



THE OCTAGON



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



Since 1957!



Back to the Beach,
Kellogg's home on
Saturday morning

November 2022

A wonderful place
to be. Photo: Mike
Jacobsen

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

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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.

MGB: **Steve Lilves**, 415-924-3173, slilves@sbcglobal.net
MGB Early & Originality: **Don Scott**, 707-942-0546, Don@napanet.net
MGB V8 Conversion: **Tony Bates**, 408-666-6174, avbates@yahoo.com
MGC: **Tom Doyle**, 530-546-9924, wtdoyleii@gmail.com
M.G. Midget: **Christian Rowcliffe**, 415-359-6319, Car@rowcliffe.com
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Direct all questions about advertising to **Mike Jacobsen** at 415-333-9699 or MikesMuseum@yahoo.com. 2022 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to magnut_dan@hotmail.com or send them to: **Dan Shockey**, 12632 Edith Dr., Garden Grove, CA 92841

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.ORG

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

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Sonoma Tour

Saturday, November 12, 2022

Date: Saturday, Nov. 12, 2022

Tour leaders: Andy and Marla Preston 707 795 3480

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

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

Tour: This is a Marin/Sonoma tour where we drive some of our more scenic back roads, including ones that I don't think we've 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 1:00 pm.

RSVP PLEASE: Andy or Marla Preston at: 707 795 3480 or

marlapreston@hotmail.com prior to Nov 7th so we can confirm lunch reservations.

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

From the Editor

Happy All Saints Day to MG Folks,

We have our "saints," too. I spent some time with some of them at two events recently, gone marchin' in with the TC Conclave in Cambria and in that number with a museum tour with the Vintage MG Club. We took the PA to the Conclave and I drove the MGA on the tour.

After 20 years and 60,000 miles on the MGA since it was restored by the prior owner, it is time to go through the SU carburetors. The choke jets are sticking badly causing rough running and hard starting. And I was blaming the distributor.

It is time to decide on winter projects and get enthused to actually start them. It can be hard to drag out to a cold garage. I read the Arizona club president announcement that it has cooled enough that they can now start working in their garages, up until noon anyway before it gets too hot. Many garages have a/c there, of course.

You have a choice of three drives coming right away to close the driving year. How many can you attend? Be a road adventurer.

29 October 2022



Dan

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APR09



With Felix Wong at top. Thuy at Conclave.
MGA at Rancho Dominguez Adobe



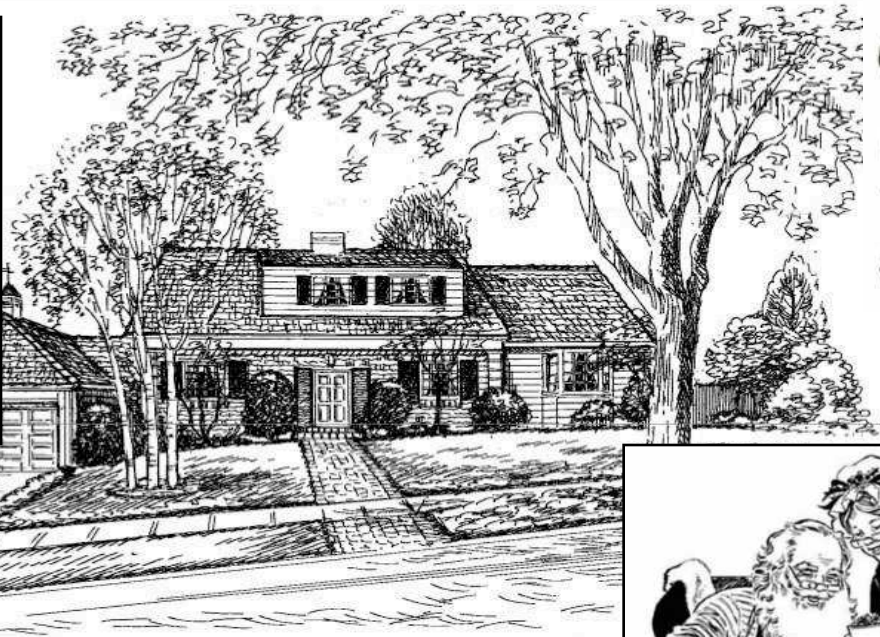
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MGOC Holiday Tea and Toy Drive



Hosts: Marcia Crawford and George Steneberg

Date: Saturday, Dec. 10, 2022

When: 1:00 p.m. (Board Meeting and vote tally 12:30-1:00)

Where: 150 Purdue Avenue, Kensington, CA

This year's Holiday Tea will be hosted by Marcia and George at Marcia's beautiful home in Kensington. Please bring a favorite dish and tea to share and enjoy with other fellow members. Also please bring an unwrapped toy for the toy drive. We're looking forward to reminiscing about the past year and hearing your latest stories and adventures in your MGs. A short Board Meeting will start at 12:30 and includes voting for next years Board members.

RSVP: Marcia at 510-526-8951 or George at j2george@pacbell.net

Directions from the North or South Bay Area: Take Eastshore Freeway 80 or Highway 580 toward Golden Gate Fields. Exit at Albany/Buchanan. At light turn east (toward hills). Follow Buchanan east. Buchanan curves right and becomes Marin. Cross San Pablo Ave. and continue east on Marin thru several lights. Cross The Alameda (round fire house on your right) and continue to Marin Circle (fountain in middle) and around to The Arlington (only divided road). Continue on The Arlington to stop sign. Pass stores on your right and continue three blocks, then turn right on Westminster. Turn right on Kenyon (at top of "T") and continue around and up to Purdue. Turn left on Purdue Ave and continue a short way to 150 Purdue, a white colonial house on your left. Continue up three to four houses to find parking.



