



THE OCTAGON

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



North American MGB Register



Since 1957!



Holiday Tea Photo
by Barbara Tapp

January 2022

Planning Meeting Jan. 8
Annual Brunch Jan. 23

About *The Octagon* and the MG Owners Club

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

DIRECTORY of MGOC OFFICERS for 2021

President: **Andy Preston**, andypreston@att.net
Vice President: **Kirk Prentiss**, kirkprentiss@gmail.com
Treasurer: **Marla Preston**, marlapreston@hotmail.com
Secretary: **Mike Jacobsen**, 415-333-9699,
MikesMuseum@yahoo.com

BOARD OF DIRECTORS

Member-at-Large: **Mark McGothigan**, 510-633-1981,
markmc3us@yahoo.com
Member-at-Large: **Ken Gittings**
Member-at-Large: **George Steneberg**, 510-525-9125,
j2george@pacbell.net

APPOINTEES

Commercial Advertising: **Mike Jacobsen**, 415-333-9699,
MikesMuseum@yahoo.com
Corresponding Secretary: **George Steneberg**,
j2george@pacbell.net
Historian: **George Steneberg**, 510-525-9125,
j2george@pacbell.net
Photographer: **Mindy Hungerman**, 925-997-4410
MindyHungerman@yahoo.com
Registrar: **Steve Kellogg**, 408-355-4125,
webmaster@mgocsf.org
T Register Director: **Jim Carlson**, 408-224-3992,
mgjim@comcast.net
The Octagon Editor: **Dan Shockey**, 309-696-0803,
magnut_dan@hotmail.com
Webmaster: **Steve Kellogg**, 408-335-4125,
webmaster@mgocsf.org
Regalia: **Andy Preston**, 707-795-3480, andypreston@att.net

CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.

MGB 1962-74: **Steve Lilves**, 415-924-3173,
slilves@sbcglobal.net

MGB 1974-1980: **Ed Adams**, 510-483-6821
AdamsEddie77@yahoo.com

MGB V8 Conversion: **Tony Bates**, 408-666-6174,
avbates@yahoo.com

MGC: **Kent Leech**, 925-253-9757, kent@kentleech.com

M.G. Midget: and Overall Auto Technician: **Craig Kuenzinger**, 925-934-3130, mrccraigk@aol.com

MGA/Coupe/Twin Cam 1955-62: **George Steneberg**, 510-525-9125, j2george@pacbell.net

Z-Magnette Saloon: **Eric Baker**, 510-531-7032

mgpb36@yahoo.com

T-types: **George Steneberg**, 510-525-9125,

j2george@pacbell.net

Pre-war Midgets-Magnas-Magnettes: **George Steneberg**, 510-525-9125

PA/PB Midget 1934-36: **Eric Baker**, 510-531-7032,

mgpb36@yahoo.com

S.U. Carburettors: **Craig Kuenzinger**, 925-234-3313,

mrccraigk@aol.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Mike Jacobsen** at 415-333-9699 or MikesMuseum@yahoo.com. 2005 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, 10 Willis Rd., Scotts Valley, CA 95066.

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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MGOC Planning Meeting Saturday, January 8, 10:00 a.m.

Please join us!

We need your help to plan our events and activities for this New Year. Everyone is welcome - especially new members and anyone who has any ideas for new or old events. All ideas are welcome and there are lots of people who are willing to help you.

Date: Saturday, January 8, 2022, at 10:00 a.m.

Location: Marcia Crawford's home at 150 Purdue Ave, Kensington

Event: The club will provide tea and coffee, donuts and pastries.

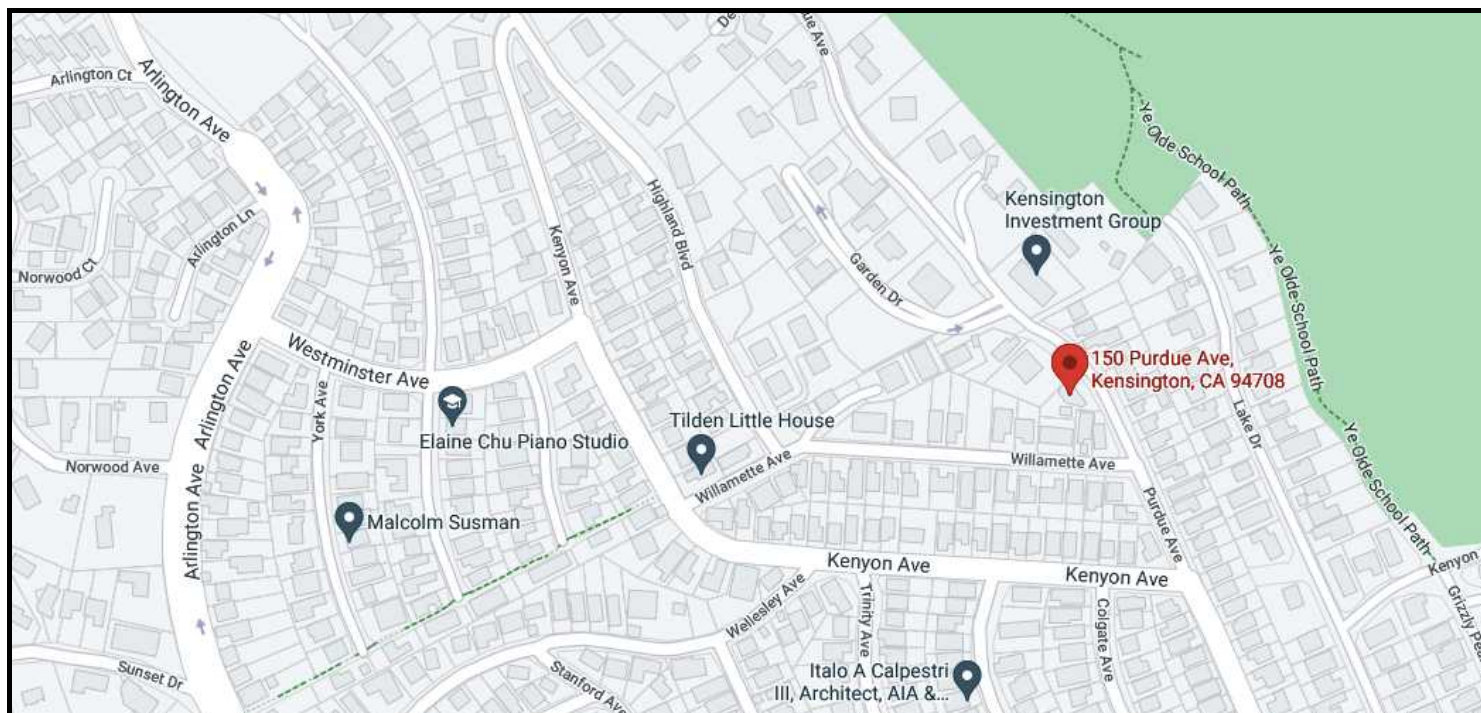
Please RSVP to Andy Preston 707-795-3480, andypreston@att.net

Directions: Take I-80 or 580 toward Golden Gate Fields. Exit at Albany/Buchanan. At light turn east (toward hills). Follow Buchanan east. Buchanan curves right and becomes Marin. Cross San Pablo Ave. and continue east on Marin thru several lights. Cross The Alameda (round fire house on your right) and continue to Marin Circle (fountain in middle) and around to The Arlington (only divided road).

