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!

June 17 - Tiburon Classic Car Show
June 24 - Rio Vista RR & Ferry Run
June 29 - Marin County Tour

MGB and MGC-GTs at Dixon

June 2023

Photo: Andy Preston

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.

MGB: **Steve Lilves, 415-924-3173**, ***slilves@sbcglobal.net***
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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.

MGOCSF.ORG

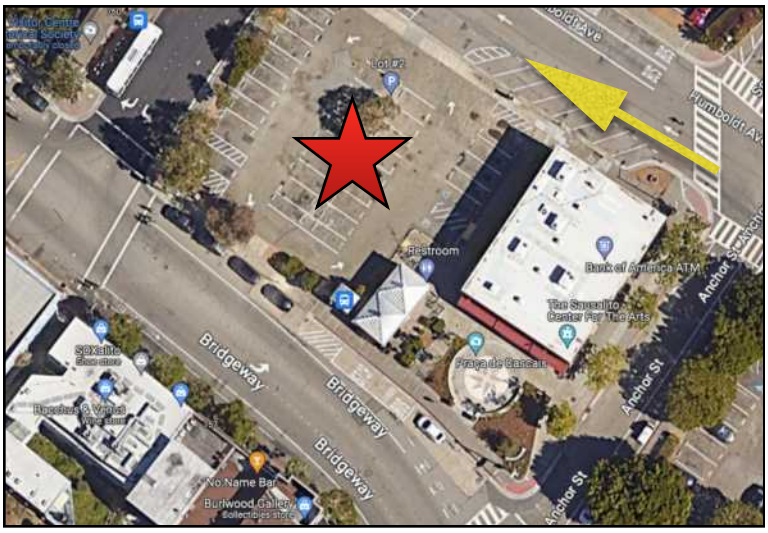
Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at http://mgocsf.org.

INSIDE THIS ISSUE

Marin County Tour

Thursday, June 29

A unique Marin County drive starting in Sausalito and proceeding over Mt Tamalpais before ending up with a bring your own picnic lunch on the grounds of Pacheco Ranch Winery in Novato.



Meet at 9:30am in the Sausalito Bank of America parking lot

Depart at 10am

Hosted by MGOC members Bob Bundy and Marty Rayman

The bank is across the street from Poggio (777 Bridgeway). Access to the parking lot is from the bay side of Bridgeway and will require you to turn on Anchor Street and into the parking lot.

We will drive north on Bridgeway thru Mill Valley and over the spine of Mt. Tam with some spectacular scenery in all directions. When we arrive in Fairfax we will turn west of Sir Francis Drake, connecting up with Lucas Valley Road over Nicasio Valley Road. Arriving back at 101 we turn north to take the Alameda del Prado exit and proceed on the west side frontage road to the Pacheco Ranch Winery. It is the oldest continuously operated family owned winery in California and has shaded grounds for parking with a seated area for the picnic lunch you brought. This will be a private tasting of library cabernet wines from the past decade for everyone interested in complex red wine. There will be no charge for the tasting or the use of the grounds as long as we buy enough wine to keep the winemaker happy. Wines were under $30 the last time I visited the winery. Bring cash or check for the wines. The entire winding drive is around 40+ miles with a detailed map available at the start. There are no gas stations along this route so fill up before you get to Sausalito as gas there is over $6/gallon.

From the Editor

Top up i*n the PA*

Welcome to the World of MG, 30 May 2023

Always something new and interesting here in our Happy Place. Thuy and I drove the 1935 MG P-type to the Scottish Fest at the Orange County Fairgrounds. We get in free and park near the entrance on grass under some trees. Can leave early, too, which makes it easier. Ancestry now says I am 4% Irish (no Scottish).

Thuy wanted proper Scottish wear so we had fun shopping the bargain racks and tables. We found there a wool kilt-skirt made in Scotland with matching long socks. Then we found her a very nice fine-wood vest also made in Scotland.

The MG made it there and back again. However it seemed extra loud with an odd sound. Then when leaving the event, the tailpipe fell off. (Hard to sneak away.) I stuck it back on and bent the hanger to hold it. I noticed a large crack in the pipe which may well be the cause of the noise.

We've some good events this month – all around the Bay – so make plans to participate. See you there!

Dan

Cartoon by Brian Sonner of Placerville

Rio Vista Railroad & Ferry Run

Saturday, June 24

Experience the levee roads with us!

We will meet at the Last Chance Garage at 8:30 o'clock. At 9am, we will head to the Rio Vista Western Railway Museum at Rio Vista to spend an hour or two there, then head to the town of Rio Vista. Lunch at Al the Wop's in Locke. We will take the Ryer Island ferry, then go along the levee road to the J Mac ferry then go to Sacramento, to the California Auto Museum. Then back to Rio Vista for dinner at Foster's Big Horn.

Meet: 8:30am, Last Chance Garage, 4728 E 2nd St, Benicia

Depart: 9am

Hosts: Russ Taft, 925-788-7946 and John Hunt 925-299-9006

You are welcome to join us for whatever section of this tour that you wish, if you can't do the whole trip.

The 29th Annual

MGs by the Bay

Saturday, July 22, 2023

10am - 2pm

BON AIR

GREENBRAE

401 Sir Francis Drake Blvd

Registration: $25 by July 7

$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

M. G. Owners Club

Announcing the 29th Annual

MGs by the Bay

Saturday July 22 at
Bon Air Greenbrae

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

All MGs are welcome, from daily drivers to complete restorations. Advance registration is $25 or $30 on the day of the show. Additional cars registered to the same owner are $10 each. The deadline for advanced registration is July 7.