**North Bay Triumph Group
-NBTG-**

**'To make up for lost time,
we return to the time of Triumphs.'**

**The 2022 Fall Coastal Run, Saturday, November 5th
Meet 10.00 – Wheels up 10.30**

The goal of NBTG is to put on several Triumph runs per year. This year's Fall Coastal Run is planned to include:

- Starting grid: 18 Commercial Blvd, Novato (easy location with parking and facilities).
- Cross-country to Hwy 1, via Stafford Lake and the spectacular views from the Marshall Cliffs, from where we descend to Marshall.
- Head up the Coast to Jenner and turn onto River Road to Duncan's Mill where we stop for lunch at the Blue Heron Inn
- Return to Bodega, take Valley Ford Road past Two Rock and into Petaluma
- South to San Rafael via 101, or return North for those who live there.
- Total driving time about 2 ½ - 3 hours

Please note: Though this is an NBTG event, we welcome all classics (Jags, MG's, Healeys, Aston Martins.etc.) for what should be a great day in the open country.

Please reply to:

Cal Bewicke: northman7@comcast.net or

John Howard: leejohn7@gmail.com



Above: Tareyton Ad



*"YES OF COURSE WE'LL STAMP YOUR CARD OLD CHAP,
BUT THIS IS A TRIUMPH CAR CLUB RALLY"*



President's Ponderings

Back to the Beach

First of all I want to thank Steve and Vicky Kellogg who went all out and organized the best Back to the Beach event ever. I told you all last month that this was an event not to be missed and it was even better than expected. There's a full article by Steve on the weekend event which you need to read to get the flavor of the weekend. Something that surprised me though was the amount of early MG TCs and TDs that were there and all being driven with their tops down and it was a fairly chilly day as you can see from the photos. These are true MG enthusiasts and I take my hat off to you all. I also need to recognize Don Livingood who drove all the way down from Medford Oregon with his wife Judy and their adorable Maltese in their MGA Roadster. Well done, all of you!



Congratulations to Dan, NAMGBR Newsletter Editor of the Year 2022

Yes that's right; our very own Dan Shockey has been advised that he has been selected to receive the "Ken Smith Newsletter of the year Award for 2022" from the North American MGB Register. That's a very high honor indeed and recognizes Dan's outstanding work as our editor of "The Octagon" in compiling and publishing the best newsletter nationally; yes nationally! I've known Dan for a very long time and he is very motivated and always wants to produce a newsletter that is both fun to read, informative and covers recent events. There are so many little tidbits of information throughout the newsletter that you can find something new every time you read it. I belong to other car clubs and I can honestly say that **The Octagon** is the best newsletter I get every month. Well done, Dan!

2023 Officer Nominees

It's that time of year again to cast your vote for Officers of the Club for next year. The Nominees and positions are shown below my column and are the same as last year except that after 7 years I'm stepping down as President and will run for the VP spot. I'm elated to say that my good friend Kirk Prentiss has volunteered (maybe press-ganged is more kike it) to run for President. Thanks Kirk. If you'd like to put your name in the hat for any position contact Mike Jacobsen and he'll add your name to the ballot. Write-in votes are always welcome too.

Future events

We have a couple of events coming up soon. In November, Marla and I will be leading the Sonoma Tour which will be on the backroads of Marin and Sonoma finishing up at Dinucci's in Valley Ford for lunch. In December we have our annual Holiday Tea which this year will be at Marcia's beautiful house in Kensington; not to be missed. See the fliers in this edition for additional information on both events.

Remember that MGs love to be driven and the more you drive them the better they get. Don't leave them parked in the garage drive them and join in the fun.

Andy

With much experience, Dan's father says the best position in any human organization is that of, "Past President." Congratulations, Andy! Sorry, Kirk. - Dan

2023 Officer Nominees

President: Kirk Prentiss, was VP

Vice-President: Andy Preston, was President

Treasurer: Marla Preston, Incumbent

Secretary: Mike Jacobsen, Incumbent

Please send or email other nominees to Mike Jacobsen

MikesMuseum@yahoo.com

320B Monterey Blvd., San Francisco, CA 94131-3141
(or to any other club officer)



Aloha! MG Shirts

By Dan Shockey

Having a Hawaiian shirt with MGs on it has been a desire of mine. I spotted some at a vintage clothing store at the mall but found they were only available in boy's sizes. Great for your grandsons and daughters. (Find them on the VintageGaleria.com website.) I went onto Amazon and found that you can order similar shirts in adult sizes though they are not inexpensive. But then good aloha shirts are usually spendy. No, I haven't ordered one yet. But my birthday and Christmas are coming up! As Simon (the Chipmunk) says, "From me to me!"

The fabric and design in the Amazon ad appear the same as used for a face mask made by a lady associated with the Sorry Safari club.

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SSTS Backroads Tour
November 3, 2022
Thursday!



MGOC members always welcome!

Last chance to exercise your MG before the wet weather arrives... If your calendar is not already filled - join us on Thursday, November 3rd for a tour from Lafayette to Livermore via Skyline and Backroads. We will stop for a wine tasting at Page Mill Winery(\$) followed by Lunch at the Ale House(\$) in Livermore.

Meet up at Starbucks at the east end of town (there are several Starbucks in Lafayette)

3343 Mt Diablo Blvd, Lafayette at 9:30 for a 10:00 sharp departure.

So that I can get a headcount for the winery and restaurant - Please RSVP by Thursday, Oct 27th to Jim Brady at 925 256 3685 or mgt djab@gmail.com



SU Carbs
John Cork

Originally sent to the Triumph Club but also applies to any MGs using SU carburetors. A simple trick that can possibly solve a pesky problem.

My 1959 TR3A cranked just fine but was running very rough. It was almost like it was only running on 2 or 3 cylinders? OK, maybe fuel is not getting to both carbs. Nope, after checking, they are both getting fuel and the floats are working properly. Ah, I'll bet that I have a fouled spark plug or plugs. I put in four new Champion L87YC plugs and no difference. Suddenly, I remembered a **Ric Cline** tip (words of wisdom). I removed the dash pots and wiped the inside with a dry cloth (old T-Shirt). Next, I took a piece of heavy brown paper bag material (never emory cloth or other abrasive material) and wiped out the inside of the dash pots real good. I went one step further and applied a thin coat of spray silicon lubricant. Replace the dash pots and fired up a very smooth running engine. Hey, it may not solve the problem every time but it is a cheap and easy thing to try.

