



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!



1956 MGA



1953 TD Mk II



1933 MG J2

**St. Paddy's Day Tour
Thursday March 14**

MGs restored by George Steneberg
Preston photo top left
Shockey photo top right.

March 2024



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.

DIRECTORY of MGOC OFFICERS for 2024

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

BOARD MEMBERS AT LARGE

Member-at-Large: **Mark McGohtigan**, 510-633-1981, markmc3us@yahoo.com
Member-at-Large: **John Hunt**, huntsails@comcast.net
Member-at-Large: **George Steneberg**, 510-525-9125, j2george@pacbell.net

APPOINTEES

Commercial Advertising: **Rick Anguiano**, 209-617-8492 webmaster@mgocsf.org
Corresponding Secretary: **George Steneberg**, j2george@pacbell.net
Archivist: **Mike Jacobsen**, 415-333-9699, MikesMuseum@yahoo.com
Photographer: **Rick Anguiano**, 209-617-8492 webmaster@mgocsf.org
Registrar: **Steve Kellogg**, 408-355-4125, webmaster@mgocsf.org
T Register Director: **Jim Carlson**, 408-224-3992, mjgim@comcast.net
The Octagon Editor: **Dan Shockey**, 309-696-0803, magnut_dan@hotmail.com
Webmaster: **Rick Anguiano**, 209-617-8492 webmaster@mgocsf.org
Regalia: **Andy Preston**, 707-795-3480, andypreston@att.net

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
MGA Coupe: **Andy Preston**, andypreston@att.net
MGA & Twin Cam: **George Steneberg**, 510-525-9125, j2george@pacbell.net
Z-Magnette Saloon: **Eric Baker**, 510-531-7032 mgp36@yahoo.com

T-types: **George Steneberg**, 510-525-9125, j2george@pacbell.net
Pre-war Midgets-Magnas-Magnettes: **George Steneberg**, 510-525-9125
PA/PB Midget 1934-36: **Eric Baker**, 510-531-7032, mgp36@yahoo.com

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Direct all questions about advertising to **Rick Anguiano** at 209-617-8492 or webmaster@mgocsf.org. 2024 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

MGOC.SF.ORG

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

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St. Paddy's Day Tour, Thur. March 14, 2024 To Moylan's Irish Brewery & Pub for lunch



Date: Thursday, March 14, 2024

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 Sunday so we're holding the tour on the Thursday before to avoid the traffic. 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. 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, and passing through San Geronimo, Lagunitas Forest Knolls, and the glorious redwoods in Samuel P. Taylor State Park. 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.

**Leprechauns
Welcome!**

Please RSVP: to Andy or Marla Preston at 707 795 3480 or marlapreston@hotmail.com by March 9th so we can confirm lunch reservations.

From the Editor

It's Leap Day and it's Spring!

29 February 2024

Spring in coastal California anyway. We got some good rains so there will be wildflowers and water splashes in the hills. The St. Paddy's Day Tour should be great. Hope to see you there. I plan to drive the MGA.

I feel I am coming back to life, too, with the warm sunshine and longer days. I was able to get some good work done on the 1935 PA, new soft-linings brakes and sealed up rear axle. The rear axle originally had cork seals that you can't even buy anymore but I was able to get some nylatron substitutes that should work well. One rear brake was covered in a grease/oil mixture. Well lubricated

Photo: Thuy Nguyen



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brakes and well-shined brake drums but no wear on the hard linings. They work well now.

The MGA has had some steering wheel shake at speed especially on those grooved interstates. I am still working to resolve all of that. Doesn't stop me driving it but annoying. Good arm & shoulder massage! And keeps me awake.

I hope you are feeling renewed as well. Let your MG carry you away!

Fast and Safe,

Dan



Geoffrey Locquenutte & Nelson: On the Road

by Brian Sonner of Placerville



Valley British Auto Club
presents the
21st Annual Clovis British Auto Roundup
March 23 & 24, 2024
Celebrating 100 Years of MG!



... First 80 Cars ...

\$35 1st Car, \$20 2nd Car, \$20 Motorcycles

...Charity Raffle - Major Donors...

\$600 Driving School by Vintage Auto Racing Association

\$500 Firearm Package by Aguilar Distributing

\$2000 Electric Bike by Electric Envy

In Conjunction With B.O.O.T.
10:00am Saturday Drive and Lunch
9:00am Sunday Show and
Antiques Street Fair
All Marques, Models, Years
Proceeds Benefit
"Central Valley Veterans"

Register Online at:
www.motorsportsreg.com
or Visit Our Website at:
www.valleybritish.org
Jon Brothers, President
559-765-5364

I'd like to extend an invitation to the MG owners in California to attend our 2024 Clovis British Auto Roundup, March 23 and 24, 2004, in Clovis California. This year's car show will focus on the celebration of "100 Years of MG" and, as a special part of the show, we will have a dedicated MG car corral. - Jon Brothers, President, Valley British Auto Club

The 30th Annual

MGs by the Bay

Saturday, June 8



Photo: Kirk Prentiss

BONAIR

GREENBRÆ

10am - 2pm

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

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

Popular Vote Awards: 1:30pm

Free entry and parking for spectators

Registration: www.MGOCSF.org





FOR IMMEDIATE RELEASE:
GoF WEST 2024 EVENT ANNOUNCED!
October 14TH – 18TH, 2024 in Folsom, CA



The Sacramento Valley MG Car Club is pleased to announce the 51st GoF West 2024 has been scheduled to take place and our goal is to have the largest gathering of MG cars on the West of the USA in 2024! Please forward this notice out to your Club's Membership to help us promote the event and if possible post in your newsletter or magazine. We want your MG and you to come to GoF West 2024!

GoF West is an annual event organized following a set of guidelines from the GoF West, Inc. Steering Committee. This committee mandates some specific events to be held at every GoF West and they suggests other events that the Organizers of a particular year's GoF West may choose to incorporate. The Sacramento Valley MG Car Club is proud to have been chosen to host the 2024 event and we intend to carry on the fine tradition of the past GoF West events. Some of the week's activities include:

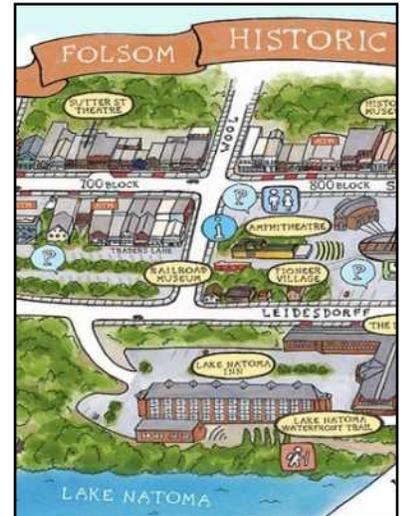
- Car Display with many classes for all MGs
- First Time Car Display for people attending for the first time
- Arts / Crafts / Models / Photos Display
- All the above events are Popular Vote not judged.
- Technical Sessions
- Rally / Scenic Drive
- Funkhana which is games with your MG.
- Silent & Live Auctions with lots of cool MG and auto related items
- Awards Banquet
- Winners' Circle

Registration information and more details may be found at <https://2024.gofwest.org/>

The host hotel is the Lake Natoma Inn located at 702 Gold Lake Drive in Folsom, California which is located near Historic old Town Folsom. You can call the hotel directly at 916-351-1500 to make your reservation and use the "GoF West 2024" as the group name to get the special rate of \$131.75 plus tax and fees. To get the group rate, reserve before allowed rooms are sold out. The hotel recommends reserving rooms through them directly to help us with tracking. Note: There are suites and other levels of rooms that maybe reserved, please work with the hotel directly if you wish to book these rooms.

