



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!



MGOC Tour Group at
Fantasy Junction

May 2024

Photo:
Marty Rayman

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.

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Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.

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COMMERCIAL ADVERTISING IN *THE OCTAGON*

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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Southern Marin Tour

Friday June 28th



Organizers: MGOC Members Marty Rayman and Bob Bundy

Gather: 9:30am in the Bank of America parking lot on Bridgeway in Sausalito

Photo: Barbara Tapp

Departure: 10:00 AM

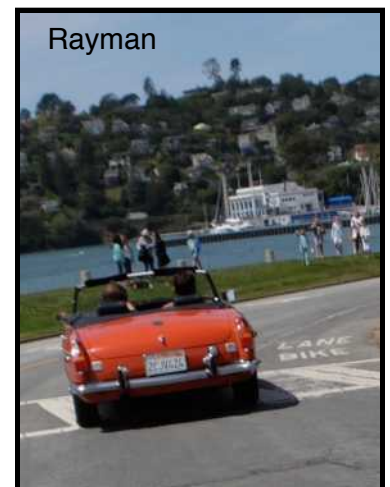
Destination: The Marin Headlands and a loop past Muir Woods and Muir Beach before ending up at the Corinthian Yacht Club for lunch.

Lunch: Limited to the first 20 persons that sign up.

The parking lot at the Corinthian will accommodate all our cars. If we have over 20 people, do not fear as there are other excellent dining opportunities on the Tiburon Main Street.

Email Bob to get on the tour and lunch list at bundyworld@comcast.net

Corinthian Info: <https://www.cyc.org/>



From the Editor

My fellow MG lovers,

28 April 2024

I hope this finds you just home from a thrilling ride in your MG. Mostly quality garage-time for me however. I drove the PA to a tech session on April 13 and found white smoke pouring out the engine breathers upon return. That seemed to worry other drivers.

I tested one cylinder low in compression. The time had come to perform surgery. I removed the head and found no issues so removed the pan and pulled the offending piston. I found a chunk of piston missing along with parts of the top two rings. Total rebuild time.



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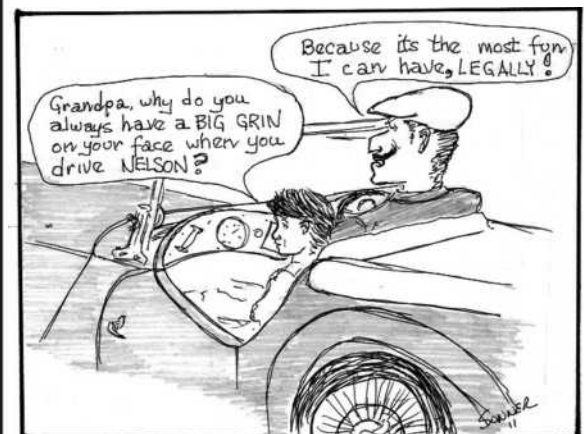
On the MGA, I swapped out the tie rod ends then the whole steering rack, rotated and balanced the tires, all in the ongoing effort to solve its steering vibration.

We have some great events coming soon. Hope to see you!

Dan



Cause of smoke?



Geoffrey Locquenuette & Nelson: With Cruz

by Brian Sonner of Placerville

The Annual All British Motor Vehicle Show and Swap Meet - May 19, 2024

This amazing show, held on the site of the Dixon fairgrounds, is a fantastic place to see and be seen with all forms of British cars and motorbikes!!

Registration is Open!

Participation is by pre-registration only. There is no day-of registration.

We ask that everyone please help advertise our show by making an announcement at their club meetings, posting the information on club web site and talking it up at car gatherings. We will not be mailing out flyers this year.

The event is **FREE** to the public to see the cars and attend the swap meet. Free parking is across the road from the fairgrounds entrance.

A British Motor Vehicle Tradition

Participants' Choice Awards

All registered entries will receive a dash plaque, goody bag and a ballot for voting in the Participants' Choice Awards. This is a show for the pleasure and company of others who share your interest in vintage British machinery. Judging is by popular vote of your peers, each of whom has a vehicle entered in the show. Each entrant receives one ballot and may cast one vote per class. There have been over 35 classes at past shows and classes will again be determined by pre registered vehicles. Three or more of the same vehicle type make a competition class, not including the Winners' Circle entrants. Based on registration results, classes are created for each major marque, and certain subdivisions within marques. Where there are not sufficient early entries to justify a separate class, entries will be grouped by type of vehicle.

Vendors and participants set up at 7:00 AM. Gates open to the public at 8:00 AM. Final entries to the gate must be in by 10:00 AM. Voting closes at 12:00 PM. Awards Presentation: 1:30 PM. This is not a "concours" but a chance for British vehicle lovers to get together, display their vehicles and have a good time. Any vehicle could go home with a trophy. So bring your British "ride" and enjoy the camaraderie!

The close dates for registration are April 29th for the mail-in form and May 8th for on-line.