New Members!

Photos from members

Welcome Jim Ward of San Jose with a 1974 MG Midget

It is under complete restoration, nut and bolt from the ground up. He could use some help in re-attaching the wiring harness in the engine compartment

"Nice to meet you. I've had the car for about 10 years now, working on it very slowly. I've had the engine rebuilt (by Micky Pleasant- Carlsbad, CA), and have done the Datsun 5-speed transmission conversion. I'm attaching pictures from when I first got it, as well as the current status of the project. I tagged all of the wiring when I removed the engine, but those tags did not last through the clean-up of the body. That's what I'm struggling through right now.

"Half of what I need is someone with a similar year Midget that can bring theirs over so I can compare connections. Should be simple enough. Thanks."



Welcome Peter Engler of Belvedere ...

... who doesn't have an MG yet but is very much interested in getting one!

Welcome (Again) Lynette Bailey of San Leandro with a 1977 MGB

"I have owned my 1977 blue rubber bumper MGB for about 20 years. Since its 1977, I have trouble getting the smog. If you know anyone in the East Bay that still smogs the older vehicles, that would be great.

"I used to belong to the club and you did run a story about me and my MGB (many years ago). I think my picture may have been on the front cover (we got hard copies in those days). If it is in the archives, I would love to see a copy of it, how far back do they go? My MGB is blue. My car was a birthday gift from my late husband and because he was 6'6", the editor mentioned he was a fly catcher in his story (lol). Head above the windshield! (See the Feb., 2009, issue)

"Looking forward to belonging to the club again and meeting up with the members. Thank you."



Lynette Bailey and her '77 MGB

Cover shot at right:
The side stripes give the 1977s a two-tone look.

Welcome David Jones of Palo Alto who also has a 1977 MGB

David needs to find someone to help him get his car up and running. Not a major problem, but enough of one to get some advice.

"Owned between myself and friend since 1978. I have owned since 1984. He put lots into it and I put in lots more. LOL. Hood will not open, Gas pedal line broke, might be another concern. Cannot smog as have a Weber carburetor in it for 50 years. Need a mechanic location near Palo Alto."



Welcome Amy Kuhlmann of San Francisco with a 1954 MGTF

"Just pulled her out of storage and she's currently in the shop to get her running AND she's pretty dirty. She's a 1954 TF that my father found for me in 1975 after I came home from college (which means I've owned her for more than 2/3 of my life!). Drove her a lot for a number of years but she went into storage in about 1999 because my husband and I lived on a floating home on Mission Creek for 20 years and we had no garage. She was shockingly ignored for all these past years but we have moved back onto land into a house with a garage and I'm determined to make it up to her with a nice clean garage spot."



And from recent new member Bruce Harbert

"Here's a picture of our MGA. My wife and I have owned it since 1980ish. I first saw it in 1970 when my older brother's friend bought it after returning from Viet Nam. My brother owned it next and then he sold it to me. I have done a lot to it. When I bought it the only interior was the seats. I did the body work and painted it the green color in the photo. I also put a new interior in it. It has early MGB running gear (engine/trans/rear-end). It's a very reliable car and only comes out in dry weather. I really enjoy driving it in the local area."

And as we go to press:

Welcome Gabriel Dunn of San Francisco with a 1957 MGA with an 1800 engine - See page 15

Member Notes

From John Hunt:

Thanks for doing an awesome job with the Octagon.

And from Marty Rayman:

Just a quick glance through to find another goodie. You're a wizard with the photos. I'm off to Incline Village to bike one of the most beautiful mountain bike trails in the U.S.A., the Flume Trail above Lake Tahoe. I'll savor this issue upon my return. Cheers,

More from Marty:

My dash mirror was loose at the stem/mount & getting more & more. I couldn't see under the dash if there was a nut. Once apart, I found I couldn't tighten the screw enough so I used a rubber washer & perfectamundo! The mirror was angled too low for me & I wanted to raise it up like I had done for the TD. I cut a scrap piece of leather, dyed the edges black, & punched two holes. Now I don't have to lean down to see in the mirror. Much safer!

Member moving:

Dave Gallagher is taking his J2 and moving to Austin, Texas, and hopes there is a Tesla job waiting there. He is looking for a change.

Update from Laurel and Richard:

Our 1959 MGA Coupe fired! The car is inoperable but it's in our driveway, for now. The next step is to bleed all the hydraulics. Do you know of any local mechanics who can work on her? The odometer reading is 22,000 miles.

From former editor Jeremy Palgon:

Thanks for reaching out, Dan. It's been fun thinking back on my time as editor Felix Wong of The Octagon. And shoot, that reminds me, have I sent in my renewal yet? Warm regards,

And from former editor Bob Trencheny:

Wow, there are two names from way way back. Thanks for thinking of me.

We are now retired and living in Florida near Sarasota. We left California in 2011 and spent a few years in Virginia. We bought in Florida in 2017. Robbie is living in Oakland and still working in computer startups and Katie is in LA working at UCLA.

Because of COVID I t's been a few years since I've been in NorCal. Please say hello to the MGOC old timers still driving LBCs. Best Regards,

And from former editor Felix Wong:

We are back in Spain and had a great trip. The big news is that Andrea and I are engaged! I proposed on September 25 in Alaska, a few hours after finishing running a marathon in all 50 states.

From one-time editor Mike Jacobsen: (NorCal MGA Club and NAMGAR)

The cycling trip was canceled yet again. In its place we're now planning a trip along the C&O Canal towpath for next spring.

I'm in Pacific Grove tonight. This is the weekend of Steve & Vicky Kellogg's biennial Pebble Beach event. Tonight we all (30 or so) had dinner at an English pub in Monterey and tomorrow we're meeting at the Kellogg's for coffee & donuts before going on a tour/drive down to Big Sur for lunch. Should be fun!

Troubles from John Hunt:

My MG makes sputtering and popping sounds when it warms up and out of the blue on occasion. Do you think the timing is off and time for a tune up? Also, my idle level has gone down. Any thoughts? Thanks,



A friend can come by and find my carburetor rubber hoses are cracked and one came completely off. My friend also thinks it's time for a tune up and to replace the coil.

