



THE OCTAGON

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



Since 1957!



Above: Valentine
from your
President!

February 2023

Another good'un.
Annual Brunch 2023
Photo: Kirk Prentiss

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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j2george@pacbell.net

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

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mgpb36@yahoo.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Rick Anguiano** at 209-617-8492 or webmaster@mgocsf.org. 2023 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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St. Paddy's Day Tour, Sat. March 18, 2023 To Moylan's Irish Brewery & Pub for lunch



Date: Saturday, March 18, 2023 **Green is the color of the day.**

Organizers: Andy and Marla Preston 707 795 3480

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

Time: Meet at 9:30 for a 10:00 departure



Tour: This is always a fun drive with lots of MGs so we look forward to seeing you again. This year St. Patrick's Day falls on a Friday so we're holding the tour one day later. We will be driving the backroads of Marin and Sonoma and finishing up an authentic Irish Pub, Moylan's Brewery and Pub in Novato for lunch. Corn Beef and Cabbage is on the menu. The tour starts at the Bagel Street Café, in San Rafael so it's an easy meeting point from the east or south bay.

We will head out along Lucas Valley Road, past Sky Walker Ranch and through the small hamlet of Nicasio and past the Nicasio reservoir. Our first stop will be at the Petaluma Creamery and Ice Cream shop for a short break and enjoy coffee, snacks and of buy some wonderful cheeses.

We will leave Petaluma Creamery, and drive through the Chileno Valley, which is one of the most scenic areas of West Sonoma and Marin especially at this time of year. Our final destination will be Moylan's Brewery & Pub in Novato.

There will only be one check so please bring CASH.

Please RSVP: to Andy or Marla Preston at 707 795 3480 or marlapreston@hotmail.com by March 13th so we can confirm lunch reservations.

From the Editor

Classic MG Folks,

27 January 2023

Well, we did it – got the burnt TD back on the road. I had to do a last-minute brake job since the rear brake cylinders seized while it sat since June. I suspect it was overdue for that job. Things went pretty well overall and it looks good with the new black paint and new red interior. (Photo next page.) This MG belongs to a couple who are activities directors for their club and originally belonged to the lady's mother.

My MGs have been mostly sitting though I hope to get them out on the road soon. I have been working to improve the running of the MGA and complete the drivetrain conversion (1500 to 5-main 1800cc). I need to get the early-MGB overdrive working and pull the tach so I can calibrate it. I didn't know I needed to calibrate that after changing it from positive to negative ground. This is a mid-60s MGB electric tach that is a near match to the mechanical tach of the MGA. The only difference is the center part of the needle but I hear you can swap the needle as well.

I signed up to take the PA to an all-British car display at the Festival of Whales down in Dana Point. Should be good fun. The show and driving season is upon us!



Dan

"Remember that today was tomorrow only yesterday."

Below from **Enjoying MG** magazine. Balloons brighten a winter day - MGA on the sledding hill!



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2023 MGOC Preliminary Events

(* SSTS Events)

	A	B	C	D
	Month	Date	Event	Coordinator
1				
2	Jan	22	Brunch	
3		14	SSTS Planning Meeting	Ray & Kristy
4		29	5th Sundays At Sisi's	Russ Taft / John Hunt
5	Feb	14	Valentine's Day	
6				
7	Mar	18	St. Paddy's Day	Andy & Marla
8				
9	Apr	TBA	Moraga / Briones	John Hunt
10		TBA	Quarterly Meeting Benicia	Russ Taft / John Hunt
11		29	Haggerty Cars & Caffeine	Alan Havey
12	May	21	Dixon Car Show	Ray Davis
13		6	Haggerty Cars & Caffeen	Alan Havey
14		20	Vancouver ABFM	Jennifer Orum
15	Jun	3 - 4	Vikinsholm Lake Tahoe	Tom Doyle
16		24	Rio Vista Railway / Ferry Run	Russ Taft
17	Jul	17 - 20	NAMGBR - Calgary	
18		22?	MGs By The Bay - Bonair	Kirk Prentiss / Andy Prestor
19	Aug	11 - 20	Monterey Car Week	

	15	Haggerty / Classic Motor Sports Car Show Pacific Grove		
	19	Concours d'Lemons	Russ Taft	
	5	MGOC Picnic - Tilden Park	Marcia Crawford	
Sep	8 - 10	CSRG Charity Challenge - Sonoma	John Hunt / Andy Hunt	Parad
	2 - 3	Scottish Games Car Show	Russ Taft	
	8 - 10	Portland OR All British Meet		
	LATE	Santa Cruz British Car Club Show - Run to the redwoods	Marja	
Oct	16 - 20	GoF West - Carlsbad		
	14	Reno All British Car Show	Tom Doyle	
	29	5th Sundays At Sisi's		
Nov	TBA	Sonoma Tour	Marla & Andy Preston	
	10 - 12	Velocity Invitational - Sonoma	Alan Havey	
Dec	2	Holiday Tea	Elaine's	
	31	5th Sundays At Sisi's	Russ Taft / John Hunt	
Jan 2024	6	2024 Planning Meeting	Marcia Crawford	



The MGBeast: If this is what it takes to get younger folks interested in MGs, maybe this "MG Beast" Is worth it. Thanks (or criticisms) are due **Tony McLaughlin**, who spotted the MGBeast in Mt. Pleasant, SC, for these photos.

President's Ponderings

I believe that we are off to a roaring start with 2023 beginning with the Planning Meeting, and then followed with the Annual Brunch, we have launched MGOC into 2023. But let me start with the Brunch first.

Attendance was wonderful with over 40 people at the Moss Beach Distillery. Some drove in MGs, some came from long distances, and there were also some new members at the event. Marla Preston made sure that all was a success, and the best part is she has graciously agreed to make the arrangements for 2024. WHEW! Thank you Marla! I believe that everyone there had a good time catching up with friends and making new ones.

Barbara Tapp, who recently purchased a lovely B/GT ("Busy Bee") arrived well before others and took advantage of both the scenic location overlooking the coastline and the postcard-perfect weather. Barbara is an accomplished "Plien Air" (French for "outside") watercolor painter, and specifically bought her B/GT to take out to paint our beautiful California landscapes. It will be a wonderful addition to our art collection.

Back to the Planning Meeting earlier in January. We have some fantastic drives and tours lined up for the year. Kudos to all who have stepped forward and volunteered to "take the wheel" and lead these events. Their efforts are what make the club great. After all, isn't the reason to have these LBCs (Little British Cars) to drive them? I will continue though to make a plug to all those who have not stepped forward to lead a drive or a tour. We still have a few months where there are no scheduled events. This is where you (those who have not yet volunteered) to show us some of your favorite back roads and destinations right in our virtual backyards! Weekdays, weekends, whatever, but the more drives we have the more fun we have. If you are uncertain about your idea of a drive then connect with another club member to review your plan. Show us what you got and volunteer!