[Click here for On-line Registration and Regalia](#)

All entries must be made in advance.

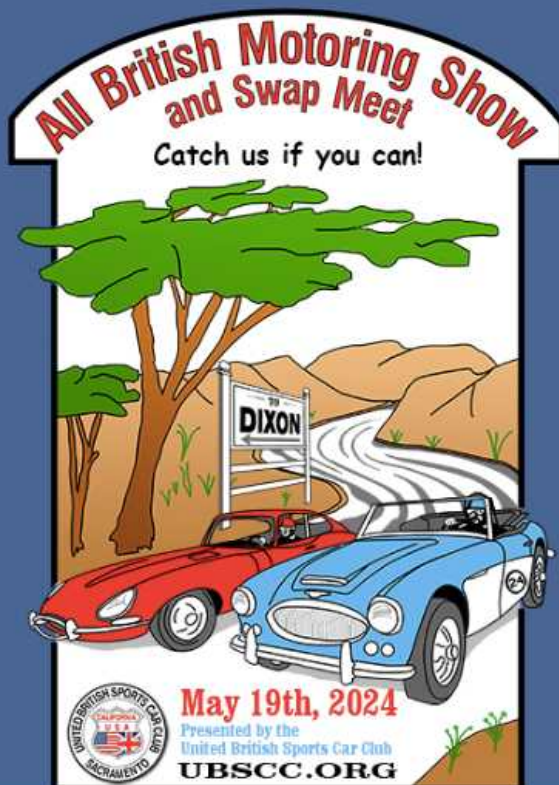
FREE admission to the public

British motorcycles are welcome!

Show held rain or shine
No awnings, tents or trailers in the show area

Take I-80 East toward Sacramento and take exit 63 - Dixon Ave. and go east on West A Street for 2.2 miles. Go right on North First Street for 2 miles and enter at the marked gate on the left.

Free visitor parking is available across the street from the event.



The 30th Annual

MGs by the Bay

Saturday, June 8 10am - 2pm



Photo: Kirk Prentiss

BON AIR

GREENBRAE



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

Announcing the 30th Annual MGs by the Bay

Saturday June 8, 2024 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 June 1.

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, and 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.MGOCFSF.org. One form is required for each car.

Mail before June 1, 2024 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.MGOCFSF.org

Show Use Only		
\$	/	#

Please print:

Name: _____ MG model: _____
 Address: _____ MG body style: ☐ Roadster ☐ Coupe
 City: _____ ☐ Saloon ☐ Other: _____
 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: _____

MGOC Fantasy Junction Tour on Saturday, April 13, 2024

First of all, a big thank you to our host today, Bruce Trenery, who is founder and owner of Fantasy Junction. An icon in the car world, who facilitates car deals around the globe with collectors. It was a very interesting and entertaining day. Bruce was so kind and thoughtful, he even had coffee and cookies to welcome us on a cold spring morning.

Coming here is like going to a mini-Pebble Beach Concourse Show. Cars ran the age range from George's J2 prewar MG Midget (awaiting shipment) to modern classics of the last 20 years.

Below are a few of many picture highlights from the event:



A silver 1936 4.25 liter Bentley and red 1954 Ferrari 500 Modiale Series I by Pinin Farina. This car was a Ferrari Factory entry at the 1954 Mille Miglia.

In red, black & white ski sweater is Bruce Trenery welcoming us and leading a tour of the showroom.

George Steneberg's Pre-War J2 MG Midget awaiting shipment to buyer. Not enough good things can be said about Bruce and his



Marty Rayman

team at Fantasy Junction about the caliber, care and smoothness of buying or selling a vintage car with them. They are one of the gold standards in the vintage car marketplace today.

1971 McLaren M8E/D was sponsored by rock band, Led Zeppelin. This car weighs 200 pounds less than a VW bug yet has an amazing 800 horsepower, a true pocket rocket!



After the car show room tour, we went to Khana Peena Indian restaurant in the Rockwood section of Oakland. Everyone had a good time and the food was a big hit. If you are in the area, give it a try!

A few additional thank-you notes go out to Scott Pinsky who was event Co-Chair, Dan Shockey our highly talented and dedicated *Octagon* editor and marketing guru who helped promote this event, and also to all of you who joined us today to help make it a fun and memorable event!

Thanks Bruce for your hospitality, explanations & patience answering so many questions. What a gorgeous selection of automobiles we got to see & learn about.

Note from Marty:

John & Scott P., Thanks for organizing this adventure.

Elon, Thanks for driving me in your comfy, vintage Mercedes biodiesel fueled sedan.

