



THE OCTAGON

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



Since 1957!



Tune & Spoon 2021
Photo: Thuy Nguyen

July 2021

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.

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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.

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

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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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Don Cowgill's CELEBRATION OF LIFE

WHEN: Saturday July 17th, 2021
12:00 - 4:00 PM

WHERE: 2714 Farnsworth Drive
Livermore, CA 94551
925-449-4013

We would like to invite you to celebrate Don's life with us! It will be "Open House" style in the backyard. Please bring your fond memories and funny stories to share. Snacks and drinks will be provided. Don't forget your mask!

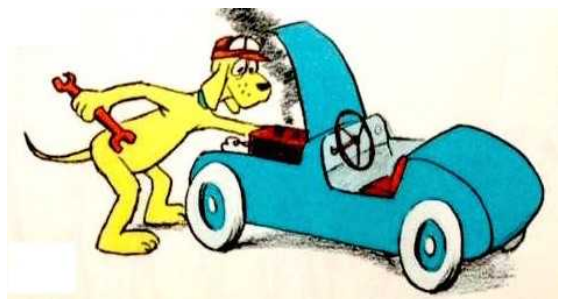


'Get-Going' Tech Session! *Saturday, August 14* in Alameda

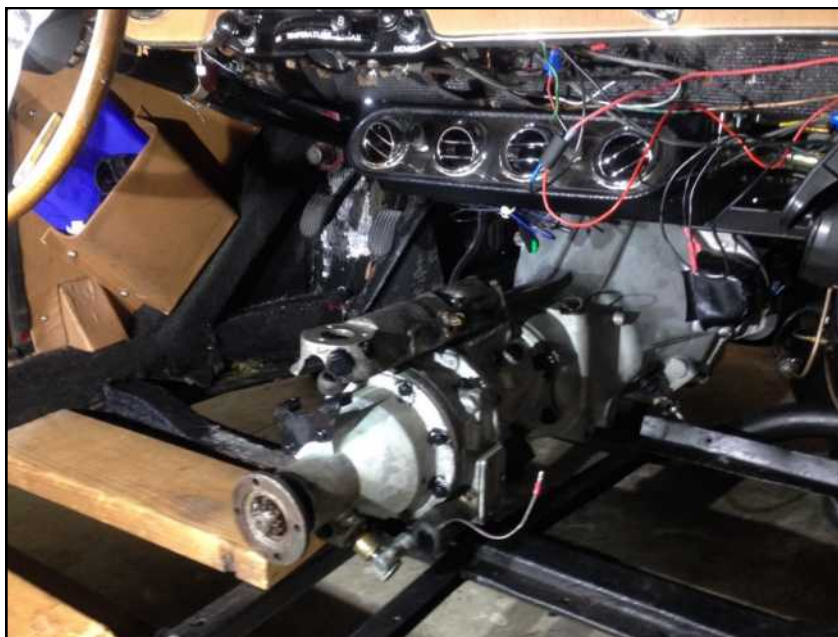


The Club has many new MG owners asking for advice and assistance to prepare and maintain their cars. We haven't responded recently due to COVID restrictions. Cameron and Ryan have invited us to their garage in Alameda to join in as they put their family MGA back on the road after 10 years of disuse. Ryan and a neighbor have done a lot of preliminary work and gotten the MGA running and able to drive down the street (and back!)

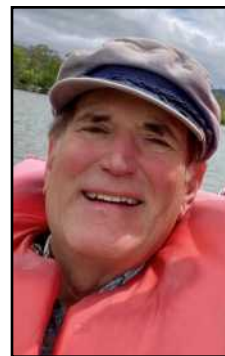
We plan to start with a "clean hands" session of pointing and talking about what should be done, then we hope to get into what work we have time for. Details next month.



From the Editor



29 June 2021
It is summer now and the world is back to the new normal. It is odd to see faces again. There are a few people I had only seen in masks and was shocked by their real faces. I have to start shaving regularly again.



I am pushing along to complete the new MGA driveline. I am making other improvements while it is apart. I have found many minor things that could have caused me problems on the road somewhere. The 5-main MGB motor is now installed along with the overdrive gearbox. I have modified the tunnel to provide clearance and access to overdrive service parts. I just picked up the lengthened drive shaft.

While the gearbox and tunnel was out, it was a great time to work under the dash. I installed the MGB electronic tach and removed the radio/CD player. I also installed the air conditioning evaporator after removing the heater. Andy suggested I stay with the MGA gearbox. If I did that, it would have been a fairly-simple engine swap.