More information will be posted on the www.GoFWest.org website as available.

If you have any questions about GoF West 2024, you can also contact Kathy Tyzzer (Chair) at kathy@gofwest.org or 530-902-8162 or Val Howard-Hogue (Vice Chair) at val@kimberandlyons.com or 916-616-8583 with any questions (please no calls after 9pm PST).



by Brian Sonner of Placerville



Geoffrey Locquenutte & Nelson: St. Paddy's Day Run



Clovis British Show March 24

MGs 4 Me!

Mike Jacobsen sent these photos from last year to give you a feel for the show. Not huge but in a great setting with "the right crowd and no crowding"



“Buzzer” Tech Session

by MGOC member Steve Kellogg, from a Cypress Club session in Carmel in January

For the past several years I have been guilty of driving down the highway in my 1973 MGB oblivious to the fact my turn signal stays on for miles due to a lane change. Can't see the turn signal indicators very well because they are blocked by the steering wheel and can't hear the "clicker" when the top is down, (or up). Mentioned it to fellow club member, Barry Erickson who has a great looking 1971 MGB/GT and he had the same problem. Barry being an Electrical Engineer in his past life made a fix that works like a charm in his car.

I said I must have it and since I'm president of the club and allowed some perks for my efforts, I set up a tech session for the process to be done to my car!

Barry sent me a list of items to get, and I went down to my local NAPA supply store and got \$99 worth of bits and parts for the job. Money well spent I figured!

On the day of the session, Barry showed up with his tools and three other members of the club arrived at 10:00 am: Rob Duarte in his Hot Rod, Barry Jones and Bill Thatcher in their regular cars.

Barry gave us a demonstration on his car on how the buzzer works. The buzzer goes off when the turn signal is on loud enough to hear and when one is at an intersection waiting to make a turn, the buzzer is turned off by deploying the brake. Genius!

So, we proceeded (pretty much Barry) to set up the buzzer under the dash, make wires the right length that were needed and their connections. Speaking of connections, Barry does his the way they supposed to be done. Soldered and with heat shrink tubing. The first wire we set up was a black ground. A couple of things to remember: Always place the heat shrink tube on the wire before attaching the connection and use a vise for soldering the bits. Two 60 plus men holding wire and soldering gun have too much shaking going on to get a good connection. In addition, get all your wires and connections all completed before placing them in the car, as you don't want to be soldering bent over in the engine bay or under the dash.

During this time, Barry Jones, Bill and Rob were very helpful in the support of the project and offered very good support and suggestions on placement of the parts. They must have been very good supervisors before retirement.

Once the system was hooked up, it worked great. Took a group picture and off we went to complete chores for the day. I tried the system after everyone had left and it didn't work as I thought I left the key in the on position during the day and battery got drained. So, I put a trickle charger on it to juice it back up. Later that night, we had a dinner party at the house with some friends and the system worked then. I was a happy camper.

The following morning was Cars and Coffee at the Baja Cantina and I wanted to show off the work amongst other car enthusiasts. Got all bundled up for the drive, hopped in the car and there wasn't even a click. Deader than a doornail. Bummer, so I took the TF, hoping to see Barry and possibly figuring out what the problem may be.

Barry wasn't there so I went home and called him. He was a bit stumped but offered to come all the way from Salinas to take a look. What a nice guy! He came over and between the two of us, we could not figure out what was going on. Barry had his trusty Fluke tools and was almost beginning to question their being right.

5 pin relay before it is mounted and grounded.



I told him of a story I had driving back in the B from Eureka where it just crapped out on the 101 freeway in Rohnert Park. I had it flat bedded to my mechanic friend's house in Walnut Creek. (thank you, AAA, premium) and looked at the car the following morning. After just "touching" wires the car started back up miraculously. ERRGGHH! But I got home OK. Gremlins? British Electronics? Son of Darkness Lucas? Who knew, hence why I always drive in the right lane on the freeways for quick emergency exits if the B craps out ever again.

Getting back to the buzzer job, Barry determined that the 5-pin relay that was installed wasn't working right and that we'd have to get a new one at Napa. I thought to myself that I could get it and install it myself incase Napa didn't have one on that day. However, Barry being the consummate British Car guy and always being prepared had an extra one in his car for me to use.

Huzzah! We hooked that up and it ran like a champ. Yeah!

The following day, Sunday, I wanted to try it on the road as I had a few chores to run, and the weather was glorious for a top-down drive. I'm happy to say the buzzer worked just like it was supposed to.

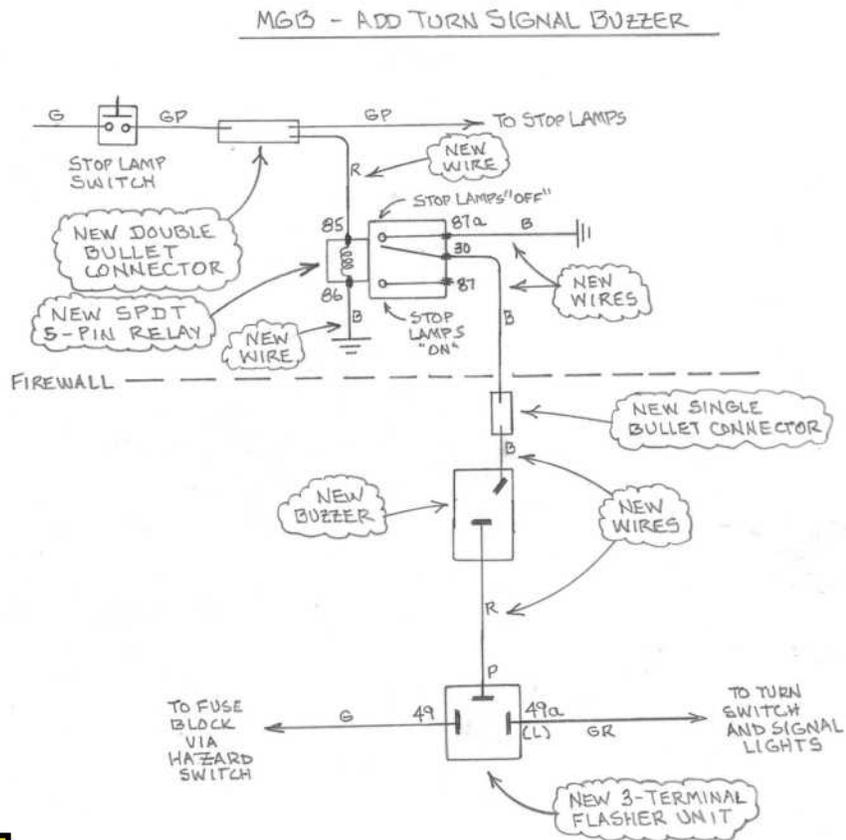


Barry and I with Barry doing the heavy lifting.

11-6-23



The Tech session attendees



WIRE COLORS:
 G = GREEN
 R = RED
 P = PURPLE
 B = BLACK
 GP = GREEN & PURPLE
 GR = GREEN & RED

Fun Fact: Club member Bill Webb was hard of hearing so put a very loud buzzer in his TC. I very nearly jumped out of the MG when he turned on his signal! - Dan Shockey



Add a Buzzer!

These are the main components I used for my turn signal buzzer project.