Photos this page by
Marty Rayman



Photos this page by Marty Rayman



Sold - Simon Cowell MGB

This 1965 MG MGB roadster is a bespoke build currently owned by television personality and record executive Simon Cowell and was constructed by Frontline Developments for a reported total cost of approximately \$210,447.55 (converted from £158,782.80). Based in Oxfordshire, England, Frontline Developments is a 30-year-old company that produces a limited number of restored and upgraded MGs every year. According to Motor Authority, "Like Singer is to the Porsche 911 and Eagle is to the Jaguar E-Type, Frontline Developments is a re-invention specialist for the MG and other British sports cars." With a design inspired by one of the two Lotus Esprits featured in the 1981 James Bond movie "For Your Eyes Only," the new body shell with extended hand-formed rear panels comes finished in Lotus Copper Bronze with dual gold stripes and features bespoke 15-inch wheels with gold spokes.

Inside the two-seater cabin, white leather covers the bucket seats, door panels, and center console; black leather tops the custom-fabricated American Burl Walnut dashboard, which houses a bank of handmade gold-faced gauges. Amenities include power windows, Bluetooth connectivity, USB charging, and a JL Audio sound system. Power is supplied by a new Mazda 2.5-liter four-cylinder engine equipped with forged pistons and solid lifters, and sent to the road through a Mazda 6-speed manual gearbox and a limited-slip rear differential. Available now, this custom left-hand-drive MGB comes with a build sheet with a pricing breakdown, a fitted car cover, and a clear title.

The seam-welded bodyshell with de-seamed panels and hand-formed extended rear sheet metal was produced with original factory press tooling and assembly jigs by British Motor Heritage of Oxfordshire, England. Once rustproofed, the bodywork was covered in a custom paint scheme inspired by one of the two Lotus Esprits featured in the 1981 James Bond movie "For Your Eyes Only." It consists of a Lotus Copper Bronze base complemented by twin gold stripes and "turbo" graphics on the lower body sides. Other cues inspired by the 007 cinematic adventure include black bumpers and custom 6" x 15" front and 7" x 15" rear CNC-machined wheels with a polished outer lip and gold spokes set inside of 185/70/15 front and 215/60/15 rear Avon CR6ZZ tires. Brightwork highlights the frame around the gold-slat grille, front turn signals, headlights, windshield surround, side mirrors, door handles, vertical taillight trim, dual exhaust finishers, and Aston Martin fuel filler cap.

According to the build sheet, this car is not fitted with a roof or external door locks. Major components included in the total original build cost of approximately \$210,447.55 (converted from £158,782.80) have been itemized below:

- MGB 2.5 roadster – 6-speed manual: \$117,263.00
- Extended rear body paneling/hand-formed: \$5,036.44
- Bespoke paint scheme including under lacquer body stripes, pinstriping, grill, etc: \$7,952.28
- Blacking of bumpers front and rear: \$1,126.57
- Left-hand-drive componentry: \$3,711.06
- Complete new body (manufactured by British Motor Heritage in Oxfordshire on original tooling from 1962): \$16,726.30
- Door locks removed: \$596.42
- Nardi steering wheel with bespoke quick-release box: \$1,080.18
- Extended rear locker in leather with alloy rails: \$1,318.75
- Extended leather to dash, door tops, and sills: \$656.06
- Chrome aircraft buckles: \$238.57
- Bespoke fabrication to dashboard and additional bespoke handmade gauges in gold with sender units: \$5,381.04
- Audio system: \$1,868.79



**CELEBRITY-OWNED 1965 MG
MGB BESPOKE**

HIGH BIDDER: **PONDHOPPER** HIGHEST BID: **\$92,000 (USD)**

END DATE: **12/15/2021, 11:04 AM PST**

LOCATION:	SELLER:	BID HISTORY
Malibu, California 12345	Pantoliano Private Party	30 BIDS



President's Ponderings

Greetings Members! Aaaaah! Spring has sprung and the urge to take the MG out on the road is great. Hopefully, and prudently, you have performed maintenance and safety checks on your cars before getting out on the backroads. A wee bit of diligence to check fluids and mechanical functions will preclude sitting on the shoulder waiting for AAA to tow you home.

Registration is now open for **MGs By The Bay!** We will again have the show at Bon Air shopping center in Greenbrae on Saturday June 8th. This will be the 30th show, so I would love to see an even bigger attendance to commemorate the event. Don't wait; REGISTER NOW!

I recently received a complete kit from England to install a front sway bar on my Magnette. WOW! What an improvement it has made. While technically the Magnette is a "sporting saloon," navigating tight corners isn't one of it's gifts. The sway bar precludes much of the dive/roll that it has, making spirited driving much more enjoyable. Before this addition, coming into turns the sensation of roll was anxiety inducing. With the bar, the sensation is greatly diminished. YAY!

Finally, I want to give a shout out to John Hunt for his efforts coordinating the Fantasy Junction tour. BRAVO!

Cheers,



Preston photo: Kirk with daughter "Lo" on the St. Paddy's Tour

Kirk

Caravan to GT-49! - Join Us!