Continue on The Arlington to stop sign. Continue three blocks, then turn right on Westminster. Turn right on Kenyon (at top of "T") and continue around and up to Purdue. Turn left on Purdue Ave and continue a short way to 150 Purdue, a white colonial house on your left. Continue to find parking



Deal for the GOF West



From the Editor

Happy New Year!

22 December 2021

It seems too early today to wish you that but it will be right by the time you get this. We still have Christmas to experience. I find myself "where the palm trees sway" this year. (Well, no, not Hawaii.)

I have not gotten back to any MG projects since the move. I did get them out and run them one day. And I am seriously thinking of what I will do next. Mostly I want to finish getting the MGA back in full service after its transplant. I started making a new "bikini" top for the PA. It will be a bright yellow-gold color with a fringe for fun (and shade).

Don't forget the planning meeting and the Annual Brunch. We can be hopeful and plan events for 2022.

Speaking of 2022, that is the 65th anniversary year for the MG Owners Club. Seems like a big event. The Vintage MG Club in SoCal did the embroidered patch shown below that I really like. We will have to think of some way to celebrate and commemorate.

New years is a time I think of those who have gone before, of so many friends now absent from the club. They would be with us if they could. ***In 2022, may we cherish each other and enjoy our MGs for them and for us.***



Dan



(Top) I wore my surplus store US Navy uniform to a club Christmas party on December 7 this year. It is such a historic uniform and very comfortable.

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MGOC Annual Brunch

and it's a

Champagne Brunch

Sunday January 23, 2022

Limited to 40 people



After a 2-year hiatus we'll hold our Annual MGOC Brunch again this year but it will be limited to 40 people only. So sign up early. It will be a **Champagne Brunch** and held again at the Historic Moss Beach Distillery in Moss Beach. We have a private room overlooking the Pacific. The **Brunch** is rated #1 in the Bay Area.

12:00 Noon, Sunday, January 23, 2022

Moss Beach Distillery, 140 Beach Way, CA 94038

\$30/person (MGOC members) and \$50/person (non members) paid in advance!

Your **Brunch** will include: Fresh baked pastries, cup of seasonal fruit, your choice from 3 entrees; Salmon, Skirt Steak, or California Coastal Omelet (with or without shrimp for vegetarians), tea, coffee, OJ and of course champagne and Mimosas. **You must select your entrée in advance with your payment.**

RSVP by January 15, 2022 with your check made out to the MGOC and mail to:
Marla Preston, 7305 Rebas Way, Rohnert Park CA, 94928
(707) 795-3480, marlapreston@hotmail.com

To pay through PayPal go to the website at: www.mgocsf.org and under Announcements click on "read more" under the **Annual Brunch 2022**.

New Member!

Welcome Michael Fields of Oakland with a BRG 1971 MGB Roadster.



Member Notes

Link from John Hunt:

Happy Holidays everyone! Thought you might enjoy reading this link on how 25 London neighborhoods got their names:

<https://www.mentalfloss.com/article/507304/how-25-london-neighborhoods-got-their-names>

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All the best for carefree MG motoring. Cheers, John

Thank you from Mike J.:

Thank you, loyal member. Your vote has been recorded. No hanging chad were found.

- Director of Elections

Hey, that's better than saying the ruling junta thinks you are wise or something like that. Just finished cleaning the house for tomorrow, except for the kitchen. Elaine's still making stuff.

MG Sighting from Marty Rayman:

MG sighting - "Shetland". The MG sedan is what the DCI & DS are motoring around the countryside in, solving murders... A really good series. (Pic above.)

Holiday Tea from Andy Preston:

Hi Dan it was a select small group but we all sat around Elaine's oval table and we talked about lots of stuff as we enjoyed lunch. In fact, this way everyone was involved in the conversation and we had a great time. Andy

Holiday Tea from Barb Tapp:

It was a lovely gathering at Mike and Elaine's. We sat around their large dining table and had a lively discussion.

Loved reading your newsletter. We have a nice cold, wet winter happening, which I love. (from the *plein aire painter!* - Ed.)

Service from Kirk: (Thank you!)

Yes, nine years in NSG (Naval Security Group), which is the active duty link to NSA. My shipboard detachments were temporary. Carriers in the Med as flight crew and tin cans in the Sea of Japan. Such many lifetimes ago!!! Cheers, Kirk



President's Ponderings

Happy New Year for 2022

And let's hope that things return to normal and everything gets better as soon as possible. In fact it's hard to believe that this year has flown by so quickly although they do say that the older you get the quicker times passes. I've got to find a way of slowing it down. Even though it was a difficult year, we still managed to do quite a few MG events and my favorite was GOF 2021 (Gathering of the Faithful) event in Mt. Hood, Oregon. The whole event was very well organized and the drive up there was part of the fun. How does the saying go, 'The Journey is part of the Experience' and unfortunately for some that was more than true! We have very fond memories of the time we spent there with our friends and look forward to the next one, which is just down the road in Buellton and is at the end of June. More of this in the future. If you want to get more adventurous, the MGA National event is in Colorado Springs in early June and is only 1200 miles away; which is a 3 day drive for most of us but only 1½ days for Mike J. BTW, a group of us did drive to Colorado for MGB National event in Breckenridge in 2009 and had a blast. Do I feel like a long drive in an MGA Coupe; Hmmm!

Holiday Tea

We only had a small group for the Holiday Tea but that didn't affect the festive atmosphere and we all agreed that sometimes you get to know everyone far better in a small group than a large gathering. We were all able to sit around Elaine's large oval table and eat delicious food, and chat at the same time. Thank you to Elaine and Mike for putting it on.

Planning Meeting

The next chance we have of getting together is at the Planning Meeting and this is where we try and map out the calendar of events for 2022. This is probably one of the most important meetings of the year so please try to make it. I'd like to get at least one event every month and spread them out over the Bay Area so everyone has an opportunity to participate in something. If you can't make it but have an idea or have been somewhere that you thought was fun just let me know. Remember there are no silly ideas and just keep it simple; it doesn't have to be fancy or elaborate. See the flyer for more details.