I plan to haul Mr. Toad, the 1935 PA, to Oregon in the pick-up truck. It is more work to get it loaded and unloaded but safer, faster and much easier on the road. It is not too late for you to join in. We have lodging available for a single guy in a shared room. Could ride with me.

We have been trying to schedule a tech session aimed at new MG owners. It looks like we can make that happen on August 14. Don't forget to register for **MGs by the Bay**.

All the best,

Dan

In the photo: D-type overdrive gearbox with modified mounts. Note a/c evaporator in place of the heater. (A/C completion is stage 2.)

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The 27th Annual

MGs by the Bay

Saturday, August 21, 2021

BON AIR

GREENBRAE

EST. 1952



Bon Air Center, Greenbrae

- under the large oak tree -

Registration: \$25 by August 1 - \$30 at the gate

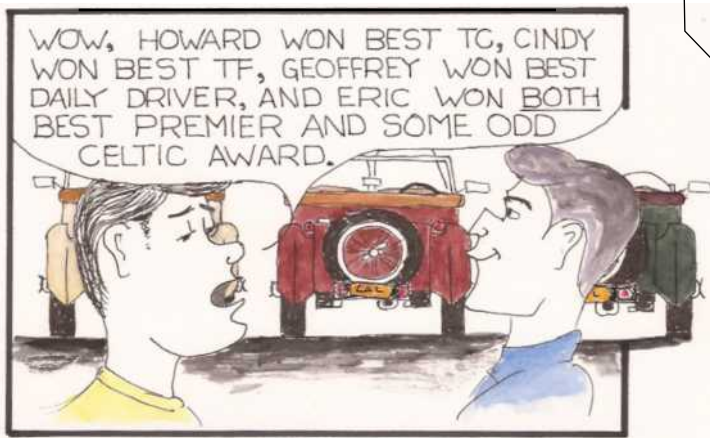
Time: Opens 8:30am - Show starts at 10am

Popular Vote Awards: 1:30pm - Order T-shirts in advance

Free entry and parking for spectators

Registration: www.MGOCSF.org

Register on-line at the club website, www.MGOCSF.org or see pages 17 & 18.



Geoffrey Locquenutte & Nelson: MGs By The Bay

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Greeting Card



Geoffrey Locquenutte & Nelson: En Route 60s 2013



President's Ponderings

Flipping Bangers

What is a Banger? In the UK a British Banger is a plump pork sausage that is fried in a frying pan and flipped over until golden brown. Delicious! It's also the term given to an old car that is at the end of its life and its next journey will be to the scrap yard. Why do I mention this? There's a new show on TV called "Flipping Bangers" and it's based in the UK and features 2 likeable characters who have given up their day jobs to start their own business flipping bangers. They buy an old car for less than £1000 and try and double their money in one week. They set a limit of one week to work on the car doing all the work themselves and then try and sell it. Obviously these are very needy cars but they do good work and have lots of fun. It's worth watching and very informative on what can be done on a strict budget.

GOF West 2020+1

Several of us will be driving up to Mt. Hood, Welches OR of the Gathering of the Faithful from July 26-30 at the Mt. Hood Oregon Resort in Welches. These events started life as open to T cars only which is why it was called "Gathering Of the Faithful" because only diehards would even consider driving a car with a wooden skeleton clad in steel panels pinned to the wood frame, hundreds of miles. Yes, these cars are basic at best; I know we own a TF but that's civilized compared to George's J2 and Eric's PB. BTW I drove George's 1932 J2 around a parking lot at a previous MG event in Oregon several years ago and that was terrifying!! And he drives it on the road!

Marla and I will be driving our 1967 MGB "top down all the way" (only kidding, dear), and taking 2 days to get there. We'll stop in Crescent City the first night and then head to Grants Pass and up to Mt. Hood the second day.

In the Garage – Rear View Camera

Marla has a 2018 Mazda Miata with the retractable hard top. It's a great car and should have been the future of MGs if not for the poor management at British Leyland in the 70s. It doesn't have a back up camera which makes reversing a little hit and miss! (Another story)! I found one online which is "Plug and Play" which is almost true but you have to thread an electrical cable from the rear bumper to the touch screen on the dash. Well, first of all you have to drill a 1/2" hole in the rear bumper for the camera and then remove all the trim panels in the trunk, the rear bulkhead the passenger side of the car and then remove the dash and

finally remove the touch screen. Whoo! And then you have to thread the cable and reassemble everything. The guy on the YouTube video did it in 40 minutes; it took me 5 hours of sweat with scratched hands and knuckles. However I must say that it works great and is seamless. The camera comes on when you select reverse and turns off when deselected. Not really MG related but you could fit a back up camera into an MG which would be far easier than this one.