From Mike Jacobsen

I've been thinking about a route to NAMGAR's **GT-49** in Welches, OR. Since (almost) none of our cars have air conditioning I want to stay on 101 along the coast for as long as possible. That's slower than blasting up I-5 but it's much cooler. If we use Santa Rosa as a starting point, the first day could be from there to Brookings, OR. There are a lot of motels in Brookings. That would be about 325 miles and 5½ hours of driving. Meal & gas stops add more time of course.

The second day would be longer, continuing up the coast to about Lincoln, and then turning inland to skirt south of Portland and then on to Welches. That would be about 350 miles but the seven hour driving time is much longer than the first day. That's because 101 in Oregon is mostly two lanes.

I'd leave Sunday morning, July 14, to arrive on Monday the 15th in time for the First Timer's reception at 5pm.

Coming back can be the same or a similar route, staying on or near the coast to keep cool. There's also the option to come back on I-5 in one long ten-hour day if you're up to it.

If you're interested in making the trip or want to talk about it, give me a call or shoot me an email. My contact info is at the front of the *Octagon*.



Member Notes

From John Taylor:

Just read the article in the Octagon that you sent referring to the operation and repair of SU's. A person unfamiliar with SU's, might be at a loss figuring out how they work due to one critical feature left out of the drawing supplied with the article. Without an air passage between the top of the piston and the area between the throttle plate and the back of the piston, ain't nothing gonna happen. I've tried to add the air vent to picture from the article. Ciao, John



MGOC Picnic by Kirk Prentiss:

After considering an alternate location and realizing the cost would be many times more than our usual place, we have secured Tilden/Padre for Saturday September 21st. Sure, invariably someone will get lost getting there, but Tilden presents a reasonably central location to most of the membership. And at a reasonable cost.

I am also gathering information about providing food for the event from a local catering service. I believe this will be a nice change from schlepping the various picnic accouterments and potluck fare. Once I have more details to discuss the budget I will call a board meeting to review.

St. Paddy's Tour from Tony Inzana:

It was good to join the group again for St Patricks lunch. The drive once we met up with everyone was very enjoyable. The wind and traffic across the delta was something else. Round trip driving time was nine hours. Worth it though for a die hard! *(below: from Abe Books)*

For your consideration, the book, "Motor Odyssey in Europe and Africa," is a thoroughly wonderful adventure that would be worth the time of any otherwise afflicted MG-ist exploration, written in the first person - meaning he did it - in 1951. By Charles Bennett Cobb, starts in Denver, Colorado, and travels to Europe and back to Denver. A truly historic journey both figuratively and literally, the car, the period, the places, the story, quite the anthology.

Recommended reading is the North American Classic MG Magazine. I enjoy it very much. Maybe you could plug that as well.

Joye and i have appreciated the welcome we've received. Everyone has been great. If you re interested in auto book acquisition help, i always try armchair motorist Gordon Whatley at gwhatley@mac.com

Hope you made it home ok and were able to stand up straight by the end of the week! As a wedge (TR7/8) owner would say, may the shape be with you! Cheers, Tony

Advice from Andy Preston:

Hi Dan, not many owners drive that kind of mileage in one year though alone one weekend; way to go! If the work you've done doesn't fix the problem, I think it'll be time to take the suspension apart and check out the trunions and bushings. It's been 20+ years since I did mine but I know they were worn.

MGB Brake Calipers from Jeff Stobbe:

My brother has just finished his Lotus Europe and we are taking our cars to Dixon this year .

Moss told me that they won't be selling any B calipers. I got a pair of factory calipers, rebuilds from Apple, and they solved the squeal problem. The China calipers (and there are two companies making B calipers) are flawed in the basic casting. The pads fit so much better in the factory caliper. A small lip at the end of the pad is different. Live and learn. Best wishes, Jeff

Motor Odyssey in Europe and Africa		New - Softcover
Cobb, Charles Bennett		Condition: New
Published by Literary Licensing, LLC, 2013		US\$ 27.72
ISBN 10: 1494036967 ISBN 13: 9781494036966		Convert currency
Seller: Lucky's Textbooks, Dallas, TX, U.S.A.		US\$ 3.99 Shipping
Seller Rating: ★★★★★		Within U.S.A.
Contact seller		Quantity: > 20
<input type="button" value="BOOK"/>		<input type="button" value="Add to cart"/>
Condition: New. Caswell, Edward C (illustrator).		

Clovis Meet from Andy Preston:

Clovis was last weekend. We saw Mike Jacobsen and his brother but the weather wasn't good so we didn't spend much time with him. It rained all day on Sunday which was the car show so we missed that and as far as I could see there weren't that many cars there. It's such a shame when it takes so much time and effort to organize these events.

MGs by the Bay from Mike Jacobsen:

Today I received a package of 50 stickers from Rallye Productions for MGs by the Bay. The stickers are black on white, round and 3" in diameter, and show the MGOC logo below the text "30th Annual MGs by the Bay."

Hiding MGA from Don Scott:

San Francisco, 1959. What's that little roadster hiding between the Chevy and the Oldsmobile?