Below reference info from Barry Ericsson (BWE):

I bought the Duralast BZ600 buzzer on line from Auto Zone. It turned out to work OK, but was expensive, \$45.99. And it was pretty loud. I wrapped it in some foam material to reduce the loudness. I'm sure there are other 12 volt buzzers that would work fine in this application.

I bought the 3-pin turn signal flasher unit on line at superbrightleds.com, part number FL3-RED. That cost about \$20. Some MGB's may already have a 3-pin flasher unit, so this part would not need to be purchased.

I bought the Dorman 5-pin relay locally at O'Reilly's Auto Parts. I think it cost about \$15. Please note that not all 5-pin relays are created equal. You need a SPDT (single-pole double-throw) relay. It will have terminal designations 30, 85, 86, 87, 87a.

Note - The 5-pin relay is only needed if you want to include the "buzzer silencing when brake pedal is pressed" feature.

Other materials include wire, connectors, etc.

BWE, 01-15-2024 Rev. 1-15-2024

MGB - Add Turn Signal Buzzer

I got the idea for this from Rick Astley's book, MGB Electrical Systems. The standard 2-prong flasher module is replaced with a 3-prong unit. The "P" prong supplies on-and-off power to the new buzzer causing it to buzz in sync with the turn signals.

I added a 5-pin SPDT (single-pole double-throw) relay in the buzzer grounding circuit so that the buzzer is silenced when the brake pedal is depressed. This way you don't have to listen to the buzzer while stopped at a signal light. It adds some complexity to the installation, but I think it is worth the trouble.

The buzzer ground circuit is completed through the relay "normally closed" contact, 87a, allowing the buzzer to sound. Then when the brake pedal is depressed the brake light circuit energizes the relay, opening the 87a contact and silencing the buzzer.

I found that this setup worked fine on my car, except the buzzer was WAY too loud! So I wrapped the buzzer in some foam insulation material. This quieted it down to an acceptable level. I ended up just stuffing the buzzer up into a corner under the dash near the windscreen wiper motor. I recommend NOT attaching the buzzer directly to the car body as this will amplify the sound level.

Please note that the addition of the 5-pin relay may not be absolutely essential to accomplish the "buzzer silencing when brake pedal is pressed" feature. In Rick Astley's book he suggests connecting the "ground" terminal of the buzzer to the green/purple wire in the brake light circuit, so the buzzer circuit is grounded through the brake lights! I did NOT want to do this due to possible problems with LED brake lights, etc. So I installed the relay to keep the two systems separated.

"TA Terry" Passes

Oakland MG enthusiast Terry Sanders died recently after a long illness. Locally Terry was most active in the Abingdon Rough Riders and the Sorry Safari clubs though he had been a vice president of the MGOc as well. "I have developed a condition similar to Parkinsons called essential tremor and I cannot control my finger movements any longer." (Terry)

Some info from long-time friend Allan Chalmers, "I'm sorry to report that one of the most enthusiastic MG Guys has parted us. Terry was one of the best non-professional restorers ever. He restored his TA from junk, an Arnolt, a TC, a TF an NA and, famously, with Phil 'Nigel Shiftright' Frank, an SA Cabriolet. His first MG was a TD he won in a card game. Terry was the manager/engineer who got BART going in the Bay Area. Terry was 'Saunders' in the Shiftright cartoons."

Terry drove his well-loved MG TA for many years. He would have to tell folks that it was NOT a TC. His license plate read "NOT A TC" as well. So he became known as TA Terry.

One time a kid in a large Chevy pulled out in front of the MG leaving Terry with a backwards MG (from the steering wheel) violently impressed on his sternum.

Terry and Cindy lived in a warehouse on the Oakland waterfront with an apartment built inside - after they moved in. This is the "Warehome" and it has been a locus of MG and club activity.

"Terry's knowledge of MGs and his vast connections within the worldwide MG community has made him a great asset in our Club." (Pete Lismer for the Sorry Safari) Terry produced the SSTS **Wind Machine** for many years and famously resigned the position at every opportunity but continued until he was too ill.

For myself as for many others, Terry was an encourager and mentor and helper and friend. He had to sell his MGs and his extensive parts, tools and literature collections. It has been very hard to let him go. Terry is survived by his wife Cindy.

A memorial service will be held at some point as well as an estate sale of remaining MG parts and stuff.

By Dan Shockey



Terry and Cindy
with the beloved
namesake MG TA

May he live on.



Carl Brown has been doodling again!!



The irrepressible, irreplaceable TA Terry

Art by Carl Brown



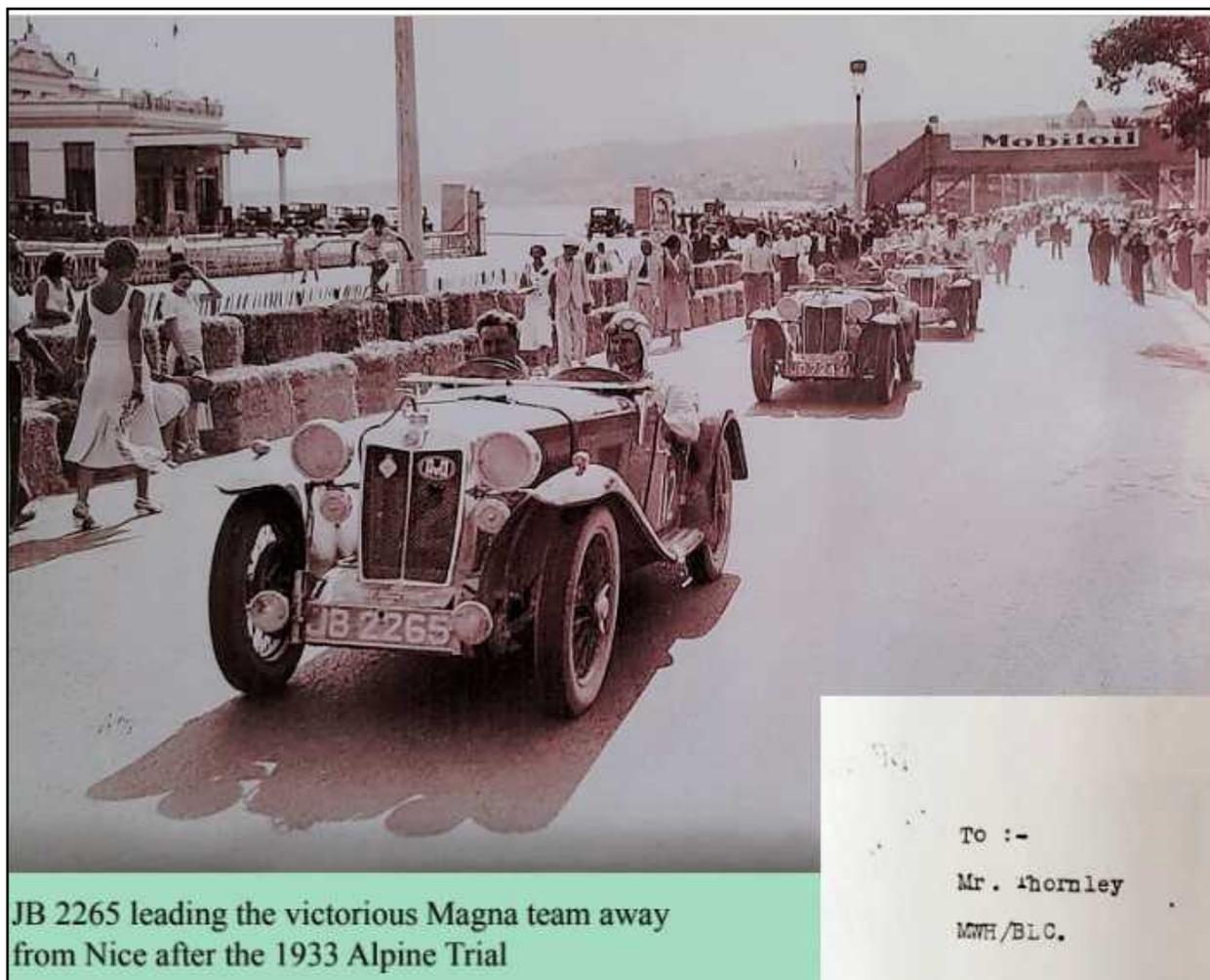
MG NA lovingly restored by Terry in the Warehame above.

