

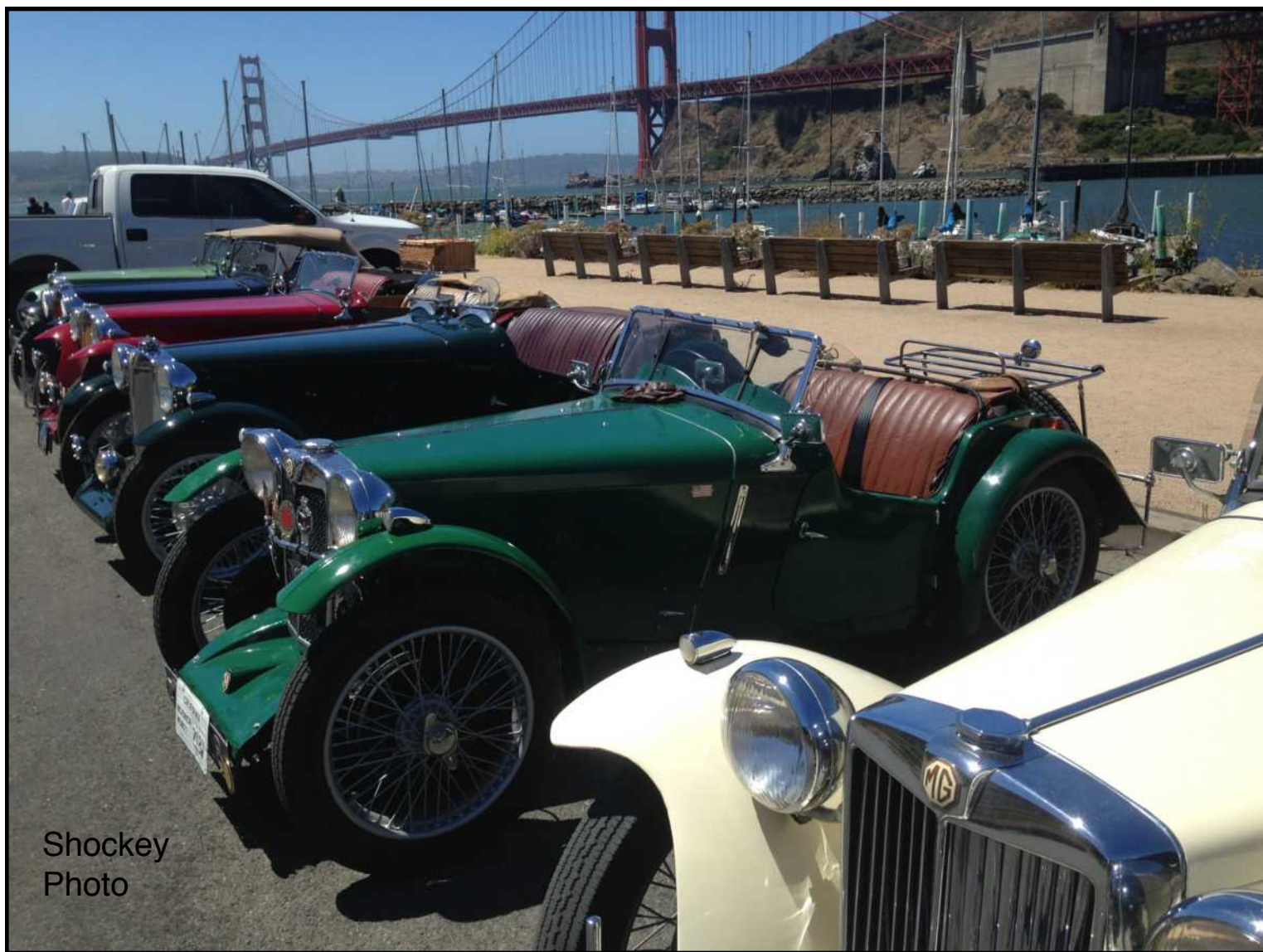


THE OCTAGON

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



Since 1957!



Shockey
Photo

Dan's PA at Marin.
Rough Riders Tour,
July 12, 2020

August 2020



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.

DIRECTORY of MGOC OFFICERS for 2018

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

BOARD OF DIRECTORS

Member-at-Large: **Mark McGothigan**, 510-633-1981,
markmc3us@yahoo.com
 Member-at-Large: **Ken Gittings**
 Member-at-Large: **George Steneberg**, 510-525-9125,
j2george@pacbell.net

APPOINTEES

Commercial Advertising: **Mike Jacobsen**, 415-333-9699,
MikesMuseum@yahoo.com
 Corresponding Secretary: **George Steneberg**,
j2george@pacbell.net
 Historian: **George Steneberg**, 510-525-9125,
j2george@pacbell.net
 Photographer: **Mindy Hungerman**, 925-838-7773
MindyHungerman@yahoo.com
 Registrar: **Steve Kellogg**, 408-355-4125,
webmaster@mgocsf.org
 T Register Director: **Jim Carlson**, 408-224-3992,
mgjim@comcast.net
The Octagon Editor: **Dan Shockey**, 309-696-0803,
magnut_dan@hotmail.com
 Webmaster: **Steve Kellogg**, 408-335-4125,
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 1962-74: **Steve Lilves**, 415-924-3173,
slilves@sbcglobal.net
 MGB 1974-1980: **Ed Adams**, 510-483-6821
AdamsEddie77@yahoo.com
 MGB V8 Conversion: **Tony Bates**, 408-666-6174,
avbates@yahoo.com
 MGC: **Kent Leech**, 925-253-9757, kent@kentleech.com
 M.G. Midget: and Overall Auto Technician: **Craig Kuenzinger**, 925-934-3130, mrccraigk@aol.com
 MGA/Coupe/Twin Cam 1955-62: **George Steneberg**, 510-525-9125, j2george@pacbell.net
 Z-Magnette Saloon: **Eric Baker**, 510-531-7032

mgpb36@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,

mgpb36@yahoo.com

S.U. Carburettors: **Craig Kuenzinger**, 925-234-3313,

mrccraigk@aol.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Mike Jacobsen** at 415-333-9699 or MikesMuseum@yahoo.com. 2005 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, 10 Willis Rd., Scotts Valley, CA 95066.