For a litany of reasons, I have not had either of my MGs out for a couple months prior to January. A couple of days before the Brunch I checked oil, looked around under the bonnet and felt confident enough to start them up. This of course brought some terror to mind that I thought, "I'm now the MGOC President, I cannot possibly show up without an MG!" Fortunately both the Magnette and the B/GT started up with little difficulty. WHEW! What a relief! The drive from the East Bay to

Moss Beach was grand with the Magnette. However now it's time to pay closer attention to them both with some preventative maintenance. Let's not tempt fate, right?

Kirk



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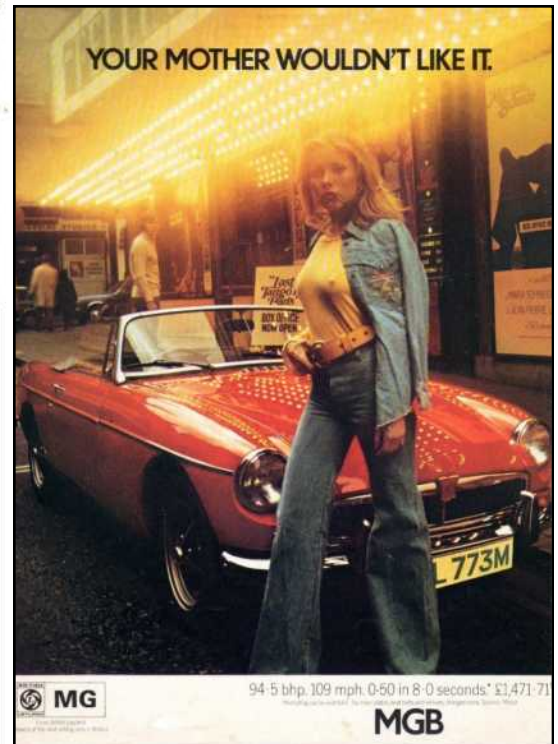


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MG Art



MGOC Planning Meeting at 115 Pinehurst Way, SF, Saturday, January 7, 2023 — Minutes

Call to Order: Kirk Prentiss at: 10:10am

Attending and introductions

In person: Rick Anguiano, Elaine Chan, Ray Davis, John Hunt, Mike Jacobsen, Kirk & Amy Prentiss, Andy & Marla Preston, and Russ Taft

Via Zoom: Tom Doyle, Alan Havey, Dusty Jermier, Steve Kellogg, Mark McGothigan, Dan Shockey, Barbara Tapp, and Marja van den Hende.

Approval of Minutes of Previous Meeting:

Dec 12, 2022: *Motion:* John, *Second:* Rick

REPORTS

President's Report: Kirk Prentiss: Welcome all and an apology for having to miss recent events. Suggested possibly alternating Zoom and live meetings, perhaps with a quarterly evening meeting at a restaurant.

Vice President's Report: Andy Preston: Not having to plan a meeting is wonderful!

Treasurer's Report: Marla Preston: Our balance is up because we are beginning to receive 2023 dues and Annual Brunch payments. 40 people are currently registered for the Brunch, including several from outside California.

Secretary's Report: Mike Jacobsen: Nothing to report.

Registrar's Report: Steve Kellogg:

186	Number of Regular Members
46	Number of Regular Family Members
232	Total Regular and Family Members
9	Number of Corresponding Members
4	No. of Corresponding Family Members
13	Total Corresponding and Family Members
245	Total Membership

Renewal letters went out last week. After a discussion it was decided to not offer additional payment services such as Zelle and Venmo on the website.

Corresponding Secretary's Report: This position has been retired and merged into the Secretary's role. Corresponding Secretary is not required by the Club Bylaws.

Members at Large Reports: Mark McGothigan, John Hunt, George Steneberg: Need to get MGs by the Bay on the calendar.

Regalia Report: Andy Preston: There are lots of mugs and such left to sell or award. Some could possibly be door prizes or awards at the Annual Brunch.

The Octagon Report: Dan Shockey: No report, but Steve Kellogg nominated the *Octagon* for a newsletter award from the NEMGTR.

Website Report: Rick Anguiano: There are new photos and links on the site. If you have any suggestions for the site send them to Rick. Rick will look into making the site easier to find when searching the Internet.

PAST EVENTS: The Holiday Tea was a big success with lots of new members attending.

UPCOMING EVENTS: Dealt with in a separate report.

OLD BUSINESS: None

NEW BUSINESS: In addition to his website duties, Rick Anguiano is also the new advertising manager.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING: None

ANNOUNCEMENTS: None

NEXT MEETING: To be decided.

Meeting adjourned at: 10:37am
Submitted by: Mike Jacobsen

Thank you, Mike!



The MG Italian Connection - Introduction

By Dan Shockey

John Hunt proposes that there is a significant tie between MG and Italian influences, most notably with the MGB. I explore whether the connection may be deeper rooted. There certainly is an early French connection with regard to the "MMM" overhead-cam MGs (first MG Midgets) built in the early 1930s. The engine design was derived from a French aeroplane motor of WWI vintage and the chassis design was heavily influenced by the Rally sports car of France. Famous Frenchman M. Ettore Bugatti had an influence through an engineering suggestion for the MG K3 that enabled the significant MG win at the Mille Miglia of 1933.

The T-series engines also had this strong indirect French connection, also being produced by the Hotchkiss/Wolseley companies using (metric) tools and dies (and design experience) obtained when producing French Hispano-Suiza aircraft engines under license in WWI.

The greatest MG Italian success was that class and team win at the 1933 Mille Miglia (MG K3). This was the first British effort (of any make) to make an impact on the Italian classic and was a huge deal. In addition, three MG L-types won the team prize in the 1933 Alpine Rally, run in France and Italy. That was a very big deal, too.

Another shock for the Italians came on the racetrack at the 1933 Coppa Acerbo Junior race where Englishman Whitney Straight beat a horde of twin-cam Maserati racers with a single-cam MG K3. It was these Italian MG successes that induced Nuvolari to drive an MG in the Ulster race. (See John's article.) MG was the sports-racing "Porsche" success of the early 1930s.

The Mille Miglia attempt was described as a "very daring raid on the very Mecca of motor racing." I think that describes the MG Italian connection before the MGB. Italy was then a broad influence on sports and racing car design, something that has continued to this day. But also perhaps MG also had an influence on Italian design? Small Fiat and Alfa sports cars were once considered "Italian MGs."

The attached article from *The Octagon* (12/20) describes the styling influence of the 1958 Ferrari on MGB design. MG never admitted to that influence except for the Don Hayter quote included. This is the 1958 to 1960 Ferrari 250 GT Pinin Farina, now worth \$600k restored. I think you can describe the MGB as a smaller, poor-man's Ferrari 250. Perhaps its resemblance to the MG has kept its prices down! Of course Ferrari has influenced the design of many sports cars, including the Corvette.

