



THE OCTAGON

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



Since 1957!



Midgets at ***Brits by the Bay***
Photo by Doug Hollander

September 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

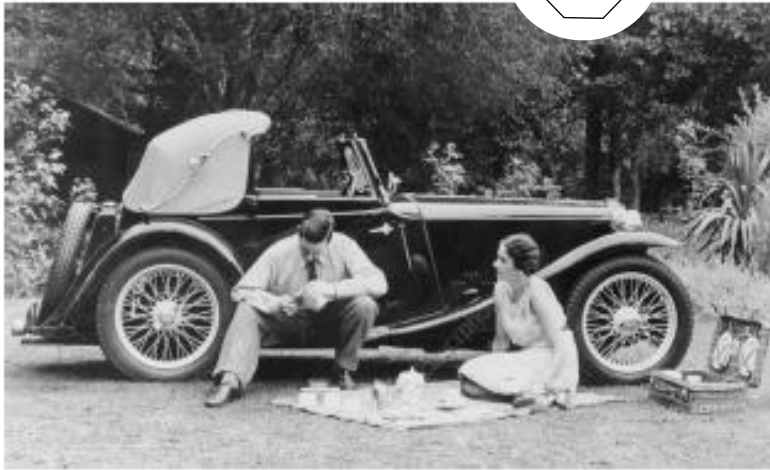
Have you helped recruit any new members lately? The club roster is available from Steve Kellogg upon request.

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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2025 MGOC Picnic! Saturday September 20th Padre Meadow Tilden Park

If you ever wondered about where your annual dues go, well here is one for you...
A FREE LUNCH! Yes, that's correct your picnic lunch is **FREE** for the 2025 picnic!

What do I have to do to for this great opportunity? Here are the details:

- Select from the meal choices for you and your co-pilot by **NUMBER**
(ex. 1 number ONE, 1 number FOUR)
There are only four choices - max two per membership - no exceptions
- Send your choices to: **kirkprentiss@gmail.com**
- In your message also include **your phone number**
(if there are any questions I will contact you)

Now for the tough part — **I must receive your choices NOT LATER THAN FRIDAY SEPTEMBER 12th!** I have to get the entire order to the caterer so that they will be ready for our picnic.

I am delighted that the leadership has approved this for a second year! Don't miss out - Save the date - Come have a good time!



1

ONE

Smoked ham with creamy brie, arugula, peach jam and balsamic glaze on ciabatta. Served with an apple, potato chips and a bottle of spring water

3

THREE

Creamy Sonoma chicken salad — studded with grapes, pecans and poppy seeds — wrapped with lettuce and shredded cabbage in a flour tortilla. Served with an apple, potato chips and a bottle of spring water.



2

TWO

Roast beef, provolone, pickled red onion, spring mix and truffle aioli tucked in a flour tortilla. Served with an apple, potato chips and a bottle of spring water.

4

FOUR

Fresh mozzarella and roasted tomato with basil pesto and balsamic glaze on ciabatta. Served with an apple, potato chips and a bottle of spring water.



CORTE MADERA LIONS EV & CLASSIC CAR SHOW

SATURDAY, SEPT. 13, 2025
11:00am – 3:00pm

**THE VILLAGE AT
CORTE MADERA**
(OVERFLOW PARKING LOT
ACROSS FROM NORDSTROM)



CLASSICS + EV DEALERS
LIVE MUSIC | FOOD
WINE | BEER | DRINKS
FUN FOR KIDS

FREE ADMISSION

cortemaderalions.com for more
information or to showcase your car



2025 Corte Madera Car Show Registration

The Corte Madera Lions are excited to put on the 5th annual Corte Madera Car Show on Saturday, September 13, 2025 from 11:00 AM to 3:00 PM!

The event will be held at The Village at Corte Madera shopping mall in the overflow parking lot across from Nordstrom.

Once again, we aim to have a broad representation of internal combustion vehicles predating the emission control era, i.e., 1975 models and earlier. We'd like a nice balance of foreign and American cars, a few original pickups and some sweet pre-1950 hotrods. As we mean to have the cars be representative of their categories, we'd like them to be mostly original or restored to original condition. We do reserve the right of selection if we think your entry doesn't fit the broad criteria for our show.

This year we'd like to continue building the motorcycle grouping, so we encourage you to bring your classic car AND your bike!

As always with this show, no privately owned modern EVs please. The only EVs will be the latest models displayed by their dealers. We would, however, welcome electric conversions of any internal combustion vehicle.

Entrance fee for cars is \$40. Each additional vehicle is only \$20. All motorcycles are \$20. Please select the correct fee for your entry(ies). All proceeds go to charity.

Donations and photos are collected on Step 2 of the registration form.

If you have questions about your car or the online registration process, please email Bob at cmlionscarshow@gmail.com or call 415-342-4935.

Please complete the registration form below. If you prefer to mail your entry form, please [download here](#).

NOTE: EACH VEHICLE ENTRY REQUIRES A SEPARATE REGISTRATION FORM.

From the Editor

Happy fall, MGers!

30 August 2025

It seems like fall with the kids back in school and Labor Day upon us. But the weather is still summer – rather hot for comfortable MG cruisin'. I have been doing a lot of old MG tuning lately. A friend has been having trouble getting his TC to run right again. I do not know TCs but we are gradually finding the issues.

Back at home, I have gotten the 1935 MG P-type to run much better. I could not get it from running rich and finally bought a new pair of jets for the carbs. I also checked that I have the correct needles. I can now get it to run at the proper mixture. I could never use my uni-syn tool with the 1" carbs. I decided I needed to use that to set them. I got out some large washers and bam; they fit right onto the carbs! I can finally synch the carbs. Yes, it sounds much "sweeter" now – well, on a relative basis perhaps.

Fall is a busy time for MG activities. Don't miss out!

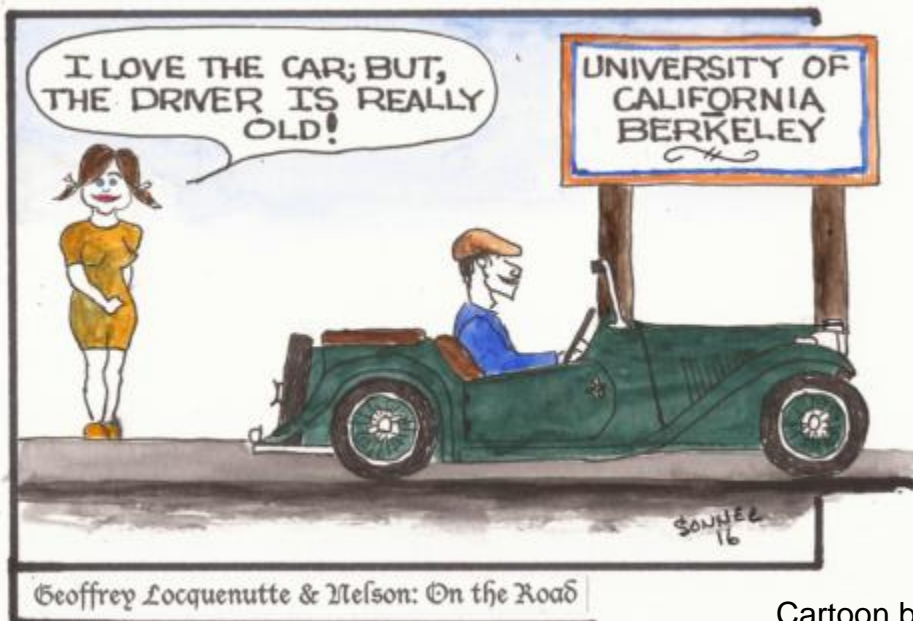
Safety Fast Forever!