Annual Brunch

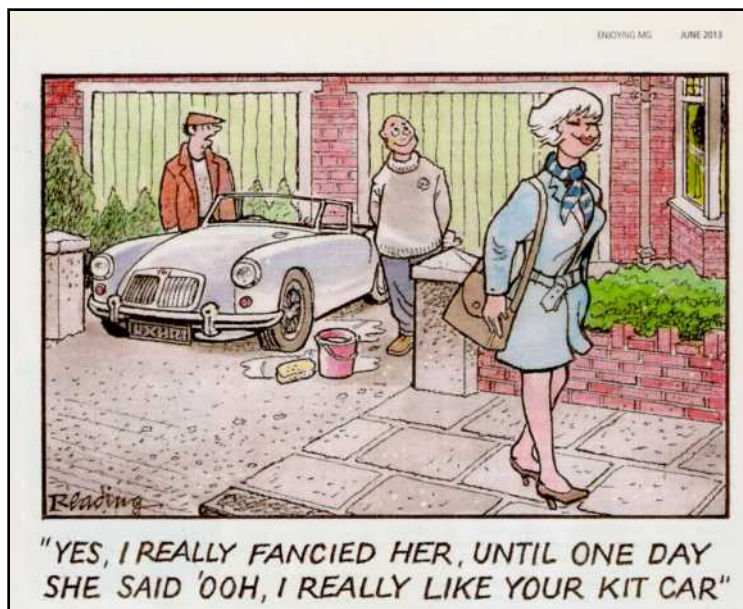
We only have a few places left for the Annual Brunch so if you would like to go please contact Marla immediately. Remember that this year the restaurant has limited us to only 40 people, which I believe is mainly due to staffing shortfalls.

In my garage

I'm pleased to say that all my cars are behaving themselves so I just get to drive them. I can't stress how important it is to exercise your car at least once a month especially during the winter months. We're very lucky to live in a climate where this is possible and we don't have to put them into hibernation like lots of other states. Remember a happy car is one that's driven regularly.

Andy

"Nothing like an English sports car for the thrill of the wind in your hair and the health benefits of long walks home." (from a member)





SCX has brought out a new slot car honoring the top placed MGA at the 1955 LeMans race, driven by Ken Miles and Johnnie Lockett: LBL 301

Morris Motors' Osberton factory built the gilled tube cooling systems for Spitfire and Hurricane aircraft, and Morris' SU carburetors were fitted to all the RAF Spitfires and Hurricanes up to the time of the Battle of Britain. So, as MG custodians, can we claim cross pollination? Could it be that the manufacturing skills gained by the workforce at Osberton Rd. from building MG radiators, when competently applied to making the cooling systems for Spitfires and Hurricanes, helped the Allies win the war? Perhaps, but F. W. Meredith would have been pleased with the outcome.

Pub Night! Jan. 14

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, January 14th. Please join us for an evening of fun and fellowship.

Please bring some wine or beer to share and we will provide snacks.

Thanks, Rachel



Connolly Leather Seats Fit for a King or Queen

By MGOC member John Hunt

Connolly Leather is a British company that was founded in 1878 on Euston Road in London specializing in while you wait shoe repair, which then led them later into making and selling harness for horses. This equestrian connection resulted in them working with coach builders. At first Connolly provided exterior work for carriages. Their leatherwork was very highly regarded. Before you knew it, they were also providing leatherwork for carriage interiors that later resulted in upholstery work for both carriages and rail cars. After a while, a number of carriage builders shifted to motorized cars, and Connolly was there for the transition.

In the early days of the motoring world, Fred Connolly forged relationships and business deals with the pioneers of British car industry, such as luminaries Herbert Austin, William Morris and Sir William Lyons, to name a few.

During the golden age of British automobile manufacturing in the 1950s and 1960s, Connolly was the main supplier of leather for the British car industry. You would find their leather seats and trim in MGs and Minis, but also in Aston Martin, Bentley, Rolls Royce, Jaguar, and Land Rover to name a few. They also supplied leather to Ferrari and Maserati as well. For years, these leathers were produced at the Connolly factory located in Wimbledon district in London.

From ConnollyEngland.com, "Beyond the world of motoring, Connolly leather has also been used on many of Britain's most famous seats, including the House of Commons (green), The House of Lords (red), the desks of the British Library, the iconic Eames recliner chair, Concorde, and even the Queen's Coronation coach." During WW II, seats in the Supermarine Spitfires fighter planes used their leather as well. Not surprising, over the years Connolly went on to be awarded a Royal Warrant by Queen Elizabeth II.

What makes their leather special? A number of factors, such as high-quality leather they select and their use of veg-tanned leather that creates its own unique patina and aroma. For years, they sourced hides from Scandinavia because there are no barbed wire fences in this region and cows were kept indoors in the winter.

Since 1900, they have created 4,000 different colors of leather that are now recorded in their archives and that can be used to recreate interiors for classic car restoration projects. 2022 is a special year. It will be the 75-year anniversary with their relationship with Ferrari. All the way up until the 1980s, it was a very relationship-driven business. For example, John Connolly would visit the Jaguar production line on Brown Lane every Thursday, and he personally knew by name all 72 leather cutters in the trim shop.

On their website, there is a wonderful video about their car leathers: <https://www.connollyengland.com/pages/connolly-leather>. At Moss Motors, you can find Connolly leather car products for your MG.

If you are fortunate to have a vintage MG with period Connolly Leather seats, you are riding in the lap of British Luxury.



Bentley 1979
ad at right.



Monte Carlo Rally 1963

By Dan Shockey

*From a report by co-driver Philip Morgan, later reproduced in **Enjoying MG**, 2002*

In January, even in California, my thoughts go to those winter rallies held in the European mountains. The Monte Carlo Rally was a showcase for car manufacturers and a win there insured sales success. In 1963, an MG Midget was entered by BMC. Unusually it featured two vicars as co-drivers, thus garnering a lot of press interest. Rally driver Rev. Rupert Jones was paired with college friend Rev. Philip Morgan.

Competitions Manager Stuart Turner led the effort from Abingdon and entered various rallies with MG Midgets along with MGAs or MGBs in addition to the contingent of the very successful Mini Coopers. In 1962, a Midget won its class crewed by Peter Riley and Mike Hughes, and an MGA Twin Cam won its class crewed by the Morley brothers.

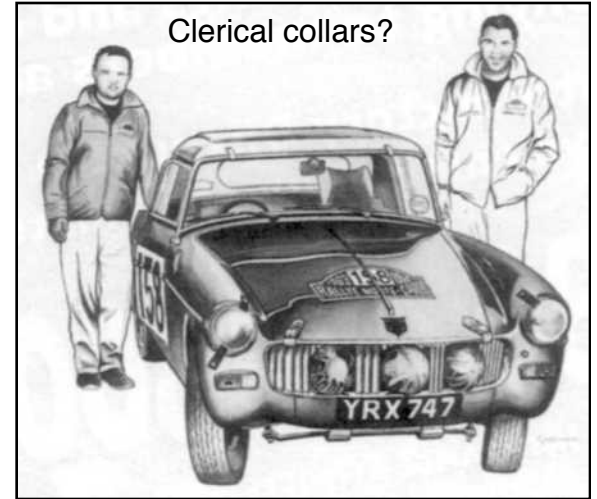
For 1963, the Jones/Morgan Midget started from Glasgow with the weather the main worry. They immediately encountered heavy snow but it had been plowed – still a Mercedes spun out on an icy corner – and they had a good start to their rally. However by 7pm that evening, as they joined the A.1 highway, a blizzard had set in. The road had not been plowed and drifts were across it. The roadway was so wide that they were unsure even if they were on the road at times. There were rumours that the ferries would not cross the channel but they caught a boat and enjoyed some rest on the crossing to Boulogne. The French roads were clear but very cold and they were thankful for the Midget's efficient heater. They soon encountered twisty roads that began to be icy as well. They came upon a TVR that had fallen into a rut and bounded off the road. The Reliant that was in front of them went straight on at a corner and lost an argument with a church building.