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.ORG

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

INSIDE THIS ISSUE

MGOC Annual Picnic (maybe)	3
From the Ed	4
New Member; Wedding	5
MGCC Podcasts; Masks	6
President's Ponderings	7
Words with Dr. Bo: Distributor	8-9
Speedo Pinion Oil Leak.....	10-11
British Industrial Might; MGB Limo	12-13
Mystery of the MG Grille; Booker T	14
Planning; Idaho Meet	15
EX257 LeMans MG - Updates	16
Full Monte, 1933 Version	17
A Great One-Way Tour	18-19
Tammy's MGB; Classifieds	20
Johnny Cash - One Piece	21
Back Page: Three-Seater MG	22



3

Welcome



THE ROAD IS NEVER LONG
BETWEEN FRIENDS.



***Virus Permitting - See the
President's Column.
Tilden Park still closed
as we go to press.***

MGOC Annual Show & Picnic Saturday, August 22, 2020

11:30am-12:00pm: Club Meeting

12:00 -2:00pm: Picnic

Tilden Park in the Berkeley Hills, the Padre Picnic Area

The park is reached via Canon Drive, Shasta Road, or South Park Drive, all off Grizzly Peak Boulevard in Berkeley.

RSVP: to Marcia Crawford at marciacrawford7@gmail.com or 510-526-8951



From the Editor

Greetings, fellow pandemic sufferers,

29 July 2020

Life still seems on hold. We didn't get the hot weather break in the virus that we hoped for. It appears things will stay dicey until vaccines are available in large numbers.

The picnic plans are on hold. Tilden Park is closed until August 5 so we can't even find out if it will be open for our event. And we remain concerned about spread of the virus.

I did get the PA out for a good run to Marin. I have had two projects with it of late. I bought longer 10' ramps and was successful loading it into the pick up bed. I'd like to haul it that way for distant events. It is a lot of effort so a trailer or my tow dolly is more convenient for closer events.

I also installed a radiator overflow tank. I have one on the MGA and highly recommend them. I bought this one for the TD and have never got around to installing it. It fits in a perfect location, albeit very snugly. (See pic.)

Thuy's brother is a car painter who is in-between jobs and offered to repaint an MG for me. I considered it but have elected to not rush madly trying to get it ready while he is off work. I know how long it took me this spring. I took some photos of it 'as is' before starting more work. I assembled the "desert war RAF" outfit from military surplus. The shorts are Belgian, the shirt

is Austrian and the socks are Italian. The suspenders are Czech. The pistol belt is US. The cap is a real RAF item. MG was the 'official' sports car of the RAF.

Get some work done to that MG and take it for a spin. Safety Fast!



Desert War RAF outfit

Dan

LEVER SHOCKS REBUILT BRAKES SLEEVED AND REBUILT

EXCHANGE OR YOURS REBUILT
BRAKES: SLEEVING ONLY OR
COMPLETE REBUILDING
FAST SERVICE

Apple Hydraulics

1610 Middle Road
Calverton, NY 11933

1-800-882-7753

(631)369-9515

<http://www.AppleHydraulics.com>



APR09



CLASSIC AUTO RESTORATION & REPAIR
BRITISH PARTS DISTRIBUTOR

WWW.UNIONJACK.COM

13555 Depot St. PO Box 551 San Martin, CA 95046

408 686-1101 Fax 683-2447

Welcome David Peterson of Pebble Beach with an MGTC

Thanks for reaching out! I am currently awaiting the delivery of a 1946 MG TC that I just purchased which was located in Ohio. It will be my second MG. My initial MG was a 1963 MGB that I purchased about 25 years ago but had to sell after owning it for less than a year. I knew at some point I would be an MG owner again. I have been looking at the T-series cars for quite a few years and finally pulled the trigger after I got bored with my sporty and fun period of BMW M3 convertibles. Maybe it's the retirement that's making me want to slow down my autos a bit, but likely the fact that I'd like to get back into actually working on cars, not just driving a computer (albeit, that was lots of fun, but no wrenching!).

I'm really looking forward to my new purchase, learning about and sharing with other owners the MG experience. I expect the car to arrive in the next week and will forward a picture on its arrival.

Do you have a recommendation for someone who can do a comprehensive analysis/inspection of my MG TC? This was an internet purchase (yes, I know that sounds risky) and while I am quite confident it will arrive how it was represented, I would like to have an expert give me their opinion on what may need to be done to make it the best it can be...

...and as long as I'm asking questions, do you know anyone who could give some advice on whether to register this car as an "historic vehicle" or not?

Thanks for the follow-up! I am now more anxious than ever to get the car delivered and begin to share in the energy and enthusiasm it appears you, and the other members I have spoken to, have for these cars.

Too bad they don't have tracking numbers for auto transporters, but I know it will be here soon...

I am looking forward to interacting with the club and appreciate your introduction.

Best regards,
Dave Peterson



4th MGymkhana, 1961, Alameda County fairgrounds, Pleasanton
Terry Nicolaisen with flag, MGOC Archives.



A New Kennedy Photo?

Elizabeth and John Taylor sent this wedding photo on the occasion of their 55th wedding anniversary.

Lovely car, lovely couple.

John still plays with cars.

Photo from the nuptial couple.

MG Car Club Podcasts

Hope all is going well and everyone is enjoying the summer! Thought you might enjoy this podcast: Episode 16: The history of the Abingdon Works Competition Dept PT1 with Graham Robson and large MG saloons.

https://www.mgpodcast.uk/allepisodes/6ny8ej60wdi8wd8wu77m2vjrf2miop?fbclid=IwAR0aOFYMaJmIKDrQwh3HTXhPWkWT_FLX_rrIDpdkRx-41t63yZQd-Aw4H7Y

On this episode of the MG Car Club Podcast, renowned motoring historian, Graham Robson joins Wayne Scott to explore the story of the Abingdon Works Competition Department, where so many successful MG race and rally cars were developed. This year marks the anniversary of its closure so offers an ideal chance to explore the contribution made to the British Motor Industry from within the MG factory in Abingdon.

On the Road Again Classics
Classic & British Auto Restorations & Repairs

call now to talk about your dream...