Dan



Washers added to carbs above left

Above: Water bag for your MG to cross the desert. From Bill Traill



Cartoon by Brian Sonner of Placerville

MG Remarks

As I mentioned in my July remarks, we have been in Italy and largely AWOL regarding MGOC business or events this past month. Although this publication is not a travelogue, I thought I would mention some of our experiences that might appeal to the interests of some of our members. Briefly, we flew to Rome, spent a few days, boarded a cruise ship, stopped at a number of ports, disembarked at Ravenna, rented three autos and drove for about a week through the Dolomites.

Autos and the road – Connie and I ended up with a Ford Fusion. I had a constant battle with the rear window wiper, which frequently started on its own. I currently drive a fourteen year old Taurus and did not appreciate the Fusion's AI advising me frequently that I was "fatigued" and fighting me on curved roads. I was astounded to learn this auto with great pick up was a diesel! And finally, the embarrassment and humiliation when I exited and locked the car with the engine running to the great amusement of Connie and her Italian cousins. Ingrained in my mind is, you don't push the start button when the motor is running. The Italian roads are in far better condition than ours here in California and the Italians are much better drivers than I expected. Also, our governor should talk to the Italians regarding tunneling for our "high speed train." There are long and massive tunnels everywhere in the mountains. The European road signs were easy to decipher and the surprise of all is the Italian stop sign is our own familiar red octagon with STOP in English.

Bicycles – The Italians take their bicycles seriously. We saw a few electric bikes but most bicycles were regular road bikes. In the Lake Garda and Dolomite areas the lowest rear gear must be seven or eight inches in diameter. We were on the Lake Garda highway behind a utility truck going under the 50 kilometer (31 mph) speed limit when a bicycle rider came up on our left. He was soon ahead of us and I backed off to give him room. He drifted over to the left, looked around the truck and returned to the middle of the lane. Four or five cars passed. He drifted left again and looked, and drifted back. Four or five more cars passed. I said, "Connie, he's going to pass this guy!" And sure enough he did. He would have to have been doing at least 30 mph on a fairly dead level road. We didn't see him again.

Car Guys – Where do they come from? I think I know. On our ten day cruise around Italy we dined every night in the restaurant. All ten of us, Connie and I, my daughter and her husband, my son and his wife, our three granddaughters and one grandson. The grandchildren's ages range from two year old Luca to eight year old Athena. The two four year old cousins, Stella and Roma, were considerate

enough to alternate nights of miss - behavior so we largely only had to deal with one a night. About the fourth night Luca decided to get in the action. He is a born car nut and has a collection from Fiats to Fords. Earlier on the cruise I noticed a particular yellow orange colored car, the underside reading 1973 MGB/GT. Every night at dinner, it was referred to as "The MG." On this particular night, after Luca threw it on the floor three times, my daughter took it away from him and despite his entreaties would not give it back. Suddenly, to the disquiet of those at our table and the surrounding diners, he yelled at the top of his lungs, "GIVE ME BACK MY MG!"

History Buffs – There is plenty of history in Italy but the surprise to me was the stop in Brindisi located on the eastern tip of the Italian "boot." Brindisi is the end of the Appian Way and the port of embarkation of the European Crusaders to the Holy Land.

Legitimate MGOC Comments – I didn't get a chance to mention how much I enjoyed Bob Bundy's Tour. Especially the Pacheco Ranch Winery. I like wine and endeavor to enjoy it with Friday and Sunday night dinners. I was intrigued by the age and taste of the featured wines and bought a split case, at discount, of three each, 2001, 2002, 2003 and 2004 vintages. Most wine is vinted to be consumed right away and in buying aged wines there is some risk. The first 2001 bottle did not respond well to a cork screw, nor did the second as the corkscrew drilled a hole through the soft cork. The wine was fine after straining through a metal coffee filter and decanting. Not to worry, I was sure I had an osso somewhere in the house. What's an osso? It's a two pronged cork remover that you slide the prongs down the opposite sides of the cork and slowly, in a turning motion, remove the cork. The last bottle of the 2001 vintage responded well to the osso and the osso so far has gotten us well into the 2003 vintage.

The last item is the MGOC picnic on September 20th, be sure to get your order in!



Ciao!

Doug

Easy Starting For Your Older Classic

By Jeff Smith, Hemmings Motor News, August, 2025

This idea applies to any older car with a manual transmission. It's a good idea to start the engine with the transmission in neutral and the clutch pedal out or fully released. This will obviously not work with later model cars equipped with a neutral safety switch on the clutch pedal, but here's the reasoning behind this suggestion: with the clutch pedal pushed in, this places undue forward load on the engine's thrust bearing. This is especially true with three-finger clutches with high clamp loads and less so with lighter diaphragm style pressure plates.

Regardless of the clamp load, starting the engine with the transmission in neutral and clutch released eliminates this pressure on the engine's thrust bearing. For gearheads, ensuring the transmission is in neutral should be a natural act. If not, it should be. Starting the engine with the clutch out is even more important with very cold weather or if the car has been stored for several months where oil has drained away from the thrust bearing.



Starting MGs from Cold

From the 'Net

I have read that when starting from cold it is unwise to rev the engine until the oil is warm. On a cool ambient day, how long when idling should I allow before setting off? Thanks

Graham Jacobs, Somerset, UK

There is a difference between 'not revving' and leaving the car idling Graham. Leaving a car idling when cold is about the worst thing you can do, as the engine isn't doing much work and so takes a long time to warm-up. The choke will probably be open too long and prolonged cold running with choke will increase engine wear.



The best advice is to drive off shortly after starting and close the choke as soon as you can but treat it reasonably gently until the engine reaches normal temperature.

Bob Howden, Berkshire, UK

I agree with Bob but would point out that the oil warms up much more slowly than the water. On my Wife's Minor that's about 10 miles, on the MG F Type about 20 miles (presumably due to the much greater sump capacity and large finned surface.

Duncan Buck,
Worcestershire, UK



POINT OF CHANGE

BARBARA TAPP CLARK MITCHELL DAN ROGERS

Toby's Feed Barn Gallery,
11250 Highway One, Point Reyes Station, California
Sept 4 to Sept 29, 2025

PLEASE JOIN US AT OUR CELEBRATION

Saturday Sept 6, 1 -4 pm

The idea for this exhibition "Point of Change" has stemmed from the departure of the dairies and most cattle ranches as the Point Reyes National Seashore heads into a new land use.

It has been a joy to share this time with Clark Mitchell and Dan Rogers as we paint our impressions of the peninsular. Painting plein air is my passion, I love the transparency of watercolor so I wanted to honor the ranchers and landscape by recording this moment in time in my outdoor paintings.

There is a celebration of life in each one of my paintings and over the last 6 months I met owners and farm workers that would tell me some of the ranch life history that contributed to my subject choices. I painted from winter to summer and saw the weather and the colors change, I enjoyed the company of milk cows, cattle, cats and dogs as well as owls as the days began and ended.

Many thanks to Ernie Spaletta who encouraged my initial idea and thanks to the McClures, Nunes, Grossi, Evans, and Mendoza families for welcoming me onto their ranches.

My intention was to let this project flow unplanned and organically and have things reveal themselves as they have. I feel both sadness and happiness, awe and appreciation for those facing the changes ahead. I wish you all well.