After Bourges, the road was hard-packed snow and the Midget followed an MG 1100 saloon car for a time. The roads were again becoming icier and at one corner, Rupert found himself motoring backwards. He began steering through the back window and brought the Midget safely to rest along the verge.

Soon they reached Reims where it was really cold and then on to Chaumont which was even colder. They successfully climbed the first col and stopped for a lunch of their usual omelette – which is good rally food, "as one needs something terribly easy to digest." It was then 2pm and the rally entered its most serious phase with 24 hours to go.

From St. Claude on to Monte, both crew members had to be on their toes as the route was tricky, tight and with a lot of snow. They met an E Type resting in a snow bank then an Anglia that missed a turn and went up a snow bank so that it was nearly vertical. The Midget was faultless and they didn't feel too tired yet – engendering a false sense of confidence.

Next they encountered the first of six special stages. These are held over closed roads and are flat out all the way. Pace notes were provided so the navigator could tell the driver what to expect of the next corner. Philip was new at this and did not always get the info relayed in time. But they sailed through the Granier section, passing a lot of other cars.



The next special section was over the Col de Chamrousse, the highest part of the route at close to 6000 feet. The road was deeply rutted so it was difficult to keep up speed. They stopped too early 200 yards ahead of the control so were 2 minutes late. After that it became a question of pressing on all the time and fighting fatigue. The Col de Perty was another climb to 1000 feet on the way to the next special stage on Mont Ventoux. The Midget was completely fog-bound on the descent so it was impossible to hurry. With the fog changing to freezing drizzle, they lost a few more minutes by the next control.

It was now 5am with another 4000-foot climb. Then they faced the longest drag of all, a long way across the map to the next control at Nice. They had seen a lot of cars off the road at odd angles but the Midget was going "like a bird." With the dawn, it began to snow again and the Midget was alone on the course right up in the mountains following what is called the grand canyon. But the roadmap seemed of no help at all and Philip feared they were going in circles. Finally they reached a place that was on the route card. And Rupert pressed on, seemingly fresh for the task.

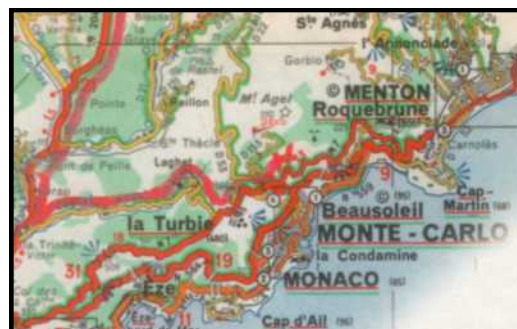
From the hills, they suddenly caught a glimpse of the sea below. Then they were out of the snow and tearing down towards the bridge control, the Midget showing its power at last. They clocked in at 25 minutes late and set off for the next special section, a dry climb of only 7 kilometers.

One last navigational worry and a hard push to catch up lost time over the difficult Col de Braus. Then it was the last section, crash helmets and pace notes in place over the Col St. Roch. They raced over the last 40km via La Turbie, over the Grande Corniche and there was the sea. The sun was out, the snow was gone and the Midget screamed through the hairpins into Monaco and onto the quay.

They had made it, one of only 98 finishers out of 300 starters! They hadn't gotten out of the car except for controls and petrol for 16 hours and hadn't eaten for 26 hours. It was too cold for conversation at the quay so they staggered to a taxi, to a hot bath at the hotel and 16 hours of sleep, before contemplating another Monte Carlo Rally.

Not only did the Midget win its class in the Rally – the second year running, it was the only finisher in its class. Philip commented, "The MG Midget was an excellent car for the Monte. The planning had gone well at Abingdon and the car was magnificently finished. Success was due to the skill of Rupert and the willingness of the BMC competitions department."

One of the Mini Coopers at left. Must have been difficult to get good photos as well.



MG Hero Ken Miles

By Dan Shockey

*Info taken from an article by Malcolm Green in **Enjoying MG** magazine, 2011*

Ken Miles became legendary with the debut of the **Ford v. Ferrari** movie but he has long been a hero to MG enthusiasts. In the popular sportscar racing scene, he kept MG in the front ranks even after exotic European racecars were brought to the US. His skills of tuner, car constructor and engineer plus his driving ambition to succeed made him the giant killer that he truly was. When other folks noticed his success, he went on to international fame but he was still one of us.

Ken was born in Sutton Coldfield in England in November, 1918. He crashed a friend's motorcycle into a lamppost at age eleven, punishing his nose and front teeth. Ken left school – and his family's tea importing business – at age 16 to apprentice to Wolseley Motors where he learned many aspects of car production. While still a teenager, he built an Austin 7 based racecar. This resulted in a 12-month loss of his driving privileges for speeding and making rude gestures to the pursuing constabulary.

When WWII broke out in 1939, Ken took a seven-year break in his motoring pursuits.

After serving with an anti-aircraft battery, Ken became an instructor teaching recruits to drive army vehicles then joined the Royal Corp of Electrical and Mechanical Engineers. He landed in Normandy on D-Day plus 2 and supported tank regiments in their drive across Europe.

During the war, he wed Mollie, a gal he had vowed to marry when he was just 15. In 1946 Ken returned to his job at Wolseley and bought a Frasier-Nash into which he fitted a Ford V8. He drove this car with some success at events at Prescott and Shelsley Walsh (hillclimb).

Ken was offered a job building Formula 3 racing cars, an insecure job of long hours and personal financial stress. Ken took a break from that and was offered a job as Service Manager with the British car importers in Southern California. So in December, 1951, Ken, his wife and young son emigrated to America.

While working for Gough Industries, Ken was able to race first a standard TD then a TD Mk. II but found himself outclassed with a stock production 1250cc car in a 1500cc class dominated by Osca and Porsche purpose-built racers.

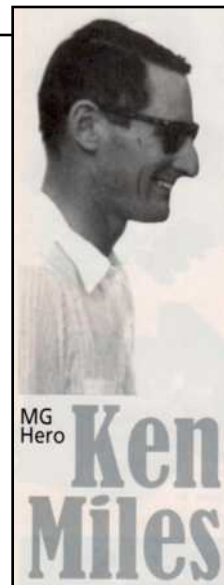
So Ken designed and built his own racer – and took his next step to becoming an MG legend. He was able to get one of a batch of new 1466cc MG engines specially made for racing. The engine still made only 81hp but Ken's new car only weighed 1200 pounds.

The chassis was constructed of steel tubing. He used a Morris Minor steering rack and Y-type front suspension components. He used a TC rear axle with quarter-elliptic springs (Morris Oxford springs cut in half!) The bodywork was crude and simple.