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

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

Mail before July 7, 2023 to:

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

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

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

Show Use Only		
$	/	#

Please print:

Name: ____________________

MG model: ____________________

Address: ____________________

MG body style: ☐ Roadster ☐ Coupe ☐ Saloon ☐ Other: __________

City: ____________________

State: __________ Zip code: __________

Car color: ____________________

Email address: ____________________

Year: __________

Daytime phone: ( ) __________

Short description of your car: ____________________

____

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

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

Signature: ____________________ Date: __________

Signature: ____________________ Date: __________

In the News

Ad Tomorrow Investor

Lithium Mining Stocks Soar As Supplies Dwindle

EVs alone will need at least 20.8 billion pounds of lithium, requiring a 20X jump in output. And production isn't even close to keeping up.

(I shudda bought stock…)

Geoffrey Locquenutte & Nelson: 1965 By The Bay

MG 100 Years Young!

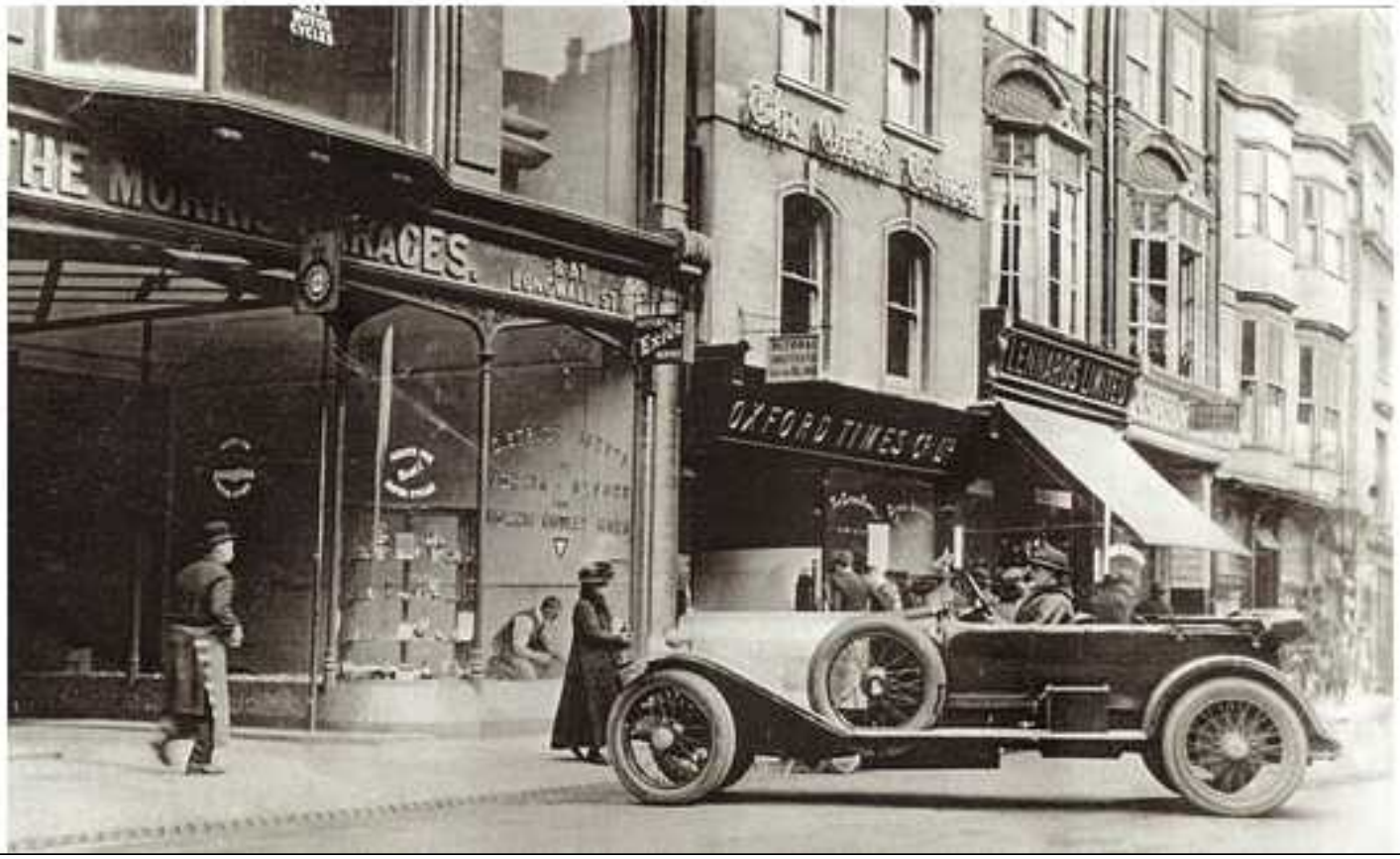
1 June 1923

MGOC and Sorry Safari member Ray Davis owns a 1923 Morris of the type that the first MGs were based upon. Ray and his Morris won the People Choice Award at the Dixon meet in May.

Oxford Showroom Celebration

This will take place in Bonn Square at the west end of Queen Street in Oxford, close to the original Morris Garages showroom.

1st June 1923 is believed to be the actual day the first Raworth car left the showroom 100 years ago. There will be a small display of cars and the occasion will be a media opportunity first and foremost to focus on the MG marque's history, although it may be possible there will be walking tours of MG in Oxford. Club members will be more than welcome to rock up – on foot of course, the area is pedestrianised.



Its Weakest Link – Cooling Your Classic

*[Editor's Note: This article originally appeared in the November 2008 issue of **Classic Motorsports**. Submitted by Kirk. Condensed a bit by Dan.]*

We've all been there, blissfully cruising along in our classics only to come to a halt thanks to a steaming, hissing radiator. Once the car stops rolling, the next step is usually to pop the hood and blame something beneath it.

In reality, the blame often lies with us owners. A cooling system is fairly simple in terms of cause and effect, but allowing just one link in the chain to falter can lead to problems. When it's time to troubleshoot or improve a cooling system, many people misunderstand the basic thermodynamic principles involved and waste time and money.