Reply from Mike Jacobsen:

Cute. "Hiding" is the right word, too. And you can tell it's San Francisco because of all the cars parked at the red curb.

Jag Engine by Andy Preston:

I picked up the engine and it's back in the car today. Let's see how long it takes me to get it running this time.

I started this project in June 2022 and have run into issue after issue. Hopefully this is the last time I'm doing this. I've got the clutch bled and have the exhaust manifolds back on and hope to hang the exhaust system tomorrow. So far it's looking good.

It's a lot of work to get it back in and put all the stuff back on the engine. I was able to spin it yesterday and got oil pressure which is always a milestone and encouraging. I put the radiator back on and connected most of the hoses and will add coolant tomorrow. That's as far as I got last time when I found I had coolant in the engine.

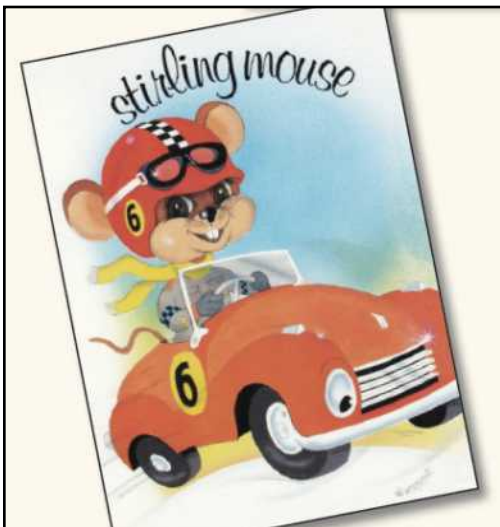
Update: The engine and 5 speed are back in the car and the engine sounds great with good oil pressure. I've driven the car without the bonnet on and the new 5 speed gearbox is nice but at the moment is very noisy in 5th gear. I need to do some more research on that issue, but I am very happy with the engine.

Marin Tour from Bob Bundy:

Since we are mostly staying on the main road through Sausalito, I do not think we will lose anyone. As we leave Sausalito to start the drive we will caution everyone to look for the turn at the old bus stop just out of town. We can put our cell phone numbers on the final printout for everyone. I am also checking in with the Sausalito Police Department so we do not need to put money in the meters at the bank parking lot

Tattoo from Suzy Savage:

As seen in Oakland. His grandfather's car now owned by his uncle. (Photo from Suzy.)





Keep Planning for 2024!



SPRING

May 4: Drive Your MGA Day! Everyone welcome.

Sun., May 19: Dixon All-Brit Meet, show & swap meet

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

Fri., June 28: South Marin Tour, Bob Bundy, p. 18

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



SUMMER - FALL

Aug. 23-25: Heritage Classic, Canadian Classic MG Club, Vancouver, B.C., Jennifer Orum,

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

Sat., Sept. 21: MGOC Picnic, Tilden Park

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

Marty Rayman photos

MGA at Sebring

Artwork copyright Frank Wootton. Sebring 12 Hour race in 1956 when Hambro Automotive (then the importer of MG and other BMC brands) entered a team of three MGAs with Octagonal racing numbers 49, 50, and 51. The 50 car was driven to 19th place overall by William Kinchloe and Stephen Spitler. They were also 4th in the Sportscars under 1500cc class behind a trio of Porsche 550 Spiders. (the other two MGAs finished in 20th and 22nd place overall)

Similar-looking car number 27 is the Aston Martin DBS3 driven by Roy Salvadori and Carroll Shelby winning the 3-liter class and finishing 4th overall.



New Members!

Welcome Rolando Arroyo of Oakland with a 1973 MGB

Rolando is also looking for a good mechanic in the East Bay.

"Thank you for your gracious welcome. I'm a new owner of a 1973 MGB in BRG. It's my first MGB and will welcome any advice. I am looking forward to participating in the club-sponsored events in the future. I'm currently waiting for my antique car insurance to start before taking her out on the road. Here are some pictures."



Welcome Ronald Jackson of Brentwood with a 1973 MG Midget

"My first sports car was a 1958 Austin Sprite purchased and raced in Gymkhana's and Hill Climb's near Heidelberg, Germany. I continued racing in the SCCA (Sports Car Club of America) graduating to a 1956 Austin Healy 100-6 unfortunately ending my racing career at Willow Springs, CA in 1964, not in the best way.

"During the next 10 years or so I owned and drove an MGB, several Porsches including a 911 and a 356 roadster.

"In 1974, I purchased a 1939 MG TA in need of a lot of work. During my attempt at restoration the car was destroyed in a fire, not my fault.

"I recently purchased a 1973 MG Midget from David the Bugeye Guy in Banford, CT. It is in fair condition but needs some serious TLC which I intend to give. It is red with a black top and black interior.