The brand new car was entered at the Pebble Beach race in early 1953, untried and untested. Ken beat all the cars in his class and won the race overall. He only found the rear springs a little too soft and the carb mount needed modification. But he went on to win his class in 9 out of 10 races that season. In the process he won one race outright, took three second places, one third, one fourth and one fifth. This was quite an achievement against

the larger and much more expensive race cars he competed with, including V8 specials and the Jaguar XKs.

His wins continued into 1954 but Ken knew he would need another car to continue to compete. Rule changes – partly as a result of his success – outlawed cycle fenders and favored those better-financed teams. So Ken got to work on his



The first Ken Miles MG special in a modern event

Ken's 1953 MG R1 Special (now)

second MG special. The first he called R1 thus this became R2.

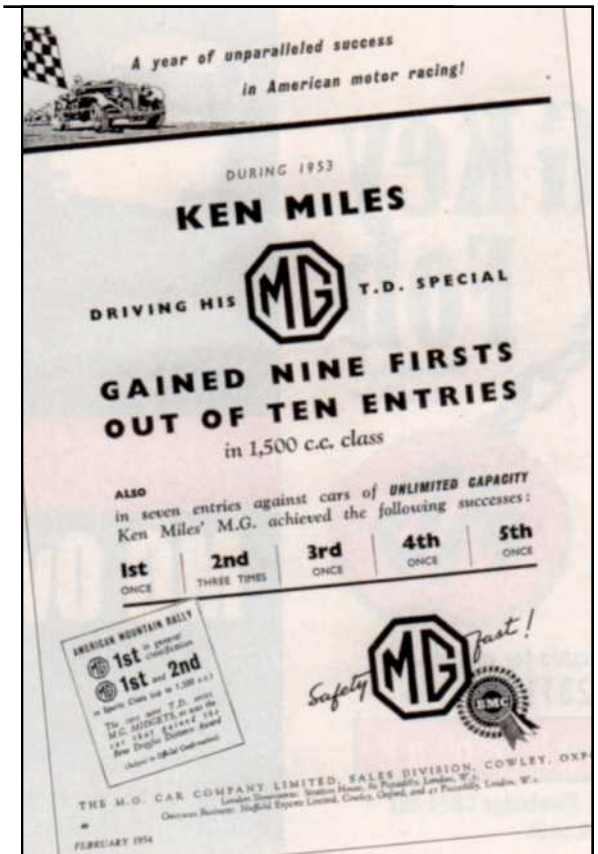
Ken needed to make enveloping bodywork with as low a drag as possible. Ken was an able writer as well as a racing guru. So we have a thorough record of Ken's thinking and actions in developing this new racer, soon known as the "Flying Shingle."

Ken admitted that R1 didn't have the top speed of the Osca or Porsche but relied on reliability and road-holding to win. He sought to improve aerodynamics and brakes for the new racer. An enclosed body tended to work against efficiently-cooled brakes so he chose a design that achieved both. A new frame design allowed the driver to sit lower in the car and allowed the body to form part of the stiffer chassis structure. To lower the engine, he took 3.5" height from the engine sump (oil pan) and widened it to keep the oil capacity.

Ken used his precision building expertise to build a precise chassis with great flexibility in adjustment. He switched to a TF rear axle and brakes for more reliability. Torsion bars were used for both front and rear suspension. To further lower the hood, he designed a slightly updraft carb setup with reversed float bowls. A modified TF grill was used to keep an MG TF look.

Ken was a bit disappointed in the new car in its first couple races. At his first race, he lapped Willow Springs only one second slower than the fastest 4700cc race car but engine problems forced his retirement. At Palm Springs, the new car won the race easily but was disqualified for the rear wheels extending too far by a fraction of an inch. Ken considered this "score settling" by some race officials. Overall the Shingle was faster than the old car but competitors had moved on as well, the MG engine was at its limitation, and the Shingle did not enjoy the success of the R1.

Ken's success and road racing fame brought him new opportunities. He shared driving the EX179 land speed record-breaker at the Salt Flats. Then Ken was offered to drive one of the new MGA race cars at LeMans in 1955, sharing the driving with Johnny Lockett. The Miles/Lockett car finished an excellent 12th place overall at an average of 86mph - with a brand new car and a brand new engine design.



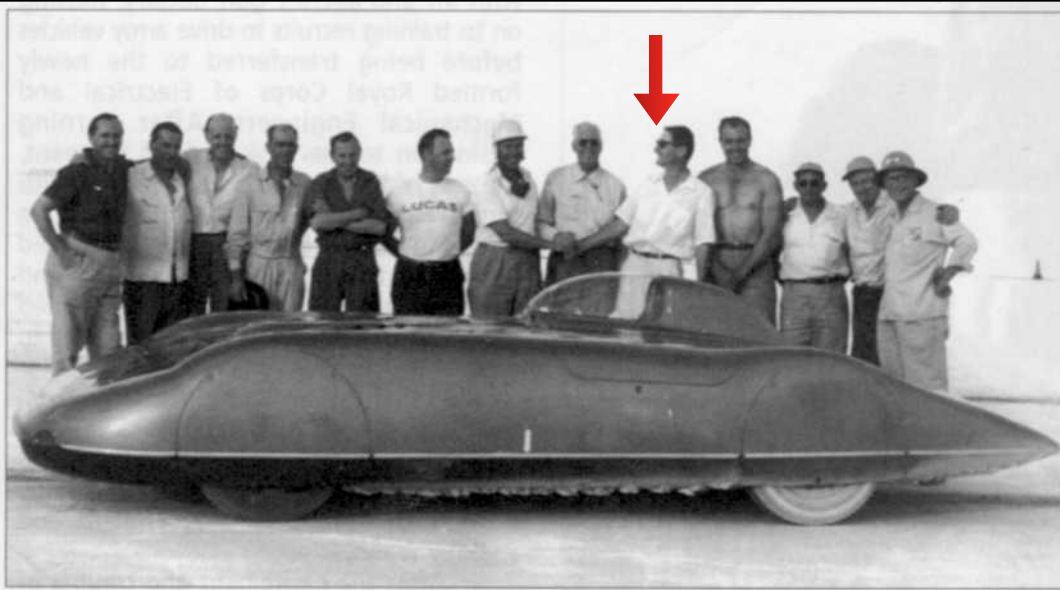
Ken Miles taking the chequered flag in the second special. As one of the most competitive sports car drivers of his era, this was a familiar occurrence

Ken took the EX179 back to the Flats in 1956, now with a twin-cam MGA engine. It was not highly-tuned and lacked a supercharger, but still set records at up to 170mph.

A disagreement with the new manager of the MG importer led Ken to take a job with John von Neumann, now racing a Porsche Spyder. Ken won 8 races in Porsche-powered racers in 1957. Then Ken also did much of the development work for the Ford GT40 and raced Cobras very successfully. In 1963 and 1964

Ken won dozens of events racing the same Cobra often in two different class races at the same event (generally "standard" and "modified.")