Many Thanks, Chris and Melissa Giacomini for having us here at Toby's Gallery cheers Barbara Tapp



Heart and Soul, Spaletta



Vast View to the Sea, Mendoza



The Lay of The Land, McClure

Watercolors by Barbara Tapp
www.barbaratappartist.com 510 520 8383

The Changing Chemistry Of Engine Oil

By Jeff Smith, Hemmings Motor News, July, 2025

Here's a news update that should concern all automotive enthusiasts: the general engine oil landscape is evolving again, and as we explore the nuances of this new chemistry you will see that it is progressing for the better. This information holds even deeper importance for performance engines because these changes mean that what was considered a good idea even as little as two or three years ago no longer applies. Let's dive a little deeper into lubrication chemistry to gain an understanding of how engine oil is improving for the betterment of all engines.

The headline news for engine builders and car enthusiasts is that the most recent changes in American Petroleum Institute (API)-spec SP oil have radically reduced the concentration of the active detergent calcium. The current API SP specification will soon change to SQ. According to our friend and oil engineer/tribologist Lake Speed, Jr., this is a minor adjustment instead of a major shift. However, the main reason for the change from SN to the current SP spec focused on reducing the amount of calcium in the oil.

A natural byproduct of gasoline combustion is carbon buildup especially around the piston rings. Up until recently, high mileage oils attacked this problem by increasing the levels of detergents (including calcium) in an attempt to keep the ring package from sticking. One of the main evaluations of long-term engine protection for engine oil is the amount of carbon deposits both above and below the oil ring as an indicator of how well the oil has performed.

The motivation behind all these changes began several years ago when GM discovered that high compression / turbocharged engines with high cylinder pressures combined with gasoline direct injection were suffering from a malady that is now defined as low-speed pre-ignition or LSPI. For those of you who monitor such things, this will seem like old news. But there are some side benefits to this evolution that should be of major interest so stick with us.

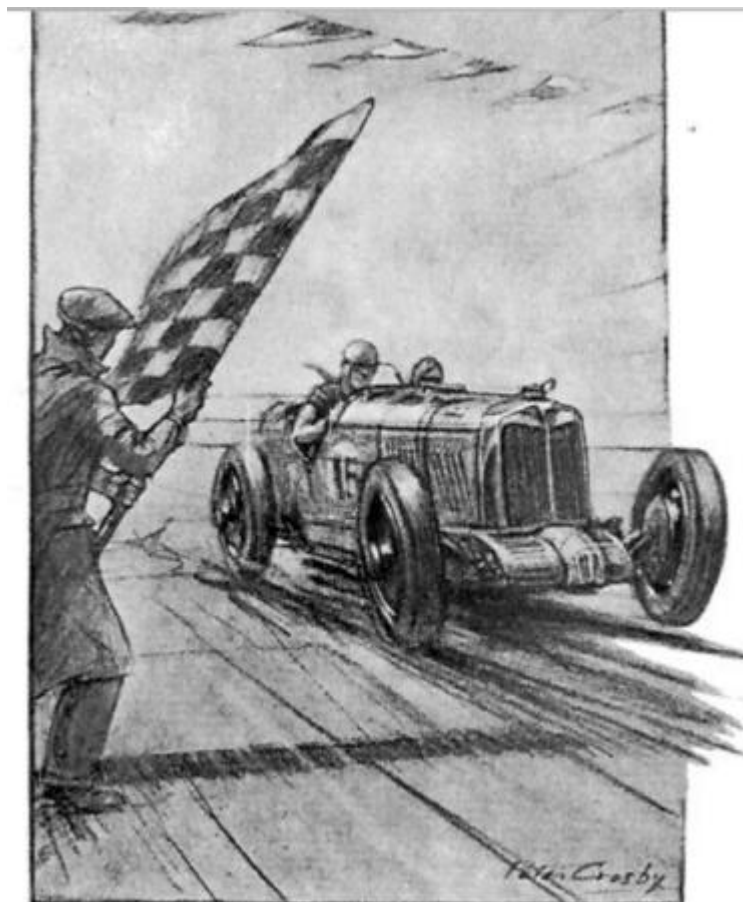
What Is Changing In Engine Oil?

The latest specification for gasoline-powered passenger car engines is the API spec SP, which will be changed to SQ in 2026. The current SP spec oil blend is the latest change in engine oil reformulation looking to improve oil performance and durability. The latest spec supersedes earlier version such as SM, SN, and SN + intended for late model engines. This particular donut is for 0w20 oil, but there are multiple viscosities up to 10w30 that meet the SP standard.

Much of this began in 2010 when GM changed to the Dexos-spec oil that has since run through several iterations. By reducing the level of calcium in this Dexos-spec'd oil such as SN-Plus and now SP, this change radically reduced the occurrence of major engine damage from LSPI. This LSPI damage is no small thing – it can break the top ring land right off the piston. Testing revealed that the culprit in all this LSPI damage was high concentrations of calcium detergent in the oil.

These calcium levels were reduced from concentrations of 2,000 to 3,000 parts-per-million (ppm) to levels as low as 780 ppm with Pennzoil's Platinum synthetic. Additive packages with other brands will be slightly higher at 1,500 to 1,600 ppm but still pass the ASTM testing to meet the SP rating. One of the resulting benefits for hot rodders is that engine wear actually improves when the calcium levels are reduced. This is a critical point worth emphasizing. Until just recently, many enthusiasts and even this author focused on just the levels of zinc and phosphorous in ZDDP as the key factors in anti-wear protection.

Previously, we reported that ZDDP levels averaging around 1,500 ppm was considered the general reference level for choosing a hot rod or high performance engine lubricant. What those simplistic recommendations failed to take into account was the interaction of high calcium concentrations as part of that particular additive package.



If the calcium concentrations were high enough, research by several organizations indicated that while ZDDP was attempting to deposit wear-reducing phosphorous on the surface of highly loaded components like crankshaft journals, bearings, and camshaft lobes and lifters, the high calcium concentration was working just as hard to strip the ZDDP from those highly-loaded surfaces!

In response to demands for a high-quality performance oil for engines that do not require an SP spec oil, Mobil1 has come out with 10w30 Classic. As you can see from the New Oil Test Results chart (below), this oil offers reduced calcium along with balanced zinc and phosphorous levels that make it a great choice for street performance engines.

This is very important. Essentially these two chemical additives were working at cross purposes. Once calcium levels were reduced to concentrations of 1,500 ppm or lower (compared to 3,000 ppm), the ZDDP anti-wear additives are now able to do their job more effectively. The net result is that older engines should be able to benefit from using oil with a more balanced approach between ZDDP and calcium. This means street engine users would want to look for oil that employs lower calcium counts.

This concept is reinforced by the proven history-based approach for break-in oil in older engines. The classic idea has always been to use an SAE 30 non-detergent oil for break-in. This is a similar approach used by aftermarket break-in oils like Driven BR30 or others. The better formulations minimize calcium while using acceptable levels of ZDDP to facilitate the initial break-in process. It should also be noted here that excessively high concentrations of ZDDP can also cause problems so again, the key is a balanced additive package approach.

But What About Diesel Engine Oils?

This is also a good place to point out that many enthusiasts have relied on diesel engine oil as a low-cost substitute for specific hot rod oil that is sometimes difficult to find at local parts outlets. But just as gasoline engine oil specs have changed – so has diesel engine oil. In the past, diesel oil enjoyed higher levels of ZDDP which were considered beneficial. While this was a good idea, diesel engines also must battle very high soot content in the oil so diesel oil also employs very high levels of calcium and other detergents as an essential part of the additive package.

