



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!



Sonoma Tour
from Barbara Tapp



December 2025



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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CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.
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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to 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.

MGOCSEF.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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Holiday Tea Party

And Toy Drive - Saturday, Dec. 6 *Now in San Mateo!*

Hosted by Elaine and Mike. Bring your favorite tea, teapot and favorite food treats (optional - come anyway!)

Bring a toy to share through the Toy Drive

When: 1pm to 4pm, Board meeting at 12:30pm

Where: 2029 Kings Lane, San Mateo



MGOC Annual Brunch at Moss Beach Distillery

On Sunday January 18, 2026

Moss Beach Distillery, 140 Beach Way, Moss Beach, CA 94038



Our Annual MGOC Brunch will be held again this year at the Historic Moss Beach Distillery at Moss Beach. This is always a popular event, so sign up early. It will be a [Champagne Brunch](#) and held in a private room overlooking the Pacific.

Time: 11:30 Sunday January 18. **Please arrive no later than 11:30 to be seated.**

Cost: \$40/person (MGOC members) and \$55/person (non members) paid in advance.

Your [Brunch](#) will include: Fresh baked pastries, cup of seasonal fruit, your choice of one from 4 entrees;

1. Coastal Crab Cake Benedict
2. Grilled Salmon
3. California Coastal Omelet (with or without Prawns)
4. Pork Chop and eggs

Tea, Coffee, OJ and of course Champagne and Mimosas. Please advise Marla of your entrée when you sign up.

RSVP by January 11, 2026 with your entrée choice and check made out to the MGOC and mail to: Marla Preston, 7305 Rebas Way, Rohnert Park CA, 94928
707 795 3480, marlapreston@hotmail.com

To pay through PayPal go to the website at: www.mgocsf.org and under Events click on Brunch Payment and select your entrée.. But please tell Marla that you have paid through PayPal and your entrée choice.

From the Editor

Happy Holidays, Classic MGers,

30 November 2025

And Merry Christmas! – since the next issue won't be out before New Years. May your stockings be filled with fun MG parts and supplies. And no charred electrical parts, I hope. I helped a lady find the problem with the horns on her TD – blowing the fuse with no audio effect. One was quite crispy inside. She thought it smelled like cigar smoke.

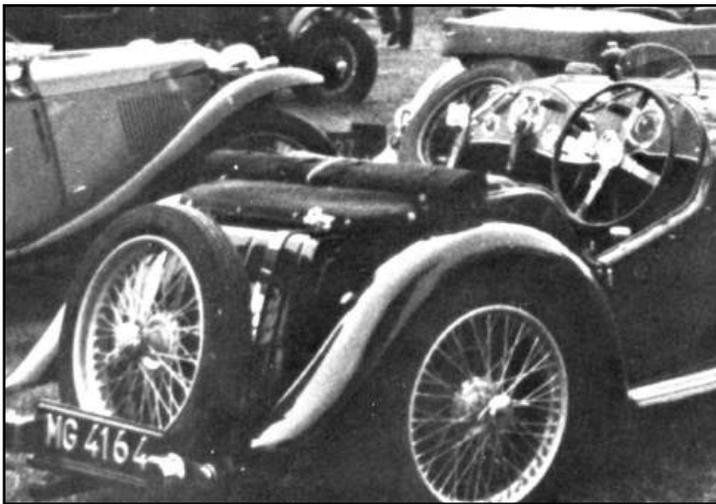
We are beginning to plan events for 2026 already. Get that winter work started on your MG so you can join the adventures. Me? I am thinking to do some sewing, perhaps make a tonneau cover and matching top for the P Midget. I purchased some dark brown material of the type used by Porsche and Mercedes. (I got a deal on it.)

I may do the tonneau in two parts. There is so little room to store the material when not covering the cockpit. I have been looking at photos. I have seen some that roll the front back to just behind the seat top. My sewing skills are still undeveloped...

I drove the 1935 MG to a local tech session and it did well. Fingers crossed that the engine can stay together.