Terry with his father's gas station in Louisiana



Terry and his Dad in about 1950

Phil Frank included Terry as "Saunders" in his cartoons, a fitting tribute to friendship and inspiration



Here is another photo of the MG team winning their class on the 1933 Alpine Trial.

Very impressive performance for a brand new model (2 of 3 SS-Jaguars didn't finish)

See last issue for story.



Keep Planning for 2024!

SPRING



Thurs., Mar. 14: St. Paddy's Day Tour, Prestons, p. 3

Mar. 23-24: Clovis British Auto Roundup! See p. 5

**April 21-24, MG2024, Katy, TX, NAMGBR annual event
(east side of Houston)**

**Sun., May 19: Dixon All-Brit Meet, show & swap meet
(See below)**

SUMMER - FALL



Sat., June 8: MGs by the Bay, Greenbrae, MGOB

June TBD: South Marin Tour, Bob Bundy

July 15-19, 2024: NAMGAR GT-49 at Mt. Hood, Oregon

Sept. 13-15: Back to the Beach, Kelloggs, Carmel

Oct. 14-18: GOF West, Folsom, CA

Registration for the 2024 All British Motor Vehicle Show and Swap Meet is Open!

It's that time of year again when you can renew your membership dues for next year! We have a new form which you can access below. We will NOT be mailing out renewal forms this year except to those members who don't have email addresses.

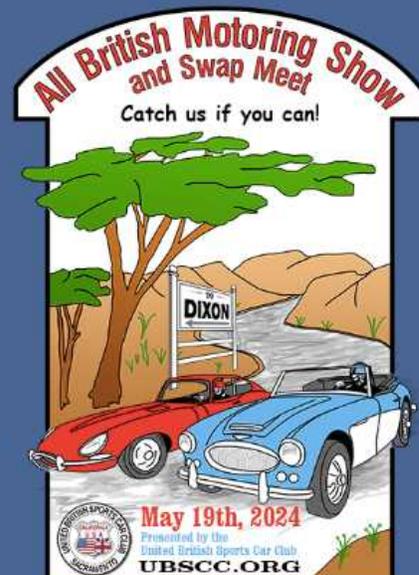
The link below will let you:

- 1) Renew your membership for 2024
- 2) Order new magnetic badges
- 3) Make a donation to the Messineo Memorial Fund
- 5) Order club regalia (limited styles and colors are available through this form)

Please click the link below to do any or all of these orders.

All orders will need a credit card payment.

<https://neartail.com/sm/SgSz3aqob>



TD Mark II Recognition Guide

There has been a lot of confusion and misinformation about this special model of TD. (I am reminded by the sale of George's TD of this type.) It is partly because the factory did not originally badge them as a special model and because of the 'TD2' prefix used to identify all the later TDs. The Mk II were done primarily as racing models though MG found there was a market for hopped up TDs. Most of these performance upgrades were later incorporated into the standard TF models.

The chart below shows how many Mk II of each type were produced of the 30,000 TDs made in total.

This information is reproduced from the book, *The Complete M.G. TD Restoration Manual* by Horst Schach. This book is highly recommended for anyone doing repair and restoration work on TDs. It is available from Moss.

As an intriguing aside, a member of the Vintage MG Club has a TD with some evidence that it was raced by Carroll Shelby. It has even larger carbs and other 1950s performance features. Carroll initially raced an MG TC before moving on to other sports cars and creating his own.

TD MARK II OR TD/C MODEL

The first tuned competition TD (registered FMO 885) was built in early 1950 and was given to Dick Jacobs to race. This car incorporated all of the features that we now associate with the Mark II model, but also had lightweight bucket seats which were not part of the normal Mark II specification. A genuine Mark II model can be identified by its chassis number prefix, TD/C, and on later cars from engine number 17029, in June 1952, by the engine number prefix, which then became XPAG/TD3.

The production Mark II had its engine tuned to give 57-61bhp, more or less as to Special Tuning Stage 1/1A. The cylinder head was machined from the standard depth of 76.75mm to 74.37mm, which increased the compression ratio from 7.25 to 8.6:1. The valve diameter was increased by 3mm - inlet from 33 to 36mm, exhaust from 31 to 34mm. Stronger valve springs were fitted. The 1 1/4in carburettors were replaced by H4 1 1/2in carburettors, the intake manifold was bigger, and a larger air cleaner was fitted. Later Mark II cars had a different distributor with a revised advance curve. Some cars were fitted with a sports ignition coil, and all Mark IIs had two fuel pumps, the

second one mounted on the outer side of the toolbox, slightly behind the standard fuel pump. A manual ignition advance/retard control was fitted.

As far as the chassis was concerned, the final drive ratio was raised from 5.125:1 to 4.875:1, and in addition to the normal hydraulic shock absorbers, adjustable Andrex friction shock absorbers were fitted front and rear.

There were originally no body modifications, but from chassis number TD/C/22613, in December 1952, the Mark II was given enamel badges reading 'Mark II' on either side of the bonnet and on the rear bumper. To distinguish the car from the standard model, Mark II models were now given chrome-plated radiator slats (they stayed painted on the ordinary TD), and the MG badge on the radiator nose-piece was changed (again only on Mark IIs) from brown and cream to black and white. A radiator type badge was now fitted also to the hub cap of the spare wheel of the Mark IIs. Some of the later Mark II models for export may have had reflectors fitted on the rear bumper.

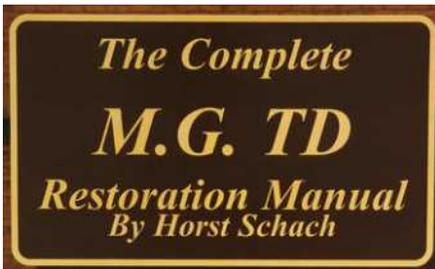
Further changes at this time included a reduced compression ratio of 8.1:1, with the cylinder head depth now being 75.16mm. This was the cylinder head carried forward on the TF model. The air intake manifold was enlarged, and a small bulge was added to the right-hand bonnet side panel for clearance. A tubular section grab handle was mounted under the dashboard on the passenger side.

The same optional extras were available on the Mark II as on the standard TD, including the even higher final drive ratio of 4.55:1, and the engine could obviously be tuned even further by the various Stages described by the factory. At least one car was fitted with a supercharger from the factory.

The first production Mark II was a right-hand drive export car built in May 1950 with chassis number TD/C/1123. Only a few more cars were built in this year, although they included the three works racing cars (registered FRX 941, FRX 942 and FRX 943) which were raced at Silverstone and in the TT by Dick Jacobs, George Phillips and Ted Lund. Mark II production was only increased to substantial levels when MG began making them for the American export market in January 1951.

