



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!



St. Paddy's Tour photo: Barbara Tapp



April 2026



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. 2026 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.

MGOCSEF.ORG

Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at <http://www.mgocsf.org>

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The Alpine Run Tour

Saturday May 2nd

The tour will encompass the vistas and open space (and, perhaps the poppies and lupines) of the Russian Ridge Open Space Preserve and the San Mateo County backcountry and redwoods of the Alpine, La Honda and Pescadero creek watersheds

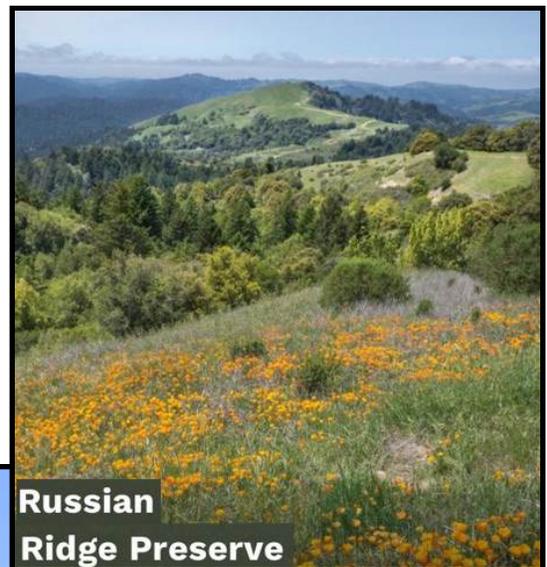
The tour will lunch at the Loma Mar Outpost in Loma Mar with tour return options via Highway 1 or Highway 280

Meet at: 9:30 AM, depart at 10 AM

Crystal Springs Village Shopping Center
De Anza Boulevard & Polhemus Road
San Mateo, CA 94402

Gas stations are adjacent to the meeting site
All MGOC & Sorry Safari members and friends are welcome.

RSVP to Doug at [hollander.douglas7@gmail](mailto:hollander.douglas7@gmail.com) by Wednesday, April 29th



Russian Ridge Preserve

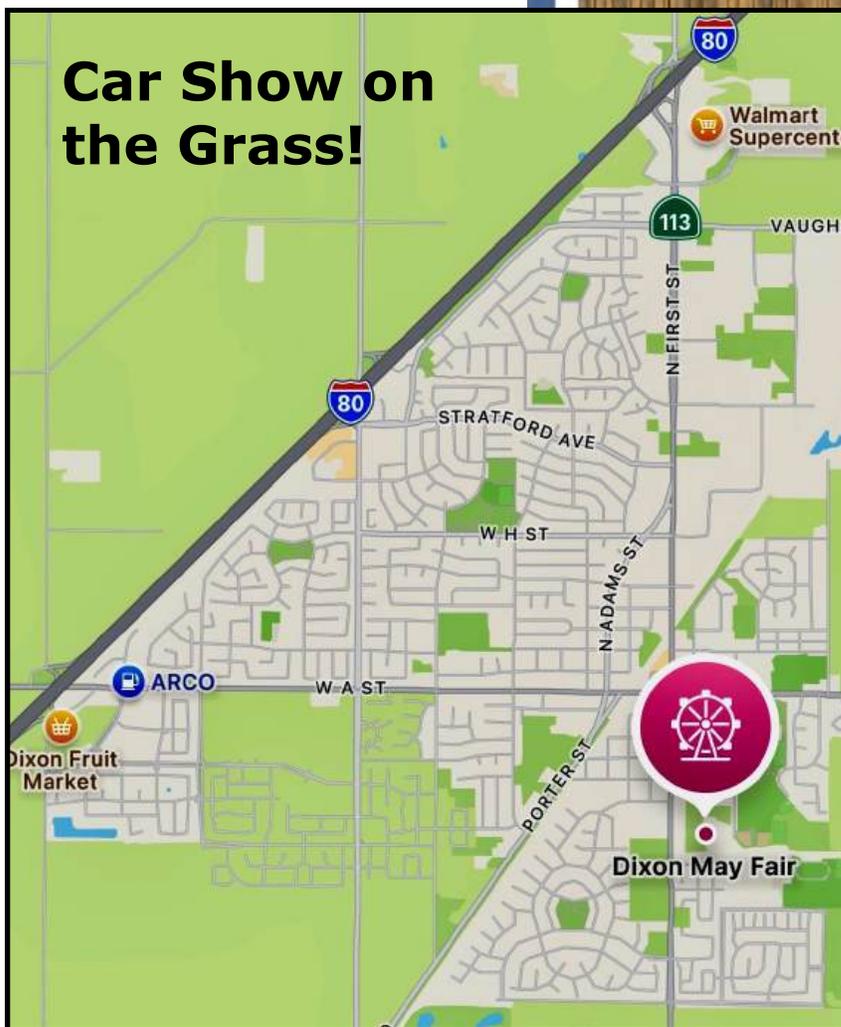
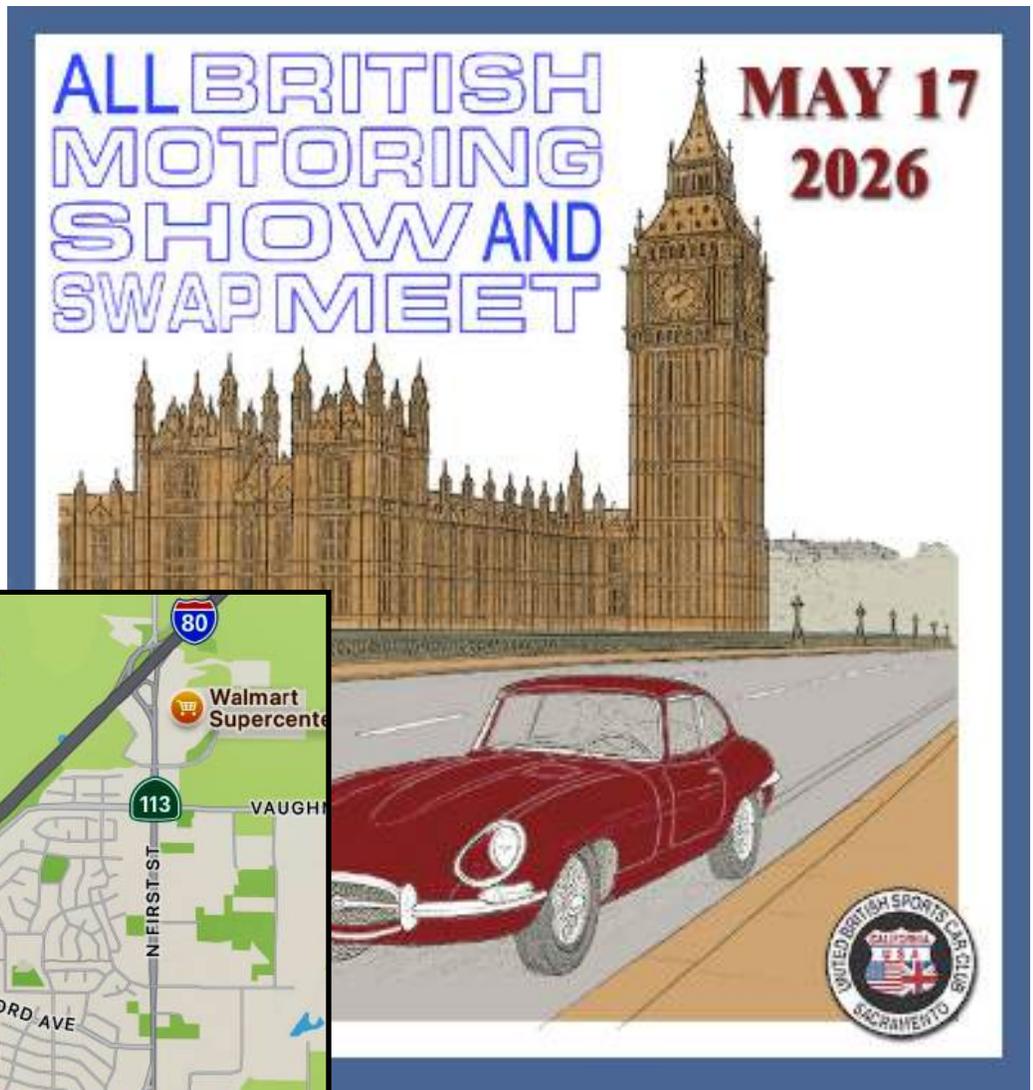