"I hope to be able to drive and enjoy my new 1973 Midget and participate in many events in the bay area." - Ron

Welcome Jennifer Anderson of Shelton, WA with a MG TD

MG:

Turning Drivers into Mechanics for 100 Years

The object of this Instruction Book is to place the owner in possession of as much detailed information as possible for the maintenance of the M.G. Midget "P." and "PB." types.

First of all details are provided regarding running-in, and in the later chapters the various items of the car, such as chassis, engine, brakes, carburetters, etc., are dealt with under separate headings. Each section contains more detailed information than is needed for ordinary maintenance, which it is hoped will prove of interest to owners, and of assistance to service stations.

The time arises when a car has to be dismantled, and it is then that the reference to the detailed instructions can be of considerable value, as they point out both to the owner and repair shops, unacquainted with the construction of the car, the correct method of procedure.

It is clear that even in 1934, MG expected owners to work on their cars!

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Geoffrey Locquenutte & Nelson: On the Road

by Brian Sonner
of Placerville



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My First Car

Peter Brock

Reprinted from Classic Motorsports from September 2017 issue
(Submitted by Dave Smith)



Classic design never fades. It may take some time for that truth to sink in, 'specially if you're a 14-year-old kid searching for his first set of wheels. But scoring your dream and getting it right the first time is something that stays with you forever, because there's no room for compromise after that.

My first car was a '49 MG TC. It set an aesthetic standard that introduced me to a world of fine automobiles, incredibly interesting people, and a design ethic that would affect and influence the rest of my life. My TC didn't run when I bought it because it had a blown engine that made the price affordable. Its condition hardly mattered—just that I'd somehow managed to acquire it.

There was nothing in the world as beautiful or more important than the mechanical freedom that I knew it would someday deliver. I wouldn't drive it on the street

until I was 16, but just having it to study and work on was an incredibly satisfying experience.

Its mere presence in my life became a silent introduction to a welcoming community with common interests. My new mentors graciously overlooked my age and mechanical naiveté, sharing their knowledge and considerable skills to help me learn and make my car run.

That static interim also gave me an unexpected gift: the many hours of silent contemplation that allowed me to absorb and mentally replay every line and mechanical detail of my TC by just closing my eyes. Its perfect stance and proportions, even though I had no idea then what those terms meant, imprinted themselves in my mind's eye and provided a solid foundation for every design I've evaluated or created since.

Even though MG TCs were the only variants of that famed marque when they first became available in America, their classic lines provided an elegant aesthetic anchor from which I judged a whole new world of wheels. (Later, the iconic lines of a beautifully crafted Ford '32 hotrod served as a similar reference point in that separate, wonderful world of hand-built cars.)

I knew absolutely nothing about cars at the time, but I was lucky enough to have a next-door neighbor who owned and raced an MG. Just seeing and hearing it for the first time was a revelation. Its tall, 19-inch wire wheels and sweeping, full-fendered lines, combined with the ripping cadence of its race-prepped engine when it fired up, were instantly imbedded in my psyche. I'd never seen or heard anything like it, but knew instantly that I wanted more.

Eventually there were great rides through the twisting, tree-lined back roads of Marin County. There were fast, cross-country caravans with other racers to events that really opened my eyes to a world I never knew existed. I couldn't get enough then, and still can't; fine automobiles became a way of life for me that persists to this day.

I had no idea then that MG had previously built a PA or the handsome, supercharged TA before the war. I also didn't know that still more beautifully designed and built SS Jags, Rileys and ERAs—and the supremely proportioned Vanden Plas Squire—even existed. There was so much to learn!

I was so disappointed when I saw my first MG TD. How could they possibly compromise the TC's handsome lines?

That's when a stopwatch gave me a whole new understanding of the importance of improved engineering. My previous standard of exterior beauty was only part of the total package. Better brakes, steering and suspension provided safer speed and extra comfort.

The TD, with its softer lines, was the transition to the handsome new TF, which somehow comfortably combined the TC's classic prewar appearance with the future. The realities of cost, production and changing priorities in a constantly changing market all combined to affect design and taste.

That all changed with the MGA, of course, which marked the emergence of a whole new era of English design. Aerodynamics had become an important factor. The T era had passed. The MGA was a better-engineered car in almost every way—except it didn't have that exceptional, stunning quality of design that the TC etched in my mind. First impressions teach and affect your life forever. car in almost every way—except it didn't have that exceptional, stunning quality of design that the TC etched in my mind. First impressions teach and affect your life forever.

Photo from *Automobile Magazine*

*Youth is served
in a '47
MG TC.*



Classic MG Magazine

This has been around quite a while but is now in its third generation of publishers. Dick Lunney is still involved.