Given the previous information explaining how calcium deteriorates the ZDDP anti-wear film, it should be obvious that high calcium levels in diesel oil minimize the effect of the higher ZDDP levels. Even worse, the new API CK4 spec for diesel engine oil reduces the levels of ZDDP for viscosities at 10w30 or lower. API does allow thicker viscosity diesel oil such as 10w40 or 20w50 to have higher ZDDP levels but the real issue remains that the calcium levels are extremely high – often achieving 3,000 ppm.

NEW OIL TEST RESULTS				
All numbers are expressed in parts-per-million (PPM) concentrations. The number 100, for example, equals 100 parts of this compound found within 1,000,000 parts of engine oil. All of these results came from SpeeDiagnostix tests except for the Shell Rotella CK4 data that is from the PQIA.				
Compound	Mobil 1 Classic	Pennzoil Ultra Platinum	Valvoline VR1 Race Oil	Shell Rotella CK4
Weight	10w30, 15w40	5w30	10w30	
Calcium	981	1029	1090	2238
Sodium	2	0	0	<5
Magnesium	588	532	528	12
Zinc	1405	691	1302	1138
Phosphorous	1191	808	1475	1040
Boron	93	50	50	198
Molybdenum	114	97	176	<1

Detergents are still necessary for any street-driven engine to help clean and to prevent formation of deposits. But there are acceptable substitutes. Most oil companies now use magnesium as a detergent. According to Speed, Jr. this chemical performs as a detergent, but unlike calcium, it does not strip away the layers of ZDDP. This means higher levels of magnesium are not a cause for concern.

With this move to lower levels of calcium in API SP and SQ spec oil, Speed Jr. has commented that this new balance of additives between calcium and ZDDP certainly will improve the anti-wear capabilities of the current SP oil as a whole. We looked into these specs and found a report by Petroleum Quality Institute of America (PQIA) that listed high and low quantity levels of the various additive packages of nine different brand name engine oils that pass the current API SP specification. For calcium the range varied from 779 to 1,382 ppm with an average of 1,091 ppm. For zinc the average was 812 ppm while phosphorous levels averaged 701 ppm.

As one example, SpeedDiagnostix performed a test of Pennzoil Ultra Platinum SP-rated 5w30 to evaluate the additive package. This blend is actually a gas-to-liquid (GTL) synthetic which offers excellent thermal properties and because the base oil is so good, the additive package can be modified. The SpeedDiagnostix evaluation discovered this Pennzoil Platinum Plus offers an excellent synthetic base which allows a much reduced calcium level with ZDDP numbers that will protect yet still meet the SP and SQ standards.

Will API-Spec SP/SQ Oils Be Safe For Older Engines?

One way to keep your older engine pistons cleaner would be to try Valvoline's Restore & Protect. Nearly all the reviews from various tests indicate that this oil does a great job of removing sludge and carbon buildup inside the engine after using the oil over two to three full oil change intervals.

For older muscle car engines, let's assume a typical street small-block with a flat tappet camshaft using stock or near stock valve spring loads of roughly 100 pounds on the seat and 220 to 280 pounds of open pressure. Speed, Jr. has told us that he plans to perform an actual test later this year to measure actual valvetrain wear to determine if an API spec SP / SQ engine oil could be safely used in a flat tappet camshaft engine. The performance of this new additive package leads him to predict that it could be possible to use a SP / SQ API spec engine with a flat tappet valvetrain with stock spring loads.

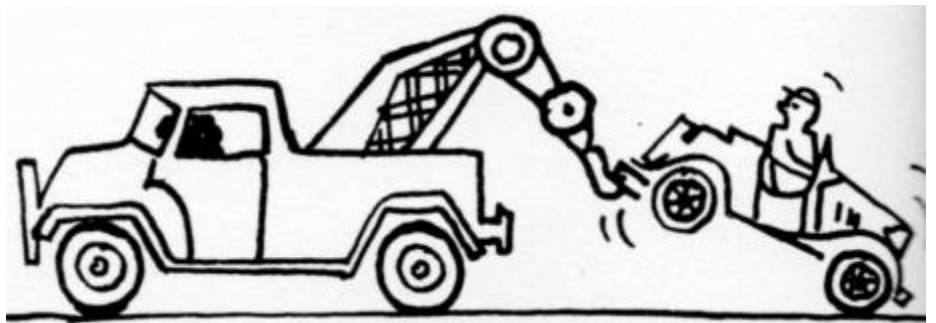
But this balancing of calcium and ZDDP is only part of the story. Speed, Jr. has also produced a couple of videos in his Oil Geek You Tube channel reporting on the outstanding performance of the recent introduction of a new engine oil for older engines called Valvoline Clean and Protect. While it might sound like hype, his SpeedDiagnostix company has compiled dozens of reports where customer used oil samples have documented improvements in reduced engine deposits.

The most interesting test result revealed an increase in the levels of manganese that Speed, Jr. says is the functional octane booster additive in pump gasoline. In a test of a Toyota engine with 10,000 miles on the oil, the level of manganese was 3 ppm. But after an oil change using Valvoline's Restore & Protect at only 5,000 miles a sample reported a more than double increase of manganese to 7 ppm.

Speed said that this is clear evidence that the Restore & Protect was removing carbon deposits around the ring lands which is the reason the manganese was present in the oil sample. The manganese level was over twice the concentration with only half the number of miles. This plus evidence compiled from multiple SpeedDiagnostix customers indicates that this oil does exactly what Valvoline claims it will do removing carbon deposits especially around piston ring lands. In one of Speed's Oil Geek videos he even showed how the typical brown oil stain on the dip stick in his daily driver had disappeared after only one oil change.

This cleaning action does not sacrifice wear protection in order to achieve these goals. One of SpeedDiagnostix used oil analysis ratings is the amount of wear per 1,000 miles. Speed, Jr. said that Valvoline's Restore & Protect average wear metals rate per 1,000 miles is equal to or less than other quality engine oils at his rating of 2.7ppm average per 1,000 miles. So clearly Valvoline's name is well chosen since it both restores and protects.

The Oil Geek YouTube video that shows how excessive ZDDP can be harmful to internal engine components due to enhanced corrosion. As ZDDP levels increase, wear is reduced but if the concentrations further increase, corrosion begins to become a problem. This is another reason not to mix outside additives with your oil. If you feel you need to add something to your oil, you are using the wrong oil.



Wiper Motor for MGA: "Right-Hand-Drive"

By Dan Shockey, MG Owners Club

I drove my MGA Coupe on a rally in April. Light rain was forecast but I thought, "No problem, I have a coupe." I was wrong. Inside I had trouble keeping the windows from fogging. I knew my wiper motor was suspect. To compensate I have done a manual pulse-wipe system, one wipe at a time. I have also removed the right wiper arm and blade to lessen the demand on the motor.

On this occasion, the rain was hard enough I had to leave the wiper running most the time and I needed to see out the whole windscreen. It got me through the rally but about the time the rain stopped, the wiper motor also gave up. When I checked it at the finish, I found the motor still very hot to the touch.

It was time to do something with the wiper motor. With a right-hand-drive MGA, access to the motor is easy. However with a left-hand-drive MGA, the wiper motor is buried under the front fender behind the master cylinders and pedal assemblies.

An amateur had restored my MGA and I had hoped he had serviced the motor when he did the restoration. Wrong again. I did a little reading on the MGA Guru web site by Barney Gaylord. I found out how to drag the motor out without disturbing the master cylinders or the pedals. It was a tight pain to undo the bolts but I drug the little offender out.

I read on the website that the wiper motor could be moved under the dash to the other side. That was surprising to me and a bit intimidating but I resolved to try it rather than struggle to fit the motor back where it was.