Wildflowers hoped for, not promised!



Photo: Marja van den Hende

Shockey pics



Register at: <https://near.tl/sm/VYpnEiDCyl>

You MUST register in advance to show your vehicle on the field. Remember, 3 cars of like make or model are needed to set a class.

From the Editor

Happy summer, MG Fans!

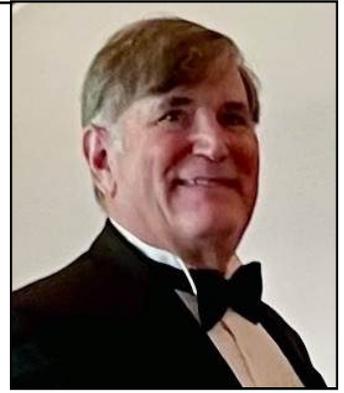
30 March 2026

We seem to have skipped spring with high temps these past couple weeks. Too hot most afternoons to work on the MGs.

How is your garage? I helped Jack Ford in Mountain View on his MGB. His garage faced north and was cold in the winter months. I have had mostly south facing garages that are much warmer in the winter. East facing is good then, too, to warm up in the mornings. West facing can be a heat problem in the summer. That is what I have now though I have a shaded shop patio outside.

I drove the 1935 MG to a festival show but it ran poorly and smoked too-much on the way home. Compression checked out great in my recently rebuilt engine. I found that the distributor cap must have been knocked askew since the rotor had dug into the cap. Fingers crossed that was the (only) problem. I am using a Chinese-copy VW Bug distributor. They both rotate backwards!

A favorite expression when I was young and working on cars was, "It's old enough to smoke." I am old now – but Safety Fast Forever!



Dan

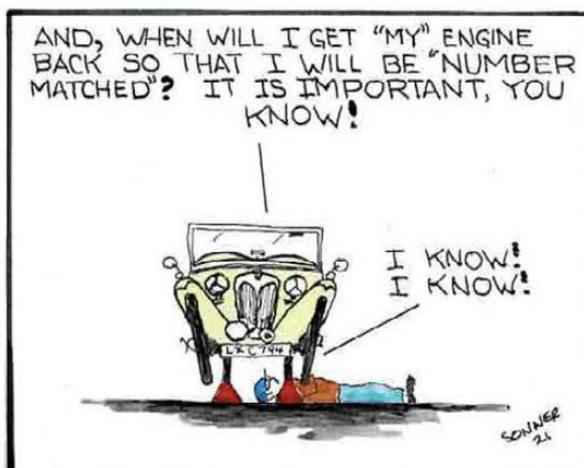
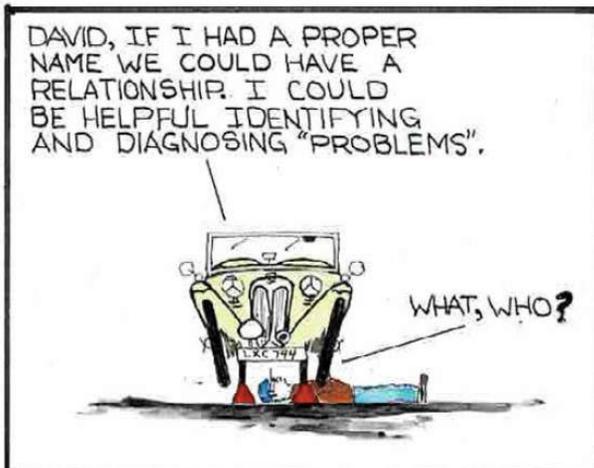


Mr. Toad at the festival at left

Original style window in my new hood at right. More like a porthole!



Shockey pics.



Cartoon by
Brian Sonner
of Placerville

April Comments

As I write this, March is rapidly running its course with unseasonal hot weather. I have several subjects to cover this month. The first regards last month's "To Tune or not to Tune." At the time I mentioned the timing hadn't changed (and probably shouldn't change) after replacing, rotor, cap, spark plugs and plug wires. But does 10 degrees BTDC at 850 RPMs mean my car is fine tuned? That is the real question. Some time ago I purchased an expensive timing light that should tell me if the car is at the required 32 degrees BTDC at the 3,000 RPMs recommended for all MGs. Having no success in the past, I took the time to re-read the manual and the diagrams and sure enough it's right there on the button. You can test that setting, but you can't time by it.