408.782.1100



*MG, Austin Healey, Jaguar,
Triumph, Rolls/Bentley, Lotus*



**Restorations, Paint & Body Shop, Mechanical/Electrical Repairs,
Detailing, Specialty Parts, Classic Car Showroom**



16840 Joleen Way, Unit G-4, Morgan Hill, CA 95037
408.782.1100 Fax: 408.779.0938

bhiland@ontheroadagainclassics.com www.ontheroadagainclassics.com

Wayne and Adam also discuss the history of Kimber House, which was opened as the club's HQ thirty years ago this month, plus chat about the long history of great MG saloons stretching back to 1936.

from John Hunt



Dutch Mask for
hazardous duty

Racers needed face protection before Covid-19. Doubled as a Halloween costume and hazardous waste accident protection.





President's Ponderings

The East Bay Parks Service has delayed their decision on opening any East Bay parks until early August. That means that our Annual Picnic scheduled for August 21st is looking doubtful. Marcia is checking with them all the time and if things change, I'll notify everyone by an email blast straight away.

I've been spending a lot of time in my garage during the pandemic and noticed 2 very unusual oil leaks on my 67 MGB. In fact in my 50 year ownership of MGs I've never had these leaks before. Oil was dripping on the garage floor from the jacking points either side of the car, and there isn't any oil anywhere near those places.

On investigation oil was leaking from the speedo drive at the back of the gearbox overdrive unit and dripping fairly badly. The oil dripped onto the center cross-member and from there crept under the underside of the car, covering at least half of the floor with a film of oil. The lowest points are the jacking points hence the final destination of the oil. There is no information on removing the speedo drive in the workshop manual but I at least found something online to help me. I don't think this is a very common problem because how many owners have the early Type D overdrive and how many leak? Not many I guess. For those interested I did write an article on how I removed the speedo drive and fixed the leak which is later on in this edition of the Octagon.

My second oil leak was again uncommon. It was from the front cover of the steering rack. This is sealed with a thick gasket. This is an easy fix but neither Moss nor Victoria British had the correct gasket. In fact they both sent me the same size (too small) so perhaps my steering rack is different. I bought some gasket material from my local parts shop and made my own gasket with a craft knife which fitted perfectly. I sealed it with some Hylomar and that did the trick; no more leaks.

As I said before we are on a hiatus of MGOC events while the pandemic continues to surge and as soon as things get better and we start holding events again, you'll be the first to know.

All the best and keep safe during these troubling times,



Andy

The MG SA was a strong competitor to Jaguar in the late 1930s.



Hello Dan,

I am a long distance member of MGOC—Mindy Hungerman is my daughter. I'm also a member of the MGCCNWC in the Seattle area since 1983. For many years I wrote tech articles for our news mag.

In the MGCCNWC I am known as Dr. Bo, the MG MD. I do tech sessions with a touch of humor. There was an article that is very timely. It was about the upcoming elections back in 1988. Hopefully you will find it to be a fun article for the Club.

I have also attached a photo of my garage/shop. I like the photo because there is so much going on. Far end—'69 MGC GT; Center -'64 MGB; Front -'74 MGB V8; Side -'63 MGB race car

Model airplanes on the ceiling—even have a MG on the wall, for me, a fun place. I have also written articles for the Octagon in the past.

Safety Fast, Ken

A FEW WORDS WITH DR. BO, M.G. M.D.

Today Ken Bottini talks about the distribution of power

It is the political time of the year: candidates of varying levels of competence are seeking jobs – President of the United States, State and Federal Officers, and even our own club officers. My comments are not groundless – I just want to ignite your enthusiasm. Let me get to the point. In every organization there is a lead person. This person then delegates power. Occasionally, there are gaps in this cycle. I could discuss this "vacuum of power" for some time, but I would like to condense our topic. As time advances towards the elections, please think about the lead person of your choice.

As Dr. Bo, MG M.D., I ask you to think about your distributor as being the heart of your engine. A sick distributor is not a happy thought. I have looked into many a distributor, and the things which are wrong are sometimes obvious, such as missing parts. Other diagnoses are more obscure: how about the contact surfaces of the points which seem to be transferring metal from one side to the other? Vacuum units which do not advance the spark? Condensers which do not condense?

Fortunately, the operations to fix your distributor problems are not complex, but you will need a medical textbook to help you along; Haynes manuals are good, as are Bentley shop manuals.

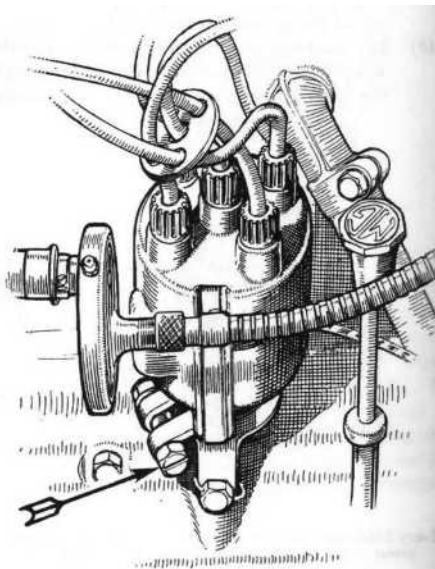
The first thing that you are going to want to do is remove your distributor cap. It is a good idea to mark your spark plug wires before removing them from the plugs (if you are going to inspect the plugs – not a bad idea after experiencing distributor problems). Put your car in gear, remove the handbrake (please make sure you are not on a steep grade while doing this!), and gently rock the car back and forth, watching the open distributor while doing so. Stop when the distributor has rotated so that the points are completely open.

Check the points for wear by measuring the gap between the contact surfaces – the gap should be about 0.15" on most MGs. Also, look for the accumulation of metal on the surface of one side combined with deep pitting on

the other. If there is no accumulation and the points are not at the correct gap, then a simple re-gapping is in order. If the points are looking like they are at the end of their useful life, replace them, along with the low tension lead and the condenser (any time you replace one of these parts, replace the others, as they all wear at the same rate).

It is easier to remove the distributor from your car and work with it on your workbench, where very accurate gap setting can be done. Note: make a mark on the side of the distributor and another corresponding mark on the engine before removing so that you will not lose the engine timing. Check for wear on rotor and the points inside the distributor cap; replace if necessary, but a simple filing of these surfaces should renew their effectiveness. Also, check the carbon brush in the center of the distributor cap for wear.