Take care, and remember **MGs by the Bay** is just 7 weeks away, sign up now,

Andy



This has got to be one of the best. In Wales, UK, there is a legal requirement for road signs to be in both English and Welsh. So, in this case, the official of the Highways department emailed the English wording to the translator and, after receiving a reply, proceeded to have the sign made and installed. Unfortunately, a few weeks later, Welsh-speaking drivers began to call up to point out that the Welsh reads..... "I am currently out of the office. Please submit any work to the translation team."

SUN AT 15:40



Flipping Bangers



Report from the MG International Atlantic City 2021 MGs by the Sea Show in New Jersey

By MGOC member Mark McGothigan, 18 June 2021

The almost 90-year history of MG models was on display on June 27 at the MG International – Atlantic City 2021 MGs by the Sea Show. Just about all classes of MGs sparkled at the full Atlantic County 4H fairgrounds in Little Egg Harbor, New Jersey. We had a perfect June morning to examine all the MGs, starting from early 1930s pre-war classes to modified V8 fire-breathers. Each car and owner had a story to tell. This exhibit was originally intended to be international, but travel from Canada has been restricted. Many cars had travelled from the midwest, southeast, and of course New England for this national show. Spotted only one California tag on-site. Very nice turnout, weather, and location.



The earliest models shown were several 1933 and 1934 MG PAs, including a hardtop coupe. Built only eight years into the MG's decades long run, they had visible bicycle- style mechanical components that had a hand crafted minimalist look, when compared to more recent eras of automobiles. Gas tanks were bolted onto the rear with exposed gas lines and hardware and shifters that looked like the boxes of machinery that they were, without cowlings and bezels hiding their utility.

But back during the Depression era, when horses and carriages were still everyday sightings on city streets, they were likely seen as advanced as Teslas are considered today. A red MG PA coupe (MG 3084) and a ragtop (AGO 762) were immaculate in every detail and option. A fine black 1934 MG PA (219) was also ready for its close up. A classic green PA roadster sported its 1935 inspection medallion, long overdue. A Texas-sized magnificent beige 1937 MG VA Saloon named "Gracie", that was similar to Cecil Kimber's company car, was the one I'd drive home in. A convenient built-in boot toolbox was included, in case it had trouble on the way.

Outstanding road and track TA Midgets were also displayed, many restored in every detail.



The most poignant car of the prewar class was an MG TB manufactured on May 2nd 1939, registered July 5th. This is one of the last cars produced before WWII. Number 23 is one of 15 in North America with 115 total left of 376 manufactured prior to switching to war production on Sept 1 1939. This one seemed a reminder of the upheaval of war and all the sporty cars that could have been, filling an empty field.

Somehow they muddled through, and the Morris Motors MG Factory was untouched, so postwar production swiftly resumed with existing parts. On to the row of TC Midgets. We saw YTs (1948) and all sorts of rare models that I still have trouble sorting out. But it's easy to see why they were so popular with returning servicemen and sports car enthusiasts. Every car had outstanding details like flip out turn signals (trafficators). I have a soft spot for the retro style of



TDs and TFs along with many others. They have great lines and are cool looking. Car conditions ranged from unrestored in-progress projects to meticulously restored gems. The detailed lot was contrasted by one project TF car about to be restored by Mr. Walker Eaton after inheriting a shell from his father and grandfather. Not to be missed was a stately row of four MG Magnettes completing the postwar section.

MGA coupes and

roadsters were out in force that combined a classic look with many newer features that make an MGA a solid ride even today. Competition and minty stock models were side by side. Some MGs had little trailers attached for the long rides. A black MGA with a red interior reminded me of the first MG that got my attention in Philadelphia. Enroute from Wisconsin, this 1960 MGA blew a fuel pump merely 90 miles away, requiring a roadside replacement. The memories...



With something for everybody, the MGBs were the largest collections of fine specimens we'd ever encountered. From the first early 60's runs to the 80 Jubilee editions, just about every MGB flavour was present and accounted for. One fully documented story exemplifies the MG lifecycle. One MGB owner displayed his father's MGB roadster that was imported to the US after it was owned by a Scottish military officer, and passed it down to him. He showed us the original radio with 8-track and British band numbering that only played one local station. Mk 1s, 2s, 3s and 4s were plentiful. Even a few very attractive later post-MGBs such as an imported RV8 from Japan were shown. Heavy weight MGCs and meticulous V8 mods, including "Elvis" Costello appealed to the power hungry. A rare 1973 MGB Black Tulip was displayed. MGB Midgets, roadsters and GTs as far as the eye could see.