Ken was renowned as a test and development driver and unfortunately lost his life testing the new J-car GT40 just before his 48th birthday (as in the film). Both of Ken's MG specials still race in vintage events and are "tangible reminders of the talents of the English-born, but naturalized American, Ken Miles." (Malcolm Green)



Following the successful record session in 1956 with the BMC B-series twin-cam engine the team pose with EX 179. In the centre George Eyston is flanked by Ken Miles and Johnny Lockett

Ken had the fastest new MGA - #41 - at LeMans finishing in 12th place overall, 1500cc beating all the well-developed 2-liter TR2 race cars.



Then...



1955 Le Mans race. Car 41 was to be driven in the race by Ken Miles and Johnny Lockett



Now...

Keep Planning for 2021

WINTER

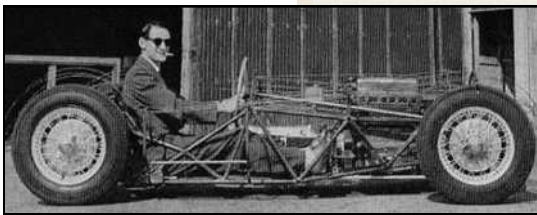
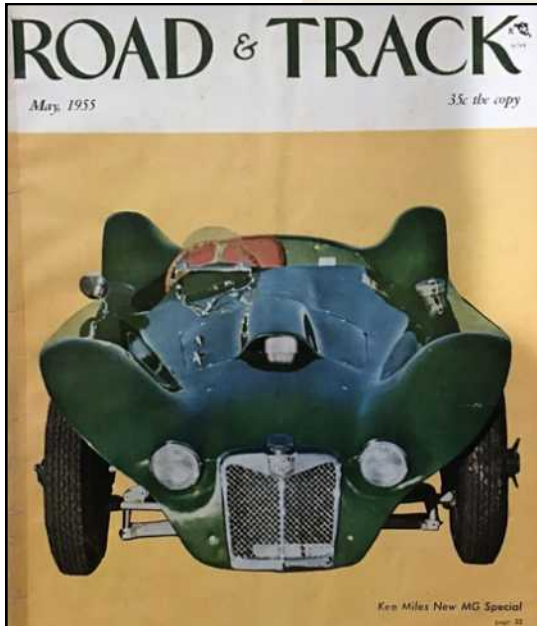
Sat., Jan. 8. MGOC Planning Meeting, Marcia and George, Kensington

Fri., Jan. 14, Pub Night, On the Road Again

Sat., Jan. 15. SSTS Planning Meeting, Castro Valley

Sun. Jan. 23. MGOC Champagne Brunch, Moss Beach Distillery, see page 5

March 22, 2022: Clovis Brit Car Round Up



SUMMER 2022

June 6-10, 2022. NAMGAR GT in Colorado Springs

June 19-23, 2022. NAMGBR MG2022 in

Peterborough, Ontario, Toronto-Ottawa, Canada

June 27 - July 1. GOF West, Buellton near Solvang. 50th Anniversary. (2023 will be in Stockton.)

July 11-15. GOF Central & NAMMMR Annual Meet, La Crosse, Wisconsin*

*Resident city of member Amanda Speilman



MG Success in Targa Florio, 1966

p.s. The Rest of the Story

There is an interesting account as to why the Hedges/Handley MGB finished second to the Makinen/Rhodes MGB. John Handley recalls what happened:

"In the race we did 3 laps each, Andy started, then I took over. Second lap out it started to rain on one side of the circuit, you came down to a very tight left over a bridge, almost a hairpin, and then square right away again. The surface was very slippery in the dry, in the wet it was diabolical. I banked into the left hander, locked up and went straight off the road, there was no parapet other than the bridge itself so I went down a bank about 15 metres and ended up in the bed of this river. I engaged reverse, the car did not move and I thought this was hopeless. This was my first drive for Stuart Turner and look what I have done. I was still sitting there in reverse trying to make the car shift when, all of a sudden, we start to move and I was aware that almost 100 people had appeared on the scene and they literally picked up the car and carried it back on the road.

"Off I went to complete my stint. Den Green checked the car in the pits, the exhaust pipe needed some attention and Andrew took over. After the race Stuart came up to me and said that I had done a very slow second lap and asked what had happened. I said that it had started to rain so I took it really carefully. Den Green and I kept our secret about how the exhaust pipe was flattened!"

Of the winning MGB, John Rhodes tells his own story of this most interesting race:

"The car went very well but started to use a lot of oil and during one of my sessions it got so bad that the oil warning light was blinking on all the corners. It got so bad that finally I felt I had to get some oil before the 45-mile lap was up so I went slowly through all the villages shouting "olio" to the peasants and the spectators. At first I could not remember what the Italian was for oil but luckily saw a big Fina advertising boarding which reminded me! I finally got some from a little garage and staggered back to the pits. There the mechanic overfilled the sump and Timo took over and we made it to the finish."

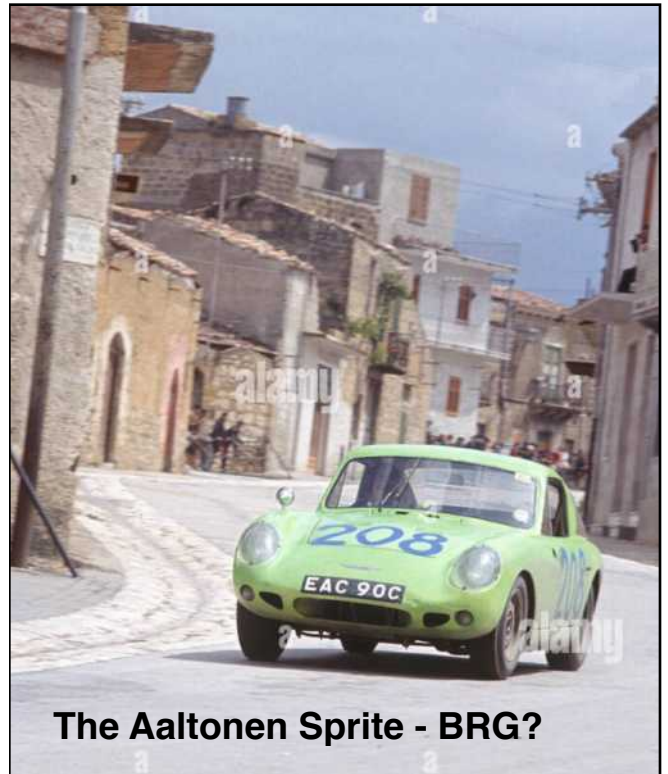
These accounts may explain why MG were very happy with the results. MGB GRX 307D was worked hard during that season, competing in the Monte Carlo Rally, the Targa Florio, the Mugello, the 84-Hour Marathon at Nurburgring, the Spa 1000km, the Montlhery 1000km, and the (January) 1967 Sebring, finished every event except the Monte Carlo Rally. Shown here on the Targa Florio. Pits above before the race - while the cars sparkled in the Sicilian sunshine.