Various figures have previously been quoted for Mark II production, in particular a total figure of 1022 cars, but research recently carried out by the author using the TD guarantee plate issue ledgers kept in the MG Car Club archive has revealed that 1710 cars can be identified as Mark II models through being listed with the TD/C chassis prefix in these records. Also for the first time, on the left is a breakdown of Mark II production - compare this with the total TD production and export figures found elsewhere in this book. Regrettably there is no indication of the destination of the two left-hand drive chassis.

Of the revised Mark II model made from December 1952 onwards, there were 315 cars. The last Mark II was chassis number TD/C/29909, a North American LHD export car, which is thought to be still in existence. This was built on the last day of TD production, 17 August 1953.



| | 1950 | 1951 | 1952 | 1953 | Total, all years |
|-----------------------|------|------|------|------|------------------|
| export market | 4 | 0 | 2 | 45 | 51 |
| export, RHD | 24 | 11 | 4 | 12 | 51 |
| export, LHD | 2 | 0 | 0 | 11 | 13 |
| export, North America | 0 | 459 | 977 | 157 | 1593 |
| chassis only, LHD | 1 | 0 | 0 | 1 | 2 |
| total specifications | 31 | 470 | 983 | 226 | 1710 |



Old Kumho

New Michelin

New Michelin Tires

Made in Serbia!

MICHIGAN CHAPTER

Chairman: Bill Weakley
4120 Pontiac Trail, Ann Arbor, MI 48105

Now I have started on winter MG projects. All three MGs are up on jack stands. For the last couple years, I have been driving my A on a set of Kumho tires that are now 22 years old. I know this is a big no-no, but the tires have very few miles and look almost new. They drove fine with no vibrations even though they had no balance weights. They came on a set of nice 60-spoke wheels. They were on the 1600 I bought at an estate sale and subsequently sold to Phil Lyon. The car had apparently been garaged for many years. I finally gave in and bought new Michelin XZX tires from Coker Tire.

Interestingly, the tires were made in Serbia. I have my fingers crossed that they will be as good as a set of Michelins should be. I have stripped the wheels and am trying to decide whether to repaint or have them powder-coated. The paint is only chipped in a few places.

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APR09



TC Walker

Allan Chalmers of San Francisco uses his TC luggage rack as a walker but finds it a bit awkward in a crowded parking lot.

HAPPY ST. PATRICK'S DAY



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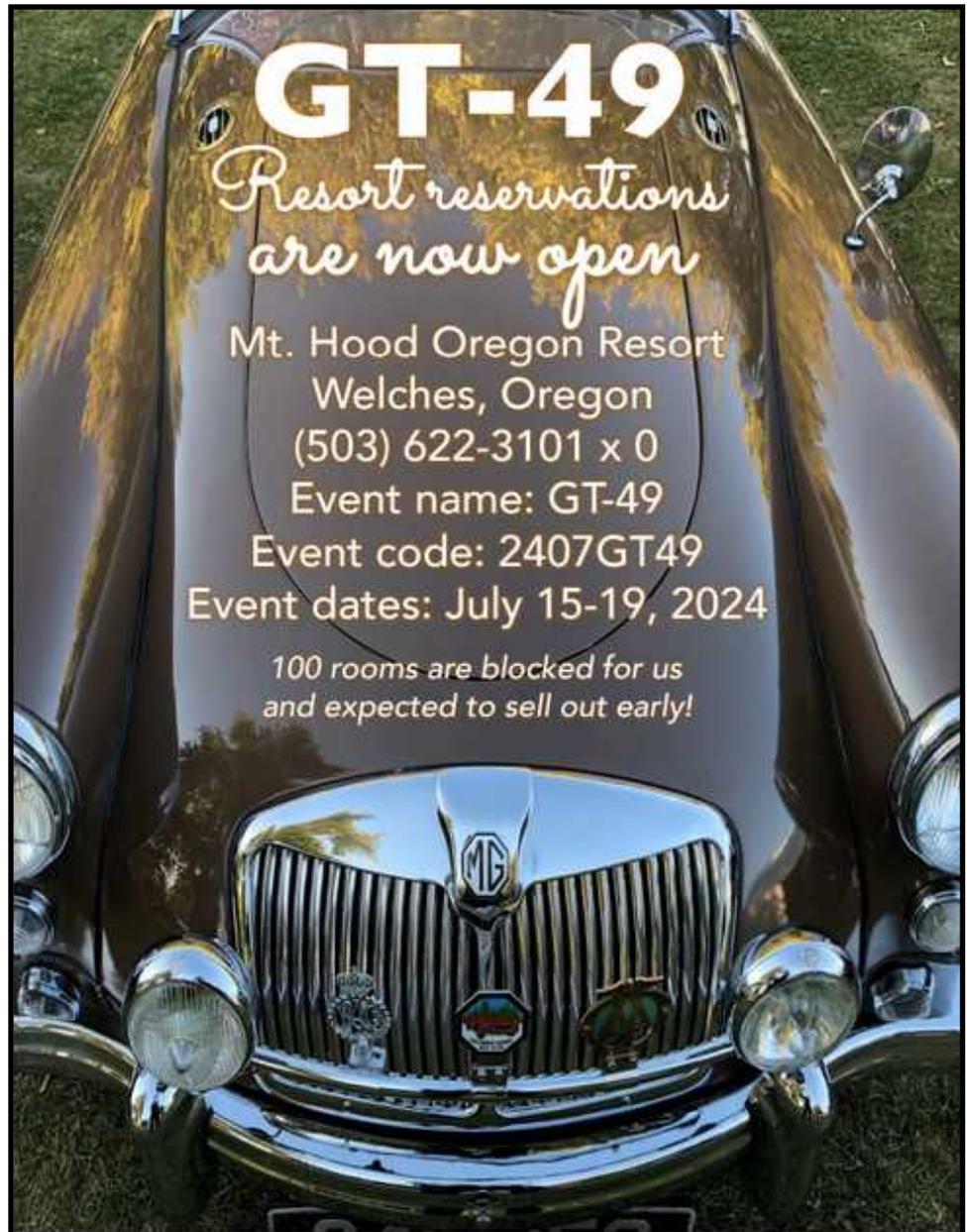
GT-49 Caravan

Make plans to join us for **GT-49**, the North American MGA Register meet held this year near Mt. Hood in Oregon. This is a beautiful site in a great facility and location for a club event. Mike Jacobsen will attend in his well-traveled MGA. Dave McCann is coming from Ohio.

These events are a Grand Adventure in your MG. It is a lot of fun doing it in a group with extra hands and spares to assist in getting you there and home again. Your MG is a magical time machine that will give you memories to last a lifetime.

Many of the good folks that make these long tours relish the trip there and back as much as the event. The event is the rest and prep for the great trip home! And you'll make new friends with similar interests and show off your baby to an appreciative crowd.

Make your room reservations soon as they are going quickly.



And for 2025, NAMGAR plans to be at scenic Traverse City, Michigan.



NAMGAR
 North American MGA Register

GT-50 Co-Chairmen Announced

At the Rowdies Business Meeting in February it was decided that the Rowdies would once again carry on in their 'once every decade' tradition of hosting a GT. This time around GT-50 will be in Traverse City, MI and we will have 2 Co-Hosts (not Co-Vids) to organize and lead our plucky and fearless team of volunteers (*you ARE of course planning to volunteer to assist these lads aren't you?*) make GT-50 another success for NAMGAR's first and best Chapter. Our Co-Hosts for this fabulous event are none other than Larry Pittman and Bruce Mann, so congratulate them when you see them and offer your services to make it a great event!