Check the vacuum unit (if so equipped) to see that it is operating. If you do not have a vacuum tester you can cut a short length of new vacuum tubing which has been dipped in alcohol (to disinfect it), fit it to the unit, and suck the air out while watching the internal parts of the





distributor. If the unit moves the internal plates around (advancing the spark), then the unit is okay. If it does not, the diaphragm is probably punctured and you will need to replace the unit.

When reassembling the distributor, place a **small** amount of grease on the cam. Another, very important thing to watch for, is that when you attach the condenser and low tension lead you make sure that their wires go on first, followed by the plastic insulator and then the nut.

Though I mentioned it earlier, it is good idea to replace the spark plugs at this point. Make sure their gap is correct (according to your manual). Check the wires for signs of wear (splitting, fraying, cracking, or missing insulation) and replace if necessary.

Finally, it is time to set the timing. Despite the fact that you marked the distributor body and engine before removing, the timing the engine had before this operation will most likely be off. Clean and paint in a bright color the timing marks on your motor, let the motor warm up thoroughly, and set to the recommended advance with the vacuum line removed from the distributor.

These notes are a bit brief, but remember I did condense them. Refer to your manual. Attend a tech session and practice your operations. There will always be an attending physician there to assist you.

Good health.



Photo from the author

Speedo Pinion Oil Leak repair for Type D Overdrive on my 1967 MGB

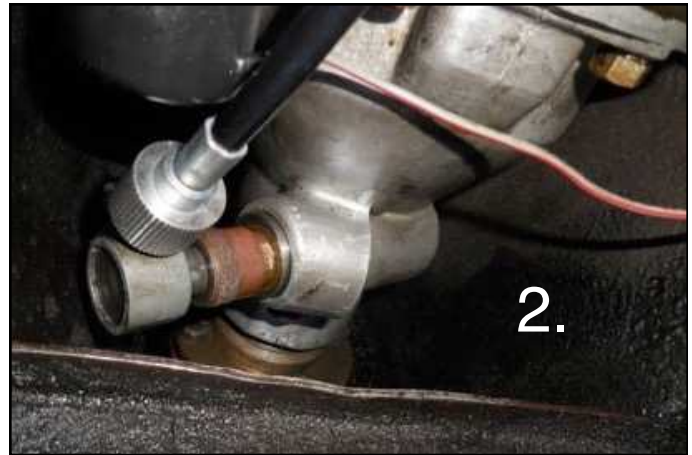
By Andy Preston

Over the past several months I had lost 4 oz of oil from the gearbox and traced the leak to the speedo drive under the car. Most of the oil had spread over the underside of the car that now was covered in a film of oil. Good for rust protection but messy!

The speedo pinion bearing is located at the rear end of the O/D housing and above the center cross member. It would be possible to remove on axle stands but using a lift makes life easier.

It's a fairly straight-forward job so here's my step-by-step approach:

1. Drain oil from the gearbox and O/D. It's a good idea to change it in any case.



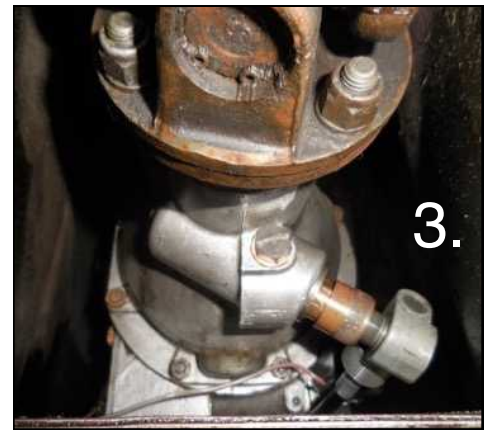
2. Unscrew the speedo cable from the angle drive and remove the angle drive.

3. Remove the hex head screw and copper washer on the back of the O/D housing that holds the pinion bearing in place. Use a 1/2" crows-foot wrench and extension.

There is no slot in the screw.

4. Withdraw the pinion bearing using soft jawed pliers and wiggle it side to side by 5° only or it will jam. This requires patience because the outer O ring is tight inside the housing.

5. On the workbench withdraw the speedo pinion from the housing and remove the outer O ring.



6. The bearing housing is made up of 2 parts. The upper part is made from steel and the lower part from brass. The brass part screws into the steel part. The inner oil seal (which needs to be replaced) is inside the housing.

7. To separate the 2 parts drill out the tiny steel pin using a 1/16" drill bit. Do not drill all the way through.

8. Grind down an old 5/8" open end wrench so it fits the grooves on the brass part, hold the steel part in a soft jawed vice and unscrew the brass part. You will see the inner oil seal inside the steel part.

9. Carefully press out the inner oil seal, do not scratch the inner bearing surface of the steel part.

10. Press in the new oil seal, screw the brass part back together and tap a 1/16" rolled pin into the hole that you drilled and cut off the excess.

11. Install the new outer O-ring and speedo pinion and refit into the O/D housing.

12. Install the hex head screw with a new copper washer and refit angle drive and speedo cable and refill the gearbox with 20W50 engine oil.

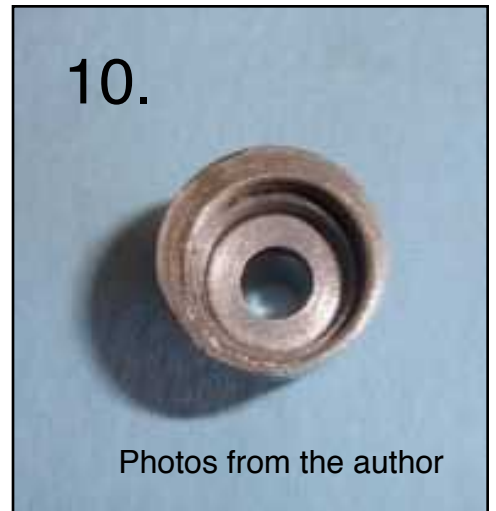
7.



9.



10.



Photos from the author

Note check that the new oil seal and O ring are the same size as the ones removed. The outer O ring I received from Moss was the wrong size and I had to order it from another supplier.



