



THE OCTAGON

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



Since 1957!



Mt. Hamilton Tour

Photo from Doug Hollander



November 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.

MGOC.SF.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 & SSTs

Sonoma Tour

Saturday, Nov. 8, 2025



Date: Saturday, Nov 8, 2025

Tour leaders: Andy and Marla Preston
707 795 3480

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

Time: Meet at 9:30 and leave at 10:00
departure

Tour: This is a Marin/Sonoma tour where we drive some of our more scenic back roads, including ones that we've rarely driven before. The tour starts at the Bagel Street Café in Northgate One in San Rafael and ends up at Dinucci's in Valley Ford for lunch. Dinucci's is an Old Italian style family restaurant in a converted 1900s Hotel.



Our first stop will be at the Marin French Cheese Factory where we can enjoy some wonderful cheeses and other refreshments. We'll be driving on some new roads and passing through San Geronimo, Lagunitas Forest Knolls, and the glorious redwoods in Samuel P. Taylor State Park.

We will leave the Cheese Factory and head out through the picturesque Chileno Valley and out towards Dillon Beach. There are some incredible panoramic views of Sonoma County countryside and even the Pacific Ocean.

Our final destination and lunch stop will be at Dinucci's Italian Restaurant in Valley Ford.

Lunch should be around 12:30 pm.

RSVP PLEASE: Andy or Marla Preston at: 707 795 3480 or
marlapreston@hotmail.com prior to Nov 2nd so we can confirm lunch reservations.

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

Holiday Tea Party

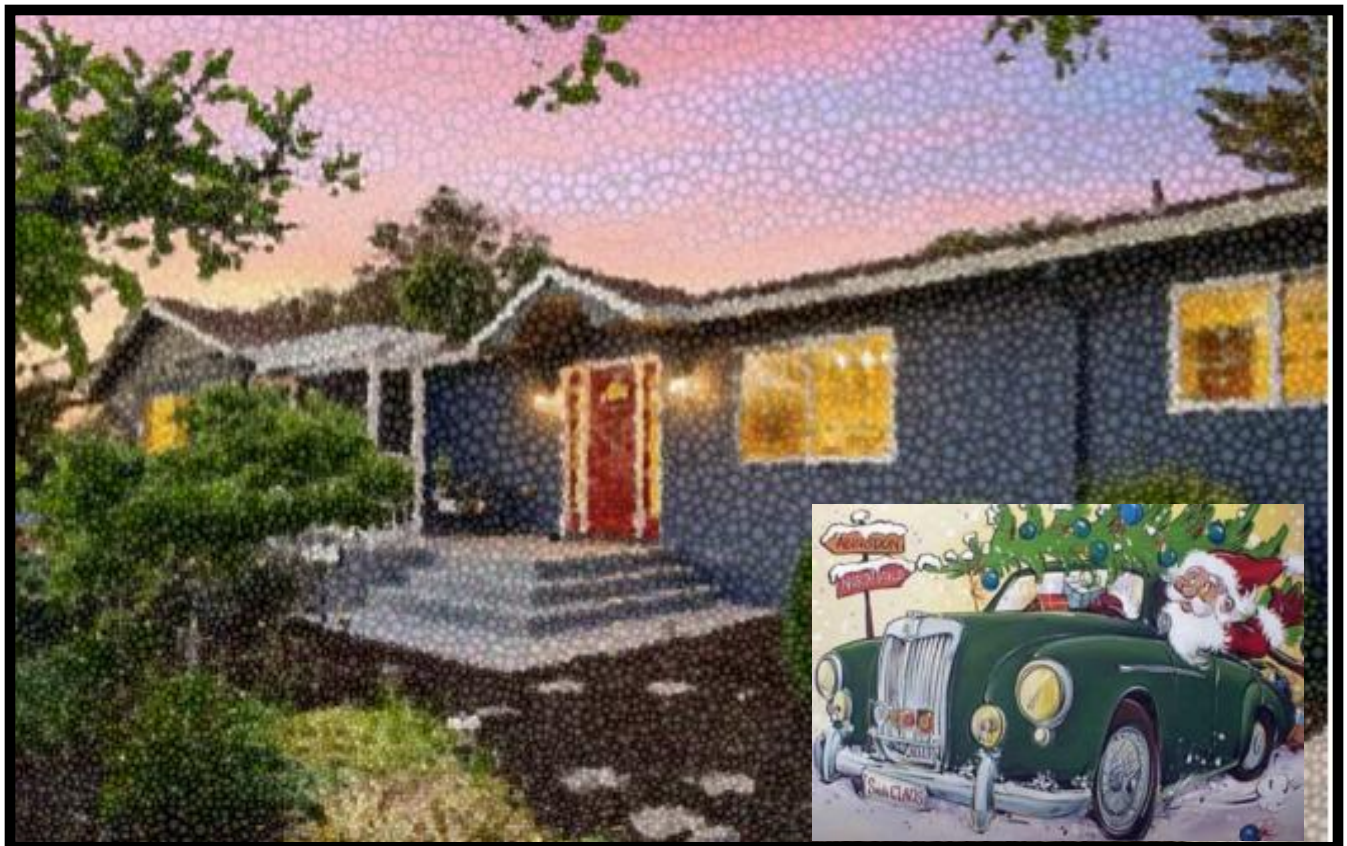
And Toy Drive - Saturday, Dec. 6 *Now in San Mateo!*

Hosted by Elaine Chan. Bring your favorite tea, teapot and favorite food treats (optional - come anyway!)

Bring a toy to share through the Toy Drive

When: 1pm to 4pm, Board meeting at 12:30pm

Where: 2029 Kings Lane, San Mateo



From the Editor

Happy Fall, MGers!

30 October 2025

The days are shorter and daylight savings begins (or ends? I forget.) Do you have your costume ready to scare the trick-or-treaters? Maybe I don't need a special costume, just my work clothes!