Hot Topic

Our cars run on the Otto thermodynamic cycle, described and developed in the 19th century by German inventor Nikolaus Otto. The Otto cycle is perhaps best known for describing the action of a four-stroke engine. Lesser known, but germane to this discussion, is where the heat of combustion goes.

The good news is that engines turn heat into power. The bad news is that only about one-third of that heat turns into power at the crank. Another third of the heat goes straight out the exhaust pipe. The last third goes into the cooling system.

Engineers and mechanics have been working for more than a century to make engines more efficient than this, but the truth is that they've only made slight progress. Some of the most efficient engines out there today don't even send 40 percent of their heat and power to the crankshaft.

How much power and corresponding heat does a typical car generate? We're going to use a basically stock 93-horsepower MGB as our working example.

It's not making peak horsepower all of the time, so it doesn't always need maximum cooling capacity. We put data-acquisition equipment on the MGB and found that during aggressive street driving, the car spends about 30 percent of its time at or near idle thanks to stoplights, traffic and coasting to a halt. The car spends about 60 percent of its time at cruise, with only the remaining 10 percent of its time under acceleration or load.

While it seems obvious to assume we have a 93-horsepower MGB all the time, the truth is that we only have that 93 horsepower for short bursts of time—at high engine speeds and under hard acceleration. It only takes about 5 horsepower to keep the engine idling. When the car is cruising on a level surface, it only needs about 15 to 20 horsepower to keep rolling—that's why your foot doesn't have to push the accelerator pedal very far.

This actually makes our MGB more efficient, as it only uses the power it needs for the current operation. Instead of wasting 93 horsepower of fuel, wear and heat when idling, it only uses 5 horsepower. And instead of wasting 93 horsepower just to cruise along, it only uses 15 to 20.

When we mash the pedal to accelerate, we're still not making our full 93 horsepower—at least not right away. We're making power that is somewhat proportional to the engine's speed, as shown in our horsepower curve. For example, at 2500 rpm under load, we're making 50 horsepower. Moving up the tachometer, at 3500 rpm we're making 75 horsepower, while our MGB's peak 93 horsepower comes at 5000 rpm.

Now, let's take our 93-horsepower MGB and port the cylinder head, increase the compression ratio and install a more aggressive camshaft. These upgrades will increase the car's horsepower to 115.

Will it need a bigger radiator? Probably not. If the car is driven in the same manner as before, it will still only need about 5 horsepower to idle and about 15 to 20 to cruise. The engine will produce more power and heat, but only under brief periods of acceleration. Most radiators can absorb this incremental increase in heat.

Let's say someone convinced us to switch to an electric fan since the engine fans usually rob some power. After the change, we're suddenly running very hot at idle. Is it because of the power upgrade? No, the Otto thermodynamic cycle tells us we can't be making any more power and heat at idle. The problem must lie with the fan. If it's not pulling its weight—or, more appropriately, pulling enough air through the radiator—then the car will run hot at idle.

A Collection of Parts

A cooling system is made of a radiator, water pump, thermostat, coolant, some hoses to tie everything together and usually a fan or two. Each of these components must be sized and matched to each other and their applications.

Also part of the cooling system may be a shroud inside the engine compartment to direct all the incoming air through the radiator. Air that's allowed to bypass the radiator doesn't help cool the engine.

Radiator:

Radiators come in two basic styles. Older vehicles use down-flow radiators, where the coolant flows from the top of the radiator to the bottom. Newer vehicles tend to use cross-flow radiators, where the coolant enters on one side and exits out the other. These radiators are often wider than they are tall, and they're usually more

efficient than their down-flow counterparts. The coolant tends to stay longer in the radiator so it gets cooled more.

The most common radiator materials used in older cars are copper and brass. The cores are made of copper due to its excellent conductivity, while the tanks are made of brass since copper would quickly harden and break. Unfortunately, brass and copper radiators weigh quite a bit.

Aluminum radiators weigh less, but they are technically not as efficient—aluminum has a lower heat transfer rate than copper. However, a well-engineered aluminum radiator will often outperform an OEM brass and copper unit.*

Japanese manufacturers pioneered compact, high-efficiency radiators. They usually have aluminum cores fitted with efficient, tightly spaced fins and tubes mated to plastic tanks.

Radiator Cap:

No matter what the radiator construction, the cap does more than just plug the top of the unit. It also pressurizes the cooling system in order to raise the boiling point of the coolant. For every pound of pressure the radiator cap holds, the boiling point is raised 3 degrees Fahrenheit.

Our newer classics have caps in the 10 to 15 psi range, thus raising the boiling point 30 to 45 degrees. Older cars often have lower pressurized systems—4 to 6 psi is common. Really old cars have open systems—no pressure at all—which don't benefit from an increased boiling point.

Water Pump:

Water pumps are often driven by the crankshaft via a belt and pulley. Most water pumps are cast from iron or aluminum and will have cast or stamped impellers. When they fail, they either leak at their seals, wobble at their bearings or both.

Coolant:

The coolant found in the radiator and cooling system is usually a 50/50 mix of water and ethylene-glycol, the latter commonly known as antifreeze or engine coolant. Coolant technology has greatly improved in recent years, mainly in corrosion resistance and environmental friendliness. Antifreeze is a misnomer, as this all-important liquid both lowers the freezing point and raises the boiling point of the coolant.

Always maintain a 50/50 mix of water and coolant. Too little coolant can lead to freezing and overheating, as well as corrosion problems. Too much usually leads to overheating.

Coolant boosters like Red Line WaterWetter, DEI Radiator Relief and Royal Purple Purple Ice also exist, and these products lower coolant temperatures by reducing surface tension. Some are also designed to reduce corrosion and lubricate the water pump.