The second item regards the May 2nd Alpine Run Tour. Generally, I map the course first and I have progressed from using Thomas Brothers map books to Google Maps. Having the route down, I then drive it to make sure there are no surprises. I also re-drive just before the scheduled tour. Last week I drove the Alpine Run and there was only one surprise. I stopped at our luncheon site and met a lovely young lady attendant who, upon my mentioning that May 2nd I would be by with a "bunch of MGs, asked if she could see my MG. While inspecting it, she mentioned she and her husband have a '71 MGB/GT. I told her to bring it on the 2nd. If she does, we should make her an honorary member.

Also speaking of "lovely young ladies," the hot weather gave me a chance to give my

nine-year-old granddaughter, Athena, her first ride in the MG top down and all. She was absolutely thrilled. My son, the fireman and first responder, has concerns due to the lack of air bags, but her mother said it was OK. When we got to our destination, her mother told her not to get used to it.



We have the Clovis Round up at the end of this week and I hope to see some members there. It's a small event but done well and the street fair is a lot of fun.

Finally, I received an email this week from Hilario Garcia regarding meals, regalia and the initial schedule of the GOF. I had to tell him I wasn't coming. This is the kind of event with several nights on the road and people to meet that I enjoy. I signed up for this last September and was number 6. I was really looking forward to it and have promoted it. I may have, in an earlier column, told you that my brother, a member of San Diego's Miata Club, won a considerable amount of Euros against a Miata tour from Rome across Spain to Porto at their holiday gathering. He asked me to join him and, unfortunately, it only allowed one day to return from the GOF to fly from SFO. Weighing things, a simple breakdown or road problem would jeopardize it. I am disappointed to miss it and after all the work the host group went through, I hope somebody from our two MG groups will attend.

Doug



Cartoon by
Brian Sonner
of Placerville



BON AIR

GREENBRAE

- and -



The MG Owners Club
of Northern California

host

BRITS BY THE BAY

A Show for Classic British Automobiles

BON AIR | Greenbrae | Marin County

June 6th, 2026

10:30am-2pm

Welcoming British Automobiles
Manufactured 1980 and Earlier*

Registration (\$40) through May 1st, 2026

details & registration at:
bonair.com/brits



* see bonair.com/brits for details

St. Paddy's Day Tour

By Tour Leader Andy Preston

Thank you to everyone who showed up for our St. Paddy's Day Tour, many of who came from all over the Bay Area that made this another wonderful and enjoyable day. Marla greeted and checked everyone in as they arrived and handed them a St. Paddy's Day Goodie Bag that she had put together with eats and treats and SPD necklaces that were well received. Many thanks to Marla for doing this.

Once again the weather was beautiful, clear and sunny and unusually warm for this time of year. For once we held the drive on a Sunday, which I think really helped everyone getting to the meeting location without dealing with commuter traffic. The only drawback is more cyclists but it wasn't as bad as some weekends.

We had a large turn out and joining us for the drive we had 31 members: Barbara Tapp driving George & Marcia, Bill & Jean Thomson, Jeanne Haslam & Char, Bob Bundy, Mike & Elaine, Kirk & Amy, Ray & Kristy, Don Herrick & Jeanie, Rod & Sue Schweiger, John & Sharon Hunt, Leif & Sherri Ortegren (new members), Doug & Connie Hollander, Andy & Sharon Hunt, Ron Simi, Dennis & Sheryl, and Marla & Andy & John Preston. We a total count of 10 MGs, 2 Jags and 5 moderns. It was nice to see some new members and I hope you enjoyed the drive.

On the first leg of the drive, we drove along Lucas Valley Rd and then through San Geronimo, Las Galinas, and Samuel P. Taylor State Park with its towering redwoods. We passed through wonderful emerald green countryside and gorgeous redwood groves and past Nicasio reservoir, which was overflowing.

Our first stop was at the Marin Cheese Factory, which was somewhat quieter than normal, which was good for us. Many took the opportunity to buy some cheeses, and ice cream. It was a hot day.

Following our short break we were off to the Chileno Valley, which is probably one of the best roads in Sonoma County for our little cars, especially when started at the south end as we did on this drive. We've driven this road many times but have never seen the hills so green. It was very Irish. As we climbed to the top of Wilson Hill, we were treated to one of the best views of Marin and Sonoma Counties, a view that that goes on for miles.

Lunch was at Café Bellini in Petaluma who had everything set up for the 29 of us having lunch. We were seated in a private room and with complimentary lemonade and ice tea, which was very welcome after our drive. The food was served very quickly and everyone was served at the same time. Everything was delicious and our server couldn't have been more helpful. I think we'll be using this restaurant again in the future.

We had one unfortunate breakdown and that was Ray Davis with a split clutch hose on his MGB. It happened on the first part of the drive on Lucas Valley Road so Ray and Kristy were able to get a ride with Kirk and Amy so were able to join us at the Cheese Factory and complete the whole drive. Ray said he found a great use for my directions as a funnel to add hydraulic fluid to the clutch master cylinder but it all drained out of the split hose. After the drive Ray called a flat bed and made it home. Thanks to Ray and Kristy for joining us and I'm sure Ray will have his MGB back on the road by the time you're reading this.



Andy Preston



Barbara Tapp

Andy Preston

Driver's Meeting by the Great Leprechaun!