First I had to pull the cover off the gearbox portion of the motor and determine why it failed. Normally the grease gets hard and the gears dry. That was the case and the motor seemed strong once it was re-lubed.

I knew I needed to stand the motor a bit higher than it was mounted under the bonnet (hood). I was able to use the standard mount with an extension. There was plenty of room under the dash. I had to remove a speaker I don't use plus the small glove box I added but the box went back in after the motor was mounted. I removed a few inches from the drive cable since the motor is now in a straight line with the wiper boxes and closer, both things that should help it keep working.

The DPO (Dear Prior Owner) had not even removed the wiper motor so the area under and behind it was dirty and rusty. That was one more job to finish up. I have not yet used the motor "in anger" but I expect it will work much better. I like that it is better protected from the elements now and I will be able to service it easily next time it slows down.



Motor with modified mount above. Under dash at left.
Rainy day rally below. Shockey pics.



How to read your car's condition from vacuum-gauge dial

Healthy engine



Steady at between 17 and 21 when idling: Engine in good condition.



Drops to 2 then jumps to 25 when throttle is opened and closed quickly: Engine is in good condition.

Sick engine—regular or occasional drop

3-75



Drops occasionally by 1 to 5 inches: Valve hanging open or plug not firing.



Drops occasionally by 3 to 5 inches: Sticking valve causes drop each time it fails to close.



Drops regularly by a few inches: Burned valve causes drop each time it fails to close.



Drops regularly by 3 or 4 inches: Leaking valve causes drop each time it fails to close.

Sick engine—low and steady



Steady at a few inches below normal: Piston rings are worn and leaking.



Steady at between 13 and 16: Ignition timing is off.



Steady at 14, when 20 is normal: Spark may be retarded.



Steady at between 8 and 14: Valve timing is probably off—worn camshaft or timing gears.



Steady at between 5 and 12: Leaking manifold, manifold gasket, carburetor gasket, or PCV hose.

Sick engine—gradual change



Drifts slowly between 14 and 16: Plug gaps are too narrow or breaker points are out of adjustment.



Floats slowly between 12 and 16: Carburetor is out of adjustment.



Drops slowly after starting at normal reading: Exhaust is restricted (dented pipe or choked muffler).

Sick engine—erratic change



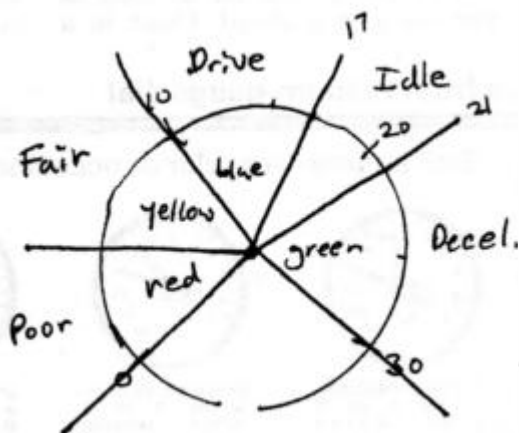
Vibrates rapidly between 14 and 19: Valve guides are loose.



Varies widely with engine speed: Valve springs are weak or broken.



Varies widely at all engine speeds: Head gasket is leaking, may be blown.



MG TD Wins National Rally



By Dan Shockey, MG Owners Club

Some time ago, I shared a photo of a TD winning a major road rally in England but I had few details. This was the M.C.C. Rally for the Daily Express held in 1951. The M.C.C. is the Motor Cycling Club, a major organization at the time. Largely due to rationing of petrol, this was the first national long-distance rally in Great Britain since the end of WWII.

This Rally is being organised by the M.C.C. for the *Daily Express*. At last we have a real "man's rally" again, for the 1,000 miles have to be covered at a 26 2/3 m.p.h. average, with the exception of 24 m.p.h. average for the communal stage from Chester to the finish at Torquay. This will take quite a bit of doing, at all events at night, especially if fog is encountered, as these speeds are inclusive of all stops. The starting places will be Plymouth (Car No. 1 leaves here at 10 a.m., Nov. 8th), Norwich, Harrogate, Cardiff, Glasgow, Leamington Spa, London, and Manchester. The first car is due at Torquay on Nov. 10th at 7.30 a.m.

The Daily Express newspaper sponsored and promoted the rally. It was advertised as suitable to first timers and a new start for motoring in Great Britain. Contestants could start from many cities all over England and Scotland, involving the whole country. As a result 428 teams were entered and there was much enthusiasm.

With that many entries, you can imagine that all brands and models of cars were included. Besides, MGs, there were Allard, Jaguar, Hotchkiss, BMW, and Sunbeam/Talbot, and many more. Stirling Moss was entered. Besides the two MG TDs I will discuss as we go, an MG YA saloon car was entered by Les Shaw.

No Excuses

It was Sheila Van Damm's first ever car rally. She wrote a nice account of the event in chapter 3 of her biography, "No Excuses." Sheila's only driving experience up until then was driving a staff car during WWII. She did put in a lot of miles that way. It is the only real account I have found though there must be magazine reports and certainly, Daily Express newspaper coverage.

Rally Prep

Sheila reports that she was sent a road book and rally cards a week before the event. She studied those and attended a pre-rally meeting in London. The rally was considered a "soft" or "easy" rally in terms of the average speed required. This was again to encourage first timers and large numbers of participants.

Rally Rules

On this return to rallying, there were to be no hidden check points. This allowed rallyists to run

ahead to just short of the next check point (CP) and wait for the right time to approach the CP. It did require careful calculations to determine what that time was to be.

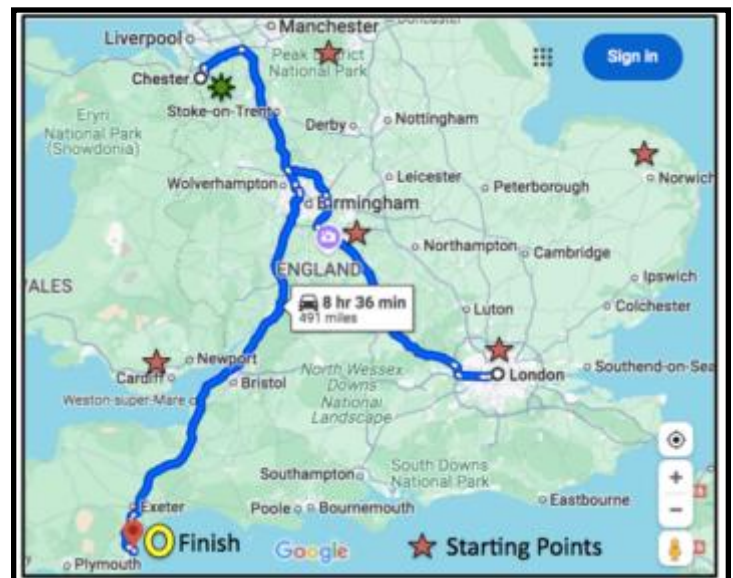
The rally is called a TSD – Time, Speed, Distance – rally. You were not measured on outright speed but the ability to cover a distance in a specified time or at a specified speed. Theoretically you need not exceed any speed limits in doing so. Invariably you found yourself behind due to a flat tire, or a train, or some other obstacle and had to attempt to make up the time to arrive at your CP on time – but not ahead of time. You received penalty points for arriving early or late. Receiving a traffic infringement meant disqualification.

Still, even with the "soft" rules, you must cover 1100 miles in less than 48 hours normally on narrow winding lanes and over mountain roads, in fog, rain, or whatever was thrown at you. Those "easy" average speeds were then not so easily maintained. So it wasn't too easy especially for all those first-timers!