Don't use these products to try to cure other problems. Remember, you need to treat the cause, not the symptom. If your cooling system has a leak, a plugged radiator or a similar issue, then you have other problems to fix.

Thermostat:

Thermostats regulate the flow of coolant through the engine and radiator. A cylinder filled with expanding wax pellets causes a piston found inside the thermostat to open at a predetermined point—commonly 160, 180 or 195 degrees Fahrenheit.

A thermostat stays closed at warm-up to bring the engine up to its ideal operating temperature as quickly as possible. Once the engine is warmed up, the thermostat opens to regulate the flow of water out of the engine and through the radiator. The thermostat ensures that the warm coolant cools off sufficiently in the radiator before it heads back into the engine. When the thermostat is closed, water recirculates within the engine through a bypass line in the thermostat housing.

A common trick, especially on race cars, is to remove the thermostat. This trick is rarely beneficial and is not recommended since a properly operating thermostat does nothing but help performance. We highly recommend that you keep your thermostat. However, if you must remove it, it's important to replace it with a restrictor, a component that resembles a large washer. The restrictor slows the flow of coolant and helps to control the foaming that occurs when a thermostat housing is left unrestricted.

Fan:

The radiator doesn't do much good unless there is air flowing through it. To help, most cars have a fan or two. Fans are powered by either the engine or an electric motor, and each type has its advantages and disadvantages. Engine-driven fans generally move more air through the radiator, but they can be guilty of robbing small amounts of power and running inefficiently at low engine speeds, like idle.

* I've read that the main reason for this is that while copper fins have better conductivity than the aluminum fins, an aluminum structure is stronger, so can be made with much more surface area than a brass & copper unit in the same size package. (from Mike Jacobsen)

Electric fans can be mounted forward or aft the radiator. Front-mounted fans are called pusher fans, while rear-mounted fans are called pullers. Puller fans are better since they block less airflow than most pushers, but they're often tougher to mount because of engine clearance issues.

Generally, electric fans are more helpful for cooling an engine at lower speeds, while engine-driven fans work better at higher speeds. Extras:

A few sundries complete the cooling system. Many systems have shrouds around the fans to better direct airflow. Cars with engine-driven fans often have a fan clutch to prevent parasitic loss at higher engine speeds. Cars with electric fans usually have a thermostatic switch so the fan will only turn on when it's needed.

Expansion tanks are common additions. They catch the small amount of normal overflow that results when coolant expands as it's heated. These tanks allow the radiator to recover this overflow when it cools down. Of course, street cars usually have a heater and at least one heater valve to regulate flow.

Troubleshooting the System

There are two tools that come in handy when troubleshooting. The first tool is a digital infrared thermometer, and you can buy a nice one for about $30. The other useful tool is a pressure tester—prices start at $75, but some auto parts stores have loaners available. You can probably get by without the pressure tester, but you'll never regret buying the thermometer thanks to its wide range of uses.

The first thing most people blame when there's a cooling problem is the thermostat, followed quickly by the radiator. While these are good places to inspect, there are some other basic components to check out first.

Step one is to determine if the engine is really overheating. Don't just trust the gauge, which can often be inaccurate. Confirm its accuracy by checking various locations in the drivetrain with your infrared thermometer. Good spots to check are the top and bottom of the radiator, the cylinder head, the block and the thermostat opening. As a rule of thumb, if an engine is not boiling over—meaning it's not puking onto the ground—it's not overheating.

The digital infrared thermometer is your best friend for troubleshooting cooling system issues. Here we're checking the temperature of the engine block as it warms up.

Many people worry that their car is overheating if the coolant temperature goes above 190 or 200 degrees. While this can be discomforting, it takes about 250 degrees to start damaging an engine. Most classic cars normally run at around 180 degrees, but temperatures 10 or 20 degrees higher do not necessarily mean there is a problem. In fact, engines are technically more efficient at higher temperatures—that's why many modern cars run above 200 degrees. As long as the car is not boiling over, a few extra degrees could actually be helping.

When it comes to coolant temperatures, the most important thing to keep in mind is consistency. If the car normally runs around 200 and is not boiling over, it's probably nothing to worry about. However, if the car usually runs around 180 but is hitting 210 on hot days and at idle, there might be an issue.

Once you've determined that there is, in fact, a problem, ensure that the cooling system is absolutely full with a 50/50 mix of water and coolant. If the system is not full, air pockets can cause flow problems, hold steam or both. When filling a cooling system, make sure the heater valve is open so you're filling the entire system. Then squeeze the upper hose to feel that there is coolant inside of it.

Now check the coolant. It should be green, not brown, and a hydrometer will tell you its general condition.

The next step might sound obvious, but it's important: Check for leaks in the system, no matter how small. Even a pinhole leak causes two different problems: First, the system won't stay full. Second, the leak will not allow the system to build pressure, reducing the boiling point significantly.

If you can't find a leak visually, use your pressure tester to pressurize the system. This should help locate the leak. If that doesn't work, it might be time to perform a leakdown test and see if coolant is getting into the engine via blown gaskets or a warped or cracked head.

The engine must also be in a good state of tune. Lean fuel mixtures and over-retarded or over-advanced timing are notorious for causing overheating, but any poor running condition can exacerbate cooling problems.

Next, check or replace the thermostat. Start the engine cold and use your infrared thermometer to monitor the temperature of the block and thermostat housing.

As long as the thermostat is closed, the thermostat housing will stay at or slightly above air temperature. Meanwhile, the block will warm up steadily. If the thermostat is working properly, the temperature of the thermostat housing and the block will be equal when the thermostat opens. In other words, when the block hits 180 degrees, the thermostat will open and the thermostat housing will go from 90 degrees to 180. And as we already discussed, don't be tempted to remove the thermostat. If yours doesn't pass muster, replace it.