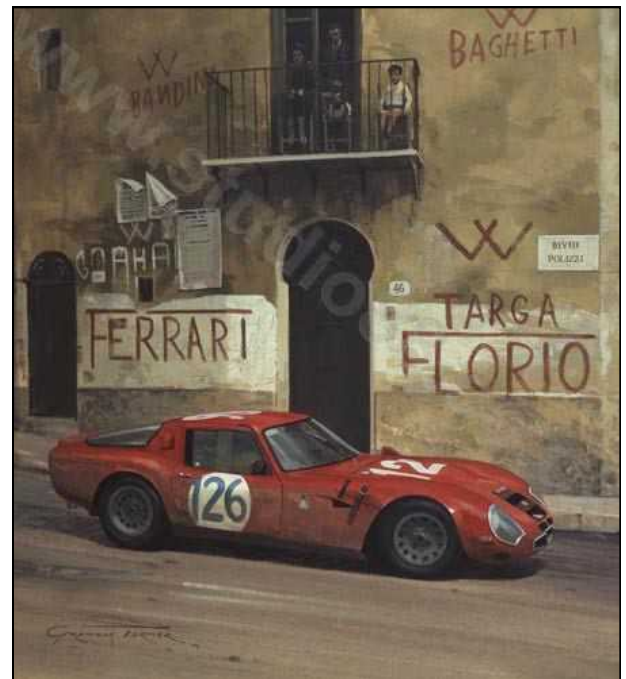
More Targa Florio 1966 Photos and Artwork



Photos from the Internet



The Aaltonen Sprite - BRG?



Front License Plate Mount for the MGA

By Dan Shockey

State laws and city ordinances require the use of front license plates. Many folks choose not to use them and hope to either avoid being ticketed or talk their way out of a ticket by carrying the plate in the car, perhaps claimed it had just fallen off. But I have known members who have gotten a ticket.

Marty Rayman wanted some way to mount a front plate on his newly purchased MGA. (I believe he said they had gotten a large fine for not having one.) We first looked at an Austin-Healey at **MGs by the Bay** this year who used a technique similar to what I did for my MGA coupe. The mounting and low build of that sports car causes a similar problem to the MGA.

I believe that a front license plate can be made fairly invisible and have the practical function of a curb feeler in keeping from scraping the front valence panel. But I didn't want it so low as to scrape everything. I chose to mount the plate partially hidden behind the lower edge of the bumper. That still allowed the number to be read and served the curb feeler function but moved it up out of the way and made it less obtrusive visually.

To achieve this mounting, I used an aluminum bar and two small brass angle pieces from the hardware store. I curved the aluminum bar to the curve of the bumper and valence so it would fit up behind the bumper. Then I used the angle brackets to attach the aluminum bar to the bumper using the holes already in the bumper for the wider UK style plate. The license plate was bolted to the aluminum bar and the whole thing slid up behind the bumper. I did not want to remove the bumper at that time so the brackets attach below the bumper but with the bumper removed, they could be hidden above the lower edge of the bumper. I have angled the plate back a bit as well as you can see. The slight curve to the plate top gives it strength. Use stainless or chrome screws.

As you can see in the photos, the plate is still visible but less obtrusive and not as low as if it were not tucked under the bumper a bit. I am pleased with this approach. The Healey guy had done something very similar but also used a hinge arrangement so he could hide the plate completely for shows.

Old sports cars offer plenty of opportunity for creative engineering. Innovate!



(Above left: valence already scraped!)

MGOC Meeting, Saturday, December 11, 2021

Minutes

Call to Order: Andy Preston at 1:25

Attending: Rick Anguiano, Elaine Chan, Marcia Crawford, Mike Jacobsen, Mark McGothigan, Andy & Marla Preston, George Steneberg, Barbara Tapp

Approval of Minutes of Previous (Zoom) Meeting: Aug 9, 2021: *Motion:* Mike, *Second:* George

REPORTS

President's Report: Many thanks to Elaine for hosting the Holiday Tea again; it's nice to be back. The last meeting was scheduled for October 23 at Tilden Park but that was cancelled due to rain so this is the first Board Meeting since then. Let's hope for better things for next year.

Vice President's Report: Kirk Prentiss: Absent

Treasurer's Report: Marla Preston:

The first report was prepared for the October 23 meeting that was cancelled.

Account	October 2021	May 2021
Checking	10,684.76	10,500.71
Savings	9,821.18	9,735.77
Total	20,505.94	20,236.48

Since our last Treasurer's report we have hosted MGs by the Bay and we have had several new members join. Dues have continued to be postponed until January 2022.

Account	December 2021	October 2021
Checking	10,281.23	10,684.76
Savings	9,846.35	9,821.18
Total	20,127.58	20,505.94

Since our last Treasurer's report we have had a few new members join and we have paid the annual web hosting fee.

Secretary's Report: Mike Jacobsen: We received Katie Marston's request for an MGA on her father's birthday. The whole story is in the December *Octagon*.

Registrar's Report: Steve Kellogg: Membership report via email:

190	Members
46	Family members
236	Total Regular and Family members
13	Corresponding members
4	Family corresponding members
17	Total Corresponding and Family members
253	Total Members

Renewal letters sent out to all 13 Corresponding and 150 Regular members. So far have received 44 renewals via USPS and about 15 via PayPal. I will send out a notice after Xmas to the folks that haven't paid yet.

Corresponding Secretary's Report: George Steneberg: Still receiving mail for Bob Stine, a past President.

Members at Large Reports: Mark McGothigan, Ken Gittings, George Steneberg: Mark is getting his car ready for long trips, George is trying to get his Magnette's body work done, Ken has announced he's resigning – we need a new Member at Large.

Regalia Report: Andy Preston: Nothing to report.

The Octagon Report: Dan Shockey: Absent, report by email. "No news is good news from me! Very sorry to miss it. I think of all those goodies..." Thanks, Dan.

Website Report: Steve Kellogg: Website going well. Paid a couple of annual fees to keep it going.

PAST EVENTS

MGs by the Bay. It was a great success with around 40 MGs and probably 500 visitors. Assuming we hold it again next year, we'll need to increase Registration and Tee costs in order to break even.

The Marin Tour was also a wonderful event with great weather and 26 attending in a variety of cars. Rancho Nicasio were great to deal with and the food was very good.

UPCOMING EVENTS

Jan 8 2022 Planning Meeting, Marcia and George
Jan 23 2022 Annual Brunch, Moss Beach Distillery, Marla Preston

OLD BUSINESS: None

NEW BUSINESS

Election of Officers for 2022 – incumbents unanimously re-elected.

Ken Gittings is resigning his position as Member at Large. Any suggestions for a replacement are appreciated.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING: None

ANNOUNCEMENTS: Ken Gittings is planning on selling his MGB/GT.

Minutes - Continued

NEXT MEETING: Planning Meeting at Marcia's house at 10:00 on January 8, 2022. Address is 150 Purdue Ave, Kensington, CA 94708.

Meeting adjourned at: 2:27

Submitted by: Mike Jacobsen

Club Celebrity!