Advice from Andy Preston:

Hi John, on the smog cars the distributor was changed which gave it a lot of advance at idle in order to reduce smog. Under acceleration the vacuum dropped and so did the advance so the car would perform normally. Over the years owners have removed the smog equipment but not changed either the carbs or distributor to account for this; so many cars are running with incorrect distributors and advance curves.

It's probably time to get a tune up with someone who knows how to set up a car that has had the smog removed. Or send the distributor out to an expert like "British Vacuum Unit" and have the curve checked, or just buy an early distributor from an early MGB with no smog.

Info from Don Scott:

I love original time-capsule cars like this one, but the owner is thinking very big money (low 30s). It is a 15,000 mile car with its original top and interior. But no overdrive.

<https://photos.app.goo.gl/8W6sSuNiZxRnbxEk6>

Also from Don:

London in the 1930s. It's fun to watch. I notice the people are all of a healthy weight and are nicely dressed. An MG F1 Saloonette at the 2-minute mark (shown in photo).

<https://www.youtube.com/watch?v=A-jb8ydfsqw>

Update from Andy Preston:

The Pebble event was really great - about 40 people attended from MGOC, SSTS and the Cypress MG club. About equal numbers from all clubs. We drove the GT which ran great (touch wood). We drove down I-880 all the way there and back and even had the AC on in Morgan Hill which now works great since I had it recharged by an expert. Marla said it was too cold!!!

The Jag engine is still in the shop and has not even been looked at yet. The 20 weeks is up at the end of October so I'll give him a nudge then.

I been working on the AC on the E type and making progress. I've got the compressor mocked up in place and run the lines from the evaporator to the

filter dryer and to the compressor. Today I started installing the condenser and should complete that tomorrow and then I can run the lines and crimp them up.

From Barbara T.:

I am loving every square inch of Little Bee. I'm in Australia right now and my brother gave me a book belonging to my father to help me understand the car I've bought. I've been walking in the bush and hanging out with my brother around boats. I'm going away on a 3-day Vauxhall car trip in my brother's sedan while I'm here. Cheers,



Left: Condenser on E-type radiator

All British Show at Blackhawk Museum



Photos above: John Hunt

Club member Russ & Bob Taft, twin brothers, entered the All British Car Show with 2 cars. Their Aston Martin pictured below won best in class. Russ's MGB won best in class as well.



Taft Aston Martin





Keep Planning for 2022

FALL



Sat., Nov. 12: Sonoma Tour, San Rafael to Valley Ford, Marla & Andy Preston. See page 3

Thurs., Nov. 3: Winery Tour, Jim Brady, SSTS. MGOC welcome. See page 9.

Sat., Nov. 5: Fall Coastal Run, North Bay Triumphs, All welcome. See page 6.

WINTER



Fri, Nov. 18: Pub Night, On the Road Again, Morgan Hill

Dec. 10: Holiday Tea, George & Marcia, Kensington. See page 5.

Jan. TBD: Planning Meeting, San Francisco

Photos from the British Car Show at the Blackhawk Museum, by John Hunt.

Welcome Gabriel Dunn of San Francisco with a 1957 MGA

Hi All, I just bought a 1957 MGA project car. I have had the MGA about 6 days, so not long at all! This is my first classic car, so excited to see there's such a rich community of Bay Area MG owners. Before landing in a desk job, I got my PhD in Physics at Berkeley, where I met my wife Caroline in our department's machine shop. We've been in SF's Excelsior district the last 5 years and Berkeley the 7 years before that. We've got a 1yo, Leo (that's him in the car - not me), and one more on the way in January.



BACK TO THE BEACH - PART THREE!

Steve Kellogg, 18 October 2022

Last weekend we hosted our third Back to the Beach soiree. Approximately 40 attendees along with about 23 cars attended. We started on Friday night at the Crown and Anchor Pub in Monterey for Dinner.

Our hosts Sarah (the owner) and Tony, her husband (the restaurant in-house entertainment) were very accommodating allowing us to have separate checks all around. The sticky toffee pudding was as good as it always is.

About half of the group was from up north from the SSTS and MGOC. Don Livingood and his wife and little doggie drove all the way down from Medford Oregon! The other half of the group was from the Cypress MG Club of Monterey.

The next day we were up early for Coffee and Donuts in front of our house in Pebble Beach. I've never seen the driveway so full of little British cars and the little leaks they left behind.

We drove off at 9:00 am with me in the front with my sputtering MGB. Vicky pulled up the rear in her MG wannabe Mercedes Benz 560SL with her dog Harry as her copilot.

We drove along the 17-mile drive with a stop at the Lone Cypress. From the Pebble Beach icon we stopped at the Pebble Beach visitors center for a nice photo op. Unfortunately my MGB was not going to make it down the coast so Kirk Prentiss became the leader of the pack in his shiny red GT. (Certainly not worthy of a Burnt Spark Plug award)

Driving though Carmel was nice (we waved to Clint Eastwood at the Mission Ranch) and we then turned right down Highway 1. Some of us eagle eyed travelers saw Brad Pitt's new house on the way down the coast.

We stopped at the Big Sur Station where the tour ended. Folks were then on their own for lunch and a little rest before dinner that night.

At 5:00 pm all gathered back at our house for a Taco Bar Dinner prepared by our wonderful caterer Alex. The homemade margaritas were quite the hit! (Note to self - get more booze next time.)

Although a little overcast for this time of year, the weather held up nicely and all had a good time.

See you back at the Beach - Part 4 in 2024!