The Rally

With all the publicity, large crowds gathered at the starting points and the check points. Sheila reported the great thrill coming into the check points with the cheering crowds, the police and all the officials on hand.

She and her co-driver found they could usually arrive well early at the CPs. Their pattern became to make up time at the start of each stage then arrive early and relax. This allowed for those later delays like fog, hold-ups or car trouble if needed.



The Rally started from several cities

All the rally cars met at the common intermediate point at Chester independently of where they started. This meant a lot of work for the organizers setting so many different rally routes and check points and all. It rather boggles my imagination at doing all this work.

As the contestants rallied on after Chester, the arrival window tightened to 5 minutes early and 10 minutes late or penalties were "awarded" to the teams.

As Sheila and her navigator were both new to this game, they tended to get lost. In their naiveté they didn't carry any maps. At times, they were able to follow other contestants and try to use them as a guide to estimate when they should arrive at the next CP.

Typical Route Instruction

"Straight on main road for 1.4 miles – left on unmarked road at grass triangle – in 350 yards right down unmarked lane just past barn on left"

Sheila got lost in desolate parts of the country, especially once they got into remote portions of Wales. "There was more than one rough mountain road with rocks on one side and a sheer drop on the other, with enormous granite stones scattered everywhere." And they got stuck behind other competitors on the famous hill climb at Bwlch-y-Groes. (How is your Welch?)

"One thing was certain, I would never, never do a rally again."

But as it transpired, Sheila went on to run the famous Monte Carlo Rally after only a 2 day rest! She was hooked.

Final Tests

With the road section being relatively easy, the final tests were critical

These were to test the condition of the cars and drivers after 1100 miles of abuse. There were three tests: Downhill Braking, Braking and Reversing, and Something like our "funkhana" at the GoF and other events. But it was more serious than that as contestants raced around cones and parking tests, etc. Scores on these tests were critical to the final standings.

After a final physical inspection of the cars – points could be lost were broken lights and other faults – then the calculation of the results.

Rally Results

After all the tabulations and calculation, an MG TD came in 1st place! A Jaguar SS100 was second and the MG YA came 3rd. MG also won the Team Prize. Sheila Von Damm came third in the ladies competition in her Talbot.

The Winner

The Rally was won outright by Geoff Holt navigated by Stan Astbury in "FMO 885." This was the prototype TD Mk2. So perhaps there was some

behind-the-scenes MG factory support. It was probably the only time a TD won a National Rally.

But ... What's wrong with the winners photograph? It shows the winning team of Holt and Astbury. But it is not the race winning TD but another rally TD. Was it part of the winning team? Where was the winning TD?

My Theory is that the winning TD was taken by the mechanics and at the pub celebrating already! But your guess is good, too.

TD Today

The location of the winning TD appears to be unknown today. Perhaps someone owns it and doesn't know its history. It could have been shipped overseas and lost its UK ID (registration number). For example, the TD in the winners photo is now in New Zealand. It was restored in the 2000s. It is known to its family as 'Clementine,' and has been featured on a Moss catalog.

The YA

Third was a very impressive finished for a heavier saloon car. The YA had been rallied by Betty Haig in the Monte Carlo rally – "OWL 543." (It was wrecked in France.) The driver, Len Shaw, also went on to more success.

When given a fair chance, MG always performed well on rallies and even in races on the Continent.





Keep Planning for 2025!

SUMMER



Sat., Sept. 13: Corte Madera Lions Club Car Show, p. 4

Sat., Sept. 20: MGOC Picnic, Tilden Park, page 3

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

Sat., Sept. 27: Reno British Motor Show

TBD: Napa Chili Run, John Hunt

Oct. 1-3: Sea-Air-Ah Tour, SSTs, See last issue, MGOC invited

Oct. 3-5: CSRG at Sears Point, Spectators free!

FALL



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

Oct. TBD: Mt. Hamilton Run, Doug Hollander

Nov. TBD: Sonoma Tour, Marla & Andy Preston

Dec. 6, MGOC Holiday Tea, Elaine Chen, Mike Jacobsen

Left: Morris Minor Woodies with tear-drop trailers, photos by Mike Jacobsen

GoF West 2025

GoF West 2025 is a go, but maybe not the same way we are used to. No one or 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.

How To Weld Body Panels

Photos by the author

By Steve Strublic, Arizona Club

The more I get around this car, the more I find I need to do. I'm happy to have completed something really well - replacement of the bottom portion of the passenger's front wing. Here's the basics and a little talk about welding, too.

Welding is something that is a bit of magic to many people. How do you just cut off a piece of a car, and put a new piece back on? The cutting-off part is up to you, but the putting-on (welding) part is not really that difficult with some practice.

First, make sure you have decent equipment. I have a MIG (metal-inert-gas) wire feed welder with gas shield. It's a Hobart 140, made by Miller, who makes really good stuff.

I also have a good welding helmet with a large viewing area and an auto-darkening window. The helmet is essential! Not only does it protect your eyes, it protects your face. Welding goggles won't cut it - they will filter the bright-ness, but not the UV that is really what hurts your eyes. (Think snow-blindness.)

Finally, welding gloves for up-close work are helpful to keep from burning your hands, though they make it a little harder to hold the gun (where the wire and gas come out). Long sleeves and jeans are my usual garage attire when I weld.

MIG welding is a simple process. The welder takes a ground to the thing being welded, and feeds charged wire through a triggered nozzle at an adjustable rate and power. When the wire contacts the surface of the item being welded, it closes the circuit and gets really, really hot - hot enough to melt the metal in that tiny little spot. The composition of the wire aids in mixing the melted metals together to form a strong bond that isn't brittle. The gas shields the weld area to keep oxygen out, again to keep the weld from being weak and brittle. A 75%/25% Argon/CO2 mixture is a typical shielding gas for MIG welding.

Of course, it isn't that simple, but the process is really neat.

The first step is to remove the stuff you want gone. Like this. (I cleaned all of this up before I put the new panel in place.)

The next step is to get the piece you want to put in place, to fit. This took me quite a while as the replacement panel did not "just fit". I had to adjust the fit a couple of dozen times before I was satisfied. In the case of this patch panel, I had to re-curve the panel and rework the flange on the bottom where it attaches to the body so it lined up properly in all three dimensions.

The fit along the weld line is critical. There are a couple of common ways to fit panels: lap welding, where the new panel is either above or below the old; and butt welding, where the two panels do not overlap but instead their edges 'butt' up against each other. (All you teenagers out there, yeah, I said 'butt'.) Butt welding is to me preferred for body panels and what I did here. The gap between the panels must be even and tight, but there needs to be a tiny little give in between so the panels have room to expand slightly from the heat of welding. (Welding makes things very hot - and hot things expand.) I have a couple of magnets to hold the panel where I want it before I start.



Preparation of the surfaces is also key. You can't weld rusty metal! The oxides in rust (iron oxide) will blow anything you try to weld right apart. The metals must be clean and thick enough to withstand the heat of welding. That's one of the most difficult parts of rust repair for me - cutting back what looks like good metal because it is too thin to be welded, to find a solid base for the repair.

Once the panels are lined up and clean, it's time to begin welding. This is where experience comes into play - not just with the process, but with your equipment. For example, the recommended settings for my welder are "power: 2, speed: 30" for this thickness of metal and wire diameter (.023"), but that blows holes in the panel very quickly (by heating things up too fast and making them into vapor). I use "power: 1, speed: 40" and it is quite effective, but that's my setup. The sound of a good weld is that of "frying bacon" and getting that figured out with your welder takes a little time and practice.