Interesting shipping envelope from the MG Car Company to an owner in New Zealand. Late 1930s.

The fonts and address are of note.

British Industrial Might

By James Holland

Think the WWII German armed forces were the most modern and mechanised in the world? Or that they were the embodiment of Teutonic efficiency? Or imagine the British were small-time under-dogs relying on their big American brothers to pull them through?

The Second World War remains an enduringly fascinating subject, but our understanding of this catastrophic conflict remains heavily dependent on conventional wisdom, propaganda and an interpretation skewed by the information available.

In my new book **The War in the West: Germany Ascendant 1939-1941**, first in a three-volume history, I am challenging a number of long-held assumptions about the war, many based on truth by common knowledge, rather than through detailed and painstaking research.

My Damascene moment came some years ago when I was being given a tour of the Small Arms Unit at the British Staff College at Shrivenham. I was glancing at a [German MG42](#), known as a "Spandau" by the Allies. "Of course, that was the best machine gun of the war," I commented, relaying what I'd read in many books.

"Says who? Says who?" retorted my guide and head of the unit, John Starling. In the next few minutes, he proceeded to deconstruct everything I thought I knew about this infamous weapon: that its phenomenal rate of fire caused massive problems of over-heating, that it was widely inaccurate, that it was incredibly expensive to manufacture, massively over-engineered and lacked certain simple additions that would have made its handling so much easier. The men supporting this weapon not only had to carry vast amounts of ammunition to feed this thirsty beast, they also had to lumber around six spare barrels because of its readiness to over-heat.

I was gobsmacked, but this visit led me down an entirely new line of research. I began to realize that almost everything the Germans made was over-engineered, from the tanks to gas-mask cases to the field jacket of the lowly landser. Eventually, in the German military archives in Freiburg in the Black Forest, I found a memo from early December 1941, signed by Hitler, in which was the line, "From now on, we have to stop making such complete and aesthetic weapons."

Needless to say, his instruction was not followed; still to come was the Tiger tank, with its Porsche-designed six-speed hydraulically controlled semi-automatic pre-selector gear-box, as complicated and sophisticated as it sounds and entirely unsuitable for front-line combat or use by poorly-trained young drivers. The transmission on a U.S. Sherman tank was a robust four-speed manual, simply made in vast numbers. America built 74,000 Sherman hulls and engines; Germany built just 1,347 Tigers.

Britain decided to fight a highly mechanical and technological war. "Steel not flesh" was the mantra and that's why the British had a small army, yet still ensured it was 100-percent mechanized. They also developed a vast air force and built a staggering 132,500 aircraft during the war — and that's 50,000 more than the Germans. Until the start of 1944, the priority for manpower in Britain was not the army or navy or even air force, but the Ministry of Aircraft Production. Well-fed men and women were kept in the factories.

Britain had access to 85% of the world's merchant shipping and also produced more food per acre than any other country in the world.

At right, a British scouting force in the North African desert with their truck and light tank, by war artist A.A. Gregson



Germany, on the other hand, was very under-mechanized but had a vast army, which meant it was dependent on horse-power and foot-slogging infantrymen. Only 16 of the 135 divisions used in their attack in the West in 1940 were mechanised. The rest used horses. As a result of so many German men at the front, their factories were manned by slaves and POWs, who were underfed and treated abominably, and whose production capacity was affected as a result.

And if the ability to supply war was key, then in the war in the West, it was the Battle of the Atlantic that was the decisive theater. Despite sinking substantial amounts of British supplies in 1940, it was still nothing like enough to even remotely force Britain to her knees. In truth, there were never enough U-boats to more than dent the flow of shipping to Britain. In fact, out of 18,772 sailings in 1940, they sank just 127 ships, that is, 0.7 percent, and 1.4 percent in the entire war. Suddenly, rather than appearing like David against Goliath and backs-to-the-walls amateurs as is so often depicted, Britain emerges once again as a global super-power in command of the largest trading empire the world has ever seen. The words "Teutonic" and "efficiency" usually go together; in the Second World War, nothing could have been farther from the truth.

This piece was originally published in July 2018 and is being republished due to reader's interest.

*James Holland is an internationally acclaimed and award-winning historian, writer, and broadcaster. The author of a number of best-selling histories including *Fortress Malta: An Island Under Siege*, *Battle of Britain*, *Dam Busters*, and most recently, *The War in the West*, he has also written nine works of historical fiction, including the Jack Tanner novels. He has presented – and written – a large number of television programmes and series, including the BBC's *The Battle for Malta*, and has scripted and is producing a film of his novel, *A Pair of Silver Wings*, largely set in Malta during the war.*

He is also Chair of the Chalke Valley History Festival, a Fellow of the Royal Historical Society and a Research Fellow at Swansea University. He is also an avid cricketer, and plays for both Chalke Valley CC and the Authors CC.



Rare MGB Limo model, reported to be a prototype aimed to appeal to more affluent owners. Spotted by Bill Traill. From the 'Net.



"Time was you could take real pride, in just getting there, flying used to be fun Lou, it really was."

Lew Moran, ***The Flight of the Phoenix***,
Played by Richard Attenborough



The Mystery of the MG Grille

By William T. Doyle, "Tom"

Pictured at right is a piece of a MG grille that was found this spring in the back of the garage at the Vikingsholm Mansion on the shores of Emerald Bay at Lake Tahoe, CA.

What model MG did it come from? What happened to the rest of this MG and how did the grille come to be stored at the Vikingsholm Mansion?

Put on your creative hats and come up with a good story and send your responses to Dan Shockey or Andy Preston and your response maybe be featured in a future version of *The Octagon*. Your story will be judged on creativity.



Not too late to submit your account of what really happened!