I made it to three extended MG events this past month. First was the TC clubs' Conclave this year at Oakhurst. We were able to drive into Yosemite Valley, a climb of over 3000 feet. Mr. Toad, my PA, kept up with the TCs and ran well. However it is weeping oil from the head gasket.

I also was able to join the Sorry Safari on their Sea-Air-Ah event at Paso Robles. We had a great tour and a fun time. Thuy' joined me for a "Mini-GOF" event at Tehachapi that was fun with great people as well. The MGA ran great for that trip.

Give thanks for each day we can continue this love for our little sports cars.

Safety Fast Forever!



Dan



Shockey Photos



Cartoon by
Brian Sonner
of Placerville



Touring Remarks

Last month I walked our group through my thoughts on leading a tour. October brought the execution of it. On the 18th the Mount Hamilton Tour grouped at the Taco Bell on Alum Rock Avenue in San Jose. Tour directions were pretty minimal as Mount Hamilton Road becomes San Antonio Valley Road at the observatory and we would turn onto Mines Road at Rainbow Junction(where the group opted to have lunch). The tour terminated at the end of Mines Road at its junction with Tesla Road in Livermore.

Before starting out I mentioned some facts about James Lick that few are familiar with. James Lick was born in Pennsylvania in 1790 and began making a fortune. He found his production's best market was in Argentina where he eventually relocated. He spent a brief sojourn in Valparaíso Chile before moving on to California. When he died in the early 1870's he was the richest man in California.

Upon his death, he bequeathed the majority of his estate to social and scientific causes. Lick Wilmerding High School in San Francisco is funded by the Lick trust (and Wilmerding trust). One of his major requests was that an observatory be constructed on a mountain top and in 1880 twenty mules hauled enough gun powder up Mount Hamilton to level the top for the observatory that bears his name.

The James Lick Observatory is the first observatory in the world to be situated on a mountain top. It is also the first observatory to use photography in observation of the heavens. The observatory has a collection of historic glass photo plates of the stars. Prior to this, an astronomer drew what he saw through a telescope.

By now, you might be wondering how Mr. Lick became so wealthy? He manufactured pianos and eventually got into land management. We spent

Shockey photo



about forty minutes at the observatory before heading on along San Antonio Road. Though the observatory was closed we were able to access the restrooms and various displays around it.

I should mention Mount Hamilton Road - San Antonio Valley Road on to Del Puerto Canyon Road is designated California Highway 130 and had to have been a main thoroughfare between San Jose, Paterson and the San Joaquin Valley prior to the construction of Highways 580 and 152. Other than three Porches, a couple bicycles and a lone coyote, there was little or no traffic past the observatory. The weather was good and the ride went well. We had five cars; an MGA, MG Midget, an MGB, MGBGT and Triumph TR6.

Also this month was the Sorry Safari Touring Society Sierra Tour to Paso Robles conducted by Charles Schweiger and parents Sue and Rod. We met in Morgan Hill and toured on back roads to Paso Robles. Charlie's precision timing brought us to the hotel and the next day's tours of the Estrella Warbirds Museum and Woodland Auto Museum.

On another theme, most of my mechanical work on the MG is annual maintenance; lube, oil and filter with a possible brake adjustment. On the Sierra tour I had a faulty speedometer and had to judge speed by doubling the tachometer reading in fourth gear. I intend to have the speedometer repaired but don't want to idle the car. Where does one find parts that are no longer available? I had to turn to Sports Car Craftsmen in Arvada Colorado who sent me a used speedometer with about 15,000 extra miles reading on it.

These people have bailed me out before, most notably the one piece intake/exhaust manifold that cracked on the car about ten years ago. After talking with Ian and David, they have the largest collection of used British and Datsun sports car parts in the country. They repair and refurbish only sports cars and retail used and new Moss Auto parts. If you need a hard to get part give them a call:

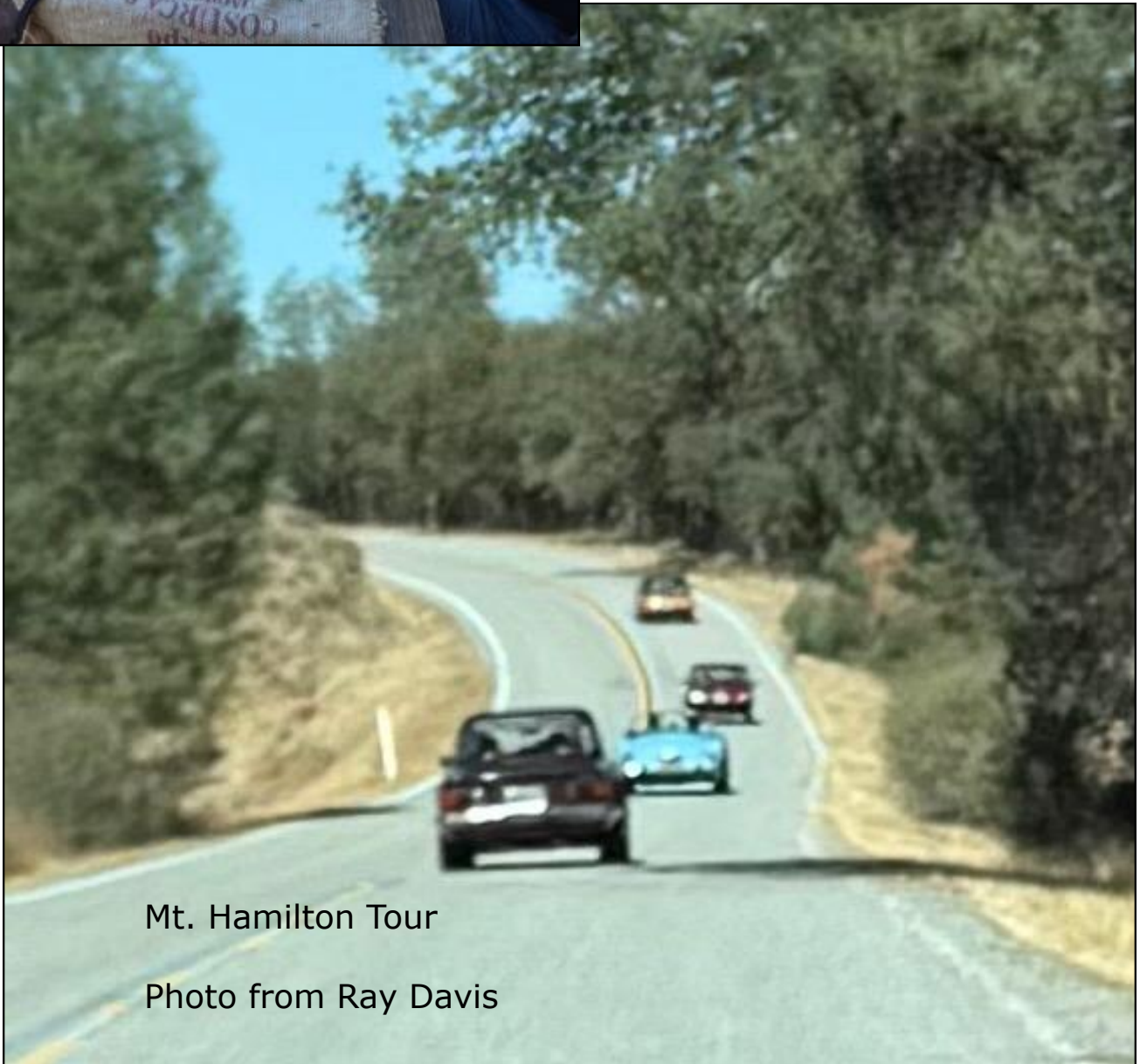
Sports Car Craftsmen
5635 Kendall Ct., Arvada, CO 80002
303-422-9272