On a personal note, my younger brother and sister-in-law attended the MGs by the Sea Show with me. We all very much enjoyed looking at cars well into the afternoon. We followed up with a waterfront seafood dinner and then a swell evening at a beachfront lounge with a band in Brigantine. My 1975 MGB tourer remained in its CA carport this time, but would have been in good company in the rubber bumper category. My Bracken B had resided in my brother's garage in South Jersey for 15 years in the 80s and 90s, and the family car may return east next summer for a visit, after their garage renovation is complete. This jolly-good show was a highlight of my holiday in New Jersey.

The MG marque is running strong in 2021 as people are appreciating the car styles. If you missed this east coast show, you can see a wide variety of MGs at the August west coast MGOC MGs by the Bay Show in Greenbrae, CA.





The Long Wait is Over!

By William T. 'Tom' Doyle

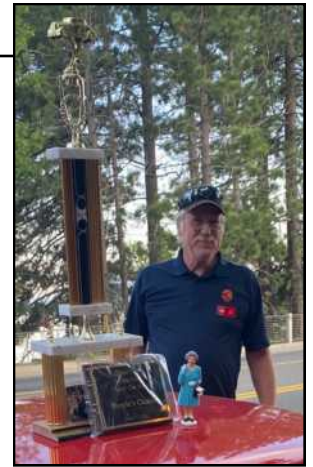
I was paging through a local car ad magazine last month and noticed that there were a couple of car shows being held in my area in the month of June 2021. The first was the Sierra Cascade Cruisers show held in Quincy California on the 5th of June and the second was the Summer Solstice Car Show held in Tahoe City, CA on the 17th of June. Not having attended a car show in over two years I signed up for both even though I knew my chances of being competitive weren't very good because both these shows tend to have lots muscle and funny cars. And my 1969 MGC/GT just doesn't compete well against these gas guzzling strange looking behemoths.

I got up early on the 5th of June and headed north to Quincy, CA which is about a 90-minute drive north of our house at Lake Tahoe, CA. The weather was fantastic and the drive north was very scenic as I traveled through pine forests and mountain passes along CA 89. I arrived at the Plumas County Fairgrounds in Quincy at around 8:20am and the parking area was nearly full. I was instructed to park next to a very nice right-hand drive early sixties Mini Cooper that had survived the Paradise fire in 2019.

There were over 300 cars on display, mostly muscle and funny cars. I counted a couple of British marques and a few other European marques. To help those unfamiliar with MGC, I displayed on an easel an article I had framed on the history of MGCs in front of my car. I also proudly displayed my British Heritage Certificate on my windscreen.

The awards were given to the cars with most popular votes by participants and you could vote for 10 of your favorite cars. While waiting for the votes to be cast I noticed very few attendees were even interested in my car, and there seemed more interest in the Mini Cooper rather than my MGC/GT. Voting closed at 1pm and at that time I decided to pack things up and head back home knowing my chances of getting recognized wasn't going to happen. I wasn't too disappointed though, as I was just happy to be at a car show after 15 months being cooped up with COVID and it was a beautiful day to be out driving my MG.

Between 5 June and 17 June, I prepped my car for the show in Tahoe City. It was another beautiful day along the shores of Lake Tahoe and I headed the 6 miles east of our house to attend the show in the afternoon of the 17th. The 2021 Summer Solstice Cars Show in Tahoe City is sponsored by the Kiwanis and the Tahoe City Chamber of Commerce and was to start at 6pm and go to 8pm on the 18th. I arrived early so I could secure a nice shady parking spot along CA 28 in downtown Tahoe City. I parked the car then setup the framed description of the MGC; opened the hood and rear hatch. I then setup my camp chair on the sidewalk and started to relax.



Photos by the author



In this show I noticed only two other British marques - a red 1947 MG TC, an early sixty white Austin Sprite. I did see a few other European cars but the majority of the other 50 or so entries cars were muscle cars. Just before 6pm, I decided to display a model of the Queen waving at you on top of my MG and played Beatles music out my car stereo.

It seemed folks liked the vibe I was putting together and my MGC got a lot of interest but again my expectations were very low due to my recent experience in Quincy earlier in the month. In the meantime, I decided to get something to eat at a nearby restaurant close enough to where I could keep a watchful eye my car. After dinner, I voted for a few cars as the categories were fairly simple: Favorite Muscle Car, Favorite Classic, and People's Choice Award. I placed my ballot in the ballot box and headed back to my car and waited for the show to end when one of the car show organizers came up to me not to leave. So, at about 7:50pm and I repacked my car. I reported to the registration desk at 8pm



and they began announcing awards – favorite muscle car, then favorite classic car and my name was called as the People Choice Award. I was given a nice plaque and a huge trophy pictured below.