Look at airflow next. Before you blame the fan, make sure that the grille and radiator slats are clean. Bugs and other road trash, especially on radiator slats, can significantly inhibit airflow. Aftermarket MGA grilles are notorious for blocking good airflow. Carefully bend the slats to allow more airflow.

Next, check to see that air can get out of the engine compartment. It's just as important for air to escape the engine compartment as it is to get in. If you or anyone else has made modifications that prevent the air from leaving, that might be your problem. This appears to be a major problem with the MGA and similar sports cars.

Now start thinking about the fan. If the car has its original fan (or fans) and they're properly working, then the problem probably isn't here. Engine-driven fans on our classics are always very robust and consistently do the job—that is, until they turn about 50 years old. By this age, it's possible that their fans have become bent or out of balance. The fan rivets might also be loose. Periodically inspect your car's fan—you don't want a blade flying off.

Original equipment electric fans also tend to be very robust. As long as the fan's electric thermostat is turning it off and on in spec and the motor is spinning the fan quickly enough, the fan is most likely working as intended.

Aftermarket electric fans are another story. We've rarely seen an aftermarket fan as efficient as its OEM counterpart. As a result, we've fixed scores of cooling problems by removing usually undersized aftermarket units and putting the OEM fans back in. If you feel that you must use an aftermarket fan, make sure to buy the biggest, best-flowing fan you can—the cheap ones just don't do the job.

Once you've checked each of these points, it's finally time to suspect the radiator. With the engine at operating temperature, take your infrared thermometer and scan various parts of the radiator. Temperatures should be consistent with slightly higher numbers on the inlet end—a variance of 10 to 20 degrees from inlet to outlet is common. You might find spots where the radiator is at ambient air temperature. This is a sure sign of clogged tubes, meaning the radiator is not working at capacity.

At this point, getting the radiator repaired, recored or replaced altogether might be your only solution. If you're considering a new replacement, do some research first. Some of the replacements on the market are coming from Third World sources, and their quality isn't that great. If that's the case, getting your radiator recored is probably a better option.

You'll note we haven't spent much time on the water pump. It's very rare for water pumps to be the problem, as long as they're not leaking. Every now and then a water pump impeller will come loose. If that happens, you'll have a pretty radical and obvious overheating problem that you should be able to diagnose with your infrared thermometer. The engine will get hot, the thermostat will open, but the radiator won't warm up. In some specific cases, an improved flow water pump may be available and beneficial.

Cooling Runnings

If you keep in mind the Otto thermodynamic cycle and understand what's producing the heat and when, you'll be much more skilled at preventing issues with your cooling system. And that means miles of trouble-free driving.

So, what do you when the basics don't cure a cooling system problem—or the original setup isn't robust enough for today's driving conditions? It's time to consider modifying the cooling system.

For cars with historically marginal cooling systems, like Jaguar E-types or MGA Twin Cams, recoring the stock radiator is the solution. Options include a slightly larger—usually thicker—core, a modern high-efficiency core, or some combination of both. Radiator core technology has evolved quite a bit in the past 30 to 50 years, and the modern setups will almost always add a fair amount of capacity to the cooling system.

If you're looking for more cooling, it's best to start by figuring out how much power you're making and for how long. Then you can intelligently discuss your situation with a radiator or cooling system specialist to find the right hardware for your needs. Firms like Ron Davis, Griffin and Fluidyne specialize in such custom pieces.

Don't forget that most racers can accept much higher running temperatures than street drivers. While people often start getting nervous upon seeing 190 degrees on the street, a racer might be content to see 220 on the straights.

In addition to installing a radiator large enough for your needs, there are other ways to get the heat out of the engine. Heat doesn't need to leave the engine solely through the radiator cooling system—oil coolers also fit the bill very well. Louvers or additional exit paths in the engine bay can speed up the process of sucking cool air in and getting hot air out. It's also beneficial to block off any holes next to the radiator, directing all the cool air through the radiator instead of around it. Shrouding before or after the radiator is another option for directing air flow.

Keep Planning for 2023!

SUMMER

June 1: 100th Anniversary of 1st MG delivered! Page 9

Sat., June 17, Tiburon Classic Car Show, see May issue

Mon., June 19: SSTS Juneteenth Tour, Los Gatos

Sat., June 24: Rio Vista RR/Ferry Run, Russ Taft

Thurs., June 29: Marin County Tour, Rayman & Bundy

July 17-20: MG2023 in Calgary, Alberta, Canada

More Views Bimini Top on MGB

SUMMER - FALL

July 22: MGs by the Bay! Bon Air, Greenbrae

July 27-30: MG Rendezvous, Madras, Oregon

Sept. 9: CSRG Races, MGOC, MG Clubs Corral and Track Tour, Andy Hunt, Chris Patterson

Sept. 23-24: Vikingsholm, Lake Tahoe, Tom Doyle

Sun., Oct. 15: Boots & Bonnets MG Show, El Segundo (near LAX)

We cultivated a "sister club" relationship with this club some years ago. They have their own MGs by the Bay event. Glad to see they are going strong. Dan's contact there has recently passed away.

Kobe MG Car Club Meet the MG

This is the enthusiastic annual gathering of MGs held every year by the Kobe MG Car Club in Japan which attracts MG owners from all over the country, and this year is a special celebration in honour of the MG100 Centenary; and the committee of the club have all had special jackets made for the event.

Made in the Shade

By a balding Dan Shockey


Sunshade Hood

Here in California, I rarely use the hood (Brit for convertible top) for rain and warmth but have often used it for shade from the hot sun, both for driving and for parking to keep the seats from burning heat. The problem is that the hood blocks air flow and vision as well.