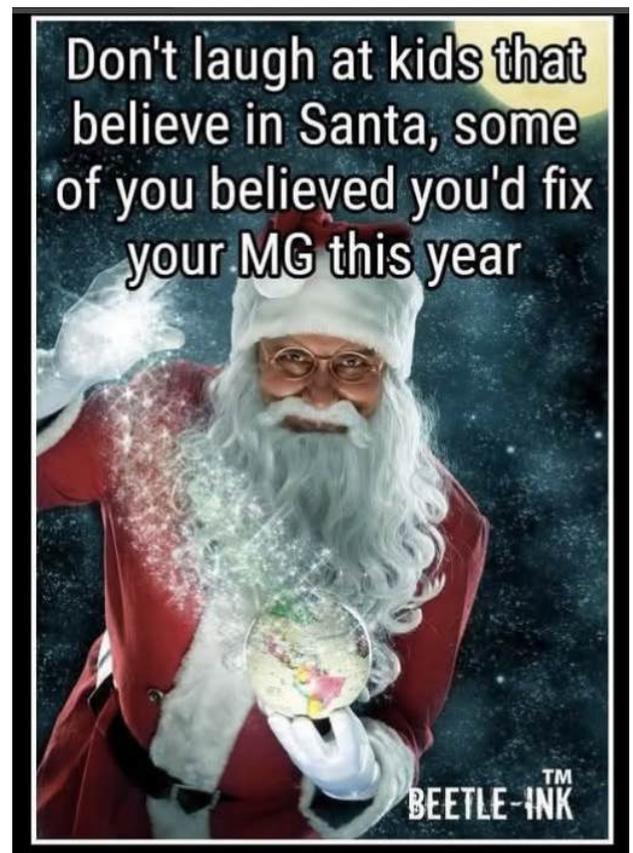
Happy trails to you!

Dan



P-type Midget with rolled tonneau

Cartoon by Brian Sonner of Placerville



December Comments

We are into the Holiday Season with all sorts of extra events and tasks. This year's Holiday Tea will have a new venue as Mike and Elaine have moved to San Mateo. A fun event and club meeting, all should attend.

December is a good time to look forward to the coming year's events and calendared dates. The planning meeting is scheduled January 24th and there should be plenty on the agenda. Now is the time to think of a tour reflecting your experiences and a date to hold it. Additionally, May 11th through 15th is the **Gathering of the Faithful** in Flagstaff, Arizona. That is an obtainable distance and we need to enlist a group to go. This will also be on the agenda.

What makes a car guy? I am seeing one evolve before my very eyes. My two-year-old grandson, Luca, shunned by my three granddaughters (ages 4, 4 and 8), could care less. He has his cars! When we have the family over, I'll feel a tug on my hand; "Grandpa, car, car?" and off we go to the garage and he goes into the MG for five or ten minutes. The first thing he asks when he comes in our door is, "Do you have a car for me?" What a difference, I offered his sister (4 years old) the first pick of my brother's toy car collection and she picked the Mini Cooper. Two minutes later she was back, "I don't even like cars, I don't want it!"

A member solved a long-term smog issue this month. This individual has been stumped for some time trying to figure out why his late model MGB won't pass smog. His final theory was a leak in the absorption system. He eventually brought it in to a mechanic who



deduced a faulty air pump. I have a spare rebuilt pump on the shelf that I loaned him and sure enough that was the problem. The air pump is the Achilles-heel of these late model cars. I had mine rebuilt through Rock Auto (www.rockauto.com) and keep it as an extra. They send it to an outfit in Texas that rebuilds them. An extra on the shelf is something to consider if you have a late model B or Midget.

Finally, Connie's helpful hint of the month: If you saw the movie **My Big Fat Greek Wedding**, you may recall the Greek father who used Windex for everything. Connie's equivalent is baking soda. She uses it as weed killer, horticultural sprays, etc. For those of us with leaky MG's, a scoop of baking soda and a stiff used broom cleans oil up beautifully.

Happy Holidays everyone!

Doug



Sonoma Tour, Nov., 2025

What a wonderful day! When you plan a driving tour in November it's always a crap shoot with the rain and weather, but we won out again this year. The day started with cloudy misty skies but by the time everyone arrived out our meeting location in San Rafael we had brilliant clear sunny days. Many members took the opportunity to take the tops down and enjoy the great weather.

There were 8 MGs, 2 British and one European making a total of 11 cars and we had 22 members. Attending were: Dennis Flossi and Adan (MGB), Barbara Tapp with George and Marcia, Mike and Elaine (MGA), Don Herrick and Jeannie (MGA Coupe), Ray and Kristy (MGB GT), Eric Larsen and Nadia Dmytriw (New members in a MGB GT), Dean and Raye Hansen (MGA Twin Cam), Roger and Sadie Canfield, Bob Paulson, Doug and Shelley Fleck (TD), and Marla and Andy (MGB).

The first part of the drive took us along Lucas Valley Road and through Samuel P. Taylor Park both with historic redwood trees and along bustling streams. Our first stop was at the Marin French Cheese Factory which is always a popular stop with several cheeses for tasting and lots to buy. Several members took the opportunity to stock up on cheeses to take home from their vast selections.

The second part of our journey took us out along Marshall-Petaluma Rd which crests at the top of a hill with spectacular views of Tomales Estuary and the Pacific beyond. We continued down to Marshall and then followed along the shoreline of Tomales bay with the glistening waters to our left for several miles. We turned inland and finished up at Dinucci's Italian Restaurant in Valley Ford for lunch. Lunch included soup or salad, fresh baked bread and your entrée choice all of which were delicious.