Michael and Lawrence Sanata

North American
Classic MG Magazine

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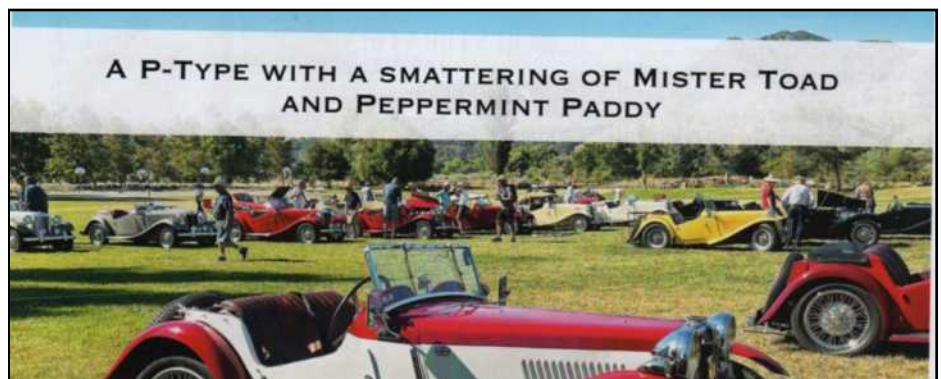
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sosanata@yahoo.com Classic MG Magazine

After years as a reporter in the Pittsburgh area, Lawrence Sanata and his family settled in Delaware County, and his two great loves - of news and cars - came along, too. It's from those two passions that Lawrence, his wife, Sue, and son, Michael, worked their way into publishing. They run Classic MG Magazine, profiling the cars of longstanding automaker Morris Garages and the people who own, race and refurbish them.



TR25

By Frank Baumann

In the 1941 film "The Maltes Falcon" Humphrey Bogart referred to the "Stuff that dreams are made of". Last year BMW teased us with a potential dream come true 100 years after the first TR2. Launched in 1953, it was the first TR model—and the first Triumph that I fell in love with. More specifically, the TR25 draws from the famous Jabbeke TR2. As a "one off" model it honors the Triumph name and logo 100 years after of the start of the TR series.



To improve aerodynamics, the Jabbeke TR2 was converted into a single-seater by using a metal cockpit cover as does the TR25. The TR25's chassis and body panels are made entirely from carbon fiber, but the vehicle shares the same layout as that of its predecessor to "emphasize the fact that this car is about pure driving pleasure," according to the official announcement. Usefully, removing the top panel also reveals an additional flip-out jump seat.

The TR25's design combines the classic and the futuristic. Its bug-eyed headlamps and rounded fenders are obvious nods to the TR2 while overall it is clearly a modern delight.

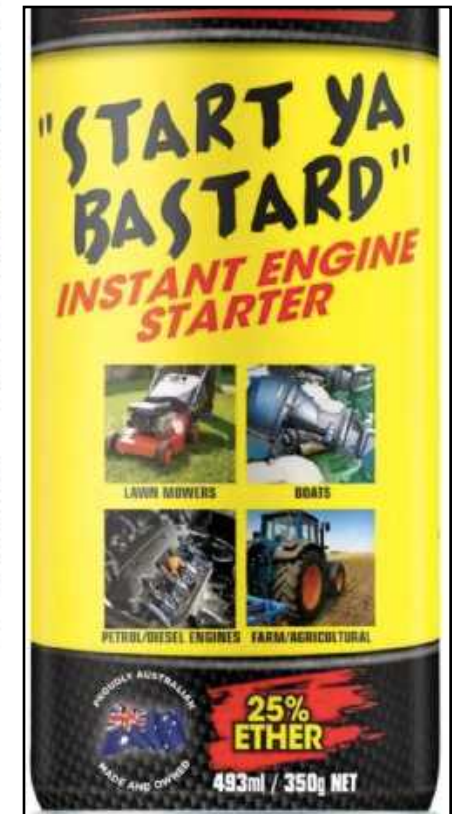


Inside the cockpit—featuring a minimalist aesthetic defined by plenty of blue leather and unpainted metal—the reimagined Triumph seems focused on amplifying the drive experience. The driver's seat is fixed but the steering wheel and pedals both slide, ensuring that even those over six feet in height can get comfortable. The gorgeous, spoked steering wheel—with a self-centering dial—also references the Jabbeke TR2 and features a small digital binnacle positioned behind it. You'll also find three toggle switches, used to select drive modes, mounted on the car's central spine.

The TR25 is fully electric. It uses the BMW i3s chassis as a base with a rear mounted electric motor with an output of 181hp. It weighs 2,414 pounds. I am a member of the BMW car club and will continue to follow the (hopeful) progress towards a Triumph revival. But for now, at least, we have a glimpse of what might be. Overall, it looks like BMW has a perfect follow on to the original TR2. Why not? The original Triumph company was established by a German immigrant to England, why can't a German car company revive Triumph? Definitely "The stuff that dreams are made of..."

This is an interesting all-electric concept from BMW. BMW got rights to the Triumph name when they purchased Mini. Interesting that they would consider bringing out a new sports car as a Triumph rather than under their own name. Perhaps this is just an exercise to get attention. At least it is one brand name not yet sold to China. - Ed.

From the Triumph Travelers newsletter.



If we went electric, think of all the fun products and tools we will no longer need!