The start of every repair job is to tack the repair into place. This lets you see that you like the fit and easily undo and reset if you make a mistake (like the panel alignment not being flat). It also lets the overall weld area stay cooler and minimize distortion.

The repair is held in place with many small spot welds, and distortion is pretty small (about 1/16" measured with a ruler). I will be able to do a little 'massaging' afterward and get things even closer.

As I applied spot welds, I did not go one after the other in a row. I tacked the panel at each end, and a couple in the middle, and then let it cool down a bit. I then jumped around with more tack welds to keep the heat even, and when done I let it all cool down.

Now that the panel is tacked in place, it is time to fill in the gaps between tack welds. For this, you want to lay a short bead of weld, once again jumping around to keep heat distribution somewhat even and distortion to a minimum. There are two techniques for this: "pushing" and "pulling" the bead. "Pushing" means you aim the wire at (toward) the thing you are welding, then as you weld you push little dabs of weld into what you just welded. "Pulling" is the opposite; you aim the wire away from and drag the weld along. They both work, but I tend to 'push'.

It is hard to weld thin metal like this, as the metal heats up so quickly it vaporizes. To combat this, you want to spread the heat around a little by zig-zagging up-and-down (or left-and-right) ever so slightly.

The key is to get a reasonably flat weld that penetrates through the metal so you have the maximum amount of strength. Too little heat will leave a bead on top of the panel, but not hold it; too much will almost immediately vaporize the metal. Practice and knowing your equipment is the key.

In the end, the panel is fully stitched into place.

The weld is complete, flat and clean. Once cleaned up...

Afterward, a little filler to smooth out any small waves will make everything look perfect. Unless you're a master metal worker, that's gonna happen. I'm not bad, but not that good.

Like I said, this takes practice and time. Many times, many, many times you will have the weld too hot and blow holes in the panel, or perhaps not have it hot enough and not get good penetration into the metal.

See? Welding isn't so hard. Like everything in life, preparation and practice is the key to success.



The Motor

DAILY 12-1938 MONDAY FEBRUARY 5 1938

'm fighting for a new
England,' he says

War Reporters are in close touch with
fighting men—they live with them, often they
battle with them. Last week the Editor
received a cable asking for full details of how
soldier is faring after 41 years of war. That's

O. 2: ITALY
Norman Smart



- good job,
a home of my own,
and a 1½ litre



New Members

Welcome Mike Mueller of Antioch with a 1980 MGB Limited

Sure I can provide something about my new to me MGB. Previous owner was my best friend and his wife, she was the second owner and purchased it in 1987 and was her daily driver up in San Francisco.

Some time in the late '90's the car suffered a cracked cast iron cylinder head and was taken off the road while waiting for the aftermarket aluminum cylinder head. My friend installed said aluminum cylinder head in the early 2000s however he never could get the car running so it was parked in the garage for over 20 years.

A few months ago the previous owners Joyce and Jorge bought a house in TX and decided it was time to leave CA. I had asked how he was going to get the MGB to TX as they had 5 vehicles to move and he asked if I wanted the MGB.

Of course I said yes and my wife actually agreed and did not put up a fuss. I rented a trailer off of Craigslist and an F150 off of Turo and made the 1.5 hour drive South to pick it up.

So far I have refurbished the gas tank, all new brakes, had the shocks rebuilt and am currently rebuilding the front suspension and replacing all the bushings. I have also pulled the cam and will be making sure everything is timed correctly as my friend thinks he might have had something wrong with the distributor timing or cam timing.

The car is surprisingly in great shape, far from perfect but very solid. This weeks project will be to modify the front cross member to bring the front end back down to pre-rubber bumper level. A little cutting and welding and all should be good.

- Mike Mueller

Welcome Joyce Chang of San Ramon, a past owner of a 1970 MG Midget and now a 1978 MG Midget. She wants to sell the '78 Midget and needs advice off its value and what it may take to fix as it has been sitting in the garage for the past 30 years.

"A good friend passed away and left us his '78 Midget. He bought it during a brief stint in Alaska and had it rebuilt. We don't have more history on the car because he purchased it and



passed away shortly after. It has 49,402 miles on it.

"We put new tires on it, drove it a few times, and parked it in the

garage. It ran fine the last time we drove it ~35 years ago! The only problems were the speedometer and radio had stopped working. We offered the car to my husband's brother, who asked us to house it for him. It's been too many years and it's time the car went to someone who can enjoy it."



Welcome Scott Eldrede of La Honda with a 1971 MGB GT

Welcome Martin Connolly of Clovis with a 1963 MGB

Welcome Beth Martinson of Santa Clara with an MGTC

Welcome Molly Hill of Petaluma with a 1976 MG Midget 1500 Special (recent purchase: 1 month)

(We hope to get more info from new members soon!)

Car Week Photos

by Mike Jacobsen



Top left: Alan Campbell's TB

Top right: Marcello LoCascio
(silver MGA)

Left above: Scott & Cathy
Johnston Twin Cam MGA

Right above: Valerie Kemp's MGB
(Valerie has joined us at MGs by
the Bay)

At left: The VP-mobile of Marla &
Andy Preston

Member Notes

Car Week from Andy Preston:

We brought the E type to Monterey. We attended the All British show and the Concourse for a Cause. Great time - lots of cars.

Car Week from Mike Jacobsen:

I got the MGA "unbarricaded" from the (new house) garage today, so I ought to be able to get to Pacific Grove in time tomorrow.

Art Show from Barbara Tapp:

I found out today that the gallery have moved us to Saturday Sept 6.

Northern Ireland Badge Bar from Clark Mason:

Here is my badge bar – Ulster Auto Club on the left. (Photo at right.)

Dash by Ken Gettings:

I picked up a powder coated steel dash. It's something that Ken Gettings did a long time ago and he never put it in his car. It looks great and mine is looking a little tired. I wonder how long it will take me. Son John says 3 days, we'll see! (Andy Preston)

Bill Hiland Passes:

That's sad news; I always liked Bill. (Andy Preston) *More info next issue - Dan*

Concours by Tom Doyle:

My MGC GT has been in the shop. My clutch slave cylinder died. I registered for Ironstone Concours de Elegance from 26-28 Sept in Murphys and Niello at Serrano in El Dorado Hill on 4 Oct. If the MGC GT will cooperate, I plan both events.

Good Heart News from John Twist:

When I got to my hospital room, I was able to take a great many calls from concerned friends AND answer a host of MG tech questions. My son Brooks and my assistant Martie came by to check on me.

I was discharged on August 18. I am now convalescing at home, instructed not to drive for a week, and giving my heart time to lie low and repair as much as possible. There are three new meds in my medicine chest plus the nitroglycerine I carry in my pocket for emergencies. I feel the same as I did before the chest pain started and have not been anxious at all. I have enormous support from my family, friends, and the MG community.

John Hunt: I saw his post on Facebook. I took the liberty of replying for our club, wishing him well with this note below:

"John, glad to hear you are on the mend now. Everyone in the MG Community is thinking of you and pulling for you. Thank you for all you have done in the MG world and all the best for a swift recovery! Cheers, Northern California MG Owners Club!"

Here is his website:

<https://universitymotors.online/contact/>

Over the years, he has always been accessible for free advice.



1978	2023
Long hair	Longing for hair
8 Tracks	Cataracts
KEGs	EKGs
Streaking	Leaking
Acid Rock	Acid Reflux
Seeds and stems	Fiber
Stayin' Alive (the song)	Stayin' Alive (the goal)
Hoping for a BMW	Hoping for a BM
Going to a new, hip joint	Getting a new hip joint
Rolling Stones	Kidney Stones
Bell bottoms	Big bottoms
Disco	Costco
Whatever	Depends
Rock n' roll all night	Sleep through the night
Think you know everything	Think you know your name

MG Misc.