Geoffrey Locquenutte & Nelson: Along the Way

Doug

Climbing Mt. Hamilton



Mt. Hamilton Tour

Photo from Ray Davis



Ray Davis reported on the successful and fun recent Mt. Hamilton Tour led by Doug Hollander. A good time was had by all and the lunch restaurant, The Junction, was fun to eat at. It is only open weekends from 10-2:00.



Blackhawk All British Show

Ray attended the BLACKHAWK ALL BRITISH CAR SHOW this past weekend. His 1923 Morris won best in its class. Tigers were the featured car this year.



Photos from Ray Davis



Sea Air Ah Tour

Kirk Prentiss reported about the EXCELLENT recent Sierra Tour to Paso Robles, led by Charles Schweiger, and assisted by Sue and Rod. The maps, precision timing, restaurants, accommodations, drive and museums we visited were amazing! He packed a lot of travel into a two night tour! Thanks again Schweigers! It was a treat!

Jim Brady lost his left rear wheel driving home from the Tour on Hwy. 101! He careened across the the lanes and narrowly missed hitting a guard rail. He knew the cause was a temporary wheel nut that was not the correct one, but in a pinch, he used it. Fortunately, his car didn't flip or get damaged much. Both driver and car got home safely after that.





Sea-Air-Ah Tour

Below: Lynn calls
the Palace



Photos by Dan
Shockey

Except...
Kristy in BGT by
Ray Davis

A Modern Sports Car?

Dan Shockey

The classic British sports car was a very basic machine, especially in its side-screen variations. It was lightweight and low cost. Built for fun and performance with driver and passenger comfort only as an afterthought. It was raw, noisy, smelly and either too hot or too cold depending on the time of year. You arrived sun-burned and sore with your ears buzzing.

Too make them cheaply, manufacturers used components from high volume passenger cars. That often meant compromises but they sure looked fine and were great fun to drive. Is there an equivalent today? Lotus has built some lightweight, minimalist sports cars in recent years though they are relatively expensive and sold in low volume.

Cars sold today as sports cars seem more like "GT" cars to me with all the creature comforts and safety requirements like air bags. They just don't seem very interesting or exciting.

Consider this alternative:

"The Polaris Slingshot resembles something that has escaped from a comic book and landed in your driveway. With two wheels up front, one in the back, and no roof or doors, it delivers a driving experience that's raw, loud, and unapologetically bold. Powered by a high-revving four-cylinder engine and built low to the ground, the Slingshot hugs corners and turns heads wherever it goes.

"You don't sit in it so much as strap in and hang on. Legally classified as an autocycle in many states, it blurs the lines between car and motorcycle, and feels like nothing else on the road."

That sounds like the advertising for our British sports cars from decades ago. Have you seen these on the road? There are various makers. Sometimes they can be rented in tourist areas. They can be purchased with something like a roof. Ever driven one? What do you think?



Photos from the 'Net

Quote from Polaris

What are the concerns with biofuel for MG enthusiasts?



Set of the new plastic floats

Earlier this year a report on the compatibility of vehicle fuel systems with bioethanol from the consultancy QuinetiQ for the Department of Transport recognised the problems for older cars running on blends of ethanol and petrol. The report recommended a delay in the introduction of higher levels of ethanol in the UK. The questions on many MG enthusiasts' minds are what are those problems, what damage has been seen with SU fuel system components and what alternative materials have been used for replacement parts? So we visited Burlen in Wiltshire, the only maker of genuine SU carburettors, fuel pumps and spares, to see what damage they have seen to SU fuel system components from ethanol and what alternative materials they have used to produce replacement parts.

Since the introduction of ethanol in motor fuels in the UK and overseas there have been three main areas of concern – corrosion of fuel tanks, compatibility issues over the effects of biofuels on rubber components and sealants, and combustion issues. The FBHVC (Federation of British Historic Vehicle Clubs) has recognised the seriousness of the problems with the present E5 (motor fuel with 5% ethanol) and has been very actively working on them, not least lobbying Government to delay the planned introduction of E10 in the UK.