Booker T. & the M.G.'s

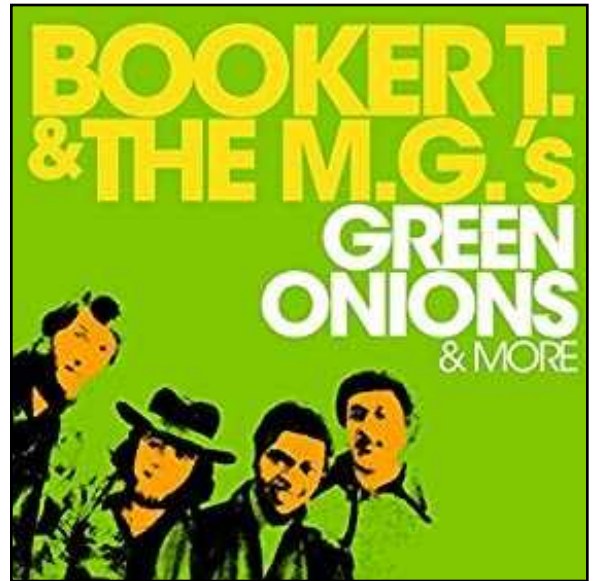
Booker T. & the M.G.'s is an instrumental R&B band that was influential in shaping the sound of southern soul and Memphis soul. One original member of the group was Booker T. Jones.

The group is best known for their hit "*Green Onions*," an instrumental composition recorded in 1962. Described as "one of the most popular instrumental rock and soul songs ever" and as one of "the most popular R&B instrumentals of its era", the tune is a 12-bar blues with a rippling Hammond M3 organ line by Booker T. Jones that he wrote when he was 17, although the actual recording was largely improvised in the studio.

The group, of course, needed a name. Several months earlier the Triumphs had garnered some notice with the instrumental, "*Burnt Biscuits*." The thought was since another food was being used for this song, why not use another car name for the group. Al Jackson suggested MGs after the British MG sports cars. It would have been a natural, especially since the record started zooming up the charts, for the group and the car manufacturer to cross-promote each other. When the MG Company was approached, they foolishly pointed their noses in the air and said they did not want to be associated with such music. I am sure that decision has long since been regretted.

Not wanting to give up the name, the group decided that henceforth "MG" would stand for "Memphis Group." The band was integrated and had two white and two black members in 1968.

Green Onions went on to set the nation's feet a-tapping that summer, peaking at #1 r&b and #3 pop and selling over 750,000 copies in its first year. In 1999, the song was given a Grammy Hall of Fame award. The song was used in many movies including *X-Men: First Class*, *Glory Road*, *Blues Brothers 2000*, *Striptease* and *American Graffiti*. TV uses include episodes of *Twin Peaks*, *The Sopranos* and *Miami Vice*.



Keep Planning for 2020 ... (2021?)



**'33
Monte**



SUMMER - FALL

Sat., Aug. 22, MGOc Annual Picnic, Tilden Park, Virus Permitting, Marcia & George

Sept. 18-19, Southwest Idaho Brit Meet

Sat., Sept. 19, MGOc Tour, TBD

Oct. 4-8, Golden State Tour, Classic Motorsports, Based in Calistoga



FALL - WINTER

Oct 11-13, Sea-Air-Ahh Tour, SSTs, Jim Brady, Kirk Prentiss, MGOc welcome! Virus permitting.

Sat., Nov. 14, Sonoma Tour, MGOc, Marla & Andy Preston

Sat., Dec. 12, MGOc Holiday Tea, San Francisco



The Southwest Idaho All British Field Meet, scheduled for September 18th and 19th is still on. Registration is low, however, so they are asking that you register as soon as possible.

You can find out more here:

<https://swiabfm.idahobritishcars.org>

... and register here:

<https://www.idahobritishcars.org/swiabfm-reg/>

MG EX257: The Car That Could Have Won LeMans

Updates from member Dan Neu

Attached is one of my favorite photos. A dejected J.J. Letto looks over the little MG that just beat him at Sears Point.

Here's a couple more photos I took the next year. One is of the car being pushed into the garage with it's push rod suspension cover off. The other is the car going thru tech inspection.

Here is another photo that I got off the internet. I think it's a street race in Miami. It's always been my favorite photo of the car.

I think those days of ALMS racing were my favorite. I liked it even better than Can-Am and CART/Champ Car.



Photos Dan Neu



The 1933 Monte Carlo Rally

This popular February event was besieged by blizzard conditions all over Europe. Competitors for the event started at several different locations. Some of the starting points were in chaos with all entries unable to get free. Nothing helped, chains or teams of oxen. The British start at John O'Groats did better but would have been wiped out if the rally started a day later. Even the seasoned competitor Donald Healey, driving a Invicta, was forced to retire, nearly dead with the cold.

Period reports display the conditions: "The Tailinn road is very bad degenerating to a mere cart-track, while there have been heavy falls of snow and the cold is intense." "The road from Nish to Sofia is very bad, being covered with deep snow, but from there to Salonika the conditions were appalling."

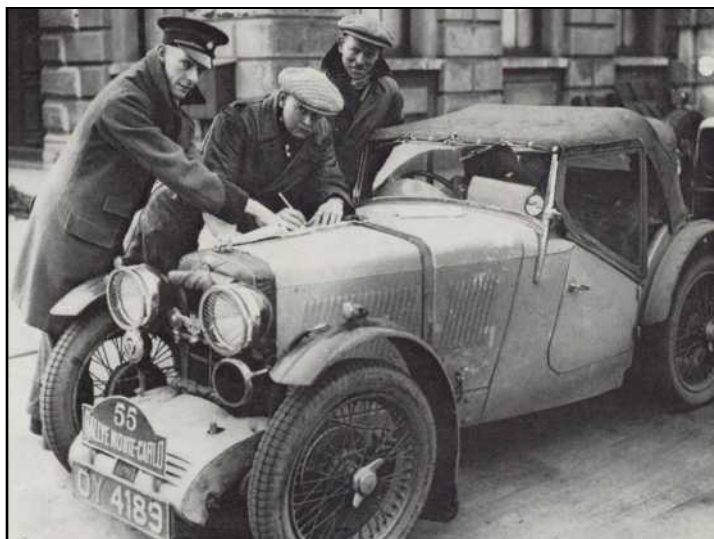
Europe was pulling out of the Great Depression at the time and 51 entries came from Great Britain, 28 of the them starting at John O'Goats. Twenty-six entries came from the United States. There were quite a mixture of cars entered including an old Bentley chassis fitted with a diesel engine. Many ladies were involved in the event. Kay Petre and Joan Richardson entered a Riley.