Marty Rayman



Presidential MGB - Andy Preston photo
Coffee & Kicking Tires...
Early Morning Gather - John Hunt photo

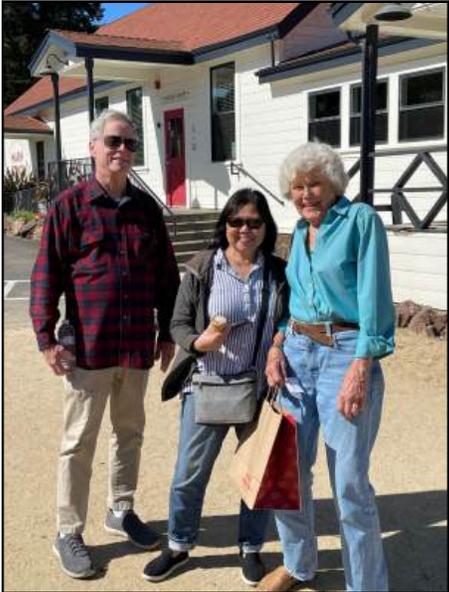




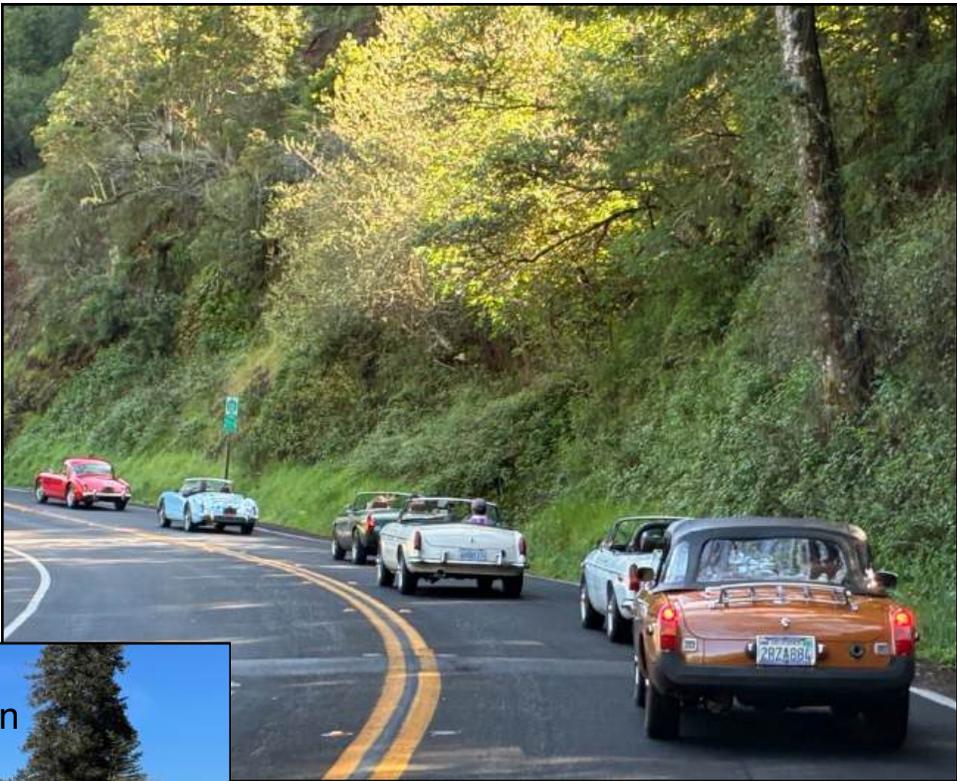
On the Road!

Photos by Barbara Tapp while driving!





Andy Preston



Andy Preston



John Hunt



Barbara Tapp

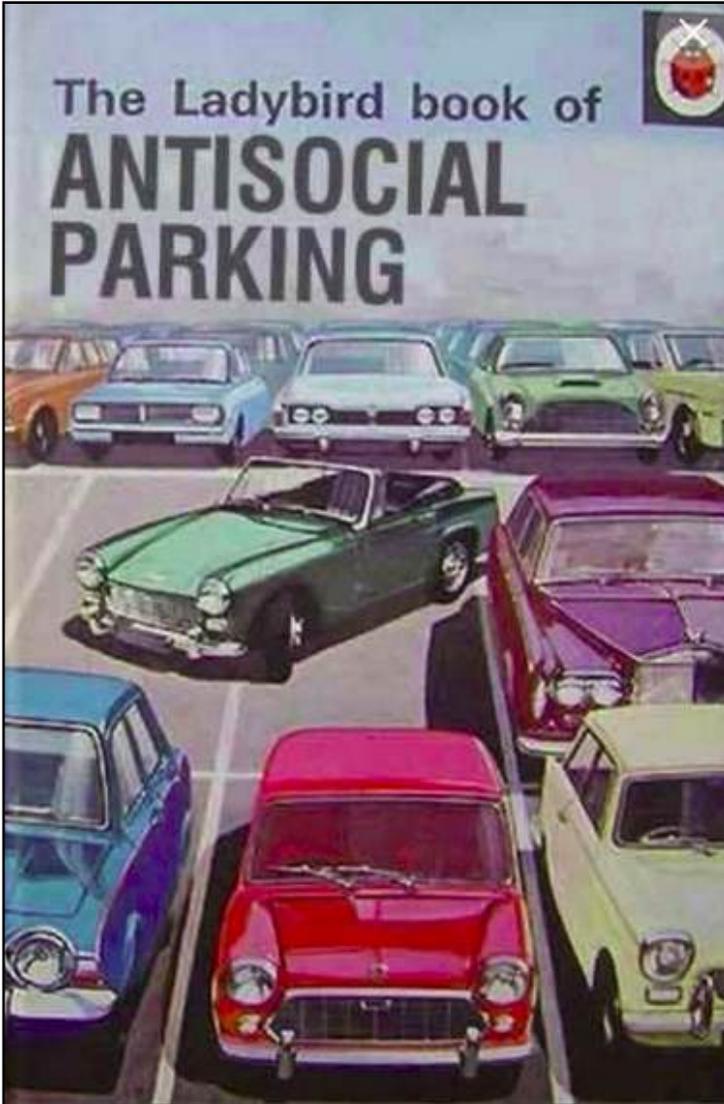
St. Paddy's Lunch

Good times - good service - good food!
Photos by Andy Preston



St. Patrick's Day





Book at left by Ladybird Books Ltd. This and split BGT photo sent by member Scott Eldridge. The museum also has MG's Old Number One!