Photo: Steve Kellogg

Below: Mike Jacobsen



Above, Below Left: Kirk Prentiss. Vicky and Harry



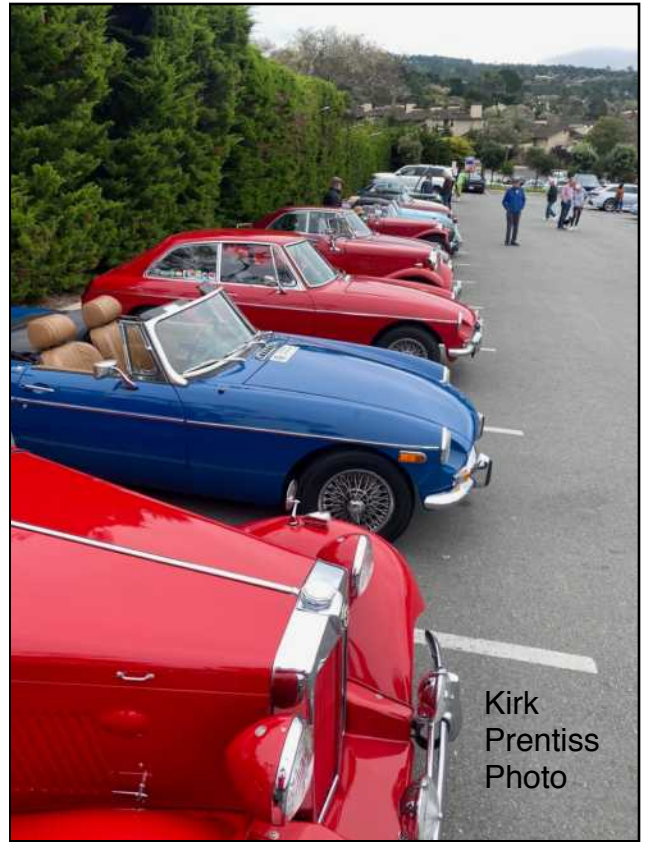
Above, Below: Rick Anguiano



Don Livingood came from Oregon!



Kellogg Photo!



Kirk Prentiss Photo



Rick Anguiano Photo



Judy & Don Livingood came from Oregon!



Mike Jacobsen Photo

On the tour. Winter clothing out!



Quite a spread! Photos: Steve Kellogg



Spotted in the Wild – New MG

Article & Images By David Dobbins, Kansas City MG Car Club



I spotted this on I-435 near Lenexa, Kansas, in early March. The plates look to be from Mexico or Central America.

Editor: I'm assuming that this is the MG5 since at this time MG is exporting the MG5, a subcompact sedan with a 1.5-liter, naturally aspirated 113 hp engine; the MG ZS, a B-segment SUV also with a 1.5-liter, naturally aspirated 113 hp engine; and MG HS, a compact SUV that will be offered with a 166 hp 1.5-liter turbocharged engine and a larger 226 hp 2-liter. Rumor keeps going around that MG will return to the US soon, hopefully this is a good sign!



MG Lives!

Just not for the US of A

Below: MG Dealer in Mexico



Info below thanks to the Peachtree Register

New MG Roadster

So the builders of the MG marque tease: "The return of the legend. Check the tease for our MG sports car."

So reports by Motor Authority and Auto Express find the below patent drawings. While it's not as bold as the Cyberstar, it looks to be production feasible. It's probably electric.

But don't you wish it would hit our shores as the same time it is offered for sale in England, India, Australia, Canada and China.



MG Dealer in the UK

How much is a new 1980 MGB Worth? — sold with 11 miles on the odometer

The pageant blue, beige interior, MGB was purchased in July 1981—it was the last MG sold in Minnesota, No op ons (the dealer didn't charge for the side stripe, or radio, but I don't think it le the factory that way). The owner had it trucked to his house, rolled into posi on in a heated garage, where it remained for 41 years. With 11 miles on the odometer, it was never started or driven. The engine turns over, but it was never started a er its delivery. The battery has been removed, the brakes are not functional. It was sold at Mecum Indy.

Sales price in '81 = \$8,377
\$8,377 in 2022 dollars = \$27,304
Amount of winning bid = \$38,000
Amount paid = \$41,800
Seller Received = \$36,200

(Remember at a Mecum, Auction, buyers pay a buyer premium of 10% over the bid, sellers pay a sellers premium of 10%)



Thank you to the Alamo MG Association for this article.



Peachtree Registry 2022

MG, Etc.



This odd looking creature reportedly was spotted at the MGOC Picnic this year. A hot line has been established to record further sightings. Be aware - it seems attracted to MGs.

No Reserve: MGA-Style Cargo Trailer for Charity

Current Bid: \$1,901 | Ends in 3:22:34

Located in Maryland. Long winters there? The editor suggests this may be just the thing for after you can no longer get into the MG but can help on tours by hauling the beer and pretzels.



Roadside Repair Tips-from Ottawa MG-T Register

It's happened! Seconds ago you were at peace with the world driving your perfect MGA down the street / freeway / interstate and it happened. The engine coughed, sputtered and died and now you are on the side of the road. What now? You could sit patiently waiting for the highway patrol and a tow truck, or you could try to fix the thing yourself. To diagnose and repair will require a supply of emergency spare parts and tools. If you still use an original style distributor this will offer some tips. A spare coil, rotor, condenser, points, and distributor cap are good to carry, along with a spare fuel pump. Your car needs three things to run: fuel, spark and compression. Because your MG is probably cursed with the infamous SU fuel pump the logical place to start is with the fuel.

Fuel

To be sure fuel is getting to the carbs, disconnect the fuel line where it attaches to the first carb. Dangle the fuel line in a container if possible (a beer can or windscreen washer bottle will do) and turn on the ignition to run the fuel pump. If fuel is rapidly pumped into the container, then the fuel system is not the problem. Take the cover off one of the float bowls and check to see if there is fuel in the bowl. If you have a good stream of fuel at the fuel line and none at the bowl, check the screens in the float bowls and the in-line filter if so equipped. If screens and filters are clear, check out the float bowl needle valves. If they aren't shutting off properly you should see fuel running out of the overflow pipes.

Spark: Test 1

Once you are satisfied fuel is not your problem, turn to the ignition. As long as your MG doesn't have electronic ignition, usually a 1975 or earlier, begin by taking the spark plug wire off the #1 cylinder. Hold the wire about 1/2" from the engine block and crank the starter (ignition switch on). There should be a healthy spark from the wire to the engine. If there is no spark then you will need to test the points. To test the points, remove the distributor cap and with the points closed, and the ignition on, use a screwdriver to open and close the points while holding the center wire from the distributor about 1/2" away from the engine block. You should get a spark when you open the points. A good spark means a good primary circuit (small wire to and from the coil to the distributor, points and condenser) and a good coil. If you got no spark, go on to the breaker point test.