Amazingly 71 cars reached Monte Carlo including 24 from John O'Groats. The best results were the cars that started at Tailinn, including the top 14 finishers. The event was won by M. Vasselle's British Hotchkiss. The old Bentley finished 5th overall. Of the "other" rally, of those that started from other than Tallinn, Norman Black's Hudson Essex put in a significant result at 15th.

Of the MG entries, the photo below is of William Platt and Arthur Archer at Folkestone prior to them crossing the Channel. Platt had recently purchased the J3 after visiting Cecil Kimber and Archer was a test driver for Morris and MG, sent by the factory in support and to keep the works 'adjustments' under wraps. They set off from Abingdon to start the Rally at John O'Groats in some of the worst recorded weather ever seen in the UK. The J3 finished 4th in the 1,500cc class and ahead of G. Wright in the prototype K3 (K3751) which struggled in the winter conditions. Platt then took part in the associated rally competitions around Monaco and was successful in winning the 750cc class at the Monte de Mules Hill Climb. Good things, J-types. It is rare to see an MG in competition with hood and screens erected.

One modern commentator: "All I can say having travelled many miles in similar MGs over the years - that they must have been Mad! The car is not best behaved in cold weather and as for driving on ice with all that power - no brakes and terrible tyres - it makes me shudder."

Winning Hotchkiss below left. British entry in the snow above.



A Great One-Way Tour

By Dan Shockey

I had a great tour with the Rough Riders club on July 12. Very enjoyable and a perfect day for it. I really enjoyed the drive up Hwy 1 from Santa Cruz to San Francisco and the Golden Gate. The MG was running strong (for 35 angry horsepower).

As I was crossing the Golden Gate Bridge heading home, the MG started to sputter badly and I felt gas on my bare leg. I kept it going to pull over at the first exit past the toll booths. The float bowl for the front carb had broken off. I didn't have a spare or any quick-set epoxy so had to call for a tow. Took awhile with the busy day. While waiting I tried to run it on one carb with richening the mixture but it had no power that way.

I found out that AAA won't allow you to ride with the driver in the tow truck due to C-19. That was unexpected. I had to arrange a ride home. I thought of stowing-away inside the car but it is hard to hide in such a tiny car!

Thuy was visiting a high school classmate in San Jose. This lady's husband and son were hiking in Foster City. They were able to pick me up and arrived just 15 minutes before the tow truck. They took me to their house where Thuy waited for me and brought me on home. We got home around 7pm just 10 minutes before the tow truck.

Also the car charger adaptor for my cell phone quit working so my phone charge got very low. (Buy new charger and extra battery pack. Get Google Maps account so folks can find me by Location Finder. Now done.)

The car was loaded on backwards (more ground clearance when loading). He parked on the hill just past my driveway. He had me get in it and cut me loose to roll off, turn sharp and into the drive keeping up my speed to get up my drive as far as I could. It was rather a steep angle and a bit exciting a start! Zoom zoom! (I used a come-along to pull it up the rest of the way.)

I am rather glad it happened after leaving the group so I didn't hold everyone up. I don't know if anyone had a float chamber that would have worked. TA ones may be the same (1 15/16 dia.) but I had already called AAA.

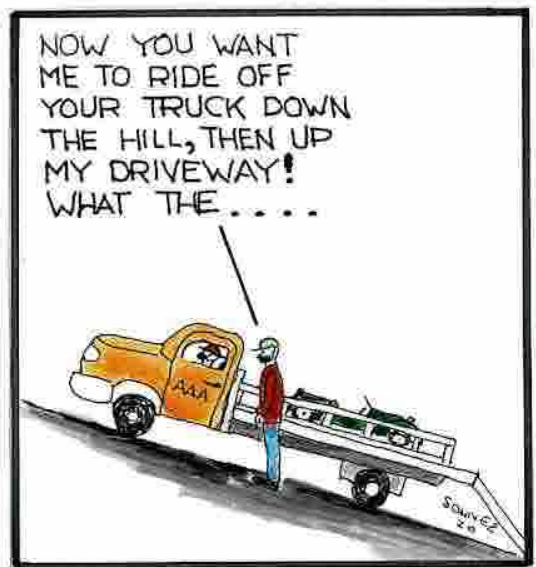
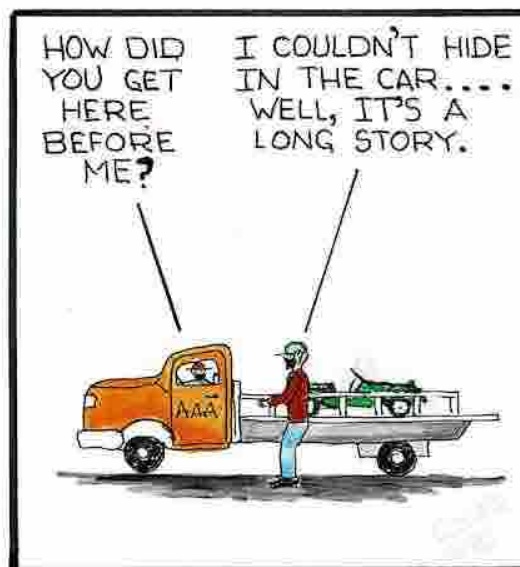
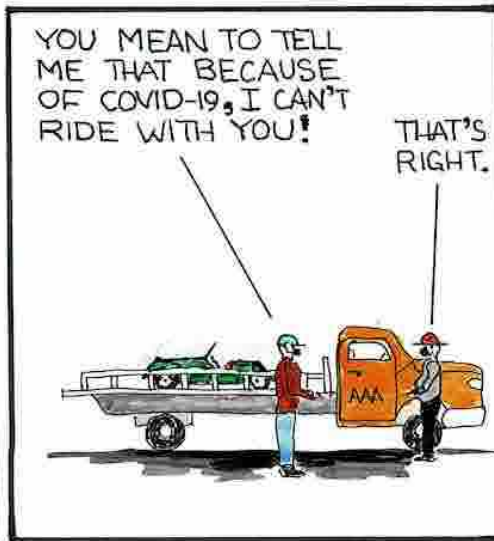
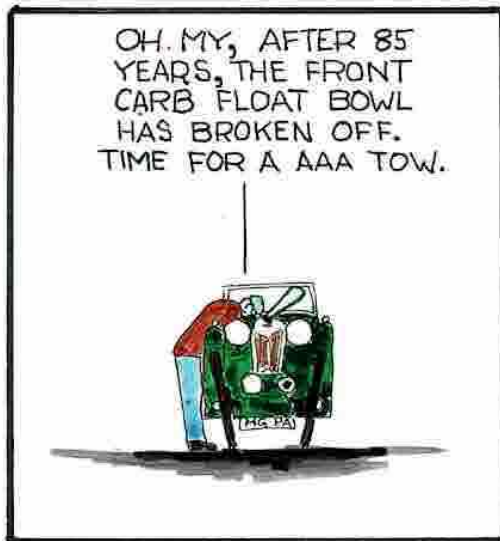
This is the second one I have broken. Should have bought two then! (I was unemployed when the other one broke in 2002.) I actually found one on eBay and have it back together now. I bought more quick-set epoxy, too. I found an old one in the MG later in an unexpected place.