GT-49 in Sports Car Heaven

By Reid Trummel
President, Columbia Gorge MG Club

The Columbia Gorge MG Club is excited and proud to host GT-49 in Welches, Oregon, July 15-19, and our very active club is looking forward to sharing the sports car heaven that we enjoy here. In fact, it's difficult to overstate the attraction of holding a GT in Oregon in July. Let's break it down:

Obviously weather is an important consideration for any event centered on convertible (and coupe!)

Tucked away among lush evergreen forests, majestic mountains and exhilarating waterfalls and waterways, it is "Mt. Hood's Premier Resort Destination."

The resort features numerous recreational options including a year-round heated outdoor pool and the best 27 holes of golf in the Mt. Hood Territory. With 18,000 square feet of event space and a 5,000 square foot spa retreat, this wonderful destination resort is ideally suited to host GT-49.



What about the roads? Glad you asked! Here in northwest Oregon we are blessed with some of the best sports car roads anywhere in the world. Traversing mountain passes, motoring through rich forests, crisscrossing the rolling hills of farms and pastures, every road is a calendar photo op! The term "twisties" must have been coined by someone enjoying northwest Oregon's network of low-traffic and scenic asphalt ribbons.

What's on the schedule? Another great question! This is a full-featured GT with everything you've come to look forward to at this premier annual gathering of MG owners and enthusiasts. Let's take a look at some highlights:

Monday, July 15, begins with registration packet pickup, and the afternoon includes the always-popular Hospitality Suite. You can also wash your car that afternoon, and self-guided tours are on offer for those who want to get an early start enjoying the great roads you've read so much about. In the evening we'll hold a first-timer's reception followed by the event orientation meeting to help get you ready for a spectacular event in a spectacular setting.

Tuesday, July 16, begins with the Magnette Breakfast followed by the Funkhana, several tech ses-

sports cars, and July in Oregon is absolutely ideal. In July, the average high temperatures at the venue are in the mid-to-high 70s, with lows in the mid-to-high 50s. July is also the month with the least chance of rain,

Speaking of the venue, we'll be at the beautiful Mt. Hood Oregon Resort. Located one hour from Portland in the Oregon high country, our destination resort is a Best Western Premiere Collection property.

Continued on page 7



sions, a guided tour to iconic Timberline Lodge on the slopes of Mt. Hood, lawn bowling instruction (more on that below!), and it wraps up with a dinner dance that is nicely capped off in the Hospitality Suite.

Wednesday, July 17, begins with the car show, always a centerpiece of GT, a tech session and the Lawn Bowling Tournament (aren't you glad you attended the lawn bowling instruction on Tuesday!). The Hospitality Suite will be open all day, and self-guided tours are available for those seeking more twisties.



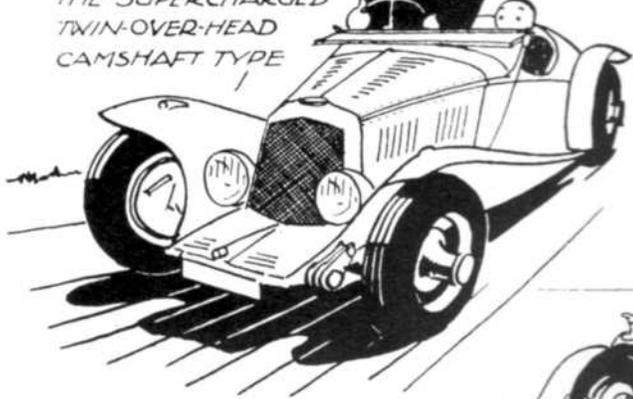
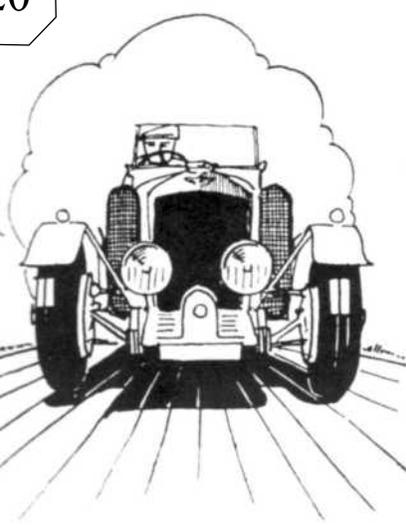
Thursday, July 18, highlights include the Rally, a guided tour to the Western Antique Aeroplane & Automobile Museum in the city of Hood River (do not miss this!), afternoon tea, vendors, hospitality, self-guided tours, and the grand finale Awards Banquet.

Friday, July 19, is for our traditional Winners' Circle of selected cars arranged in a circle on the lawn for a final admiring look while enjoying coffee and pastries prior to beginning the trip home.

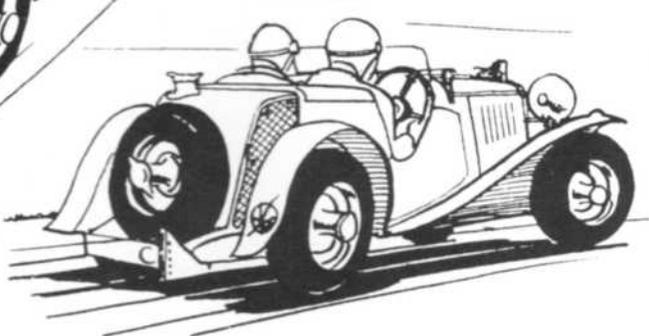
WHAT IS A SPORTS CAR ?

SOME SAY THAT THE 'HE-MAN BIG-FOUR-CYLINDER SPEED MODEL' IS THE ONLY TYPE WORTHY OF THE NAME,

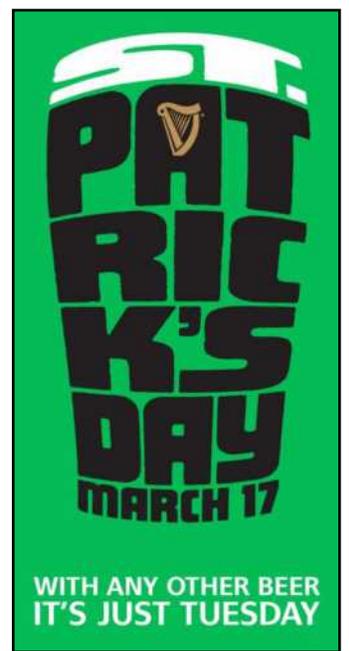
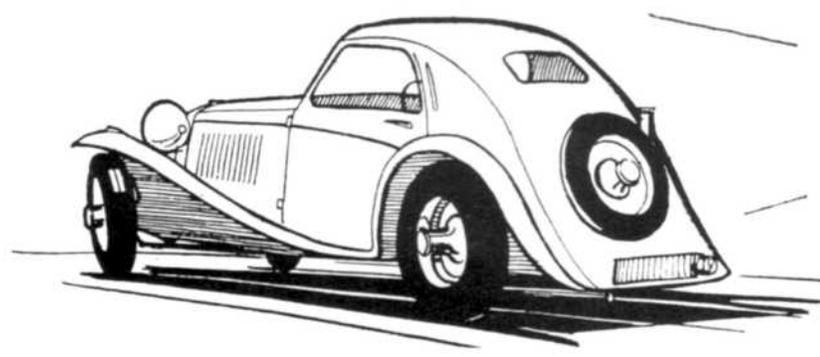
WHILE OTHERS WILL HEAR OF NOTHING BUT THE SUPERCHARGED TWIN-OVER-HEAD CAMSHAFT TYPE



AND OTHERS DEFEND THE SMALL-HIGH-REVVING BUT ECONOMICAL ENGINE OF THE POPULAR MODERN TYPE, BUT



THERE ARE STILL MANY, WHO PREFER THE COMFORTS OF A LUXURY CAR COMBINED WITH SPEEDY LINES WHO IS RIGHT ?