The **corrosion concerns** are that biofuels in petrol attract water which can then lead to corrosion in fuel storage tanks and supply systems, particularly when fuel is stored for lengthy periods in a classic car laid up over the winter months. A number of corrosion inhibitor additives have been produced, some of which are already available from suppliers and classic car specialists. Earlier this year the FBHVC commissioned independent tests

of commercially available additives and the results are expected by the end of 2011. Then the Federation hopes to be able to launch an endorsement scheme to assist classic car enthusiasts selecting an additive.

The **compatibility concerns** are that some types of elastomers and polymers used for moulded and flexible rubber components may swell, shrink, begin breaking down or leak and seals may not perform well. The most common complaints are that fuel tank sealants have failed and the consequential effects are leaks, blocked carburettors, fuel starvation, weak mixtures and engine damage. Biofuels also have adverse effects on some metal components in fuel systems, for example brass and copper. Unfortunately there is no quick fix or additive solution for these material compatibility problems, only replacing non-compatible materials with parts which can perform better in the ethanol/petrol blends used in commercially available motor fuel.

The **combustion and driveability concerns** with the biofuel blends currently available pumps in the UK are technically complex and in some respects controversial. They are being examined by FBHVC experts so clarification is expected in due course.



Rubber tipped needle valve

What problems have Burlen seen?

Generally Burlen has not seen many problems or complaints with SU carburettors – in fact only two in the last few years. In those cases the problem was jelly-like deposits in the carburettor bowl but Burlen feels it is likely the problem is caused by other factors, for example from drivers in other countries using various additives in their fuel which lead to SU carburettor and fuel system problems.

Damage has been seen to plastic motorcycle fuel tanks and the cause has been identified as the adverse action of biofuel on the original plastic tanks fitted to those machines. So replacement tanks, made from a biofuel-resistant plastic material, have been a necessary preventative replacement.

Burlen's tests on the rubber fuel hoses previously supplied for SU fuel systems showed some disintegration on the inside surface of the hose from E5, so Burlen now supplies an ethanol-resistant rubber fuel hose. Another replacement fuel hose option, Gates 3225 hose from Car Builder Solutions, is good for 7% ethanol.

SU carburettor bodies were made from Mazak (zinc and alloying elements of aluminium, magnesium and copper) but most recently are pressure diecast aluminium items which they hope to roll out across the SU range. The latest aluminium bodies are for MG P and J types and H4 carburettors for MG TFs and MGAs. Whilst Mazak is not recommended as compatible with biofuel in the table below produced by CONCAWE, Burlen has not seen any adverse effects or damage except the deposit of a light varnish or gum, which has not become a problem. Nevertheless, they continue to monitor the situation.



MG and the Royal Air Force

Mutual Supporters and Kindred Spirits

By Daniel Shockey

RAF pilots in WWII drove MGs. We all know that, right? But is this only a legend that was created by marketing folks? Triumph tried to link their cars to Battle of Britain airplanes – though Triumph's sports car success came much later. (I note this much as I love their advertising for the Spitfire and TR6.)

What hard evidence is there that such a bond existed between MG and the RAF, formal or informal? Has it been documented? Can it be documented? Were there good reasons for such a bond specifically for MG sports cars? I believe there is such evidence, even beyond the many personal accounts.

The personal accounts cannot be discounted of course, especially when you read that such and such officer was more than encouraged by his superiors to buy a "proper MG" when it came time to get a car. But the evidence shows that it was an obvious choice for young pilots, officer or non-com, to gravitate toward MGs.

I lump this evidence into four categories: timing, MG successes, price point, and right look and feel. There were also key influencers that encouraged MG ownership.

MG had its greatest successes in the early 1930s, right when the pilots-to-be were at an age to be greatly influenced. MG was the "Porsche" of the early 1930s, long before Porsche came into being. MG built sports racing cars and pure race cars that had tremendous success at all levels of motorsports. It is much like Air Force pilots and astronauts buying Corvettes or later pilots enjoying large motorbikes.

I believe an important part of this timing success was that in the 1930s, England was viewed as uncompetitive in motorsports and in other areas on the Continent. One of those other areas was aviation. MG was the marque that disproved that England could not compete. And with a sports car that was significantly lower priced than the Continental cars it was beating. In an Italian race, American Whitney Straight beat a whole field of twin-cam Maserati racers with his MG K3 in its first race. He was enjoying champagne in the pits before the first Italian car finished. (Coppa Acerbo, 1933) Along with MG's other successes, this made a huge impact on the car enthusiast world.

British boys took notice. Airplane pilots and race car drivers were the heroes of the day, made even more popular by the boy's books of the time.

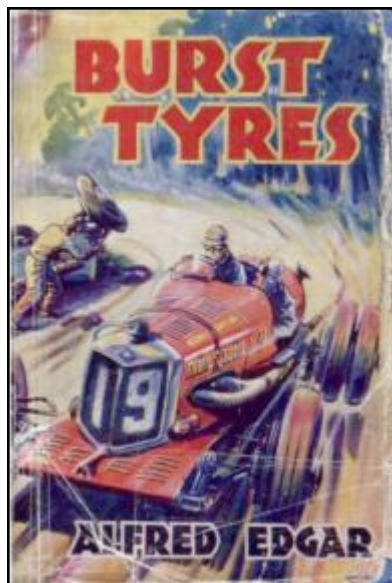
MG chronicler Barre Lyndon published several racing boy's books under the pen name Alfred Edgar.

While never without competition, MG dominated sales of small, affordable sports cars. Besides making sports cars that sold at low price points, the large number of used cars on the market were even more affordable to many young men – and women of course. MG success would be greatly diminished without the contributions of women race drivers and enthusiasts.

A recent article summarized sales of MGs during the '30s compared to its British competitors. Of sports cars under 1500cc (engine displacement), MG built over 22,000 sports cars. Its nearest competitor was Singer with just over 3000 cars sold.