To test breaker points, turn over the engine until the contact points are open. Slide a screwdriver blade up and down making contact between the movable point and the bottom plate of the distributor. The screwdriver tip and the bottom plate are now a set of contacts. A good spark from the high-tension wire to the ground, after no spark in Test 1 means a defective set of contact points. No spark or a weak one means primary circuit trouble other than the points or a bad ignition coil.

Test 3: Condenser Test

A shorted condenser can be checked by noting in Test 2 whether the tip of the screwdriver blade sparked against the ground plate as it was slid up and down. No spark at the blade tip means either a shorted condenser or a break in the primary circuit. This can be checked further by disconnecting the condenser case where it is screwed to the distributor (don't disconnect the condenser wire lead). Hold the condenser so its case doesn't make contact with any metallic part of the distributor. Repeat the test of moving the screwdriver blade up and down while holding it against the movable point. Be sure the points are open while making this test. A spark at the screwdriver tip, which was not present with the condenser in the circuit, means the condenser is shorted out. No spark at the screwdriver tip, with the condenser out of the circuit, means an opening in the primary circuit. Check the small wire lead from the primary terminal to the moveable contact point. This wire lead is fragile and easily broken.

Test 4: Secondary Circuit

If the primary circuit is OK, now test the secondary circuit (cap, rotor, high tension wires). With the contacts closed, turn on the ignition switch. Hold the main high-tension wire (removed from the center of the distributor cap) 1/2" away from the engine. Open and close the contacts with a screwdriver only touching the movable breaker. No spark or a weak one means a bad coil or bad main high-tension wire from the coil. A good spark here (with none at the plugs) means trouble with the cap, rotor or spark plugs. It's unlikely all plugs or high-tension wires would die at the same time. To check plugs, take the high-tension wire out of the center of the distributor cap and hold on #1 spark plug. Crank the engine with the ignition on. You should be able to get the MG to run on one cylinder. It runs rough and you can't drive it that way, but will tell you the plug is OK.

You can test the rotor by placing it on its position on the distributor shaft and hold the coil wire 1/4" from the top of the rotor. With the ignition on, crank the engine. If the spark jumps to the rotor it is grounded and no good. If no spark jumps, then the cap must be defective. I have used this procedure to troubleshoot an MGB that wouldn't run. The test said "defective cap". The cap looked fine, I eventually replaced the cap and the "B" ran.

Test 6: Cylinder Test

Most MGs are 4 cylinder engines and unlike the big V-8 engines won't run very well (and sometimes not at all) with even just one cylinder down. Here is how to check for a defective cylinder. With the engine idling, begin by removing #1 spark plug wire from the spark plug. Listen to the sound of the engine. If the idle speed slows down, then #1 is OK! Pull the successive plug wires, looking for a drop in engine RPM. When you can pull a wire and don't get a drop in RPM, then you have found the defective cylinder.