Design Influences for the MGB

Don Hayter came to MG in 1957 from Aston Martin. According to John Thornley, the DB2/4 Coupe certainly influenced the concept and general design of the MGB and MGB/GT.

Syd Enever claimed that the MGB design was inspired by the EX181 record car. "The MGB shape, though you may not realize it, was basically borrowed from EX181 ... When we started the MGB we took this shell and developed it into a passenger car." Some thought that Syd exaggerated the influence to impart a performance pedigree to the MGB.

A response from Hayter, "I liked the Ferrari, which had 'pocketed' head lamps. We started with that headlamp style



and cut down the car's nose. When I first saw the Florida, I thought, well, they've done our front end – but without a radiator in it." Renault claimed that MG had poached their design and Don kept the legal correspondence.

The Sunbeam Alpine caused quite a stir during the time (1959) that MG was deep into designing the MGB, because of its unibody construction, American styling and roll-up windows in a small sports car.



Can you say Bravissimo? MG's Italian Connections



By MGOC member John Hunt

The MG is often called 'the people's sports car.' It is also known as the marque of friendship. Our MGs have many associations and connections in the world. Our cars have, as they say in Italy, "Brio" (Italian word for panache). Let's explore the many associations and connections MG has with Italy and Italians.

Tazio Nuvolari

Tazio Giorgio Nuvolari (16 November 1892 – 11 August 1953) was an Italian racing driver. He first raced motorcycles and then concentrated on sports cars and single-seaters. A resident of Matua, he was known as 'Il Mantovano Volante' (The Flying Mantuan) and nicknamed 'Nivola'. His victories—72 major races, 150 in all—included 24 Grands Prix, five Coppa Cianos, two Mille Miglias, two Targa Florios, two RAC Tourist Trophies, a LeMans 24-hour race, and a European Championship in Grand Prix racing. Ferdinand Porsche called him "the greatest driver of the past, the present, and the future." (Source: Wikipedia)

Among his many impressive achievements was a major MG victory with an MG K3 Magnette in a RAC Tourist Trophy race on a street circuit in Belfast, Northern Ireland, in 1933.



Pirelli Tires

Pirelli & C. S.p.A. is a multinational tire manufacturer based in Milan, Italy. The company, which has been listed on the Milan Stock Exchange since 1922, is the world's sixth-largest tire manufacturer. In 2015, China National Chemical Corp. Ltd. (ChemChina) took controlling interest of Pirelli, with the Chinese state-owned company agreeing to maintain the tire company's ownership structure until 2023. *

When the MGB rolled off the factory in Abingdon in 1962, the car was issued Pirelli Cinturato CA67 (165HR14) tires.

MGB GT Coupe and Pininfarina

John Thornley wanted to create an everyman's version of the DB5. (The DB5 is the Aston Martin model that James Bond drove in the movie Goldfinger). Don Hayter and the design team with Sydney Enever tried a variety of different ways to develop a coupe. The initial idea was to keep the front windscreen the size as the roadster to save on production costs. However, the lines never looked attractive. When you have styling issues, where else do you go, but Italy? Pininfarina raised the front windscreen by one inch. Then everything fell into place and the classic MGB GT design was created.

Pininfarina S.p.A. (short for Carrozzeria Pininfarina) is an Italian car design firm and coachbuilder, with headquarters in Turin, Italy. The company was founded by Battista 'Pinin' Farina in 1930. In 2015, the Indian multinational giant Mahindra Group acquired 76% of Pininfarina S.p.A. for about €168 million. *

Pininfarina is employed by many automobile manufacturers to design vehicles. These firms have included Ferrari, Alfa Romeo, Peugeot, Fiat, GM, Lancia and Maserati, to emerging companies in the Asian market with Chinese manufacturers Avichina, Chery, and Changfeng, and Korean manufactures Daewoo and Hyundai.

Pininfarina was run by Battista's son Sergio Pininfarina until 2001, then by his grandson Andrea until his death in 2008. After Andrea's death, his younger brother Paolo was appointed as CEO. Interesting side note: Battista Pininfarina's nephew Nino Farina was the world's first Formula One world champion in 1950 driving an Alfa Romeo 158/159.

1967 Targa Florio Race

The Targa Florio was a public road endurance race held in the mountains of Sicily. Founded in 1906, it was the oldest sports car racing event, part of the World Sportscar Championship between 1955 and 1973. While the first races consisted of a tour of the whole island, the track length in the race's last decades was limited to 44.74 miles, which was lapped 11 times (Source: Wikipedia).

In 1967 the MG Works team entered MGB GT, LBL 591E for the Targa Florio race. Driving were Paddy Hopkirk and Andrew Hedges. They duked it out with world-class machines that included Ford GT40s, Porsche 906 and many others. In the end they won the GT class and placed 11th overall, ahead of Shelby Cobras and a host of 911s. A glorious day for Paddy, Andrew and the B GT! (See the complete story and a video referenced in *The Octagon*, December, 2021, January, 2022, and June, 2022.)

Our MGs have many associations and connections with Italy and Italians. Can you say Bravissimo!

* Perhaps we will need further articles about the MG China Connection and the MG India Connection?

A Royal MG

Long Drive the King!

By MGOC Member William T. "Tom" Doyle

I have owned a 1969 MGC/GT (pictured at right) since 2018 that is just a joy to drive. It has a stock engine with a 4-speed manual transmission with electronic overdrive. When I purchased the MGC, it came with anthracite 15"x5" minilite style knockoff wheels. It has leather seats with headrests with shoulder seat belts. It has no glovebox but an 'Abingdon Pillow' dash instead (a.k.a. padded dash). I added a modern radio with four speakers. I have installed stainless steel MG logo threshold plates, fog lights using the courtesy map light switch, MG logo metal pedal covers, European specification tail lights, a dead pedal foot rest, and a passenger side map pocket. But otherwise, it has the look and feel of a stock MGC.



One day I was wondering who else might own an MGC and realized someone quite famous has owns one. And hence I put this article together.

In 1968 Prince Charles (HRH Prince of Wales at the time) used his mineral blue 1968 MGC/GT during his student days at Cambridge and he was often seen regularly arriving at public events in this car. This was Prince Charles' first car that he drove from January 1968 to sometime in 1970 after taking delivery of it from the MG factory in Abingdon, England. I suspect his car has an early production number since the MGC was introduced in the fall of 1967. His stock MGC came with a 2.9l straight 6-cylinder engine, 15" wires wheels and glove box on the passenger side. (The UK didn't require padded dashes at

the time). However, while most MGCs were fitted with overdrive, his model did not have one. Prince Charles's MGC was fitted with leather seats (with no headrests). He requested as a special order from the Abingdon MG factory a heated rear window, an electric antenna, and a car phone. These special-order items were not offered to the general public.