For RAF personnel in WWII, the large number of used MGs available was one reason for its popularity. RAF officers and "flying sergeants" had better access to gasoline and tires than heavily-rationed civilians. Other services enjoyed MGs, too, and had some access to rationed supplies but the RAF was treated just a little better as Britain's darlings and saviors.

The RAF was developing at the same time MG was succeeding. MG's success gave the underdog British pilots confidence that they could compete. I believe it also encouraged and enabled British industry to develop and produce planes like the Hurricane and Spitfire that would be crucial to winning the air war over Britain.



Germany was making very advanced airplanes on the eve of WWII. Charles Lindbergh toured the German aircraft industry and declared that no one could compete. The widely-held opinion was that the German air force, the Luftwaffe, would quickly overwhelm the puny and backwards Royal Air Force.

MG played a key role in developing superchargers for racing cars that would be crucial to those planes making power at the high altitudes so important in defeating German fighters and bombers. Superchargers were brand new and unreliable when MG started working with them but powerful and reliable by the late 1930s.

Compared to other small sporting cars of the era, MG had the knack of creating low-cost sports cars that just felt right and looked right. This was partly Cecil Kimber but he also attracted very talented engineers and craftsmen and kept them. It was his lieutenants who saw the potential of the baby Morris and created the M type. Kimber always favored the larger luxurious cars – he would have preferred to build Jaguars – but he was wise enough to back his men.

Making a small light sports car at a low price point that was a thrill to drive and looked the part was not – and still is not – an easy task. But MG excelled at that and became the standard and the definition of the type. Men and women that wanted the thrill of flying were just as eager to experience that feel on the road. You know that feeling of oneness with your machine gliding effortlessly along, everything well balanced and “right.”

Perhaps the most famous RAF pilot was one of the greatest MG enthusiasts. That was Douglas Bader. As an early aviation pioneer, he lost both his legs in an aircraft crash in 1931. But the loss of limbs did not deter Bader either from driving his modified MGs or from flying advanced fighter aircraft. Bader became the best known pilot and had considerable success flying his Spitfires against the Luftwaffe.

Douglas Bader was shot down during the war (1941) and imprisoned by the Germans. Despite his handicap, he was able to make some escapes before being confined at the famous Colditz Castle prison. That was where the prisoners secretly built a glider in the attics. But that is another story!

Bader was prominent driving his MGs when not flying (or a POW). He cut quite a figure with his pipe and dog Shaun at



Fearless fighter: Sir Douglas Bader, pictured in 1945, fought in the Battle of Britain despite losing both legs in a plane crash in 1931



his side. Bader continued with MGs after the war and went to work in the auto industry.

It was popular then as now to take photos with your car. Such photos abound of RAF pilots posed with their MGs. See the examples and captions in this article. I included some soldiers from other services as well. Judging from photographs and personal accounts, MGs became popular with pilots from other countries serving with the RAF. These included Poles, Czechs, Canadians, South Africans, Australians, Americans and at least one Norwegian.



One example of MG ownership is given by the real history of the movie **Bomber Boys**. Bomber crews did everything together. The crew featured had a tiny MG that they would take into town. Seven or eight crewman would climb in or on the MG. Those on the MG fenders and rear deck were tied on with rope. Bobbies often stopped the overloaded MGs but only to check everyone was tied on securely.

Besides the plethora of MG/RAF photographs,



artwork of the time and since, continuing to this day, often shows RAF planes –usually Hurricanes or Spitfires – with MGs. Usually there are pilots in uniform in the MGs. I rarely see such art done with other marques. There is one painting with a Bentley but that car would have been out of reach for all but a very few pilots.

Movies and television series depicting the WWII RAF generally include an MG as well. An example is the 4-seater PA in the **Battle of Britain** movie. Another example is the PA used in the **Foyle's War** TV series. There are other examples of period and later British war movies featuring MGs, less well known these days – but worth seeking out.

The RAF officer most dear to the hearts of us Americans is Nigel Shiftright, the character created by MG enthusiast Phil Frank. His adventures were chronicled for us in the graphic art published in **Road & Track** magazine. Phil portrayed him in various fictional war planes such as the 'Bentley Bonfire' but they were clearly MGs, specifically based on Phil's TC.

Racing at the RAF air bases became popular especially later in the war when there was more time and less immediate danger. Goodwood is a prime example of races, generally with MGs since those were what were there. Of course, many extraneous air bases in Britain and the US became race courses after the war as sports car enthusiasm continued to grow. This was fueled by MG, of course. Sebring is a prime example today.

There is a poem, **High Flight**, written about flying a Spitfire over Britain that seems to speak to me as a sports car 'pilot' as well. It was written by an American, born in Shanghai to missionary

parents – his mother was born English – and flying as a Canadian. His name was John Gillespie Magee, Jr. Unfortunately Pilot Officer Magee collided with another plane over England on Dec. 11, 1941, at age 19, with his country only then joining the fight. His parents lived in Washington, DC, where it was first published upon his death. The US had just entered the war, eager for heroes. He is buried in Lincolnshire.

"Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
of sun-split clouds,—and done a hundred things
You have not dreamed of—wheeled and soared
and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of
air" (John Gillespie Magee, Jr.)

In summary – finally - MG and the RAF is truly a legend. It is also much more than "just" a legend. It is the best sort of Legend, based on real stories, loves and struggles of real human beings and real history. MG demonstrated underdog success against the Continental powers. MG sports cars provided the same joys of flight. MG race drivers and aviators shared the same status as revered heroes to the young men and women of Great Britain fighting for



their freedom and way of life.

Those of us hooked on sports cars for the thrill of driving them also like the minor hardships associated with a raw sporting automobile. Is it adventure that we seek? Is it a testing of ourselves against the elements? Is it a personal link to those pilots of yore?

Safety Fast Forever!

* The James Dietz art can best be obtained from the large book of his WWII art, **Portraits of Combat**, available used inexpensively.



