heated at idle, and your engine will be happier.

It's also worth noting that leaner idle air-fuel mixtures are commonly thought to create higher engine operating temperatures. This is a false assumption. Lean mixtures quickly oxidize

the fuel present in the chamber. Richer air-fuel ratios take longer to fully combust. This means that more of the cylinder wall is exposed to combustion as the piston moves downward. This also results in the headers glowing red because the combustion process is continuing into the header tubes. The worst-case scenario is late or retarded ignition timing combined with a rich idle mixture.



Member Notes



Time to Read from Marty Rayman:

A most jam packed, juicy issue. With one leg non-weight bearing, I've got time to read! You are a magician, Cheers,

Morgan Sold! by Bev Morgan:

I have a buyer! Dave Olson is a vintage racer with CSRG, just the sort of buyer I was hoping for, and he has agreed to buy the car and gave me a deposit for it. Honestly, I'm glad to finally close this chapter, and still have photos of the 1956 Morgan all over the walls of my living room! Thanks, friends!

Catalog Photo-Shoot from Andy Hunt:

A couple of months ago I was asked to take my '66 MGB up to Sonoma to be a prop in a photo-shoot for a lady's fashion clothing catalog. It was a fun day out. I got to relax in a rather nice vineyard and see the behind the scenes of how fashion photography is done. The clothing brand - Soft Surroundings - have just published their catalog (link below). Only 4 pictures of my car made it to the catalog on pages 37, 47, 50, and 59. But it certainly was a great day out. I hope to be able to do it again sometime!

<https://www.softsurroundings.com/our-catalog/>



Reply from Andy Preston:

Well done Andy, Marla got this catalogue the other day and I wondered whose MGB it was. The advertisers are very discriminating on the color of the car; they want something soft that doesn't upstage the clothing. I've done several photo shoots in my blue MGB; the last one was for an upscale luggage company and taken overlooking the Pacific at the Marin Headlands. As you say very interesting.

More Info from Andy Hunt:

Ha - yes. The guy Alan who got me the gig said they are very fussy about the type and color of cars - they definitely don't want the car to dominate the pictures. But it was a fun day out and I hope to be able to do it again sometime.

Request from Steve Kellogg:

Steve Kellogg is looking for an XPEG engine for his TF 1500. The one in his car is past being rebuilt anymore because it has been decked and shaved too many times. If you have any leads please let him know. He only really needs a block and head because all the innards are fairly new. Thanks

Andy Hunt Hat Trick from John Hunt:



Here's a nice shot of Andy Hunt from our British Car Show. "Hat's off to a fellow MGOC member for his award hat trick at last month's car show for his MGB, TD & Land Rover." Cheers,

MGB/GT Turns 60! From Tom Doyle:

The MGB/GT was the very first production hatchback from any maker anywhere in the world. Now 60 years old. See **MG Enthusiast** magazine from the UK. (Photo next page)



GoF West 2024 Winners - Car Display (continued)



Pre-War Class-1st Place



Clark & Marina Mason 1935 MG NA

MGOC and SSTS winners from the GOF West in October, 2024

From the **GOF West Gazette**

WILD WALES ROAD TRIP

MG
ENTHUSIAST



MGB GT AT 60!

CELEBRATING
SIX DECADES
OF THE TIN-
TOP MGB



PLUS • 70 AND MAGNETTE UPDATES • MG HOMES BY CAR • TECH Q&A

GoF West 2024 Winners - Car Display (continued)

MG TD Class-2nd Place



Rod & Sue Schweiger 1952 MG TD

Nigel Shiftright · Automotive Anachronism "Generation XK"

NIGEL SHOWS THE NEIGHBOR BOY AN ANCIENT ISSUE OF R&L



And whaddya call those things on the other page?



These old magazines are neat... but what do I click on to download more data?



Oh... you just turn the page, son... like this...



Leno's Law (From SEMA)

I have been in discussion with a lady who has an MG and she is wondering if there is a way that she can avoid getting her car smog tested. My cars are all pre-74 so I've never had to think about smog testing them. Hers is a 1979 MGB. Thank you. - Andy Hunt

Authored by Senator Shannon Grove and sponsored by Jay Leno, SB 712 creates a new smog check exemption for collector vehicles that meet specific criteria. Starting January 1, 2027, a vehicle will qualify for a full exemption from California's smog check program if it is at least 35 years old, insured as a collector vehicle, and displays Historical Vehicle license plates.

If your vehicle is already exempt under existing law, such as being manufactured before 1976, you won't be impacted. Nothing in Leno's Law takes away current exemptions or adds new requirements to vehicles that already qualify.

SB 712 is still in the early stages of the legislative process, and bills often undergo changes as they progress through both houses. Lawmakers, staff, and agencies may suggest additional changes, particularly as the bill progresses through the Assembly. That's normal.



**That's our Pres
and First Lady!**

from the **GOF
Gazette**

Classified Ads

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

1969 MGB: 2000cc big bore engine with new Vitesse 5- speed transmission; both with less than 3,500 miles. 1 3/4 SU carbs, 15" Panasport wheels, canvas convertible top, Miata seats, new carpeting and mostly original paint. \$13,000.00. Dave Pelton @ 510-886-2266 (Posted 07/25)

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

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

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





Tiny Cars Scamper Up Mendocino Ave.