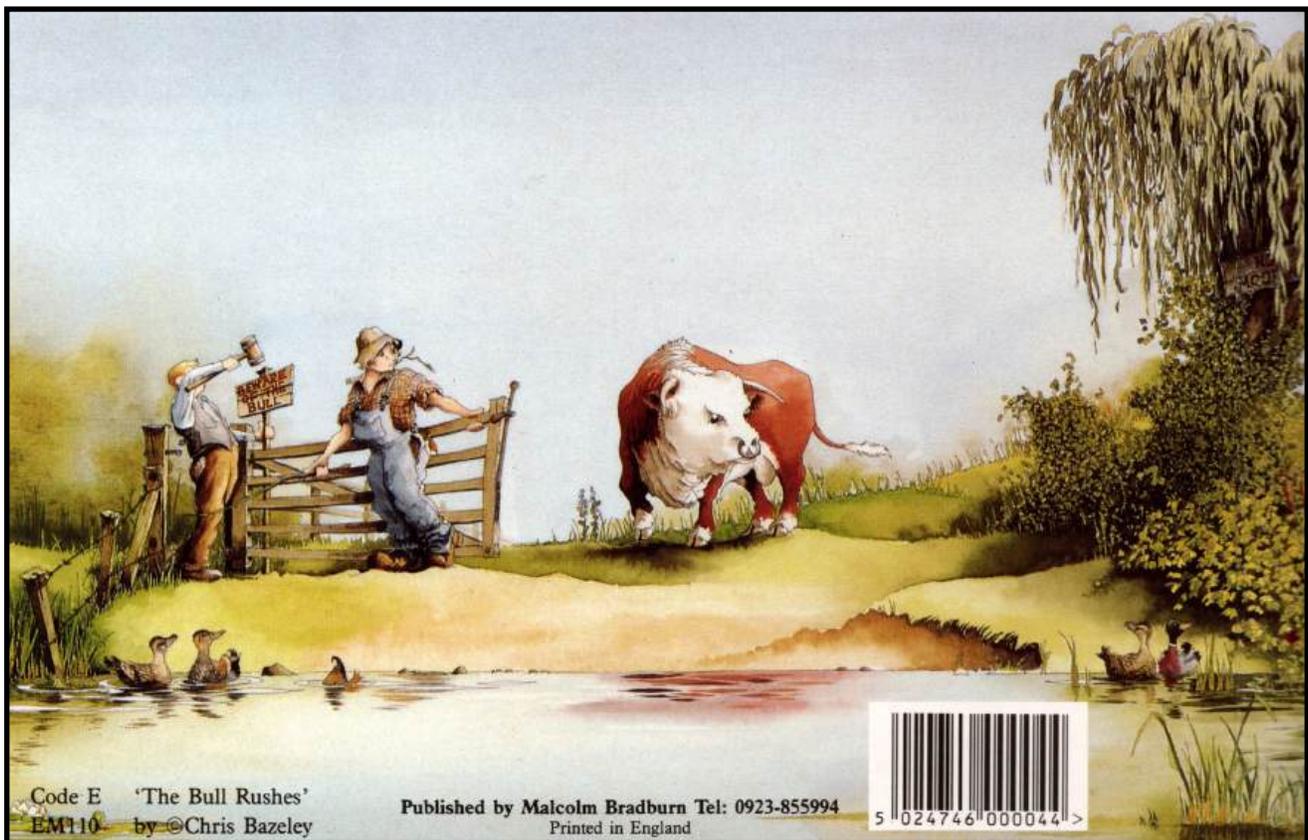


HISTORIC AWARDS
2025
WINNER
Museums & Collections





"The Bull Rushes" – A neat play on words. The scene looks idyllic until you open the card and see the left side, "the Rest of the Story." **Look out!** (See credits below)



Code E 'The Bull Rushes'
EM110 by ©Chris Bazeley

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Keep Planning for 2026!