I have sought options. I remember that once upon a time, you could buy an aftermarket hood for a TR3 called a "bikini top." As standard, the hood is removed from the TR3 hood frame and stowed in the boot (Brit for trunk). So a skimpy 2nd top makes sense for that application.

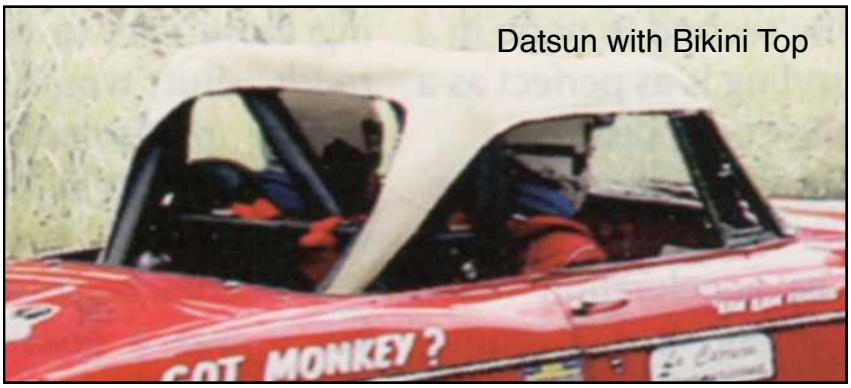
I remove the hood from my 1935 MG PA in the same way. There is debate about whether the hoods were originally intended that way or where left attached and folded with the frame. (From original reviews, I am convinced they were attached.) Few owners use hoods for these cars or have any interest in them.

I decided to try to make a bikini top for that MG using a crude sewing machine. I purchased inexpensive boat cover fabric for this first test of my sewing prowess. (I failed.) However the hood is useful if not attractive. I have started work to make an improved version. Maybe a Union Jack version would be nice.

I have seen several sports cars using a similar hood based on the "Bimini tops" used for boats. These are usually snapped to the top frame rather than stretched to the back rail.

Another option is the shade cloth hood. This is light and folds very small. It can reach all the way to the back rail since you can see through it. It tends to stretch so is best made with strengthening straps and perimeter. A friend used one of these for his cross-country trips in his 1934 PA. I was traveling in company with him so took a piece of spare shade cloth and knocked off my own version (above). It worked but stretched out of shape quickly.

Various enveloping caps (single-person hoods?) are also useful but can have the same blocking effects of airflow and vision. The Sorry Safari folks have pith helmets. Those were designed to keep the head cool. There is a wide variety of these with some much more effective, I believe.



Datsun with Bikini Top

Dan’s Bikini Top hood. MGA with Bimini Top above. The original British sun cover above. Bimini on TR3 below.

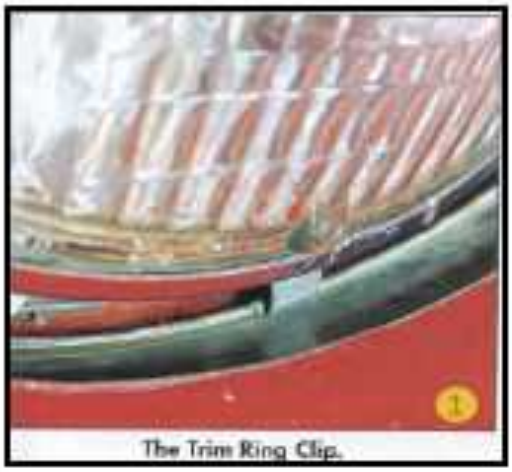
Use yellow pokka dot material per the 60s pop song?

Headlight Tricks
(by Reinout Vogt)

Many articles have been written about changing headlights on our MGs. From replacing bulbs or repairing bad connections to upgrading to sealed beams, Halogen, and lately LEDs. However, what often is missing from those articles are two things: how to remove the chrome trim ring from the headlight unit and how to adjust the headlights.

The latest issue of The MG Driver, the Journal of the North American MGB Register, Volume 32, Number 2, March/April 2022, has an article by Simon Dix from the MG Club of St Louis. It is titled Basic MG - Changing the MGB or MGC Headlamp. And because the headlights of MGA and Midgets are the same or very similar most of it applies to them too. Most importantly however, the article describes a way to get the chrome trim rings off and below you'll find that section of the article.

"The trim ring is held in place by a tension clip on the lower edge. A useful tool to remove this is actually a paint can opener. Yes really. You press downwards on the top of the trim ring and get the paint can opener inserted behind the trim ring and in front of the glass. Move this around carefully making your way to the bottom edge. Once you get the paint can opener as close to the bottom (6 o'clock position) as possible. Pull firmly towards you and continue to press down on top and the trim ring should come free. Now, it may just come flying off towards you, or it may come off a quarter inch and then you can work the ring off carefully by pulling and prying around the ring."



The Trim Ring Clip.

Getting Paint Can Opener Inserted.

I have used this method myself a few times and I can attest that it works well. There may be other methods that also work, but the one method to avoid is using a screwdriver, or even a softer material lever, to pry the ring off, because it is almost certain to chip the paint on the top-edge of the headlight bowl.

To make future removal easier I have ground away a small section of the 'lower edge' of the ring on my MGC project. The idea being that you can then push the ring in place with that section over the clip, and then rotate it until the clip is over the original unmodified edge. When it becomes time to remove try ring again, all you have to do is rotate the ring back, so that the clip can easily slide over the section where the edge is removed.

Continued on next page

Headlight Tricks by Reinout Vogt (Continued)

While recently organizing some back issues of my MG and car magazine collections, I noticed a sticky note with "headlight alignment" on the Nov./Dec. 2014 issue of MGA!, The Official Magazine of the North American MGA Register. Volume 40, Number 2. Tech Editor Mike Ash describes a simple method that you can do inside a garage.