In 2017 his MGC was on display at Chateau-Impney (seen attached) for the 50th anniversary of the introduction of the MGC by British Motor Corporation. The MGC was fully restored to its original state by the students at Manchester College in 1999 and presented to Prince Charles at the 50th anniversary event.

In 1970 Prince Charles moved on to drive an Austin Martin DB6 and the 1968 MGC/GT ended up in the garages at the Royal Mews at Windsor Castle and later into the Sandringham House estate museum. In 1999 the registration changed hands which according to some reports is when Prince Charles transferred his ownership of the 1968 MGC/GT to his son Prince William.

So, my fellow MG owners, you should be rather proud that your marque has some regal lineage.



Cam timing for basic stock MGA MGB engines

Over the years I have helped many customers with running problems after they had replaced the timing chain, cam or timing gears. Anyone who ever had an MGA or MGB "B" series engine apart is familiar with the difficulty aligning the timing marks on the cam timing gears.

The proper way to check the cam timing is to use a degree wheel before the engine is assembled and installed in the car. If you're just replacing the timing cover seal and timing chain, a quick way is to check the cam timing is to check the valve movement to the TDC mark on the crank.

As the exhaust valve is just about to close, the intake valve is just opening. This equal distance is valve overlap. If you carefully check that both valves are at equal distance, the exhaust valve is just about to close and intake valve just started to open the crank should be at TDC. If you're off a tooth the TDC mark will most likely be 10 or more degrees before or after the TDC mark on the crank pulley.

A quick trick before you remove the timing chain and gears is to mark the upper timing gear towards the top of the gear next to an outer chain link and mark the crank gear towards the lower part next to the outer chain link, then count how many outer chain links are between the two marks including the outer link on the gear mark. This usually assures the timing is where the factory had set the timing before you pulled the timing gears off.

Once I'm confident the timing is correct either by degree the cam timing or by checking the valve overlap "if the engine is in the car", I often carefully remove the timing gears and chain together as a set and install a 4 degree offset key on the cam. Advancing the cam shifts the torque and power down 1000 RPMs but limits the high RPMs. In other words, if the power range was 2000 to 5500 RPMs with the 4-degree advanced cam the power range will be around 1000 to 4500 RPMs. This can increase the over all performance especially if you have a 5-speed or changed the rear gears for highway speeds and don't usually run the engine up to the red line.

Another benefit is advancing the cam 4 degrees reduces combustion chamber heat that transfers to the oil cooling the pistons. Reduced oil temperature maintains oil viscosity giving better bearing protection. Overall advanced cam timing improves cooling, torque, mileage and performance under 4500 RPMs where most of us drive our cars.

Rule of thumb is only advance or retard a cam 4 degrees from straight up cam timing. Most cam timing before the 1970s is what we call straight up cam timing. By early 1970s most engines are 4 degrees retarded. These engines can be advanced 4 degrees to straight up cam timing to have the performance of the 1960s and another 4 degrees to be set to what we call 4 degrees advanced for the extra low end performance.

If you're installing a new cam, check with the tilt in advanced cam timing. The spec card supplied with the new cam indicates the RPM range and can often be advanced 4 degrees to improve low end performance for your driving habits. Hope this helped,

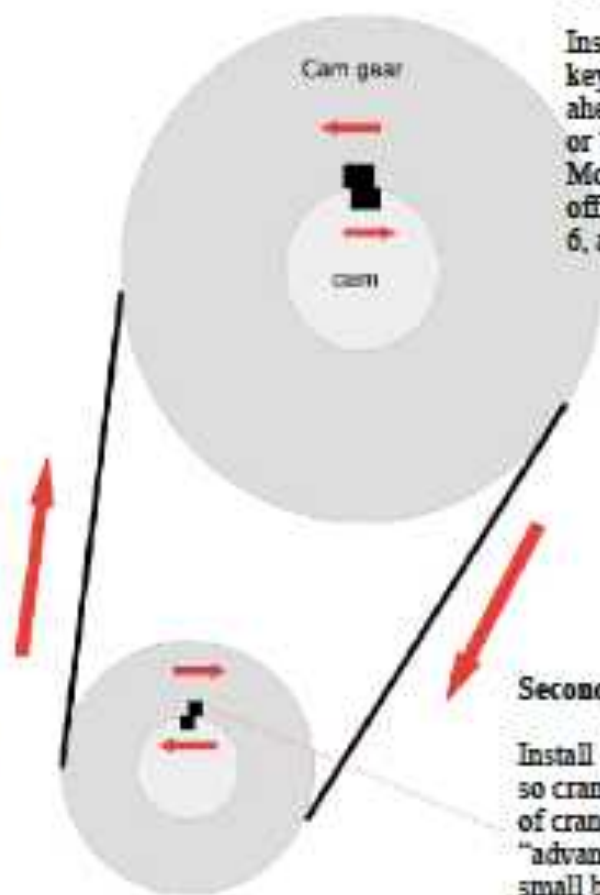
Rob Medynski, British vacuum Unit
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Advance cam with offset cam or crank key

Note: MGA engines are straight up cam timing and can only be moved 4 degrees advanced or retarded. MGB engines are straight up to 1971. 1972 to 1980 18V engines are 4 degrees retarded and can be moved up to 8 degrees advanced.