Barbara's daughter is now performing in the new Andrew Lloyd Webber musical in London, ***Cinderella***. She enjoys the low stress level of performing in the chorus at present but also fills in for a lead role on occasion. The new Covid variant may cut short the performances.



GEORGIA TAPP

Ensemble

Training: The Boston Conservatory of Music

UK Theatre Credits: Carmen Diaz in *Fame* (UK Tour/Troubadour Wembley Park)

US Theatre Credits: u/s Ellen in *Miss Saigon* (Diablo Light Opera); Olive Ostrovsky in *25th Annual Putnum County Spelling Bee* (Alabama Shakespeare Festival); Ellie in *Some Enchanted Evening* (Cape Playhouse); Kathy Seldon in *Singin' in the Rain*, Natalie in *All Shook Up* and Jill in *Equus* (Forestburgh Playhouse).

Other: Lead Vocalist for Celebrity Cruise Lines & Aida Cruise Lines.

Classified Ads

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

1949 MG TC: 5-speed; New tires and wheels; VW steering box, Original parts & spares; owned 50 years. \$19,000. Member Jeff, (831) 475-6233 or cjstobbe@live.com (Posted 11/21)

Wanted: MGA steel wheels, Member Mark Darley. markdarley@mac.com (Posted 01/22)

Estate MGBs: 1973 MGB/GT and 1974 MGB Tourer. Rough, non-running condition. Have titles and keys. In Hayward. Pam Delaney 425-346-1828 (Posted 12/21)

MG TA Tickford: Member Bill Hiland is selling his very special coach-built MG. Fewer than 40 are believed to still exist. 'Cream Crackers' paint scheme. Morgan Hill. \$75k. (409) 314-2675, bill.otrc@gmail.com (Re-posted 1/22)

Price Reduced: On the three pre-WWII MGs. L2 and SA. Now \$40k. Former member. See November *Octagon*. (Re-posted 01/22)

MG TD for sale: 32,000 original miles with new paint and interior. It's red. Purchased new by Carole's uncle who let Carole drive it to University. We drove it 1000 miles recently with no problems. Member Walter, (408) 768-0214 (Re-posted 12/21)

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



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

Sealing the TD Fuel Cap

20:51 6%
Top Contributor

Thierry,
Yes my tank cap has an O-Ring and a cork seal although the cork seal is barely visible in the photo but it is there. I have ordered some of these O-Rings and the O-Rings for the TD radiator cap (34x6mm) and should have them by Thursday.
If anybody has a problem sourcing them I can supply them. I have added the cork seal dimensions to the photo.
Regards
Declan


Edited 2 time(s). Last edit at 2019-05-06 04:20 AM by Declan Burns.

Reply

Was this post helpful or interesting?

Yes No Thank

Attachments:

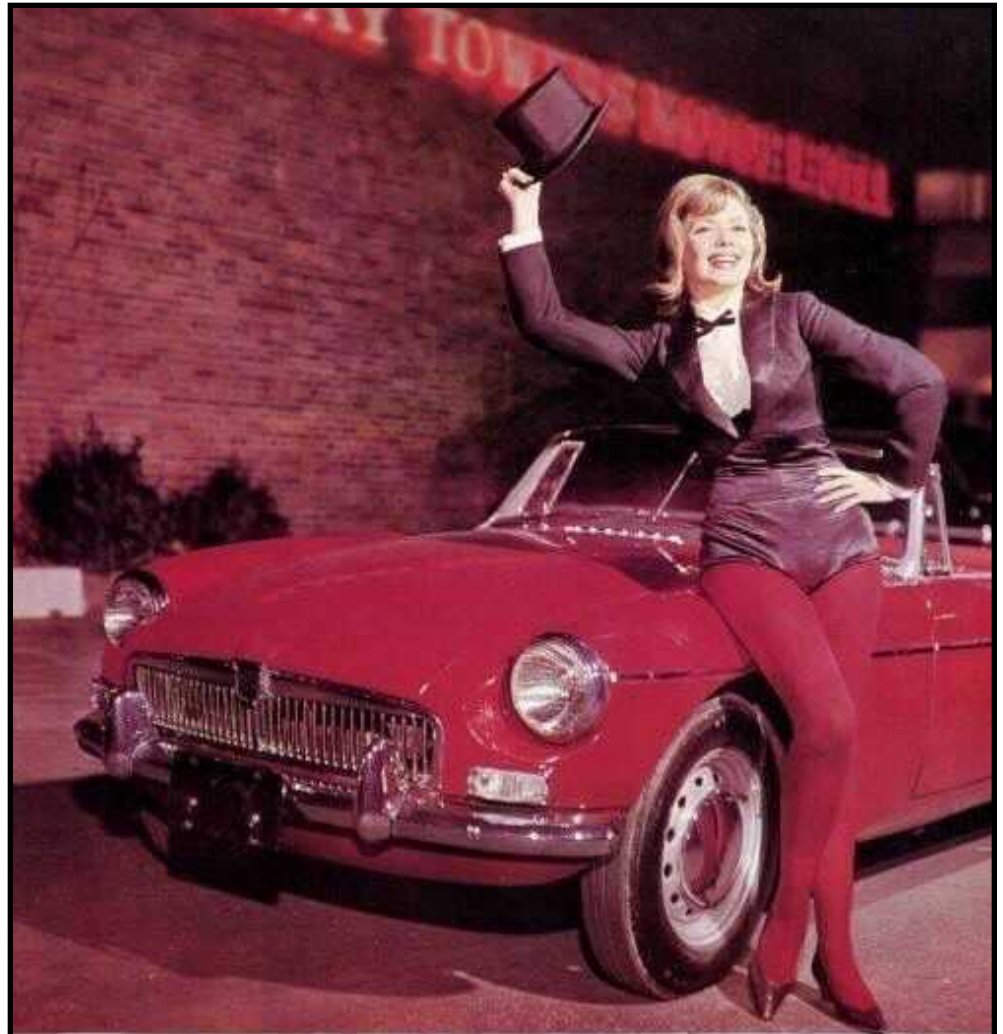


O-Ring 34...36 x 5.7mm (5.7mm is critical)
Cork seal 52 x 44mm

O_Ring_and_cork_seal_dimensions.jpg

Privacy

Member Don Davis passed along his supply of these O-rings to Dan Shockey. I have not found them again yet after my move! - Dan



HAPPY NEW YEAR!

From all of us to all of you. And what better way of bringing in the New Year than with an MGB and a pretty girl. The MGB measures in at 1796 c.c., 90 horse-power, 100 miles per hour. Clara Sarkozi, our top hatted vision of what every sport wants for Christmas, figures out at 36-23-36. Scene at Toronto's new Seaway Towers Motor Hotel by Herb Nott's Camera.

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



MGOC *The Octagon*
320 B Monterey Blvd.
San Francisco, CA 94131-3141



**First Place in Valve Cover Display & First Place in
Valve Cover Race (Unlimited Class) - Doug Pelton**



Marty Rayman on the Breakfast Club Rally