WINTER



Apr. 17-19: Vintage Races, Sears Point, CSRG, p. 21

Sat., May 2: San Mateo Tour, Doug Hollander

May 11-15: GOF West, Flagstaff, AZ

Sun., May 17: Dixon All-British Meet & Swap, p. 4

Sat., June 6: Brits by the Bay, Greenbrae, MGOC Sponsor, page 7

2026



Sat., June 20: Juneteenth Event, SSTS South Bay

Mon., Aug. 10: Monterey British Car Show

Wed., Aug. 12: Little Car Show, Pacific Grove, Car Week events

August 24-27: MG2026 All-Register Event, Ohio
Bunny photos from the internet

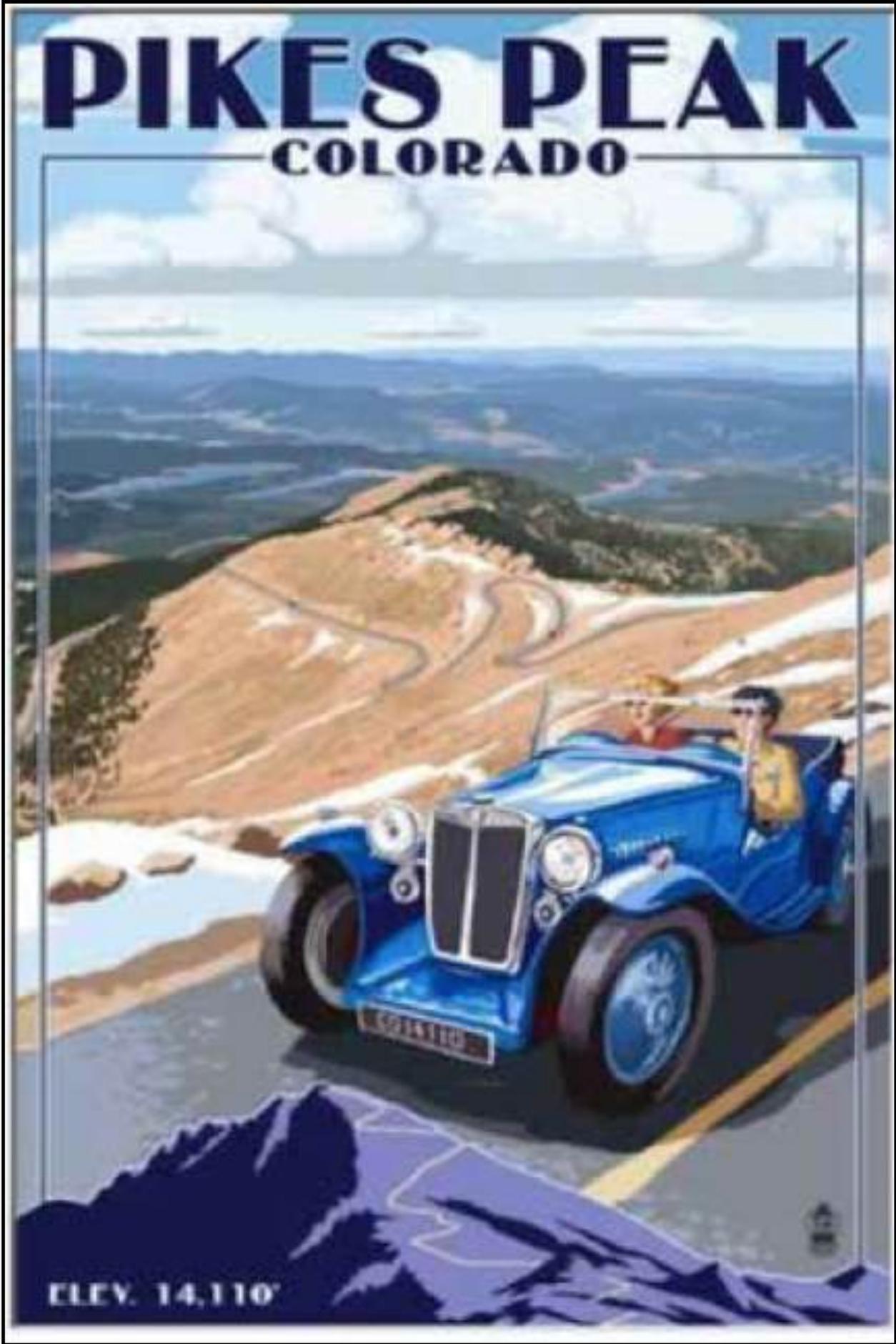


BRITISH SLANG LESSON

Any Road

– when you hear this, the person isn't asking you to pick a road! They are most likely substituting it for "anyway." They might ask "any road do you want an MG or a Triumph."

Borrowed from the TC Motoring Guild. A way is similar to a road?





D0494 of Mike and Pat Diodati courtesy Tom Goodyear

MGs have always been Chick Magnets but this is extreme.

War time flashes on the front fenders so war time.

In college I once carried my whole soccer team on my TR3. We were late for dinner.
- Dan



New Shoes for Your MGB

From Dan Shockey

It is nice to use wider and more available tires on your MGB but what size is best? This chart provides some useful information. Remember there are minor size variations between manufacturers.

15" wheels can be fitted as well, especially good for use with low profile tires. You can use 15" wire wheels or many aftermarket 15" "rims." The bolt pattern is common with some Japanese cars so wheel options are broad.

There are also knock-off (knock-on to the Brits) or bolt-on 'Mini-Lite' style wheels available in 14" and 15" sizes.

Modern 14" Tires

Original 5.60x14 Tire Diameter Approx. 24.0"

Size	Width	Diam.	Wheel Width
165/80R14	6.50"	24.39"	4.0"-5.5"
165/65R14	6.50"	22.44"	4.0"-5.5"
175/80R14	6.89"	25.02"	4.5"-6.0"
175/70R14	6.89"	23.65"	4.5"-6.0"
175/65R14	6.89"	22.96"	4.5"-6.0"
185/70R14	7.28"	24.20"	5.0"-6.5"
185/65R14	7.28"	23.47"	5.0"-6.5"
185/60R14	7.28"	22.74"	5.0"-6.5"
195/65R14	7.68"	23.98"	5.5"-7.0"
195/60R14	7.68"	23.21"	5.5"-7.0"
205/60R14	8.07"	23.69"	5.5"-7.5"

- Recommended fitments are in bold.
- Early MGB roadster steel wheels were 4.0".
- Wire wheels and early GT steel wheels were 4.5".
- Rostyle and Alloy wheels are 5.0"

Cycle Wings to a T

By Dan Shockey, MGOC, Northern California

After wrecking my P-type MG many years ago, Terry Sanders offered me a pair of original and very rusty cycle wings to replace the crunched front swept wings. Cycle wings? Swept wings? That is Brit Speak for 'motorcycle-style fenders' and 'full original-style fenders.' The cycle wings Terry sold me were from a J2 found in a junkyard in Mexico and had been re-drilled to fit the rear. I liked the rusted patina but painted them.

I pounded out the dents on the swept wings with two sledgehammers but much later decided to try the cycle wings. I thought they needed to be used only with cycle wings on the rear as well as the front. However Terry said, "Why not?" He used cycle wings on front of his famous TA with standard wings on the rear.

I have been pleased with them on Mr. Toad, my PA Midget. They change the look and seem more vintage and more racy. They also offer less weight and wind resistance than the big swept wings. Those are important factors with a car rated at only 35 old-wheezing horsepower. They also make it easier to load the MG in the bed of my pickup for long trips. They do not work as well at keeping water and dirt from the side of the MG – and from your exposed elbow – but they don't catch the side winds like the swept wings do.

A new club member really likes the look of the cycle front wings and is considering trying them on a T type MG. That got me thinking about them again and looked at recent magazines to see what others have done. Before I had only looked at prewar MGs. I was surprised to find many examples.

It is not a direct swap. You have an area below the bonnet side that needs to be covered without the swept wings. Plus the mounting of the top of the cycle wings must be worked out. That can affect the headlamp mounting as well. I initially used the standard swept wing mount but that left the wings very high above the tires. It looked like raised eyebrows. It was

what the factory did for the famous Cream Crackers team where it looked proper for a trails competitor. After one of the tubes broke (on a rally!), I cut them down and mounted the wings below the mounting tubes.

For the panel under the bonnet sides, I purchased a pair of (house) door kick panels the right width and cut them down. These were heavyweight and already had holes drilled in them. You could use sheet steel or aluminum.

There are two basic styles for the headlamp mounting. The J2 and earlier MGs had the headlamps in front of the grille while the P's and T's put the lamps beside the grille. There have been special mounts made over the years but I am not aware of any available currently. The lower mounts are available in aerodynamic (wing-shape) aluminum castings. Hollow mounts allow the wires for the side lamps to be hidden inside.

It is possible to mount the cycle wings to the wheel assembly so they turn with the wheels. This helps with splash control but I do not address that here. See the TD photo.