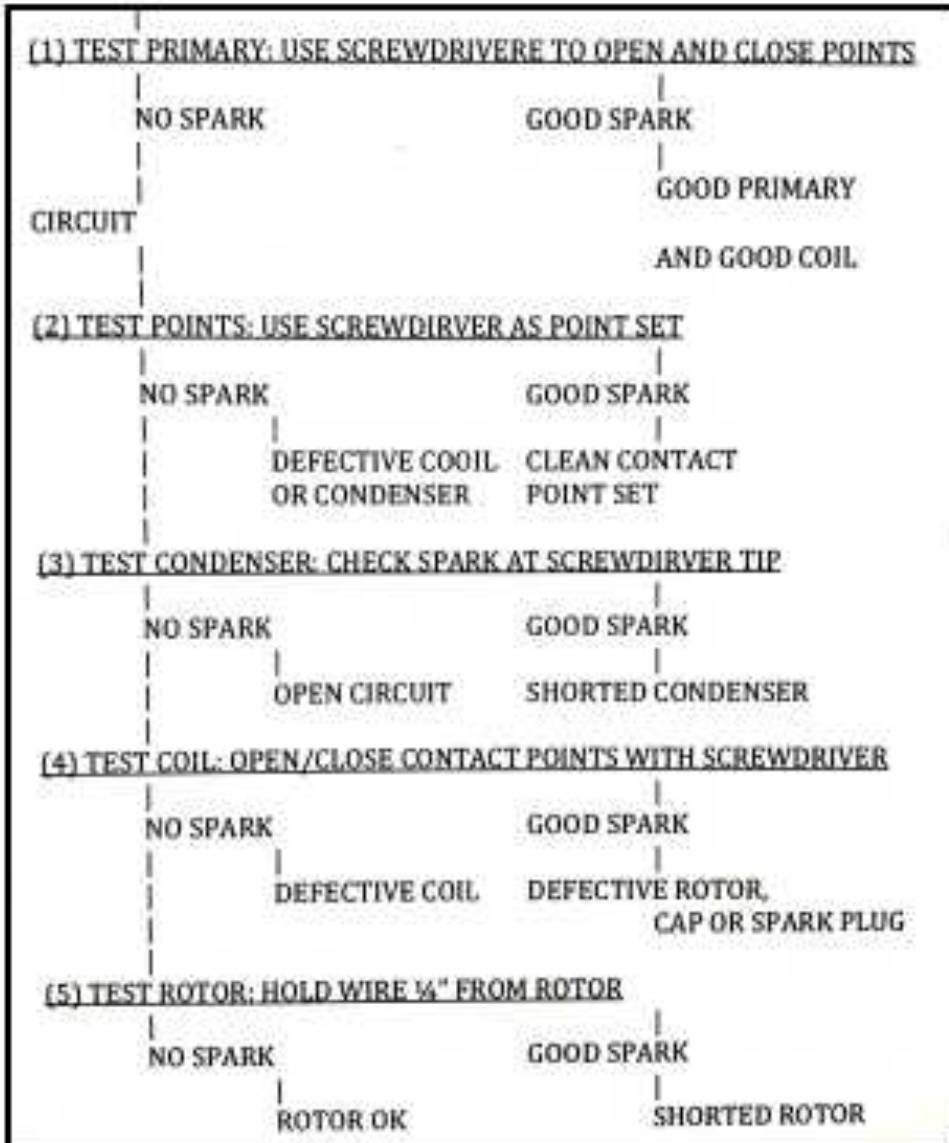
Test 7: Compression Test

The best way to check cylinder compression is with a compression gauge that replaces the spark plug in this test. Most automakers say that the individual cylinders should not vary more than 10%. If you are on the side of the road and your MG isn't running at all or isn't running well, you can do a simple compression test by removing a spark plug and placing your thumb over the spark plug hole. Crank the engine and when the piston in the cylinder reaches "TDC" (top dead center) both valves should be closed and it should blow your thumb off the hole with authority. Check all cylinders. If you have two adjoining cylinders with low or no compression, you probably have a blown head gasket. If you have only one cylinder that tests low, you could have a valve stuck open, a burnt valve, a broken valve or a hole burned in the top of the piston.

"A British sports car is great for the health: lots of fresh air and frequent long walks home."

- from one of our members - sorry can't find who sent it.

British sports cars offer adventure that is often good for the overall mental health.



These tests would not have found the issue with my TD losing power on a trip over Hwy 17 to an MGOC drive. One of the valve adjustors had worked loose so one valve did not open at all. It still ran so it must have fuel and spark. I knew it must something extreme and pulled the valve cover first. It was a 5-minute fix. Pure luck.

One time on my MGB, the large core plug blew out of the end of the intake manifold causing a very lean mixture and complete power loss. I was mystified at first but the plug was still laying in the engine bay.

- Dan

GoF West - Would You Attend?

At the last GoF West, there was no presentation for the next event. No person or club had stepped up. There were many complaints about not having another one but what could be done?. It usually takes a year to plan things out.

Joyce Edgar was voted into the GoF West Steering Committee and has been trying to solve the issue of another event. A location was found that she could deal with but since the pandemic, seems like room rates have really jumped and she received

complaints about the high cost. But if we plan for off season, we can get somewhat reasonable rates, so the question is, if we held the GoF West the week of October 16-20, would you attend? We are looking at a place in Carlsbad, California along the coast and in San Diego County.

Note that we usually hold our TCMG/ARR Conclave in early October so do not want to conflict with that or take away from either's attendance by having them too close together.

Send comments or thoughts to Joyce at: djedgar1970@gmail.com

And if we do hold a GoF West can we count on any help from TCMG with manpower one at least one part of it, (car display, funkhanna, auction, rallye or something else)?

Note that work is also being done to hold a 2024 in Northern California.



Reprinted from the TC Motoring Guild in SoCal

Classified Ads

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

MGB Parts: New AI head, complete, professionally ported, non-smog. \$1300; Chromed (not polished AI) valve cover (used), \$100; Pair SU carbs, rebuilt by Dave Pelton, unused, 2nd Pair SUs, rebuilt then used. Both from 1967 MGB. One original lap belt, one retractable shoulder harness, steel dashboard powder coated, work benches, one with drill press, one with HD vise, Member Ken Gittings, Also valve cover racers! 510-791-8445 (Updated 9/22)



MG TD: Black. Prize winner. Dayton wire wheels, metal spare cover, burlled dash, Owned since 1963! Original owner was a regular actor on Gunsmoke. Runs well. Member Jack Ford, jackrada@att.net, (650) 575-2307 (Posted 11/22)

1978 MGB: British Racing Green. Club ties. Never in an accident, 85K miles, new top and current registration to 2023. It's drivable but recently failed smog. Asking \$4,000 OBO. George White: gwhite333@gmail.com or 916-712-4991 (Posted 11/22)