Keep Planning for 2025 & 26!

FALL



Sat., Nov. 8: Sonoma Tour, Marla & Andy Preston

Sat., Nov. 22: Parts Exchange, La Habra (SoCal)

Sat., Dec. 6, MGOC Holiday Tea, San Mateo, Elaine Chen, Mike Jacobsen

Sun. Dec. 14: SSTs Holiday Brunch

WINTER - SPRING



Sat., Jan. 24, 2026, MGOC Planning Party!

May 11-15, 2026: GOF West, Flagstaff, AZ, Club caravan? Route 66?



A creative leger from the MG plant

MG No.	Designation	Date Made	Signature	Remarks
1-251	9 (4/1/19)	13/4/19		2.5K. Red.
252	MG P23A	22/7/20	J.P. B...	Grey/Green/Black
253	M.C. S.A.	16/6/20		2/Red

New Gen MGers?

An International Issue

The question of 'younger people' is one I know that other clubs have struggled with and not yet found an answer for. Longstanding events are coming under threat as the supply of volunteers is running out and one club in particular has had to put its subs up enormously with a view to having to pay contractors to deliver events they used to self-manage.

We should worry that the cars we love so much will find themselves homeless at some not too distant point: not just because we fondly hope they have some financial value but because they have given us and several generations before us so much pleasure, it seems a shame we can't pass the baton.

I recently spoke to some friends of my kids (ages 23 and 25) about this and was told some pretty serious things - most of which will presumably not be surprising:

1. Younger people are much less interested in cars per se: they want to live in cities and cars aren't easy to use there these days. They and their friends no longer recognize car brands.
2. Younger people don't feel very flush or confident about the future or their prospects and they like to spend what money they have on experiences (travel, etc.) rather than 'things', which they can see as encumbrances and liabilities.
3. They are much less likely than I was at their age to have any inkling of mechanical knowledge: they just aren't used to owning things that you can fix! At the same time our repair industry has become a restoration industry with £50 an hour charges and no longer the prospect of long educational chats on the phone with generous-minded engineering types.
4. They see us as a very monochrome bunch: older, male, a bit fixated. (!) They are more into 'mixing' and used to doing things with partners, mates, or their own kids.
5. They have no aspirational role models from our world and we have no exposure in their media. Pre war cars are passing from 'dad thing' to 'grandad thing' - there may be no way back!
6. We tend to do things they don't like doing: navigation rallies, car park conversations = not their bag. (Although racing, trials and driving tests maybe could be of interest?)
7. Much more seriously I think than any of the above - most of them have never been in let alone driven a prewar car. This really resonates for me. My kids loved 'pootling' around in the old motors in fields when they were youngsters. The window to get your youngsters on the road in classic cars is probably 17-22 or so.

It strikes me that some of these could be addressed by a concerted effort (at a bigger level than any one club?) and might be worth talking about.

Above from **John Chapel, UK**

I wonder whether the relevant 'young' are simply 'younger than us!' Personally, I cannot see any in the under-40s bracket showing any self generated interest in classic cars. There is nothing in their world to create the interest or the ability to find a minimum of £20K for a working example to garage and use on the occasional high and holyday.

I would suggest that attention is better directed at the active retired, who have a higher potential to have the disposable funds and the time to indulge.

from **Ian Bowers, UK**

The key to getting the younger generations interested is to involve them early on. We are about to embark on our annual trek to the GOF Central. We have 3 generations going, ages 75 to 2-1/2. Our granddaughter, now 16, has been going since she was 8 years old. Ask her what she wants for Christmas, and she'll answer that she wants a registration for the GOF. She's the only 16 year old girl that I know of who has pictures and models of MGs in her bedroom.

from **Lew Palmer, Minnesota**

All clubs are suffering in the same way and the only young people in them are those who come from a vintage car family and who have grown up with the cars. And even then, not every son or daughter is interested. My younger daughter is very enthusiastic - my older one, not at all.



Shockey photo

Add to that the fact that while clubs used to be how we met other like-minded people and hopefully made friends, young people today don't want or need clubs.

from **Simon Johnston, Northern Ireland**

Three of our little 'Monster group' people are youngsters (way under 40) who have managed to buy themselves projects in all sorts of price ranges and in all sorts of conditions, some running, some not so much. Including Onno, who was lured into old cars by his slightly older cousin Thijs and his then girlfriend. That makes four. One of their fathers is into MGAs, but the other three have no clue as to why their sons have 'thrown away' perfectly good money on this old stuff!

Cathelijne, Netherlands

There is a need I think for the return of some of the old school MG events. MG Club de France just held a 3-day event that included the use of a circuit as an option. It was really good value and camping was an option. MGCC Luxembourg also have similar great value weekends, again camping an option. The Dutch MMM weekend, again camping is an option. This all helps reduce costs and makes it a fun social event. Prewar Prescott is another great event which encourages the next generations to get involved, again - camping to keep costs down and increase the fun factor.

Colin Murrell, UK

We're running into the same issues here in the US, but I have noticed a slight uptick in the interest in vintage sports cars. I'm in my mid-40's and bought my first (and only!) pre-war MG in my mid-30's. It was actually the first pre-war car I had chance to get familiar with, but I had interest in getting a pre-war car for a few years. The Watkins Glen Vintage Festival pre-war group set off that spark.

What's needed is to show actual use of these cars. Race them, get them to driving events, and

just get exposure besides sitting at a car show. Car shows are boring and being around other old cars makes everything feel older. A static car display feels like a museum piece. Prove that these cars can be driven. I'm only interested now in clubs that do actual driving and racing.

Get the young and old behind the wheel of these things. Highlight that they can be driven and useful. Or at least get someone hooked on a gateway vintage car!

from **Geflackt, UK**

I am pessimistic regarding this subject, I bought my first sports car when I was 25, a worn 1960 Alfa Romeo Giulietta Spider. In my 30's bought an MG TD. All three of my sons have grown up in a household very involved with MGs, particularly T types. Yet the oldest has no interest, as an adult, in old cars. The middle son is interested and has acquired with me three MG cars. He has no interest in club activities (I am a Director in the New England MG T Register), yet he will not partake in our GOFs.)