Having not attended a car show in a couple of years it was a pleasant surprise to win award. Although I truly felt like a fish out of water with all the muscle cars, I was just thankful to show my MGC/GT once again.

William T. Doyle, "Tom" is the proud owner of the 1969 MGC/GT pictured above. He enjoys working on his British sportscar, attending car shows and club events. He lives on the shores of Lake Tahoe. He belongs to the Reno British Car Club, the American MGC Register, MG Owners Club of Northern California, Sorry Safari Touring Society, & North American MGB Register.



MGA Update: It Runs, It Drives!

We bought the MGA recently from a relative and are very excited to get it started! Unfortunately it got a bit smooshed in transit and now we seem to have a project on our hands. It's a great project but we have three young kids and two jobs and need some help.

It also hasn't been driven in about 10 years so we need someone to make the engine ready to go. Once we find a bag of money lying around, we will fix the rest of it. My husband and I can't wait to take the car out for a whirl once it's back in action!

Update: My husband Ryan and a neighbor have started puttering on the MGA, got the wheels to turn, emptied the gas and oil, and some other stuff(?). I know they have some questions! Still hope we can set up the tech session!

And further: We got it running today! So exciting. And a bit smokey. Still more work to be done.

New Member Cameron
Alameda



Tech Session at Cameron and Ryan's in Alameda on August 14. See page 3.



Keep Planning for 2021



What is this Magnette doing?
Not 'Jet Set' - 'Prop Set'?"

SUMMER

Sat., July 17, Don Cowgill Celebration,
MGOC welcome

**July 26-30, GOF West, Mt Hood Resort,
Oregon, MGOC & SSTS Caravan, All
welcome. It's on!**

Wed., Aug. 11, Little Car Show, Pacific Grove

Sat., Aug. 14, Concours d'Lemons, Seaside



**Registration for the UBSCC Dixon
All British Car Show, September
19th 2021, is now open! Due to
potential fairground restrictions
you must PRE-REGISTER. There
will be NO DAY OF SHOW
REGISTRATIONS.**

[http://www.ubsc.org/
CarShow.htm](http://www.ubsc.org/CarShow.htm)

SUMMER-FALL

Sat., Aug. 14, MGOC Tech Session, Alameda, Mike/Dan/
Andy (See page 3)

Sat., Aug. 21, MGs by the Bay, Greenbrae

TBD: MGOC Club Picnic

Sept 4-5, MG Display, Highland Games, Pleasanton, SSTS

Sunday, Sept. 19, Dixon All British Show & Swap Meet

Oct 15-16, Sierra Tour, Chico, SSTS

A comparison of the
pre-war Midget (and
Magna) vs. the
postwar TD Midget.

This is a 1932 6-
cylinder F type but
the same width as
the M, C, D, J, L and
P types. Photo from
Norway in 1974.

Hardy folk those MG
people! Screens
down of course.