History of MGB Advertising

Submitted by Don Scott

The three decades marking the production run on the MGB saw massive changes in society, popular culture, and public attitudes. Whilst the MGB changed little over the years, the advertising—clearly moved with the times and changed a lot over the years. This video highlights some of the advertising in the home market and abroad over the years and documents the changes how things have changed in the sixty years since the MGB was launched

<https://www.youtube.com/watch?v=IW7HaYtVhWM>



Member Notes

Wall Art from Mike Jacobsen:

I've always thought that body panels make great wall accents.

Marin Tour from Bob Bundy:

Want to see if I could plan an MG tour of Southern Marin and ending up at the Corinthian for lunch in June. As before it would be a Friday and limited to twenty MG enthusiast. Looking at the end of the month possibly the 21st or 28th.

Free Midget Parts from Gary Germano:

This popped up on Craigslist today. Just thought I'd let you know in case you may be aware of anyone who may need them.

<https://sfbay.craigslist.org/scz/zip/d/santa-cruz-1970s-mg-car-doors-and-trunk/7716403288.html>

Fun video from Don Scott:

New Adventure! An aging MGB and Riley enter a Lemons Rally (1,100 miles, 3 days). What could go wrong? (Photo at right)

<https://www.youtube.com/watch?v=PaWrWslsGoU>

And an ad featuring Don's MGB:

This ad for Montgomery Village in Santa Rosa just now appeared on Facebook. That MGB has to be mine, and the driver is me. Clues? Model and color of the car. Wing mirrors. Car's lowered stance (now corrected), driver wearing a baseball cap. (Photo below)

MG Taxi from Tom Doyle:

My wife and I are holidaying in Central Mexico this week. Yesterday, we hired a taxi and lo and behold it was a MG! Not sure what model, but it was a four-door sedan. Kind of cool riding in a modern MG for the first time. (at right)



Steering Wheel Wrap

By Dan Shockey

I have seen old MGs with their steering wheels wrapped in cord. It is a nice option for achieving a 'period' look. Leather wheel wraps have gotten very expensive and you may want something thicker or just different. (I like the Wheelskin* wraps that Moss sells but the price keeps going up on those.)

The MG plastic steering wheel rims can crack or even crumble. This was due to the plastic available at the time and all the sun action. Moss and other vendors sell new wheels that they claim has better plastic. Plastics have come a long way so that is very likely true.

I have liked keeping the original parts and fixing things myself with my MGs over the years. Maybe I'm just thrifty (cheap.) In the case of the PA, the Brooklands style wheel cracked deeply then crumbled and had bits of sharp metal poking out. The cover was holding it together. With that MG, I was able to find a nearly-new replacement. The MGA came with a smaller-diameter aftermarket wheel but I recently found an original MGA wheel in great shape for \$25 at a swap meet.

Bill Traill of San Jose is something of an expert at string-wrapping a steering wheel. His look the best of all I have seen. (See photos.) You can do a simple wrap and tuck inside the tied end or you can put in some twists or knots to give more grip. It truly is a rewarding craft, I think so since I haven't yet tried it. The choice of material seems important to get a string/twine/rope that will stay in place. Paracord seems a good choice.

Here are some notes from various chat contributors. I'll leave you to determine what will work best for you.

- "You are quite right when you say that some prewar competition (ie racing) car steering wheels were bound with (waxed?) cord. Apparently this was necessary - though probably not with MG's - in order to effectively maintain control over some of these "monsters." I read once that without gloves the violent steering wheel reaction, on the GP Mercedes and Auto Unions in particular, would quickly rip the skin off the driver's hands!" - Bahnisch, Australia
- "No one knows how to properly wrap a steering wheel! Never seen one done by anyone who knew how to do the spokes. I would do them but it is a lot of work and I am too lazy. I wrapped (this) my TC steering wheel 55 years ago. My dad was an upholster and knew how to use twine. Still as good as always." - Bill Traill of San Jose
- Sticky tape wrapped first will help to hold the cord wrap in place. "Tesa tape is no longer the sticky-backed cotton tape that it used to be. The correct stuff is called 'Sniper tape' found on eBay or Amazon but for what it is, its not cheap." - Max Headroom
- "Tape for tennis racquet handles looks quite good also and there are differing colours easily applied." - Mike Armstrong
- "I'm planning to use 3mm black cotton cord. A previous attempt using 4mm hemp didn't work (kept coming loose) because there was no fixative. I'm told to consider varnishing the finished job, and I wonder if boiled linseed oil would be effective. It has also been suggested to use Cuprinol matt finish." Colin Crail, Fife.
- "I don't think that you are supposed to glue the binding to the wheel. When I have done this in the past I did it the same as if you were binding a cricket bat handle. I used the same technique for binding springs as well." - Paul.
- "Just a simple binding as you would when whipping the end of a rope has always worked for us: They started off white, but age mellows them nicely." - JH

* **You can order direct from the *Wheelskins* web site in many colors. \$66 total cost.**



Bill Traill TC



- "I prefer to bind the wheel without the knots. Perhaps the knots help keep it tight, but others seem to get it to work without the knots. I think it looks better without varnish, and I like the feel of it on my hands (perhaps the problem is my sweaty hands). I know how to whip the ends, and when first completed mine looked like yours. Unfortunately it just kept working loose, so I thought I'd redo it this time with something to fix it to the wheel, even though this will lose that lovely natural look. I also intend to use a thinner cord this time, perhaps 3mm diameter. Perhaps I could try a compromise of laying the hemp cord onto a wheel wetted with boiled linseed oil, so that it is fixed, but retains the unvarnished look." – Colin
- "Maybe the secret is nylon. Bog standard picture cord. Naturally aged by oily hands. The ends are pulled back through using the "loop" method rather than a needle. I suspect the synthetic cord is actually better at staying tight than cotton or hemp? If you want it in black, I believe it's marketed as "paracord" & used by those who like their tent guy-lines etc in that colour.
- "Jeremy has used a braided nylon cord that is plaited. This is very stable and will lie flat, easy to pack and making movement in use less likely. The other examples are of cotton, linen, or possibly jute, twisted and plied yarn. When a plied yarn is bound round an object, the rotation around will tend to either untwist the yarn or over-twist it. Round yarns do not pack down as easily in the installation. Pulling the yarn off the end of the spool, rather than letting it roll around the floor will further change the final twist. This change will make the yarn less stable, and being round it will compress over time to open up the bindings on the wheel rim."
- "To reinforce the point, you can see the occasional twists on the braid bindings on Jeremy's wheel. To summarize, use braided nylon if you are willing. If not use a hard twist cotton or wet spun flax/linen, and watch out for changing the twist as you go. The non-synthetic yarns are available from businesses supplying rug weavers." - Ian Bowers
- "I simply tied a tight knot behind one of the spokes. The cord is continuous all the way round the rim, then tied in to the starting position with a straight forward knot, but right back and superglue sealed the knot. Looked very neat and hidden. It is all a pretty straight-forward job for anyone to achieve a similar result. Getting it tight is the key." - Rich Hardy
- "I've just discovered the hard way that a 30m spool does about three quarters of a wheel, so I'm now awaiting delivery of a second spool to finish the job - be warned!" - Colin