TA - like Terry's - with cycle wings in front, dual spares and basket make this T look more vintage

I may go back to the swept wings at some point. It is nice to be able to change the look after 25 years of ownership. (I changed the color 4 years ago.) I will need to somehow replace the mounting tubes I cut down. Those don't seem to be available either. But MGs appeal to us engineering types who like to design and make such fittings.

Have your MG your way!



Test fit of the patina'd wings with lower mount



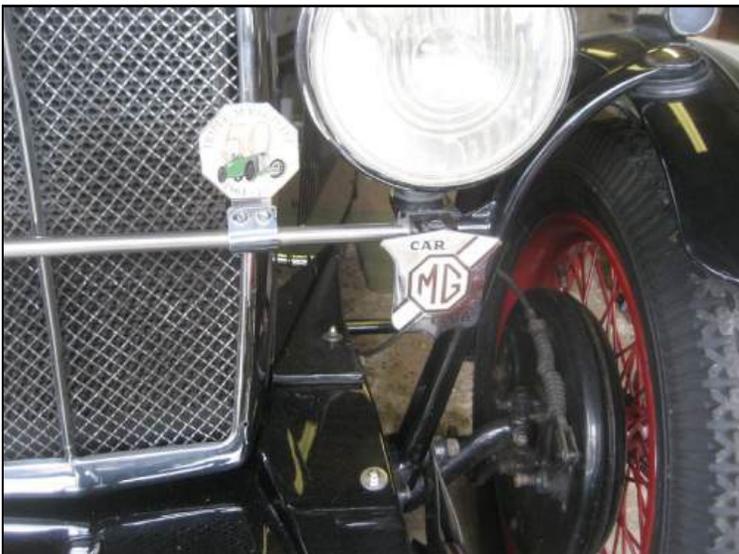
This top mount is basically what i ended up with



TC with custom aluminum hollow mounts



This lower mount modified for wider use



J2 style mount moves lamps forward



Cream Cracker PB using swept wing mounts



Above: TD with cycle wings mounted to turn with wheels. Headlamps not attached to fender mounts. These mountings must be strong!

Right: TD modified with J2-style front top mounts and forward lamps. Note filler panel under bonnet sides. Cycle wings appear mounted to turn with wheels. Wire wheels and 2-tone paint complete the cool - probably COLD - vintage look



Under side of hollow front cycle wing mounting



David Love Vintage Races

Friday, April 17 - Sunday, April 19, 2026
Sonoma Raceway – Sears Point

The hills of Sonoma will come alive with the thunder of vintage race engines as we kick off our vintage racing season with the David Love Races. There is NO FEE for spectators, so please encourage everyone in your circle to come to Sonoma Raceway and enjoy a weekend of vintage racing with CSRG.

Our opening event of 2026 will include a mix of vintage racecars along with some modern guest groups. The green hills of Sears Point are always a welcome sight. We welcome the Formula Ford Crossflow Cup as well as the Sports Racer Challenge and the Club Wheelhouse Classic Cup which includes Porsche 996/997 cup cars to this event.

For more information on car club corrals, mechanical picnic sessions, feature groups in attendance, etc.

<https://www.csrg racing.org/about.html>



Follow Up to Longest Rebuild

From March *Octagon*

It is at last a car again. I have had it out a couple of times but am waiting for a selection of mirrors so that I can achieve adequate rear views. I am hoping to avoid hanging mirrors off the outside.

There is something special about driving such a small saloon and I really enjoy it. I fear the body is a little too fragile for really energetic driving, though.

I parked the tourer outside the house and gave it an under bonnet tidy-up. I have a small child's chair for this. It is ideal. A passing lady paused, stooped so that she could whisper into my ear and said: "I thought you were supposed to sit IN the car..."

Peter Lansdown, UK (his photo at right)

The author claims the longest rebuild time for this MG F Saloonette. 55 years. Can you beat that?



Poem from *Sacred Octagon*

'Seven countries have shed their dust on our British Racing Green;
But the kitchen is broiling a double-rib chop
And we'll sit at the bar and talk Motoring Shop
And the fog will thicken and time will stop
And tomorrow will never have been.'

- Gardiner Mulvaney, *The Sacred Octagon*, 12/67

Mr. Mulvaney was the long-time editor of the magazine for the national New England MG T Register. The award I was given a couple years ago was in his name, recognizing his contribution to our passion. - Editor Dan



H.N. Charles, Chief Engineer for MG

During 1937 Charles left Cowley and joined a new aircraft company as Chief Engineer for Rotol Airscrews, established by Rolls Royce and Bristol (now Dowty Propellers owned by GEAerospace; <https://dowty.com>) to produce and improve designs for variable pitch propellers, which at the time were considered an unnecessary complication. Charles was directly involved in this work perfecting variable pitch propellers which was completed in time for their use in the battle of Britain fighters and all subsequent British war planes.



New Changes to Motor Oil & Effects on MG Engines

By Dan Shockey, MG Owners Club, Northern Cal.

Motor oils continue to evolve as more testing is done and as new "boutique" oils are offered. Initial concern came about when the zinc and phosphorous ("ZDDP") - chemicals that help protect the flat-tappets and camshafts of older engines - were drastically reduced because of their detrimental effect on catalytic converters. Machine shops started seeing much increased wear in many older engines with these oils.

To counter that effect, oil providers introduced oils that still contain the protective elements, though the amount required was still debated. These oils should not be used with catalytic converters. Much depends on the use of the engine and whether it has already been broken in with those chemicals in the oil. Racing engines often use high-lift camshafts and high valve spring-pressure that put a lot more stress on the valve train components.

The high "ZDDP" oils cost more than regular motor oil and have been hard to find at times. Some folks resorted to using diesel truck oil - trucks lack catalytic converters so their oil can contain more of the key protective chemicals. However these oils contain very high detergent levels and now the protective elements (ZDDP) have been greatly reduced in these oils for emissions improvements. In addition, high detergent levels tend to strip away the ZDDP components.

Recent testing has determined that too-high detergent levels are very detrimental to all engines, especially the level of calcium. As a result the latest oil specs have significantly reduced calcium (detergent) levels. Because of that and due to further testing, some oil experts have claimed that the newest "standard" automotive motor oils are suitable for older non-race engines once they have had the higher levels of "ZDDP" during a break-in period.