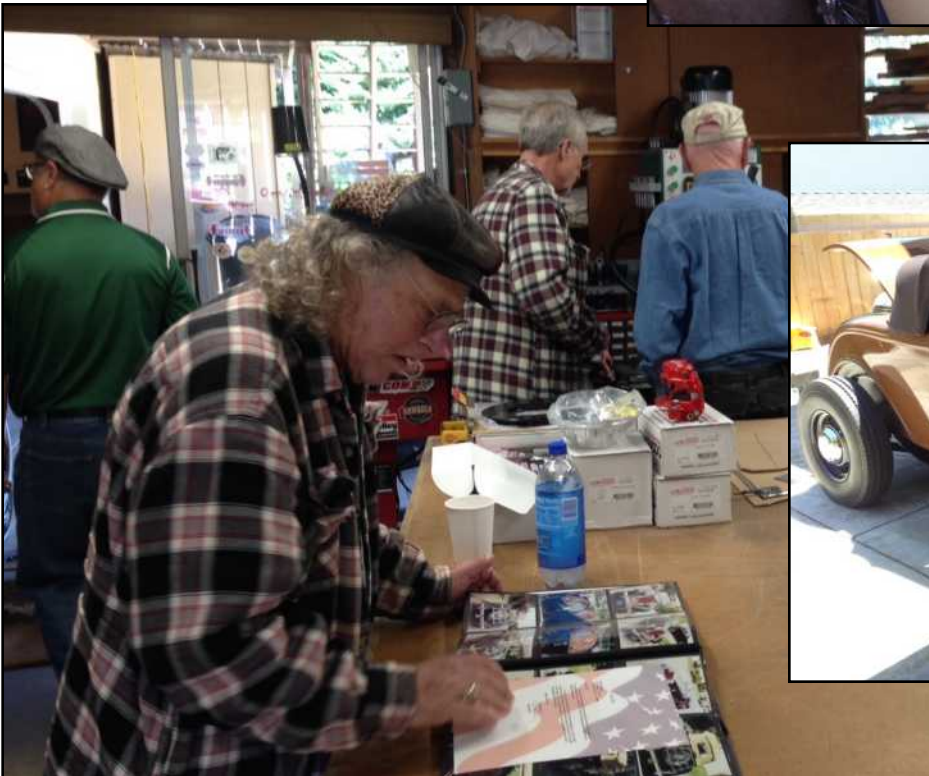


Garage Tour

Several of us enjoyed a visit to the garage and shop of Rod Schweiger. Rod was a shop teacher in San Francisco and has restored and repaired many MGs. His current project is "Rod's Rod," a 1932 Ford hotrod. Rod and Sue plan to drive the TD or yellow GT to the GOF. Join us!

Dan Shockey

That's Eric Baker's early MGB at left, white with a red hood, and Eric the man himself below.





Outline

MGs by the Bay
Sat. Aug 21, 2021
Updated 6/01/21

Location Bon Air Shopping Ctr, Greenbrae, Ca 94904

Contact Audrey Shapiro, Manager, 415 461 0200 Ext 213, ashpiro@bonair.com
Andy met with Audrey on May 20 and went through the details of the show. Audrey was very accommodating and agreed to all our changes to set up and break down times.

Contract Audrey has sent contract for Andy to sign that includes all the revisions.

Insurance Mike to obtain from NAMGAR \$1M and \$2M

Date Saturday Aug 21, 2021
Time Set up 7:30am, Gates open 8:30am, Awards 1:30pm (change from 2019)

Flyer Dan and Kirk have designed the poster/flyer and Version 2 is with Audrey for review and comments. The management wants their logo prominent.

Design Poster using Kirk's MG Magnette from 2019 looks great.

Registration Mike

Entry Form Mike has completed the registration form and it is now online on website.

Cost \$25 pre-registration, \$30 at gate, \$10 each additional car

Publicity

Mike has completed the flyer and registration form and will email it to all non MGOC members who attended from 2017 to 2019.

Contact local car clubs. Mike?

Metropolitan Car Club. Do we invite again, Marja checking with them? Met deleted from poster.

Field Layout Same as 2019. See sketch of layout Andy. I went over the layout with Audrey and she will have her security people cordon it off the night before.

Number of cars attending last time was ~50, assume same.

P.A. System George to bring. Bon Air providing electrical outlet.

Tables Bon Air providing 4 tables, 6 chairs and 1 tent under Oak tree.

Awards Andy

Type Glass similar to 2019, but one size smaller; 6.25" and 2 x 4.5". Have not ordered yet.

Classes See attached list for Classes and Awards.

Dash Plaques None

Tee Shirts Do we want to do Tee shirts? Yes

Design White and image of Kirk's Magnette

Cost \$15 ea. Must be pre-ordered. Will order some for sale at show.

Website Steve has added the event to website and created an online registration form. Registration form is working well and even has a link for an additional car. Thanks Steve.

Announcing the 27th Annual

MGs by the Bay

Saturday August 21 at

Bon Air Greenbrae

From US 101 exit at Sir Francis Drake Blvd. heading west. Bon Air Greenbrae is ½ mile on the left, opposite La Cuesta Drive, near the Wells Fargo Bank. 401 Sir Francis Drake Blvd, 94904



All MGs are welcome, from daily drivers to complete restorations.

Advance registration is \$25 or \$30 on the day of the show. Additional cars registered to the same owner are \$10 each. Event T-shirts are \$15 and must be pre-ordered. The deadline for advanced registration and pre-ordering T-shirts is August 1.

Entry starts at 8:30AM and the show starts at 10, rain or shine, and awards are presented at 1:30PM. Popular vote judging, with awards for People's Choice, Best Daily Driver, Most Customized, and individual classes will be presented. The class awards are determined by the number of cars registered.

Return the form below with the entry fee, or fill it out and pay online at www.MGOCSF.org. One form is required for each car.