Ever heard of a Sacramento club called the **Casual Ts**?

Good name!



VINTAGE ENAMEL METAL MG SPORTS CAR CLUB BADGE "THE CASUAL T'S"

historytohaveandtohold (9866)
100% positive · Seller's other items · Contact seller

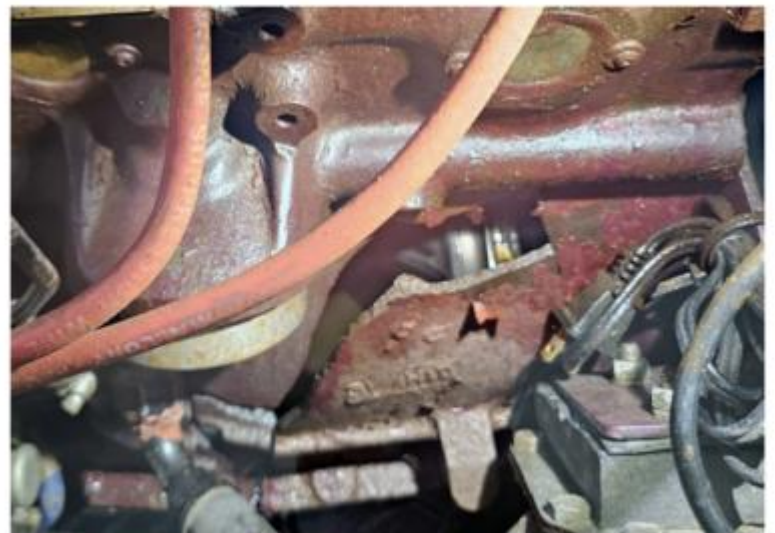
US \$40.00
or 4 interest-free payments of \$10.00 available with Klarna.
[Learn more](#)



Extra luggage space option above

Photo at right from Michigan Rowdies

Can you get YOUR sister to pull you in your MG?



Should I be able to see the crank?



*The sports car
you want
most is at . . .*

**BRITISH
MOTOR
CENTER**

CYpress 7-3635
SAN JOSE
WEST SAN CARLOS
AT BASCOM

**HEALEY
JAGUAR
MGA
MORRIS
PORSCHE**

Classified Ads

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

1972 MGB/GT: Rebuilt engine & 5-speed gearbox. Ready for paint prep and paint. Pictures on request. Member Ray Davis at iredavisiii@gmail.com (Posted 9/25)

1973 MGB Tourer: Project car, White. San Juan Capistrano, 80k miles, \$950. On Craigslist (Posted once)

1957 MGA Roadster: White, Good driver. San Clemente on Craigslist. Club friend of Dan Shockey. \$8750/offer. (Posted once)

1969 MGB: 2000cc big bore engine with new Vitesse 5- speed transmission; both with less than 3,500 miles. 15" Panasport wheels, canvas convertible top, Miata seats, new carpeting, mostly original yellow paint. \$13,000.00. Dave Pelton @ 510-886-2266 (Posted 9/25)

1969 MGB: Owned 26 years. Very reliable. BRG, chrome wires wheels, \$15,000. 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



PUNCH, or The London Charivari

[September 19, 1934]



TRAFFIC-BLOCK ENTERPRISE.

Rather a generic image of an early-1930s MG. I like to think it is a PA model. - Dan

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.

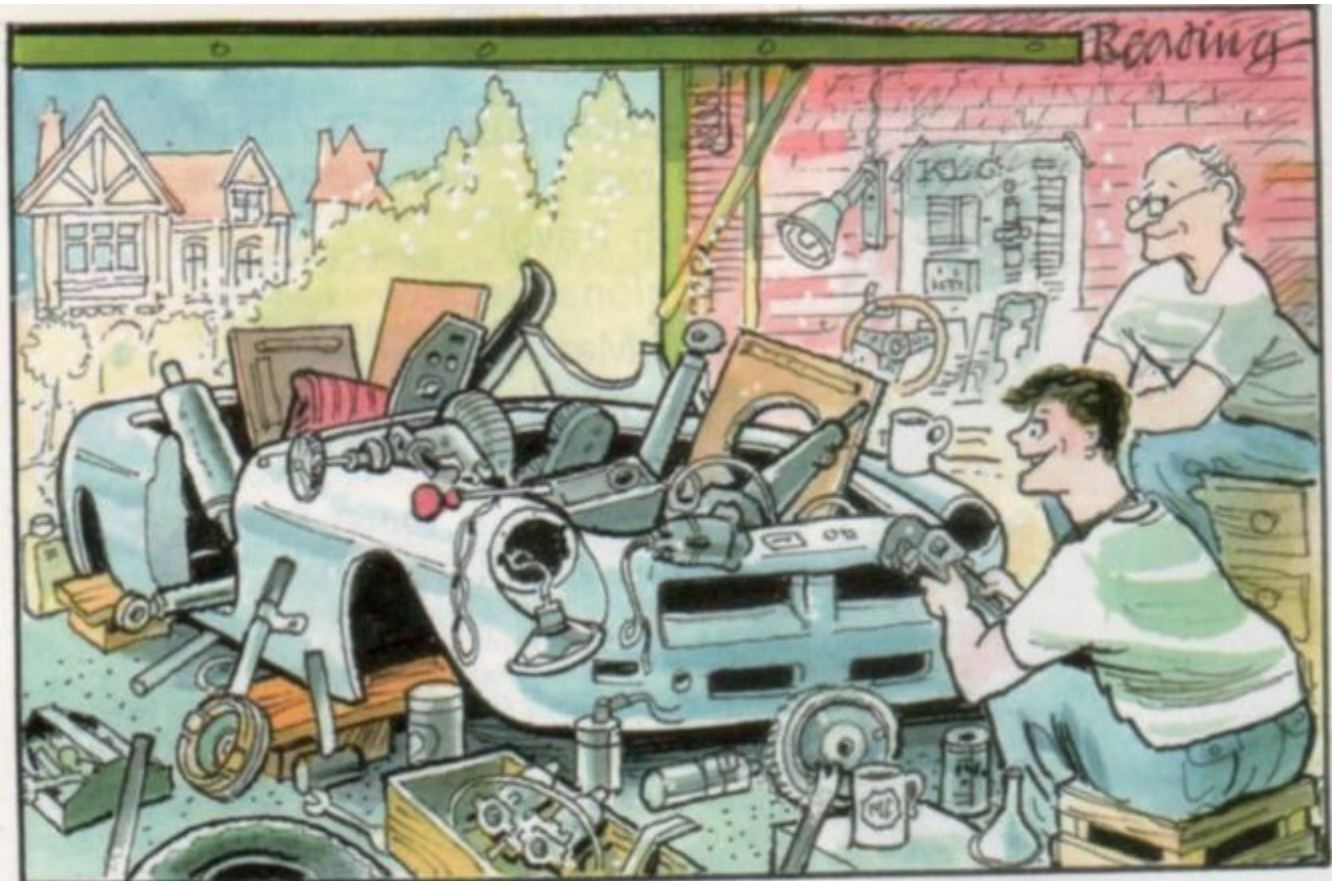


North American MGB Register



From
Enjoying
MG
magazine

MGOC
Club (UK)



"NOW IT'S BEGINNING TO LOOK MORE LIKE AN MG"



Mike Jacobsen and his
MGA at ***Brits by the***
Bay
Photo: Doug Hollander