Classified Ads

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

1959 MGA 1600: Black, Wire wheels, disc brakes, 1800cc motor. Member owned & garaged since 1983. \$15,000. Contact Tom Morgan. 650-740-4116 (Posted 2/24)

Wanted: 1965-74 MGB Tourer with overdrive. Good running & driving condition. Brad Woebke. Club member in Oregon, (971) 275-7843, woebke@gmail.com (Posted once)

1959 Mquette ZB Varitone: Steel blue over Mineral blue. New paint, needs finished. Many spares, \$3500. In Turlock, Dale Wallace, 209-404-2051 (Posted 2/24)

Famous TC: Phil Frank's TC is available. Contact Allan Chalmers. allanchalmers@yahoo.com (Posted 2/24)

Trailer for sale: Great for MG. Trailer belonged to Dave Laughlin. New tires and wiring. Single axle. \$750.00. Member Stephen Born: scborn@hotmail.com (Posted 2/24)

MGB Parts, Parts, Parts: Free MGB Driver and other magazines. Lots of early MGB parts. Let me know what you are looking for. These are from Ken Gitting's collection. Member Lynn Bryant at Lynnnberta@sbcglobal.net

MGB Parts, Parts, Parts: Free MGB Driver and other magazines. Lots of early MGB parts. Let me know what you are looking for. These are from Ken Gitting's collection. Member Lynn Bryant at Lynnnberta@sbcglobal.net

We list ads for 3 months. Advise if you want them extended. For additional ads, see prior issues of *The Octagon* or MGOCSE.org



Stainless Muffler Repair - Michigan Rowdies



I would recommend fixing your old one rather than adding more confusion under the car-especially

since I have seen the driver's floorboard catch fire if a muffler or tailpipe is pressing up on it. Repairing yours is quite a simple fix but brazing it after bending the 3 sided cut section back in place might require a 'backing' plate to put under the seam so the braze doesn't just drip through the pieces that are end-to-end that you are brazing. I just watched the temperature carefully and made it work end to end. I used large hose clamps to hold it in position while brazing. If you have the gear to weld stainless steel that would also work. The prettiest method might be to cut around the oval end and then braze it back in place. but cutting cleanly would be harder to go around the oval end than through the top. Also, the central perforated pipe inside would be attached to the end as well. Here are some pictures of what I did. I bought a dozen SS steel pot scrubbers to stuff in and that's probably enough. However I also added a 12"x12" piece of fibreglas muffler packing as well, but I doubt it was even needed. good luck and let me know your results.

Ken Nelson

PS The slits in the muffler were cut so that the brazing scar was hidden under the car and couldn't be seen when reassembled. The shiny tailpipe still looks good sticking out."

I was surprised to find my MGA stainless muffler looked great but was empty inside - and not doing anything to actually muffle. I found Moss had one marked in Clearance for \$150 so didn't try this repair. The old one was 3 pounds lighter than the new muffler. It had lasted about 70,000 miles. - Dan Shockey





The Ideal - Above



***The Reality
- Right***



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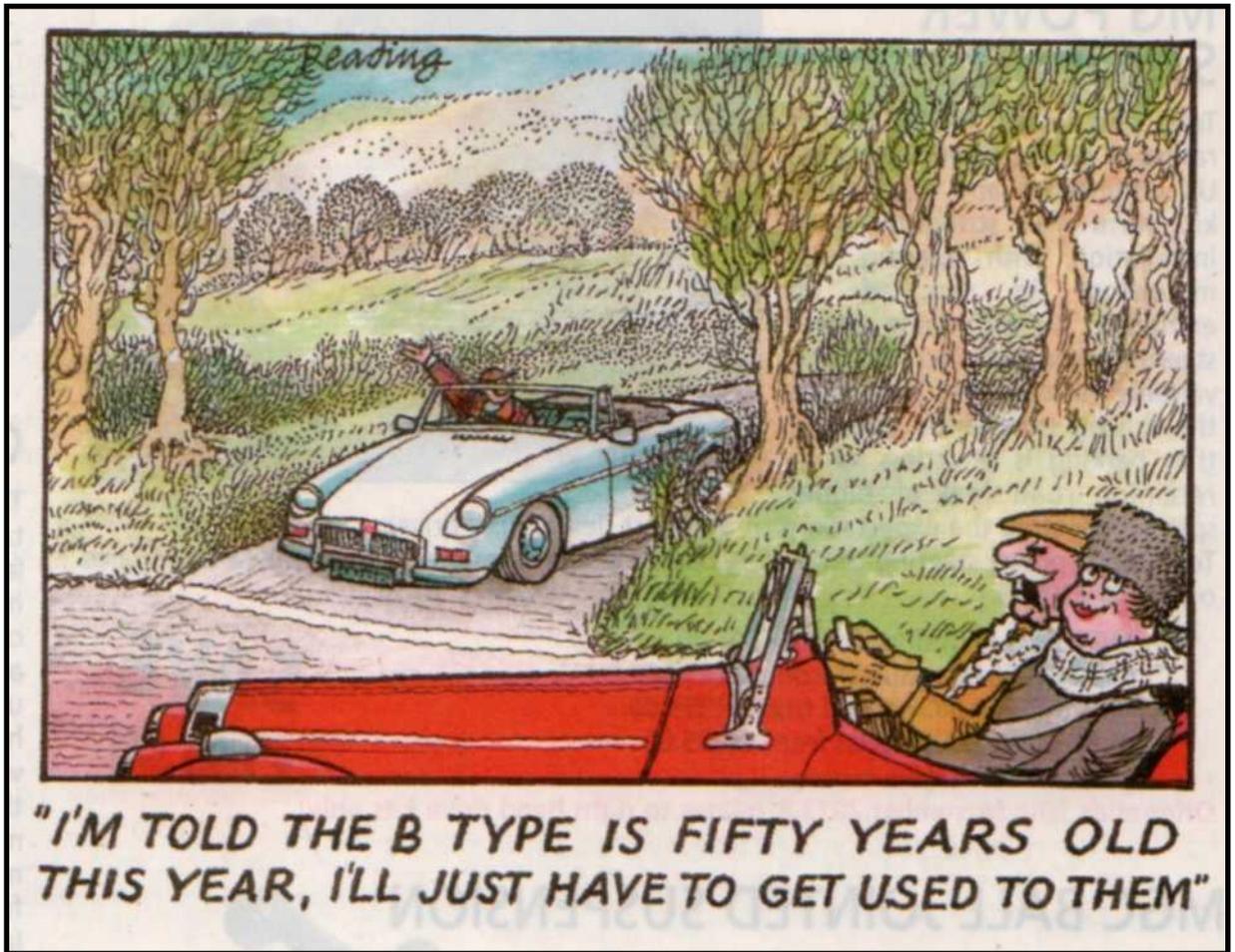



North American MGB Register



From *Enjoying MG* magazine

Our favorite watercolor artist Barbara Tapp won the prestigious Burnt Spark Plug Award at the Annual Brunch. See last issue and December 2023 issue



Barbara Wins Burnt Spark Plug Award!

Thanks to Ken Gittings
Photo: Marcia Crawford