My youngest son is financially successful, but hasn't owned any cars for the last

10 years. Now he has recently bought a "hobby car," to my surprise, a 1960 Alfa Romeo Giulietta Spider. Go figure? So even with an interest by two sons in classic sport cars, none are interested in any form of club activities.

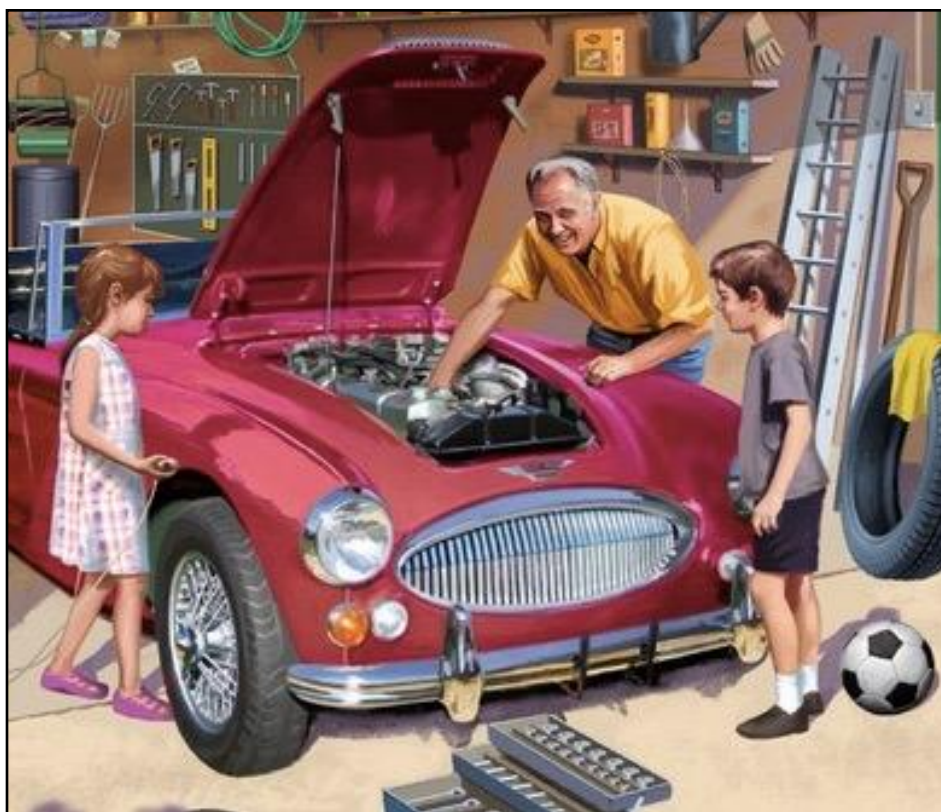
All that is being discussed on this thread is constantly discussed at Board Meetings of the NEMGT Register. No solution found yet.

from **Mike Leckstein, USA**

Looking again at the question posed in the title of this thread - where have all the young people gone? - the answer is blindingly obvious: we've all got old

from **Simon Johnston, Northern Ireland**

Above: Art by Kevin Walsh



MGB presents the world's biggest sunroof.

A super sunroof, a fully-convertible top that opens wide to let the sunshine in: it's standard equipment on every 1976 MGB. Along with the classic look and wide-open performance that have made MG famous for 50 years as one of the world's great sports car bargains.

MGB holds the Class E Championship in the Sports Car Club of America's national competition, as it has for four of the last five years. Performance like this can't be faked: you can't fool a finish line with a flashy paint job or a fancy name. MGB's authentic sports car performance and crisp handling grow naturally out of standard equipment like radial tires, front disc brakes, short-throw, four-speed stick shift, rack and pinion steering and a race-proven 1798 cc engine.

If what you're driving makes you forget what fun is, take one MGB, fast. For the name of your nearest MG dealer, call these toll-free numbers: (800) 447-4700, or, in Illinois, (800) 322-4400.

BRITISH LEYLAND MOTORS INC., LEONIA, NEW JERSEY 07065
MGB the wide-open sports car.



New Members!

Welcome Jess Stroup of Burlingame with a 1957 MGA with a Hoyle/Honda VTEC conversion. Rolling chassis. is In storage, need to finish assembling. Jess is interested in meeting like-minded people and to attend car events and also learn how to work on and take care of my MGs.

Welcome Eric Larsen of Berkeley with a 1966 MGB-GT:

I'm excited to become a member and a new owner/care taker of a single owner 1966 MGB-GT; my first MG. After owning a few classic VWs (1963 Baja Bug, 1967 VW van, 1985 VW Vanagon (current)) and some BMWs (1996 Z3 & 2002 M Roadster), I became interested in the MGB. Occasionally perusing Craigslist adds and calling on a few, I did had not found anything that sparked my fancy- they seemed to either be basket cases or highly modified examples, until I found the MGB-GT that I drove home today!

She was purchased new in San Mateo and spent her days mostly in the garage of the Mountain View home of the owner until his passing. I purchased the car with reportedly accurate 73,000 miles on it, from the original



owner's brother-in-law, who being a classic car enthusiast himself had the engine resealed, new hoses, plugs, wires and wiring harness installed, oil changed, gas tank drained and cleaned, ready for its new owner!

I'm new to the quirks of the MG world, but excited to learn! She will go to British Car Repair for a post purchase inspection next week so that I can start at a solid baseline. I'm sure there will be maintenance tasks and mechanical issues, as well as the joy of classic car ownership and the joy of road ahead. So I look forward to have the resource of the club as well as the opportunity to share the love of the classic MG.