First Option

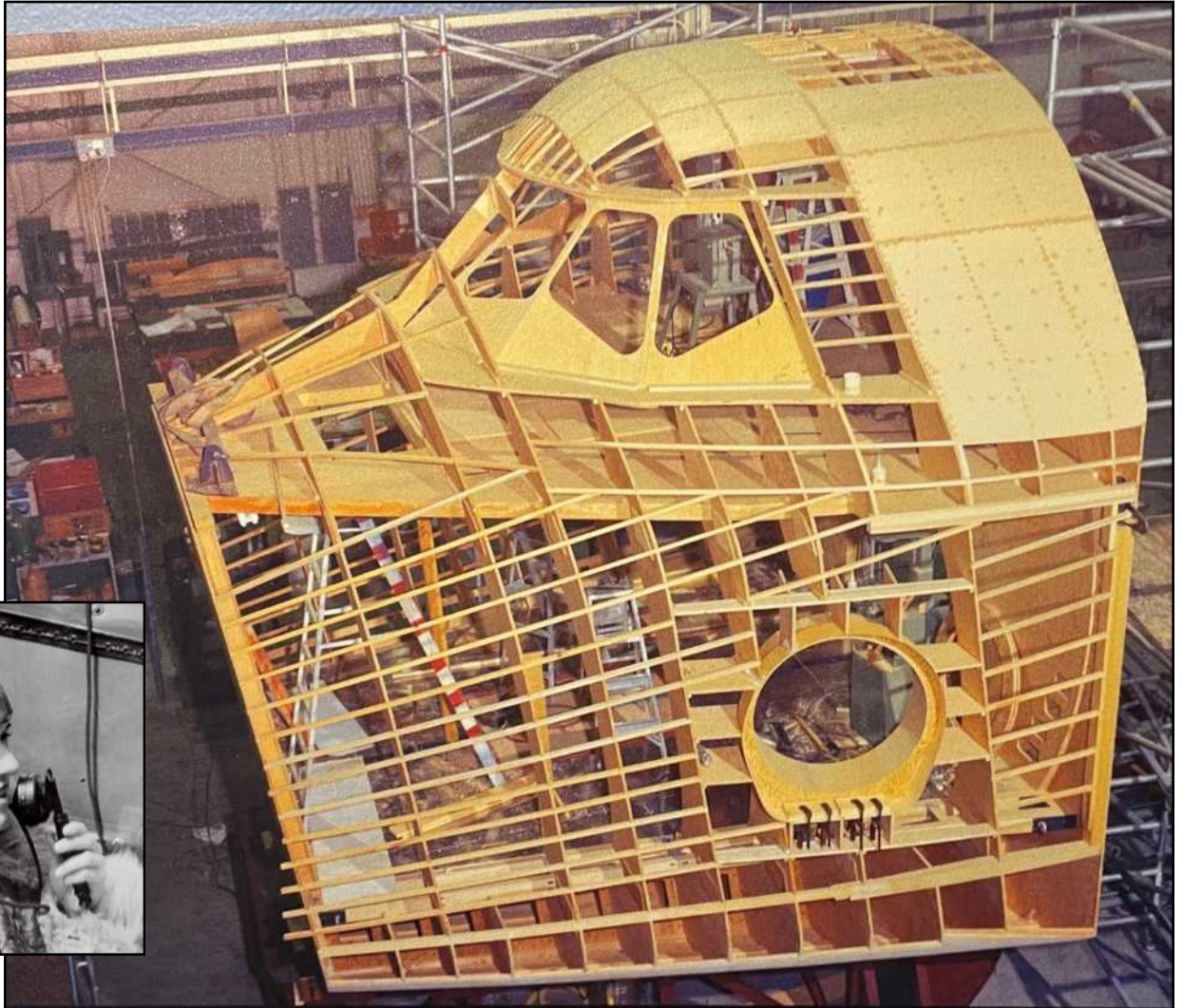
Install offset cam key so cam is ahead of rotation or "advanced". Moss or others sell offset keys by 2, 4, 6, and 8 degrees



Second Option

Install offset crank key so crank gear is ahead of crank rotation "advanced". Chevy small block 4° offset key is correct width but needs trimming to fit!

(Article submitted by:



The wooden frame of the Trainer's crew compartment sits in the JSC Technical Services Shop during construction in 1974.
(NASA)



Technology Bridge MG

I was interested on my visit to the former Boeing Museum south of Seattle (now The Museum of Flight) to see how MG technology seems to be current both to Space Shuttle construction and to the Wright Brothers' first flying machine.

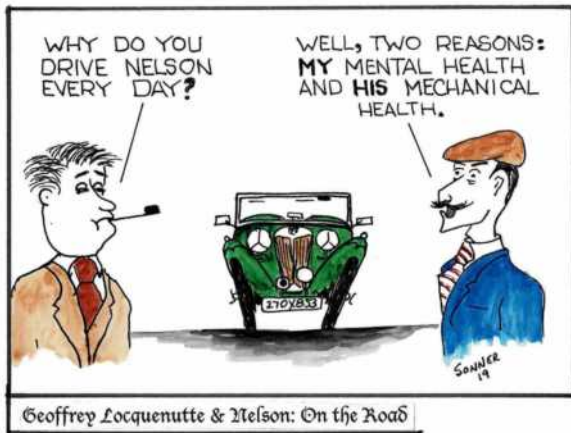
Admittedly the ribs & plywood space shuttle was a prototype only and not sent into space! I like the flat cap and leggings of Mr. Wright. I can relate to his white knuckles.

- Dan





Keep Planning for 2023!



SPRING

Friday, Feb. 10: Drive your Triumph Day! Join 'em. Brit Car solidarity

Sat., Mar. 18: St. Paddy's Day Drive, Marla & Andy Preston, Marin-Sonoma

Apr. TBD: Moraga / Briones Tour, John Hunt

Apr. TBD: Quarterly Meeting, Benicia, Hunt & Taft

May 20, VanDusen ABFM, BC, Canada, westerndriver.com



SUMMER

May 21, All Brit Meet at Dixon

June 12-16: NAMGAR GT-48, Memphis, Tennessee

June 20-23: GOF Central South Bend, IN

July 17-20: NAMGBR MG2023, Calgary, Alberta

Oct. 16-20: GOF West, Carlsbad, CA

Cartoons by Brian Sonner of Placerville



Registration forms should be available in early January.

Celebrating 100 Years of MG
(first Morris cars with MG badging occurred in 1923 and were known as Kimber Specials)

GoF West 2023

Oct 16-20, 2023
Carlsbad, Calif

It is official, GoF West will celebrate its **51st annual event!**

Gathering **O**f the **F**aithful is truly an opportunity for MG owners to enjoy their cars with other MG owners from Western States and Canada

Mark your calendars and plan to be there!



Celebrate Herbie!

Dusty's MG TF

Hello Everyone!

Today I just got delivery of a 1954 MG TF!!!!

I did not see a place on the MGOC website for member celebrations like this, otherwise I would have posted there. I did want to share this news with you all!

My father purchased this very car in 1962.

Before I could read, I would thumb through the shop manual.

In fact, I learned to read from the "The MG Midget (Series TD) and (Series TF) Workshop Manual".

My father passed away in July of 2022.

I was supposed to inherit this car, but discovered, in my father's last week, that the MG had been sold sometime in 2020.

Ugg!!!

I have been dealing with the loss of my father, a loss which will go on forever. I have lots of memories of every sort, but also memories of working on that car with him. And how he would somehow get all five of us kids in it! I don't know how! I have known that very car as long as I have known my father!

I found it!

I purchased it back!

Today was the very first day I was ever allowed to drive that car!

I drove it!

It has troubles, always has, but it runs!