Mail before August 1, 2021 to:

MGs by the Bay
320 B Monterey Blvd.
San Francisco, CA 94131-3141

Make checks payable to **MGOC** or use PayPal on our website

For information call
415-333-9699
or visit www.MGOCSF.org

Show Use Only		
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Please print:

Name: _____

MG model: _____

Address: _____

MG body style: ☐ Roadster ☐ Coupe

City: _____

☐ Saloon ☐ Racer

State: _____ Zip code: _____

Year: _____ ☐ Other: _____

Email address: _____

Car color: _____

Daytime phone: () _____

T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL

T-shirts are \$15 each. There will only be a limited number of shirts available at the show.

Short description of your car: _____

Has this car ever won First in Class at *MGs by the Bay*? ☐ Yes

Release: Neither I nor my heirs will hold the MG Owners Club or Bon Air Center liable for any loss, damage, or injury done to me, my party, or my vehicle, while engaged in this event or traveling to and from this event.

Signature: _____ Date: _____

Signature: _____ Date: _____

Member Notes

HELP! from John Hunt: Hi, everyone. Here's the puzzle of the day. My key is stuck in my ignition on the steering wheel. I've sprayed in WD40 and it still won't come out. Is this a locksmith issue or something you would take to the shop? Are there any other small, simple things I can try to fix it on my own? Thanks.

Reply from Andy: John this is a common problem if the steering wheel is applying any side force to the ignition switch. You need to turn the wheel either left or right to remove any pressure exerted to the steering lock on the ignition switch. Just turn it a little to remove the pressure, push in the pin and the key should come out.

Free! From Brian Leery: I really enjoyed the Skyline Tour. Thanks for your work to set it up.

I have a lot of import car mags, almost a complete Hemmings Sports and Exotic set (missing 6 issues) and many British mags from the early aughts that I want to give away for free pickup. We will be moving to Spain next year and I just do not want to toss them. So, the mags are free to pick up in Pinole. Text or call Brian at 415-350-3365. I want someone to enjoy them as I have.

We plan to move to Almunecar along the Med coast. Cannot take my MG. The taxes and certification process is prohibitive. The car will have to go as well. Of course, I will put that off until the last minute. Been looking at Fiat 850's. They are still pretty cheap in the EU. New life, new car. Thanks. ('76 custom roadster)

From Cameron in Alameda: Our MGA is in our garage. Lots of street parking nearby - we live on a residential street. We would love a tech session. Be aware that our MGA is still on the to do list! It's a pretty long list but the MGA is on it! I remember donuts and coffee were our obligation. We can do that in spades. Let us know when is a good time.

We are all vaccinated. Our children (ages 11, 9, 6) are not, so we can keep them in masks in a small pen to the side (just kidding - but we'll have them keep their distance).

Show Notes from Andy: Hi everyone I'm going to start to order the glass octagon awards and I'm going to make them all the same size at 6.25". I feel that the large size at 8.5" are too big and heavy to handle and the small size at 4.25" are too small. In a lot of previous shows many of the wooden plaque awards were the same size for 1st, 2nd and 3rd so it's not unusual. I'm also going to add an additional generic 2nd place and two Honorable Mention awards as well and a President's Award.

From Cindy: Thanks for your concern. Terry (Sanders) had a heart attack. He had a stent put in and is trying to overcome bacterial pneumonia. He got home but is still very weak. It was touch and go for a few days. Very scary.

Advice from Andy (to Dan): You'll probably be able to cut and modify your existing tunnel. I made a new top for the tunnel in the TF with the Volvo engine and trans. I just bent some sheet steel and tack welded it in place. Worked great, I'm sure you could do something similar with the A tunnel. I have sheet metal and a MIG welder you can borrow.

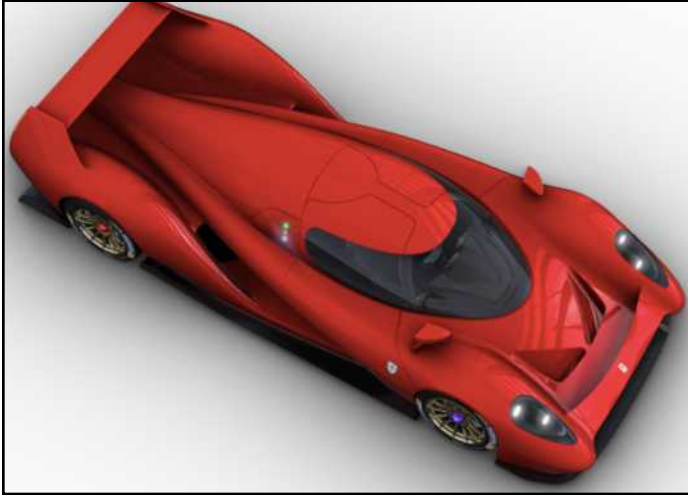
From Mark McGothigan: I attended the MG International - Atlantic City 2021 **MGs by the Sea** Show today in New Jersey. Very nice turnout, weather, and location. Pixes and write up soon.