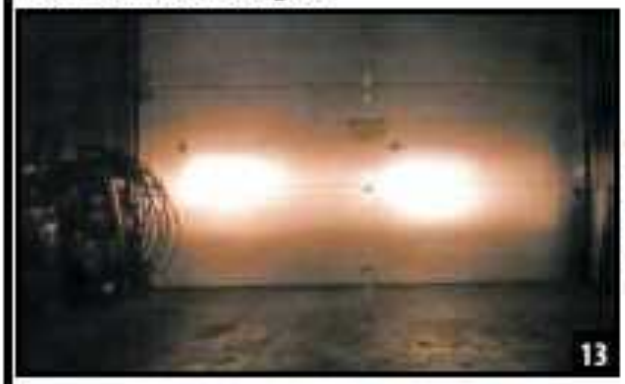
"I align the headlights on the garage door, with the car about one car length away from the door, so that each high beam is pointing straight ahead. Before I had a garage that was two MG lengths deep, I used to do the job outside at dusk.

(Photo Above) The first step is to place a mark on the door in line with the center of each headlight. I do this by placing the car as close as possible to the door, eyeballing the center of each headlight, and placing a piece of tape on the door.

Figure 11 shows the high beam pattern on the garage door with the car backed away about a length. (I probably should have removed my pressure washer and other junk from the corner before taking the picture!) The pattern shows that the left beam is too low, and slightly too far to the right. The right beam is too high, and also slightly too far to the right.

The adjustment screws on each headlight are adjusted until each beam is centered on the marks as shown in Figure 12.

Figure 13 shows the resulting low beam pattern - down and to the right."



I have tried similar ways before and, although I think that optimal alignment is very tricky, this method will get you well within range. We may make this a Tech Session later this year.

The King's MG

MGOC member Barbara Tapp was in England during the King's coronation and was able to visit a display of some of the royal cars owned or used by the King. She took these photos for us.

While this is a truly 'royal' blue colour, Barbara has her own regal MGB-GT in golden yellow.

The blue MGC GT fired up our King's enthusiasm for driving, when as HRH Prince Charles he received the car as a gift from his parents shortly after he started university in Cambridge in 1968. This blue-painted example of the 2.9-litre, six-cylinder coupé came with plenty of desirable period extras, including wire wheels, a heated rear window and an electric aerial. It is rare with less than 5,000 examples made, and is a cult car among MG collectors celebrating 100 years of the marque this year.

The then- HRH Prince Charles loved driving it, but he received his Aston Martin DB6 Volante as a 21st birthday present from his mother and still remains his pride and joy.

Dixon Meet!

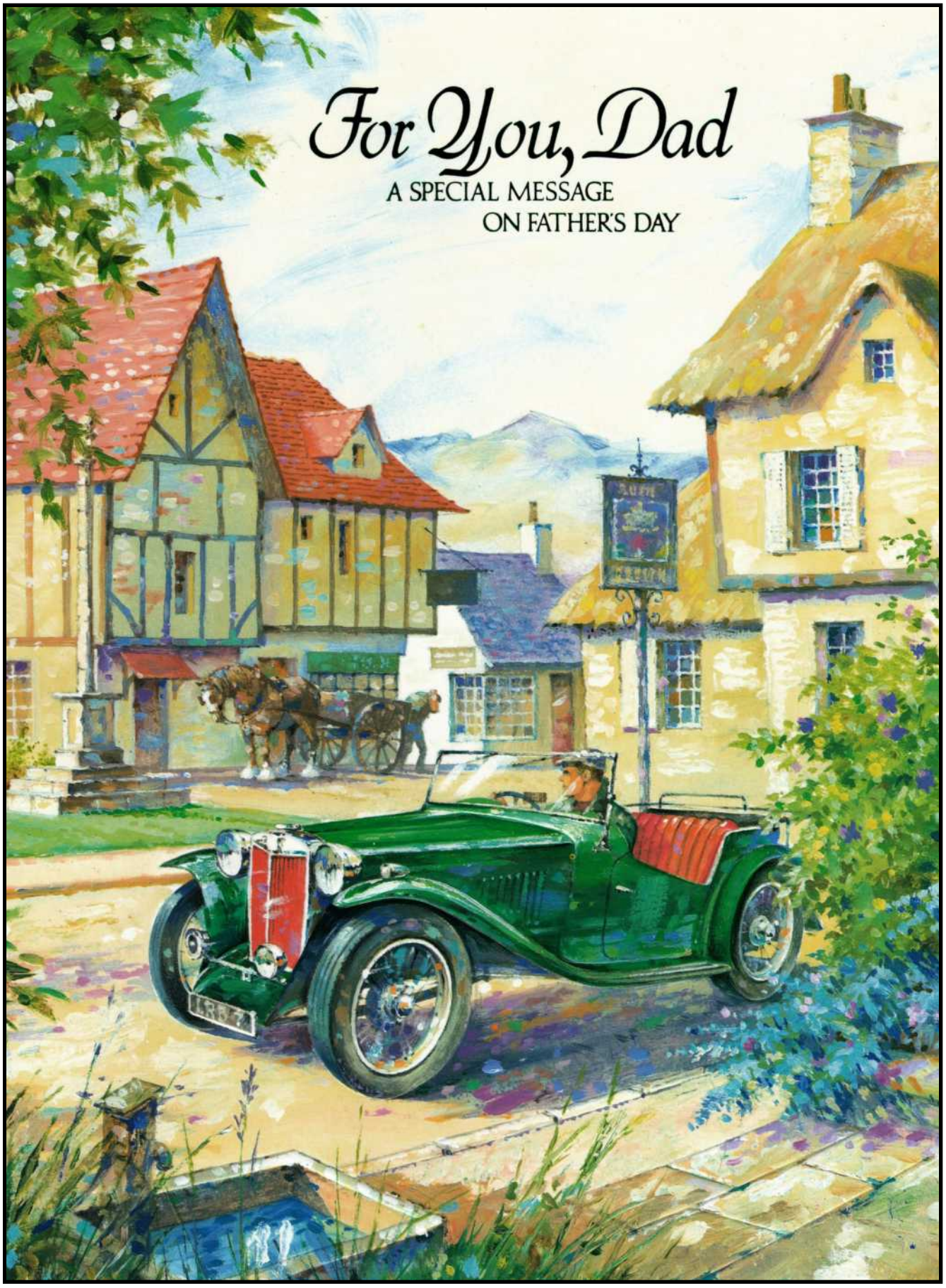
Photos: Andy Preston

Thanks, Andy!