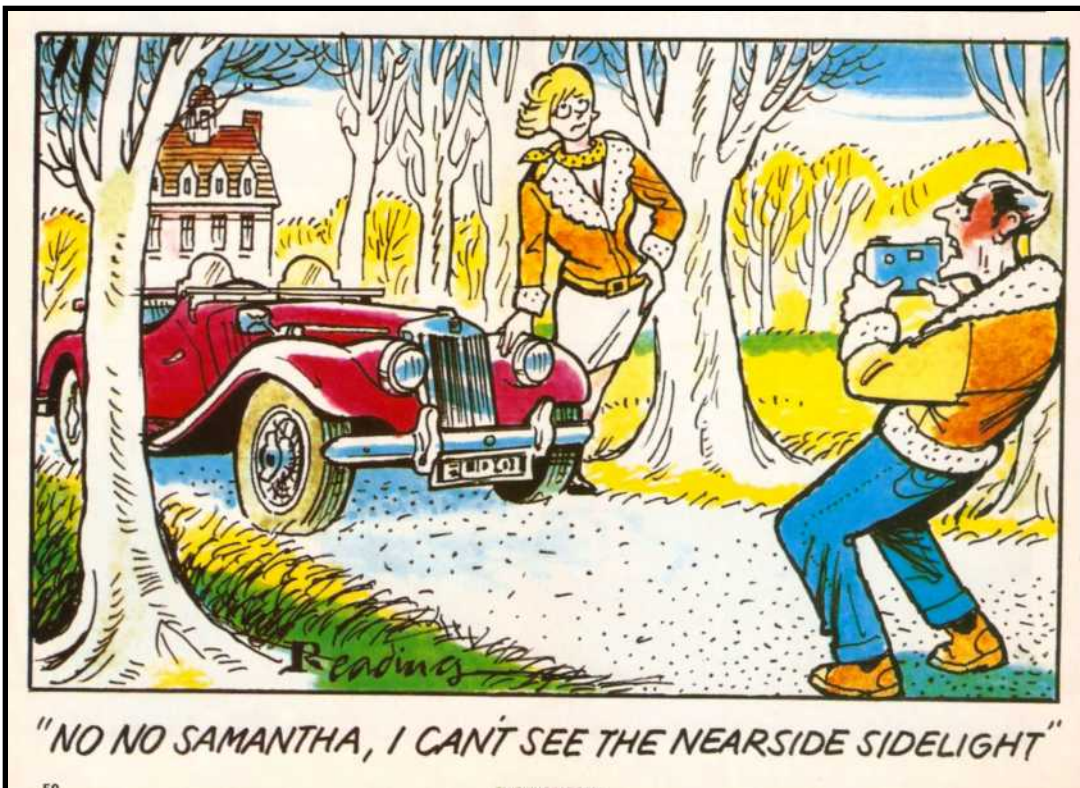
For months, I didn't believe I would ever see that car again. I've been expecting every step in getting that car back to go wrong. But now I feel I can finally celebrate!

There is more to do: Registration is first on the list. I hope to soon get it properly on the road and join you all for drives.

But for now I must get back to the day-to-day.... work.

below from **Enjoying MG** magazine

-Dusty, Dustin Jermier
New Member MGOC



Air Resistance vs. Performance of Standard MGs

By Alan Scott (Original source lost to time)

For a short time I was fortunate to have access to a full size wind tunnel. From this I derived performance figures for the standard body shape MG (Pre-MGA). The drag coefficient was measured using my TC as a representative shape. The tests were performed with the full-equipment flared wing body with the screen up. From the J2 onwards this has been the classic MG shape so it is a matter of simple scaling to compare the smaller frontal area of the models J and P (and M) with the models K, T and N.

For the mathematically minded, it can be shown that the power required to propel a car consists of wind resistance and rolling resistance.

$HP = Cd A V^3 + kWV^2$ where Cd is the drag coefficient

A is frontal area in sq. ft.

V is velocity in MPH

W is weight in pounds

K is rolling coefficient

Thus knowing the power output and power required, it is possible to predict the attainable speed of a car on a level road (with negligible wind). It is widely quoted that sports cars have a Cd between 0.6 and 0.8 which are pretty wide limits. In the event, I tested my MG TC at 0.72.

Table 1 below shows the maximum road test speeds achieved by various models and the power required to achieve them. Also shown is the manufacturer's quoted power output. I have also calculated the power required to push a standard shape to 100mph.

M.G. Type	Quoted Road test Speed MPH	Wind Resistance BHP	Rolling resistance BHP	Manufacturers Output BHP.
M	65	20	7.6	27
J	72	24	9.3	33
PA	74	25.5	9.8	36
PB	76	29	10.3	39
TA	80	38.5	11.5	50
TB	82	42	12.1	54
TC	82	42	12.1	54
TD	85	44	13.0	57
TF1500	87	49	14.0	63
	100	79	18.0	97

If this is studied you can see that the MMM cars achieve a slightly higher speed than a T would with the same power. This is purely and simply due to a smaller frontal area.

An increase of speed of 5% at maximum leaves a designer with three choices:

- A frontal area reduction of 5%
- A reduction of drag coefficient of 5%
- A power increase of some 16%

Frontal area and drag resistance are far more rewarding, the ultimate effect being something like the EX181 (land speed record MG).

Frontal area reduction can be achieved by folding the windscreen flat and by removing the head lamps. Drag is reduced by the same actions because the shape becomes much cleaner. Further reduction in drag can be effected by use of an undertray, a tonneau cover or a Monterey cowl, and fitting cycle wings.

The car also benefits in great acceleration although the significant factor here is weight and this is the reason everything possible is jettisoned when racing. Acceleration is where power to weight ratio really pays off and large power increases are then beneficial. I have drawn up Table 2 from contemporary road test reports. The cars were listed were all production cars which could be purchased without special order. I regret that racing models have no figures to compare with standard cars.



Model	Year	Output BHP	Weight	SS 1/4 mile	0-60MPH	Speed week MPH
M	1929	20 at 4000	10 cwt	- seconds	45 secs	65
C	1931	60 at 6000	12 cwt	"	"	"
D	1931	27 at 4500	13 cwt	35 "	"	"
J2	1932	38 at 5500	13 cwt	29.1 "	"	72
J3	1932	45 at 5500	13 cwt 1 qtr.	"	"	"
J4	1932	75 at 7200	13 cwt	"	"	"
PA	1934	36 at 5500	14 cwt 3 qtr.	25 "	32.5	74
PB	1935	43 at 5500	14 cwt 3 qtr.	23.4 "	27.4	78
QA	1935	113 at 7200	cwt	"	"	"
RA	1935	113 at 7200	cwt	"	"	"
TA	1936	45 at 4500	15 cwt 3 qtr.	22.5 "	23.1	80
TB	1939	54 at 5200	15 cwt 2 qtr.	21.5 "	21.0	80
TC	1946	54 at 5200	15 cwt 2 qtr.	21.5 "	21.0	82
TQ	1951	54 at 5200	17 cwt qtr.	23.2 "	23.6	82
TF	1953	57 at 5500	17 cwt qtr.	23.0 "	23.0	85
TF	1954	63 at 5500	17 cwt qtr.	"	"	"
Midget 1948	1961	48 at 5500	12 cwt qtr.	21.6 "	18.3	"
" 1096	1964	58 at 5500	13 cwt qtr.	19.7 "	13.0	"

The fact that these cars are the mainstay of the registers and are used as cheap, reliable daily transportation (*when was this written? Ed.*) tends to be forgotten in the competition enthusiasts mind. These cars are much tougher than you think and are not in the least temperamental in standard form. I have heard many times that "MG are famous for what they can be made to do, not what they actually do." This is very true and serve to indicate the reserve of strength built into its components.