Photos: Eric Larsen

From new member Andy Gluesenkamp:

My friend, Will Mooser, just purchased a membership for me so that I will be able to drive his MGTC to the picnic in Tilden Park. Will and I have known each other for only a short time but we have become closest friends bonding over MGs. We most enjoy one car in particular, his '47 MGTC. Will purchased the car at auction a couple of years ago. It belonged to my father, and I am the only living person who knows its history and what went into the restoration.

This has been a crazy year for me: fired from my job as director of the center for conservation and research at San Antonio Zoo, divorced, put the big house in TX on the market, came out here to house-sit for a few weeks after 33 years in TX, met Will two days after I arrived, and am now helping my best friend restore his collection of MGs (C, D, and F) and other cars. I wrenched on cars since I was a kid and throughout life (if I wanted nice cars, I had to make them). Now, I wrench carefree. Looking forward to the picnic!

My dad's vision for the TC when he restored it (bought in '68 restored in 90s) was period 50s hotrod with shaved head, reinforced frame, later brakes, ginormous SUs, custom header, etc. Will was looking for just that when he found the car on BAT.

The TD is a faithful restoration and is getting finishing touches over in San Rafael. The TF is another story. It just got sprayed in candy apple red this past week and my task is to put it all back together, starting with a Volvo B1800 and 5-spd and then bolting on all those pretty fenders, hood, and doors. It has Wilwood brakes, all the way around. I can't wait to drive that one!

I have an MGA story as well...



Will and his TC. Photo: Marty Rayman

Classic Car Oil Update: Castrol Classic

I would not say Castrol Classic is a 'better' oil than VR1. I have followed development of the product and its twin, Duckhams Q Classic. Both are brand names of BP. The main bottling plant was (as of about 5 years ago) in Malaysia.

About 5 years ago I was talking to the owner of a shop that ground cams, and I asked him how much of a problem low ZDDP levels had caused. He said there had been more problems with corrosion from owners using third party ZDDP additives than actual premature lobe wear from reduced ZDDP. He said that is true at least on road cars. Race engines are another matter.



From what I have learned, for road or fast road cams, more than 1,000 ppm is OK, the sweet spot is around 1200 ppm
Tony M.

Duncan, BC, Canada

I checked my bottles of both oils and they each claim to be bottled in the USA of domestic and foreign materials. – Editor Dan

Member Notes

Eaten Alive from Don Scott:

Looks like my MG is going to be eaten alive!



Airline Coupe from John Taylor:

The blue Airline sure looks like Gert Jenson's PA. At Pebble Beach around 1968, he won 2nd place. We followed him down there in our 1936 TA as a backup car. Those were the days.....!



Out of State from Scott Eldredge:

When an out of state car like a classic MGB (1971) is inspected by a California DMV, do they look for the various smog related items that were on an engine back then (air pump, etc.)? I am a little concerned that while the car doesn't require a smog check, the DMV might want to check for smog equipment that likely is no longer there.

Reply from Mike Jacobsen:

Yes. To register an out-of-state car here, it has to carry the appropriate emissions equipment for its model year. For a pre-1975 car this only has to be done for registration (title transfer) and there is no biennial emissions test to renew the registration from there on.

Here's the disclaimer: This is how it was several years ago. I don't know for sure if it's still true today.

Update from Jennifer Orum:

Our Heritage show last month was a grand success, with wonderful weather and not a repeat of the monsoon rains and mud at last year's event.



GOF by Andy Preston:

It looks like there may be a group of us going to the GOF in Flagstaff, Arizona, next May.



Traveling Mechanic from Mike Jacobsen:

I'm in Michigan this week at the Bachelder's. Today I installed a SS exhaust in Allen's BGT and tomorrow it's Hushmat in his '65 MGB. What a great vacation! But I'm also practicing on someone else's cars.

E Type from Andy Preston:

It takes a lot of time just to keep one on the road. I'm replacing the clutch reservoir today because mine is not sealing properly. I spend as much time maintaining the E type as the 3 MGs together. It's very difficult to bleed the clutch because the bleed valve is on the bottom of the slave cylinder and not the top so all the air sits at the top of it. I use a 150 ml syringe and try and push fluid up from the bottom but it's very hard to do.





Buy the King's MG?

King Charles owned the first MGC. It now belongs to his son William, Prince of Wales

1969 MGC GT runs and drives with receipt new interior kit. - \$9,900 (costa mesa)




1969 MG GTC

condition: good
cylinders: 6 cylinders
drive: rwd
fuel: gas
odometer: 99,999
paint color: red
title status: clean
transmission: manual

MG MGC Engine - \$450 (Newbury Park)



Complete MGC long block. Head may have cracks that need to be repaired but it was reportedly running when removed. It was a spare for my car but is no longer needed.

Local pickup preferred for obvious reasons but if you want it shipped and can have it picked up here, I'll try to help.

These ads from Craigslist in Southern California. MGC anyone?

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)

1978 MG Midget: Green with tan interior. Virtually all original, including all pollution control components. 49K original miles. Body in great shape. Engine rebuilt. \$2300 obo. In San Ramon. Joyce Chang, 925.200.4947, 2happytogo@gmail.com (Posted 11/25)

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 (Reposted 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 9/25)

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



Marty Rayman
1962 MGA 1600 Mk II
 Kentfield, Marin County, California
 MGOc Northern California
 Sorry Safari Touring Society



My 1962 MGA in front of the
 ca. 1962 Frank Lloyd Wright
 designed Marin County, CA
 Civic Center celebrating its
 60th anniversary.



An admirer cleaning my A



This bear faithfully sits in the
 navigator's seat when there is no
 other passenger.



Two passions
 combined

From the **GOF Gazette**, Virtual GOF, 2025

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
**Safety
Fast**
magazine

MG Car
Club (UK)



No. I don't think it's the nostalgic scene of Castrol R. It's the Burger van at full stretch!



Mt. Hamilton Tour

Photo from Doug Hollander