MG Art



An MG TF in a French Mediterranean setting. "Bonne Fête" translates to "Happy Holiday". The card is from ESP in Paris and there no artist credit.



Taken from
10'x18'
Watkins Glen
mural by
Robert
Gillespie



FREE Tools and Car Stuff

These are car related items at George's home at 9 Pomona, El Cerrito, that are free for the picking.

Must call George at 510-526-8951 to arrange pick up.

- One exhaust manifold (model unknown)
- One come-along winch
- One pair heavy-duty jumper cables
- One rolling stool, *maids a milkin'*
- One set dolly wheels
- One acetylene torch with ...
- Two empty cylinders, *lords a leapin'!*
- Two scissors jacks
- Two service creepers
- Two 220V extension cords
- Three air hoses
- Three valve covers (racer anyone?)
- Four steering wheels
- Ten jack stands

.... and a Partridge in a Pear Tree! (You locate and catch) Merry Christmas!



Car noise prices

1. Pssssssssshh....	50\$
2. Couik-couik-couij	65\$
3. Tak-i-tak!	75\$
4. Wouh-wouh-wouh	100\$
5. Tic-tic-tic-tic	120\$
6. Klak-klak-klak	130\$
7. Klak-a-klak-a-klak	200\$
8. Trrrrrrrrrrrrrrrrt	250\$
9. Gnn-gnna-gnn-gnnn....	300\$
10. llllllllll.....	500\$
11. Plapra-pa-ta-prrat-a-prra	900\$
12. Paklonk-paklonk	1000\$
13. Pow!!!!	2000\$

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 (Reposted 2/24)

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

BMC Radio: Positive ground. Works well. \$25 plus shipping. Dan Shockey
magnut_dan@hotmail.com (Posted 5/24)

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 (Reposted 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

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



Repair, Re-core or Replace?

John Evans

Last summer the radiator of our 1962 MGA developed a mild leak. Although not yet serious, it was clearly not going to get any better. On to the list of winter projects it went.

My mechanical experience - and previous knowledge of radiators - is limited. Fortunately, much information and advice are available through on-line forums and input from fellow club members.

When addressing this issue, the first question is whether to repair via soldering, re-core within the existing tank structure, or replace the entire radiator with a new one. Each has potential advantages and disadvantages (e.g. for a soldering repair, its main advantage is lower cost, but very likely with less longevity). Our car's radiator was re-cored about 20 years ago, and the tanks were original. I was motivated to hang onto them, if possible, not only for 'originality' but also to ensure installation would be simpler. Simple is a good thing for the non-mechanic!

This leads to the second question - where does one find an old-style radiator shop these days, one that's prepared to repair or re-core, if that is what the customer wants? Through research I was able to find two Lower Mainland shops with strong on-line reviews: Chilliwack Valley Radiators and Fraser Valley Radiators. After speaking with each of them it was clear that both are experienced and could do the work. I chose to go with Chilliwack Valley (Andy Dale), mostly because he was familiar with MGs.

After pressure testing for the leak Andy was prepared to solder a repair, however for reliability and longevity I chose to have the radiator re-cored. The new core, which was made to Andy's specifications, consists of two rows of vertical $\frac{1}{4}$ " finned tubing, matching the previous core's dimensions.

It's worth mentioning that the core is manufactured by Pacific Radiator in Langley, a major supplier of these products throughout western Canada and the U.S. Important improvements included flanges



Re-cored radiator showing vertical flange join on lower tank.



Old fan



New Fan

added to the top and bottom plates to improve the strength of the solder joints - it was at the joint at the bottom plate that my radiator had developed the leak - and dimpled 'low flow' tubing that slows the water flow for better cooling efficiency.

Prior to this work our car's cooling system included a large and heavy plastic fan of unknown source installed by the previous owner, a 185-degree thermostat with blanking plate installed by me, and no other enhancements. This system has done its job very well, never exceeding 195 degrees even under very warm and high-load conditions. However, the large fan was noisy and I suspect robbed the engine of some horsepower, particularly at 4000 + RPM. For these reasons I also replaced the existing fan with the seven-bladed nylon fan offered by Moss Motors.

And what were the results? During a recent 20-mile test drive the cooling system performed as it should, with no observed leaks and a temperature range of 175 - 190 degrees. The car is also noticeably quieter with the new fan, and when running through the gears it sounds more like a sports car. Acceleration into the higher RPM levels feels livelier too.

Finally, how much did it cost? The price for the re-coring was \$550 plus taxes. For comparison, the price for a Classic Gold replacement radiator from Moss Motors is currently \$599.99 US. After factoring in shipping and exchange, I expect the Moss replacement would cost considerably more. The all-in cost for the new fan was \$117. ■

TA Terry Sanders

Cindy held a Celebration of Terry's Life at their Warehome on April 27.

Gone but not forgotten.

Thank you, Terry.

Cindy with Terry Sanders, photo by Dan Shockey on a Rough Riders tour



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