Santa Rosans stopped in surprise on downtown streets yesterday to watch a fleet of more than a dozen imported English MG cars scurry up Mendocino avenue.

The small-sized cars were en-route to Fort Bragg on a tour of their owners, members of the Bay Area MG club.

Interesting note is that the MG's get about 30 miles to the gallon of gasoline.

Submitted by MGOC member Don Scott

That's probably the oldest pic of TCs around here. Kjell Qvale or his brother might have been there. I remember their car lot on Van Ness Ave. Open lot with TCs on it. I was one of those "Sudden Conversions." Except when I found out they had only 54 horsepower, I was a little deterred - 1949 was when GM came out with their OHV V8s, that I would have bought, if I wasn't still in Junior High!

Allan Chalmers, Abingdon Rough Riders (TC club)

Good find, Don! This may have been the fore-runner of our club that became the SCCA regional club.



Historical Society of Santa Rosa

3h · 🌐

This photo taken in 1949 captures a visit to Santa Rosa by the Bay Area MG Club. The area is Santa Rosa Avenue south of Hwy. 12. The MGs are parked next to McDonald Chevrolet and the Don Russ Used Car lot is across the street.

Register Your MGA With NAMGAR!



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

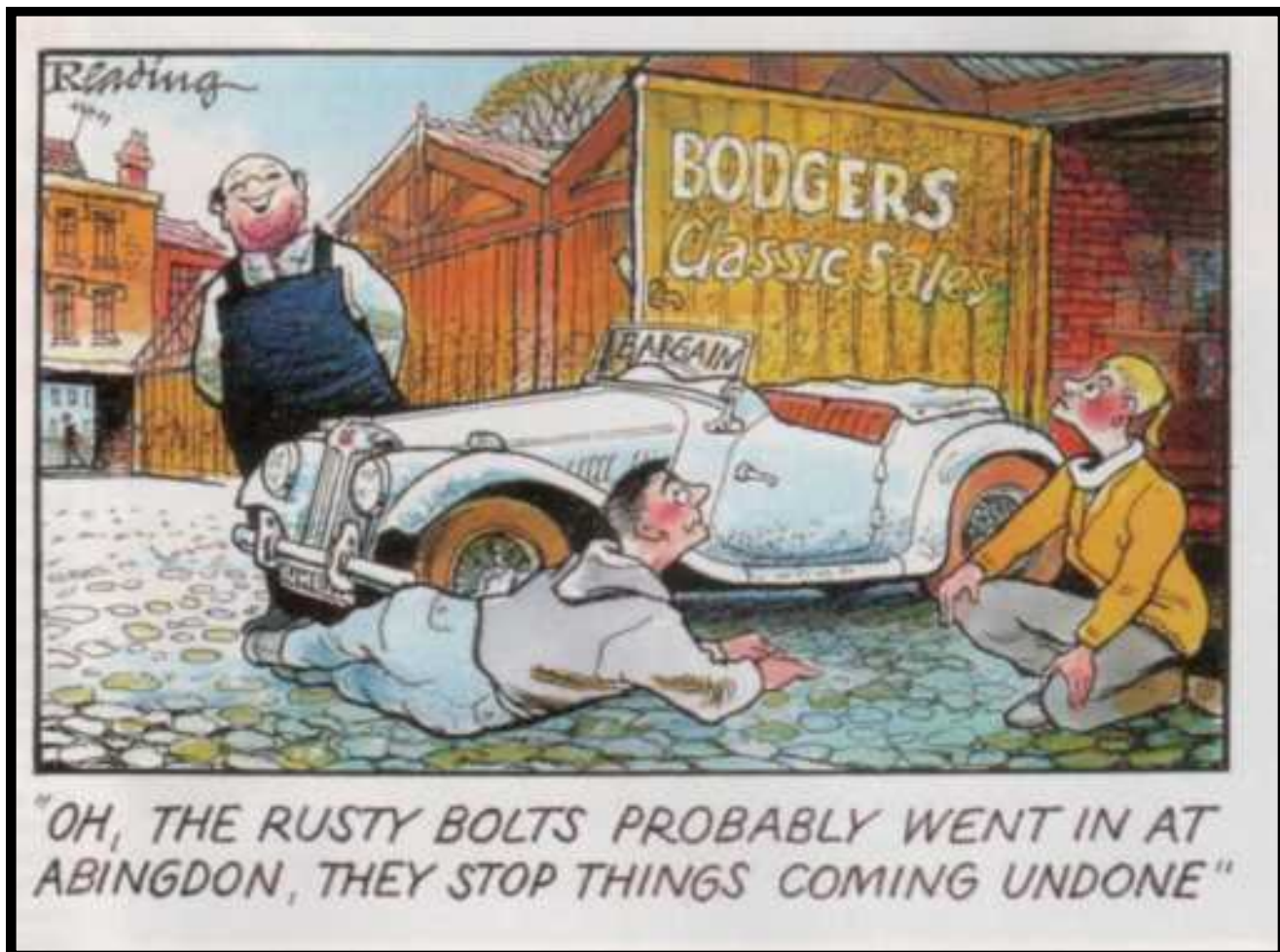


North American MGB Register



From
**Enjoying
MG**
magazine

MGOC
Club (UK)



Sparkling line of MGs on the Marin Tour in late June. By Barbara Tapp