Dixon was great and there were around 275 British cars of all makes and models. I'd say that MG and Triumph were the best represented. There were fewer vendors than previous years. I took 2nd place in the MGB class and I counted around 12 early MGBs and 3 late models.

- Andy Preston

At left: Photo of Ray Davis by Lynn Bryant. Ray won the People's Choice Award, top award for the entire event.



Designed by Arthur Duff and copyrighted to Simon Elvin. From Reinout Vogt

Roadster Bed!

Saw this on line. Looks like an MGB to me. That's me reading. Can I have one?

- Dan

p.s. Love the racing posters.

Use panels as wall art?

Step2 Roadster Toddler-to-Twin Bed – Red with White Stripe – Transition from Crib to Bed – Convertible – Adjustable to Fit Crib-Mattress & Twin Mattress...

Style:Red Roadster

Classified Ads

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

1967 MG1100: Has all parts, accessories, etc. Many parts are already restored. Brakes, heater, dash and gauges. All windows and trim included. Motor runs, rebuilt cylinder head. $3000. Member Lynn, Lynnnberta@sbcglobal.net , 510-648-1734, in Fremont (Posted 5/23)

MGB Parts: Pair SU carbs, rebuilt by Dave Pelton, unused, 2nd Pair SUs, rebuilt then used. Both from 1967 MGB. Original lap belt, work benches, one with drill press, one with HD vise, Member Ken Gittings, Also valve cover racers! 510-791-8445 (Updated 2/23)

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 MGOCSF.org

Member Notes

Touring from Andy Preston:
Hi Dan we had a great touring trip. Drove to Tahoe by the backroads 88 and 89. Next day drove to Meyersville, Gardnerville, Carson and then around the Lake. Next day drove to Mendocino via Hwy 20. Next day drove to Ferndale via Hwy1 to 101. Lots of driving but great fun.

Museum Info from John Hunt:
Have you ever heard of this museum? Sheldon Donig Wharehouse Museum in San Rafael. Looks like it might be a cool tour for the MGOC.
https://marinmagazine.com/community/local-news/the-fanciful-and-eclectic-rafael-auto-and-collectible-museum/

Royal MGC from Barbara T.:
Hi Dan by coincidence I went to the RAC and had a good look at this beautiful car along with the Alvis . I've spotted another MGB GT near where I am staying, too. I'm hoping to put an article together for the Octagon. I'll never get closer to the King's MGC. So fun. Cheers.

Boots & Bonnets Show:
We would like for the word to get out in the Northern California area the news about Southern California MG Car Club's upcoming 15th All MG Car Show. Zelda David Wochna, VP
Date: October 15, 2023; Time: 8:00 am to 2:00 pm
Location: The Zimmerman Automobile Driving Museum, 610 Lairport Street, El Segundo, CA 90245 (near LAX)

From our man in Italy:
Bon giorno. Spotted this morning in Siracusa, Sicily. Ciao. Later I spoke with an English bicyclist tourer who has an MGC & is restoring a Triumph Stag. - Marty Rayman

Update from Adrian Szwarcburg:
Hi, Doing well. Drove the MGA for first time in over a month as we were away in Australia. I want to register for the By the Bay event but can't login.

RIP Midget:
A 1970 MG Midget has arrived in the LKQ Pick-Your-Part Yard in Monrovia.
Color: White; VIN: GAN4U61253. Complete car with dual S.U. carburetors, air cleaner. Has air pump. Convertible top frame. Has wire wheels. Looks complete. Has no visible body damage. 3333 S. Peck Road, Monrovia, CA

Big MG Meet from Jennifer O.:
Yes, our club up here has a convoy of 10 + MGs heading for the NAMGBR meet in Calgary in July. My B52 will be one of them.
The Vancouver All British Field Meet at VanDusen Gardens was last weekend. Given the 100th Birthday of the MG Car Company, there were 117 MGs on the field. The weather was spectacular - sun, blue skies with no clouds in site, and pleasantly warm temperatures (around 70 F).

Cartoon: Brian Sonner, Placerville

New Member

Welcome Glen Segal of Palo Alto with a 1969 MGB

Thanks all. I am looking forward to the MG adventure. My father has had this 1969 MGB car for over twenty years. He can no longer drive so the car has migrated down to me in Palo Alto.

From the Oregon club:

FOR SALE:

1971 MGB GT. Runs and drives. Orange in color with the right front fender wrinkled, interior is poor, new clutch $900

1979 MGB Roadster, Runs and drives. Yellow with a fairly straight body, driver's seat needs upholstery and with a very new black canvas top. $3750

1970 TR6. Mechanically excellent, great driver. White paint that has some damage but looks great from 10 feet. Overdrive, good top, top boot, and good black interior. $13,000

These are cars that Frank Fassold had. Call Keith Ansell for information 360-882-3596 or John Dutra 503-786- 0851

MGOC *The Octagon*
320 B Monterey Blvd.
San Francisco, CA 94131-3141

Dan's solution for long freeway trips - Join 'em!

Our friend Chip Pederson sent this photo showing why many MGers don't like driving on the freeway.

T's at Dixon. Photo by Andy Preston