Note that while calcium has been reduced by about 40% in these new oil formulations, the magnesium has been greatly increased, from a negligible amount to 30x that amount. Magnesium is a more expensive additive than calcium (as you might guess!) so economics plays a role in this evolution as well.

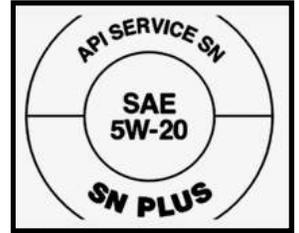
It is important to understand that testing is long, rather difficult and expensive, and influenced by what applications are being tested, and what oils are being tested. It has literally taken decades to get to where we are now with understanding of what is best for our older non-race, "flat-tappet" engines - i.e. MG engines.

The oil I have found most available at popular prices is Valvoline Racing Oil. It is available at O'Reilly's off the shelf and at some Walmart stores. You can get it in 20W50 and other weights, including straight 40W. I just got some 40W to try in my 1935 MG. O'Reilly's did not have it in stock but got in for me in 2 hours. It was \$6.99 per quart.

Castrol and Mobil1 now offer motor oils for classic cars. I have heard good things about both of these. Some folks have had good results with the full synthetic oils like Mobil1. These results include reduced oil use and emission smoke. Most of these "classic" and "racing" oils now have reduced, better balanced levels (Calcium vs. Magnesium) of detergents based on the new knowledge from further testing.

The new standard motor oil with reduced/balanced detergents is Spec "SN+" or "SN plus." The spec level of oil will appear on the container. This should give you more options for motor oil, like when you need some on the road, especially as more oils transition to the latest spec level.

(Continued next page)



Perhaps not so critical to our street MG engines, calcium has primarily been reduced to lower pre-ignition, i.e. pinging. This is the primary benefit in the desire to reduce calcium. They call it 'LSPI' – Low Speed Pre-Ignition. This factor is most important in turbocharged and supercharged engines, not just for high performance but also for efficiency in fuel economy and longevity in engine wear. Pre-ignition can be very damaging to engines.

Oil truly is the life-blood of engines, doing much more than just lubricate and cool. Oil plays a big role in the health and longevity of the engine in your MG.



"Boutique" Oils



Limited number of GOF 2025 Celebrating 75th Anniversary of TD Badge available for purchase. \$35.00 plus \$5.00 shipping. #13375 Jolie Fredette, Downers Grove IL. 630 816 4128 or jakfredette@comcast.net

Classified Ads

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

MG TD: I know of 3 or 4 TD and TF MGs available in the Orange County area. Club members are aging! Editor Dan

Free Engine Hoist and Chain Hoist: Like new, Allan Chalmers, San Francisco, allanchalmers@yahoo.com (Posted 3/26)

1967 MGB GT: Same owner since 1984. Cared-for California car. Very original Chrome wire wheels. Many spares. \$23,000. Tanya, tazzytoo@gmail.com (Posted 2/26)

1972 MGB/GT: Rebuilt engine & 5-speed gearbox. Ready for paint prep and paint. Member Ray Davis at iredavisiii@gmail.com (Re-Posted 2/26)

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



JOHN NISSEN

Pioneer - Sports Car and Road Racing - Inducted 2009

By Vince Howlett, 2009

One of the early "spear-carriers" in the sports-racing ranks was John Nissen. John was born in 1937 in Denmark.

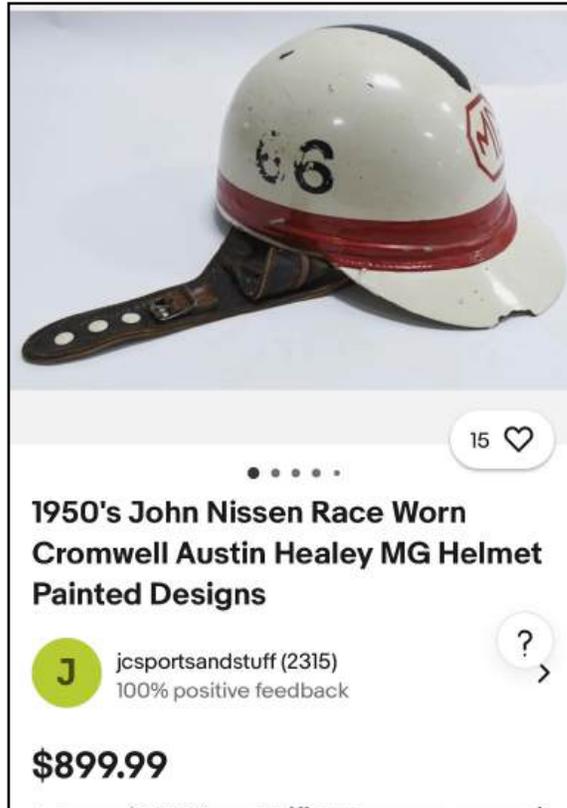
At Abbotsford, July 21, 1957, John was 10th overall and first in class H in his MGTC.

In his own words: "...one of the only MG TCs with 16 inch wire wheels...at the Bremerton Evergreen Trophy races, I took first in class H..." "...Then the next year, I scrounged up an Austin Healey 100—still the best highway high speed cruiser ever built for the money. I raced that down in the States, at Arlington, and Abbotsford...I raced (Joan Goodridge's) 100M a few times but always found my own 100 a little faster or better handling, perhaps because I was more used to it."

At the Abbotsford Swan Song, John finished third overall and second in class in the small bore production race, and won class D in both the Modified and Le Mans events.

"In the '57 MGTC and '58 Austin Healey 100, I would always enter production class as well as enter modified class with the same car, just to get some more racing in (double the races in one day) to further confuse the number problems, and trophies of course... My number was usually 66 and could be 166 in SCCA. Also I used 85 and 666". John was forth in the 1958 Conference championship in F production, as well as SCCA champion in D modified.

For 1959, John purchased the Pilkey MG Special, now Consul-powered, in pieces from Ed A'Court. He put the car together, completed the Mistral body installation, and raced it for the 1959 season.



Leather often rots away



Interestingly this helmet came up for sale recently on FleaBay. I'd like to have a helmet like this and this one has real history for the sport and MG. But this one is quite too spendy for me. Great to see however.

– Editor Dan



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