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



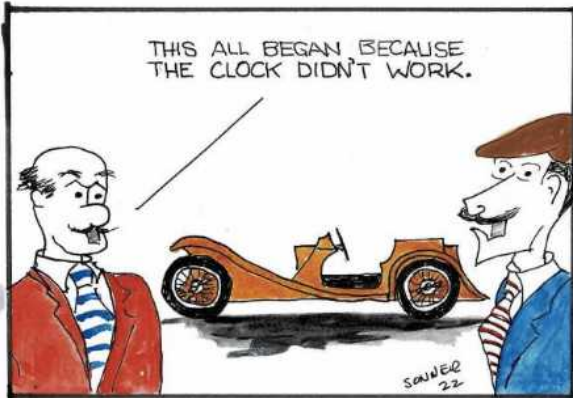
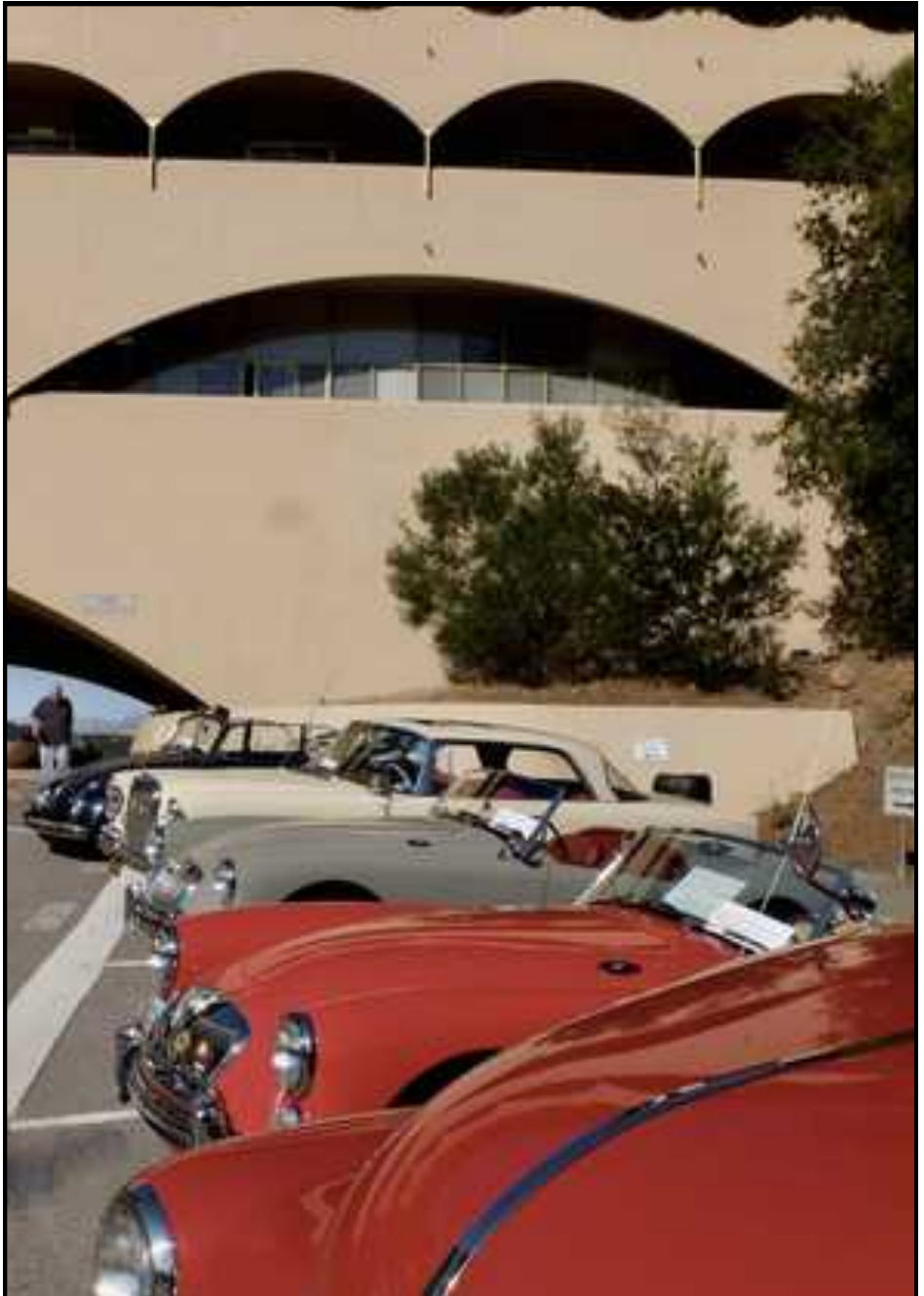
Vintage cars were invited to be on display at this event

Adrian, 1960 MGA 1600, & I showed our MGAs at the Marin Civic Center, celebrating their 60 years.

Cheers, Marty Rayman

Photo from Marty

Adrian Szwarcburg - Dove Grey MGA - Purchased by my wife's parents as their first car in 1960.



Geoffrey Loquenutte & Nelson: On the Road

Register Your MGA With NAMGAR!



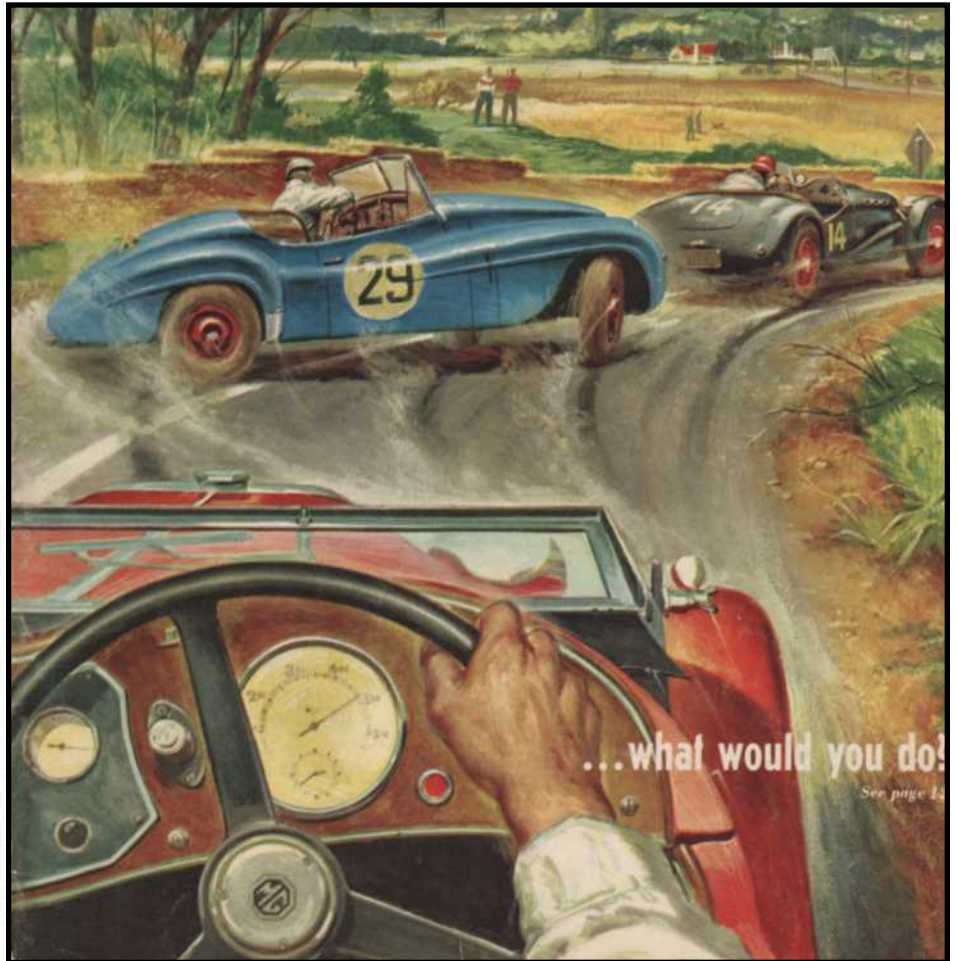
Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the 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



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94131-3141



Steve's New Lift!
Photo: Rick Anguiano