I offer this article as food for go-faster thoughts for the owner of the standard car.

Ed. note: A lot was made of this at the time of the introduction of the MGA which achieved much improved results over the TF with the same horsepower. I will leave it to the reader to attempt to plug in the numbers and estimate the Cd of the MGA. (What I remember from R&T tests is that an MGA had a Cd of about 0.5 - way better than the previous cars.
- Mike Jacobsen)



MG C-type
racers at
Donington,
May, 1933

Brunch Success!

The annual MGOC Brunch at Moss Beach Distillery was an absolutely wonderful event. I want to thank Marla Preston for all her efforts to make this an event that we all look forward to each new year. **THANKS MARLA!**

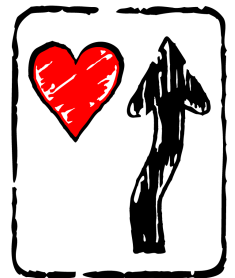
I personally enjoyed meeting new members, some members who I had yet to meet, and of course all the familiar faces from our drives and tours. Many took advantage of the break in the weather and drove MGs to the brunch. Andy and Marla Preston provided Waterford crystal logo mugs for several categories: traveling furthest way in any car, traveling furthest in an MG, traveling shortest distance in an MG and newest member attending the brunch. Eric Baker took home the dubious award, "The Burnt Spark Plug," for his mechanical challenges on a drive in 2022. All in good fun.

Ah, now that I mention it, speaking of drives and tours, we still have quite a few vacancies in the coming months on our calendar. Thanks in advance to all who have volunteered to lead a drive! Now, perhaps you didn't make it to the January Planning Meeting, missing out in stepping forward to lead a drive. It's never too late! I would like to see more drives beginning in the South Bay Area. So, if you haven't yet volunteered please contact me, or any of the board members and get your drive on the calendar. Remember, it doesn't have to be complicated. Pick a meeting location and time, and from there a route on some roads in your area. We have so many excellent roads in the Bay Area and beyond. Our LBCs (Little British Cars) need to be driven. And driving them is a primary reason for being in the club. Let's do this!

Cheers,
Kirk Prentiss



Photo:
John Hunt





Burnt Spark Plug Award to Eric Baker.
Photo: John Hunt

Other photos by Kirk Prentiss





TD photo by John Hunt

Other photos by Kirk
Prentiss

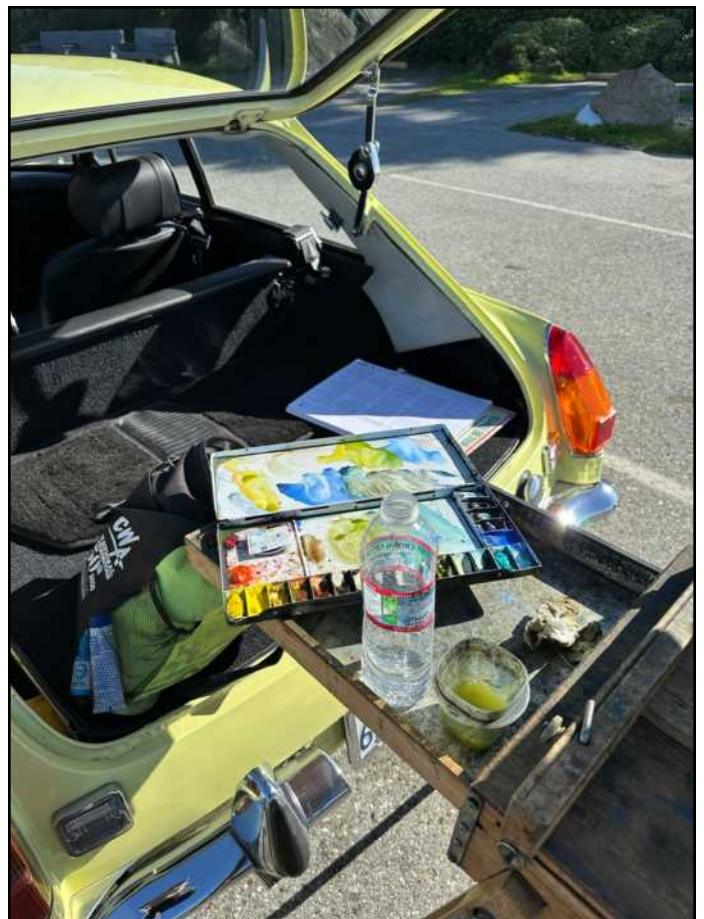
*Bawdy stained glass in
the medieval tradition*



Brunch photos this page from Kirk Prentiss.

Barbara Tapp photos by Kirk as well.

“Crikey, Mates!”



My Small Victory

By Barbara Tapp

For the last 3 attempts to start Little Bee, I failed with the brake pressure light appearing, the ignition not going on and the battery charger lights flashing.

Off I went to buy a new charger but it still flashed...

I called Andy Preston to ask about the light and he walked me through disconnecting it because I thought it was a drain on the battery. I then inquired about getting a new battery. That's an education - who knew they are so small. Honestly I am nervous touching a battery so I watched numerous videos on MGB batteries to familiarize myself.

I was still very spooked about going near the battery but today decided to remove the battery and replace it.

I must admit everything is new to me so I enjoyed removing the back seat, (much more comfortably done from the drivers side) then removing the padding and the metal cover.

To my surprise, I discovered the charging cable coming directly from the battery terminals was damaged and a bare wire was exposed.

The Triple AAA guy who jumped me in Pleasanton in November had screwed into the wire and here was my culprit. (I'd left my headlights on after going through the Caldecott Tunnel.)

I replaced the cable from my new charger and voila the light stopped flashing! The brake pressure light is reconnected and no longer on and I hope tomorrow I can start the car.

A small victory for this newbie MGB owner - but it sure felt good.
Cheers B., and her Little B
Barbara T.



Barbara is an accomplished painter and is now able to travel plenn aire in style in her Mod GT. She had it at work at the Annual Brunch so must have the problems solved. - Dan

Photo of Barbara by Kirk Prentiss

Cartoon from **Enjoying MG** magazine

New Members!

Welcome Glenn Flinchbaugh of Palo Alto with a 1969 MGB Roadster

Welcome Ben and Jan Lenci of Fremont with a 1979 MGB-LE

Jan and Ben are long time members of the Sorry Safari Touring Society, our sister club focused in the East Bay. We do joint events and encourage each other. Ben is a retired fire fighter and won the coveted Messiest Garage award last year. Jan provides wonderful recipes for the club.