Update from Mike Jacobsen: Last Monday I went up to Steve Lilves' place to help him get the motor out of his MGB. I think his garage is bigger than my apartment. The tools alone that he has are amazing. I'm a traveling mechanic's helper!

Then on Wednesday I went to Soquel to help my uncle with his Bugeye. New throttle pedal, new clutch & brake pedal pads, plastic cooling fan to replace the steel original, and a new light switch. We took it out for a drive. I'd forgotten what go-karts those are. Mine went back to my sister, so I hadn't been in one for years.

From Dan: The 89th 24 Hours of Le Mans (French: 89e 24 Heures du Mans) will take place on **21-22 August 2021** at the Circuit de la Sarthe, Le Mans, France. It will be the 89th running of the 24 Hour race organized by the Automobile Club de l'Ouest. Entered: two Corvettes and three Aston Martins in the sports car classes, and two American '007' cars competing for the overall win in the prototype class. (See next page.)

**It has been over 50 years since a car made in America has won First Overall at Le Mans.
We have been working for 50 years to change that.**

**SCG 007C:
GLICKENHAUS LE MANS LMP1 HYPERCAR**


Dead Pedal - Rest your left foot



It's nice to have a place to rest your left foot when you are cruising in your MGB LE. So a dead pedal is the answer.

Many modern cars have them built in, like Clara Pekala's new Jeep. But MG owners need to figure it out on their own.

Hence, turn to the Moss catalog, part number 190-745, fits all MGB's without a floor mounted dipswitch. This pedal is manufactured by Ceres Motorsports.

Andy Kurtz

Classified Ads

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

Import Car Mags: almost a complete Hemmings Sports and Exotic and British mags from the early aughts. Free to pick up in Pinole. Text or call member Brian at 415-350-3365. brianappraiser@gmail.com (Posted 7/21)

MGA Engine: Free! 1500cc. Runs well. Just pulled from my coupe. Can deliver. Dan Shockey. 309-696-0803, magnut_dan@hotmail.com (Posted 6/21)

1976 MGB: Blue with tan interior. 76k miles. Good condition. Paperwork for repairs. \$7,000/offer. Launey at 313-345-6435 or lapyke3@gmail.com (MI, Posted 6/21)

1978 MGB: Red with tan interior, Wires, \$8,000. Dee, deepark36@gmail.com (AZ, Posted 06/21)

TD Stuff: Pair bumpers, bumperette, good chrome, see pic above, T literature, Shelly Jack - best offer. Member Marty Rayman, 415-250-6299 (Posted 6/21)

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 MGOCSE.org

Breakfast Club Rally (BCR)

Seminary in Mill Valley to . .

At the gathering, we got to compare with three other red MGAs, one a 1600 MK II. In comparing the photos one can spot the difference between GM's Torch Red (ours) & MG's Cherry Red. That other MGA 1600 MK II was a bit over the top with a lot of varnished wood finish, including the floors. There were quite a few British cars here compared to the last BCR's that we had attended; another MGA, several MG B's, Triumph TR 2...

Oops. Stopped for a pee break & I stoopidly turned off the engine. When starting again, nothing. Dead battery. Luke, a good samaritan local rancher went back to get cables & we got a jump start to go home. My battery booster was out of power. I thought that it was charged & had just removed our cables from the boot. Lucky that Luke stopped by. CSAA or Hagerty would have taken over an hour to get to us. Missed out on all the cars in Pt. Reyes. Sta. Otherwise, the A drove & handled just beautifully.

The number of cars going through Mill Valley was so intense with weekend traffic on a gorgeous Saturday that we took our own route to Pt. Reyes Station. Ah well.

Cheers,

Marty Rayman



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

This lonely bear at a park somewhere seems to



from the Michigan Rowdies newsletter

What year was this photo taken? Old or new? The '58 Chevy looks like it wasn't very old. The wide whitewalls went out of style by the early 60s but the orange color wasn't popular until the 70s. I guess the photo from from about 1960. - Ed.

have been abandoned by the driver of this car. Can it be due to the policy of "no hitchhikers allowed", or perhaps the bear hasn't had his weekly bath lately?



Follow us to
the GOF at
Mt. Hood in
Oregon!

Steve, Vicky
& Harry (Not
a bear!)

Photo: Kirk
Prentiss