Really unhappy that such a fine cast piece should have broken after only 85 years of service!

I had not been to those sites before and really enjoyed the day out with TAs and TCs (and others.) See the photo on the cover.



Cartoons courtesy of Brian Sonner and the **Abingdon Rough Rider Review**



The tow truck was a tilt-bed so it seemed really steep. The MG cable brakes would hardly hold the grade.

- Dan

Tammy's MGB

Tammy was a 12" fashion doll created by the Ideal Toy Co. that debuted at the 1962 Toy Fair. Advertised as, "The Doll You Love to Dress," Tammy was portrayed as a young teenager, more a "girl next door" than the cosmopolitan image of Mattel's Barbie.

The doll was loosely based on the character "Tammy" in the 1957 film *Tammy and the Bachelor*. This doll was also released in an African-American version. The doll inspired the UK's

bestselling teenage doll, Sindy, released in 1963. In recent years, prices have escalated and Tammy has a big following in Japan.

This is a large model (nearly 20"), hard to find in good condition with all parts. Check eBay.

There was also a Dutch version, "Fleur," classy in her pink Rolls.

Pics from ebay listings



Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members.

1934 MG PA 2-seater. New block, upgraded Phoenix crankshaft. A very original car with a great engine. Many new and restored parts. Car is in Washington State. Looking for \$17k. Brian Sullivan, 425-531-0618 (posted 7/20)

1959 MGA Roadster. Purchased by current owner in LA in 1964. Original engine, no rust, always been garaged. Documentation and photos available from previous restoration. Asking \$20k negotiable. Sharon, sharonrossie413@gmail.com, (408) 332-1701 (Posted 7/20)

Parts on sale: Dave Laughlin is clearing many parts at good prices. He has engines and gearboxes; a good pair of MGA rear fenders; tons of parts to sell! Contact Dave at 510-234-6624 (Richmond)

MGA Aluminum Flywheel: Fidanza as sold by Moss. Fits MGA and 3-main MGB. \$350. Dan (309) 696-0803 (Posted 7/20)

MGA Parts: 5 Alum bonnets, 2 styles, gas tank, leaf spring, 1500 driveshaft, new fiberglass front valence (race), front frame extension, master cylinder sleeved, 1500 engine block. Member Tom Morgan (650) 740-4116 (Posted 5/20)

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt Electric Winch. Reasonable rates. Eric Baker (510) 517-2165

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

Johnny Cash – One Piece at a Time

"One Piece at a Time" is a country song written by Wayne Kemp and recorded by Cash and the Tennessee Three in 1976. It was the last song performed by Cash to reach number one on the Billboard Hot Country Singles chart and the last of Cash's songs to reach the Billboard Hot 100.

Chorus:

I'd get it one piece at a time....
 You'll know it's me when I come through your town
 I'm gonna ride around in style
 I'm gonna drive everybody wild
 'Cause I'll have the only one there is around.

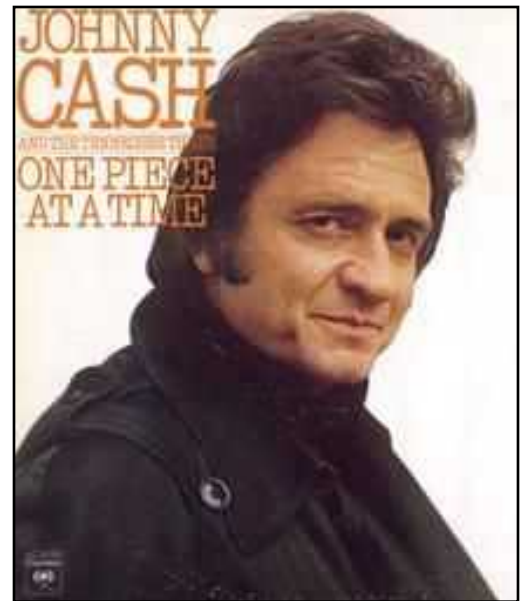
Verses:

Now, up to now my plan went all right
 'Til we tried to put it all together one night
 And that's when we noticed that something was definitely wrong.

The transmission was a fifty three
 And the motor turned out to be a seventy three
 And when we tried to put in the bolts all the holes were gone.

So we drilled it out so that it would fit
 And with a little bit of help with an adapter kit
 We had that engine runnin' just like a song
 Now the headlight' was another sight
 We had two on the left and one on the right
 But when we pulled out the switch all three of 'em come on.

The back end looked kinda funny too
 But we put it together and when we got through
 Well, that's when we noticed that we only had one tail-fin
 About that time my wife walked out
 And I could see in her eyes that she had her doubts
 But she opened the door and said "Honey, take me for a spin."
 So we drove up town just to get the tags
 And I headed her right on down main drag
 I could hear everybody laughin' for blocks around
 But up there at the court house they didn't laugh
 'Cause to type it up it took the whole staff
 And when they got through the title weighed sixty pounds.



Reminds me of some of my cars... - Dan

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact registrars@namgar.com.




North American MGB Register



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

**Note that mailing of the newsletter has
been suspended until the Shelter in
Place order has ended.**



The MG Owners Club has temporarily suspended all activities that do not meet the social distancing guidelines.

We hope to start up again soon.

Stay *Safety Fast!*



A rare 3-seater MG P-type (38" wide cockpit) in the UK.
from the MG MMM site