Jan Lenci photo

KITCHEN MECHANIC

Better Than Sex Cake

Chef Jan Lenci



1 pkg.	Chocolate Cake Mix
3 ea.	Eggs
1 ¼ C	Milk
½ C	Oil
1 can	Sweetened Condensed Milk (14 oz.)
1 jar	Salted Caramel Sauce (11.5 oz.)
2 C	Heavy Whipping Cream
2 Tbls	Powdered Sugar
½ tsp	Vanilla
1 bag	Heath Candy Pieces

Preheat oven to 350 degrees. Spray a 9x13 inch baking dish with nonstick spray. Prepare cake mix according to package directions, using Milk instead of water. Pour batter into prepared dish and bake according to directions on box. Let cake cool completely.

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: 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 (free), work benches, one with drill press, one with HD vise, Member Ken Gittings, Also valve cover racers! 510-791-8445 (Updated 1/23)

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)

1969 MGB: Deep blue, new black interior, grey wire wheels, hardtop and good soft top, overdrive, Asking \$12.5k, Russ in Oregon, russ787781346@gmail.com

Selling my Dad's 1963 MGB: Needs lots of work but has a rebuilt engine. \$1000. Non-member Mark Buck, markb@ibew595.org (Posted 1/23)

Blue Plates Special: I have three pairs in good shape. Can be used for MGB or Midget, 1969 through 1980. \$20 each pair plus shipping. Dan Shockey (309) 696-0803 (Posted 12/22) Justin? Suzy-Q?

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



Buck MGB



Member Notes

Felix Lee from Mike Jacobsen:

Update on the XK140 roadster he bought last year: He's having it repainted & reupholstered. I asked him to save me the old biscuit interior bits if he could, and he had the shop do that! Felix brought us a big box with almost everything in an XK140 interior kit. Guess I should work on my XK140 now.



MG Coupes from Don Scott:

I've had several MGB GTs and I know just how hot it can get in an MG with glass and no removable top. A good friend of mine had a MGA 1500 coupe and I still remember how hot it was inside his car at times. My quest remains for a Mk2 roadster. Seems to be few left that are nice condition, but I will find one!

Dave Lion from Mike J.:

Former club member Dave Lion has passed. He owned a beautiful Twin Cam MGA and went to the GT in Oregon with us.

Greetings from Tom Doyle at Tahoe:

Lots of snow up here and more on the way. Looks like it won't be until April before I will be able to get the MGC out for a drive!!! Later,

From John Kowtko:

My wife and I have changed residence to Reno, NV. My time has been consumed with setting up the house and haven't had time to focus on cars at all in the past year. I am wondering if there any folks in Reno who are still members, or if there is a Reno club that I can check out? Thanks

Thanks from John Hunt:

Andy, thank you for many years of leading the group and to Marla for the many things she has done for the club among them, this great annual brunch. Also, a big shout out to Kirk for taking the helm. Thank you.

Cross-Country with Mike Jacobsen:

I plan to drive the MGA to the GT in Memphis. The GoF in Indiana follows pretty closely to the GT, so I may go to that too. The folks that drove out with me to Colorado Springs last year for that NAMGAR GT are talking about going again this year, but we haven't made any definite plans yet. Join us!



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 registrars@namgar.com.

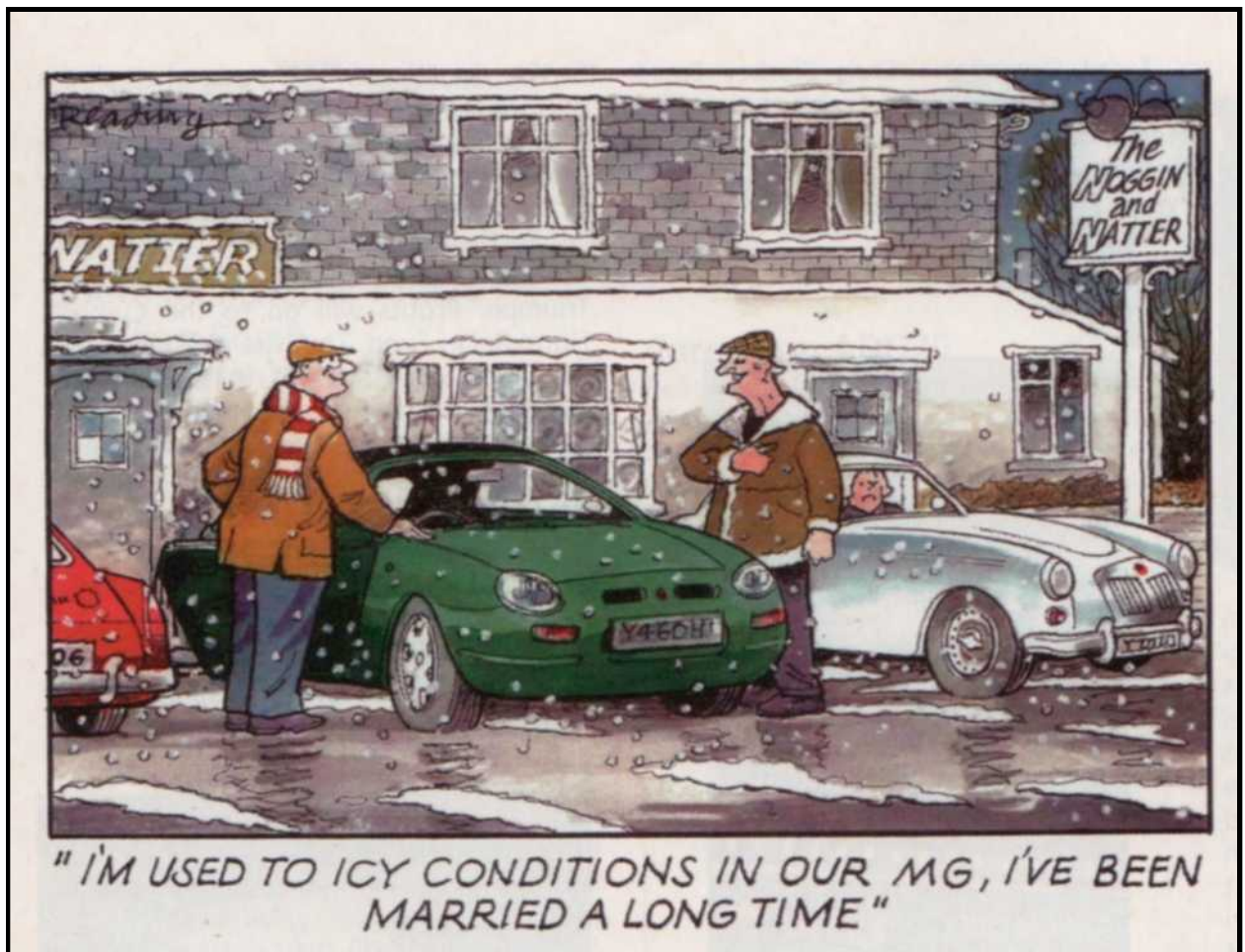




North American MGB Register



From
Enjoying MG
magazine



Barbara paints at the Brunch. Photo: Kirk Prentiss