Thank you to everyone who travelled many miles from the Bay Area to join us on our drive. We had great fun and hope that you did too and look forward to the next one in 2026.

From tour leader Andy Preston



Gathering from Andy Preston

Sonoma Tour Pics

Coupe Checks by Barbara Tapp

People pics from Andy Preston

Roadside stop by Andy Preston





On the Road

Photos by Barbara Tapp - while driving!





Photos above and right from Andy Preston

Photo by Barbara Tapp

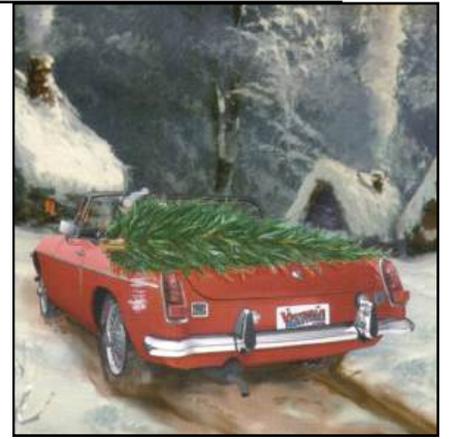




Photo by Barbara Tapp

Lunch photos from Andy Preston





Lunch photos from Andy Preston



A Right
Merry
Xmas
to you
all

MGA* Front License Plate Bracket

Another Option

By Don Herrick, MGO, 1960 MGA 1600 Coupe

I was nabbed heading south from the SF Bay area for not having a front plate on my Tesla, so when I got my 1960 MGA coupe, I wanted to make sure that didn't happen again. The process of getting the 'Fix-It Ticket' cleared is inconvenient and time-consuming. So I got to work on finding a good solution for mounting a front plate on the MGA.

The solution that Dan Shockey published in the January 2022 Octagon is good, as are several other solutions that I found online. But I wanted something that was quick and easy to remove for shows, as well as requiring no modifications to the car.

The key to my removable plate bracket is an expanding rubber plug. This type of plug is often used for sealing off in-ground plumbing for winter in cold climates. The plug expands with an integrated wingnut. I got mine from Amazon. It's called "No. 3 Rubber Winter Plug for 3/4 Inch Tube" from a company called "Technical Products".

To fabricate the bracket I purchased a license plate support, US style, from Moss Motors (SKU: 451-285), a length of 3/4" x 1/8" aluminum bar from HD, two or four U-Nuts from Amazon (Hillman Group 58452 1/4" 20 tpi Regular Extruded U-Nut) and four half-inch long 1/4" 20 tpi machine screws.

Start by using a hammer and vise to shape the aluminum bar per the photos. Drill a hole in the middle of the bar to mount the expanding rubber plug. Drill and tap holes at the ends of the bar to mount the license plate support using 1/4" 20 tpi tap. Alternatively, two U-Nuts can be used here if a tap set is not available. Mount the support on the bar using the machine screws. Install two U-Nuts on the support (some modification of the support is required if using the Hillman Group U-Nuts). Mount your license plate onto the support using the machine screws. That's it.

To use your bracket, loosen the wingnut, place the rubber plug all the way into the crank hole in the front bumper, and tighten the wingnut as much as possible by hand, making sure that the rubber plug expands to hold the bracket securely. Removing it is just as easy. Since the worst that can happen (the bracket falls off the bumper and you run over it going down the freeway) actually can happen, I run a couple of 3/4" VELCRO® Brand straps around the bracket bar and bumper (photo) as backup.

So far, so good. Note that the license plate position doesn't interfere with airflow. I just pop off the front bracket for car shows and store it under the car.

* Don says this method will also work with other MGs that have the crank hole in the bumper.



Photos by the author

This appears a great solution to a common problem. See also the technique I used on my MGA coupe, January, 2022, issue.

*There can be a lot of vibration at this point of the MG. You might want to double-nut the bolt especially if you want to avoid the Velcro safety catch. BTW, bailing wire or leather strips would be more period-correct!
- Editor Dan*



Finished! - Don's new removable bug-catcher





MGOC Planning Meeting Saturday, January 24, 10:00 a.m.

Please join us!

We need your help to plan our events and activities for this New Year. Everyone is welcome - especially new members and anyone who has any ideas for new or old events. All ideas are welcome and there are lots of people who are willing to help you.

Date: Saturday, January 24, 2026, at 10:00 a.m.

Location: Marcia Crawford's home at 150 Purdue Ave, Kensington

Event: The club will provide tea and coffee, donuts and pastries.

Please RSVP to Andy Preston 707-795-3480, andypreston@att.net

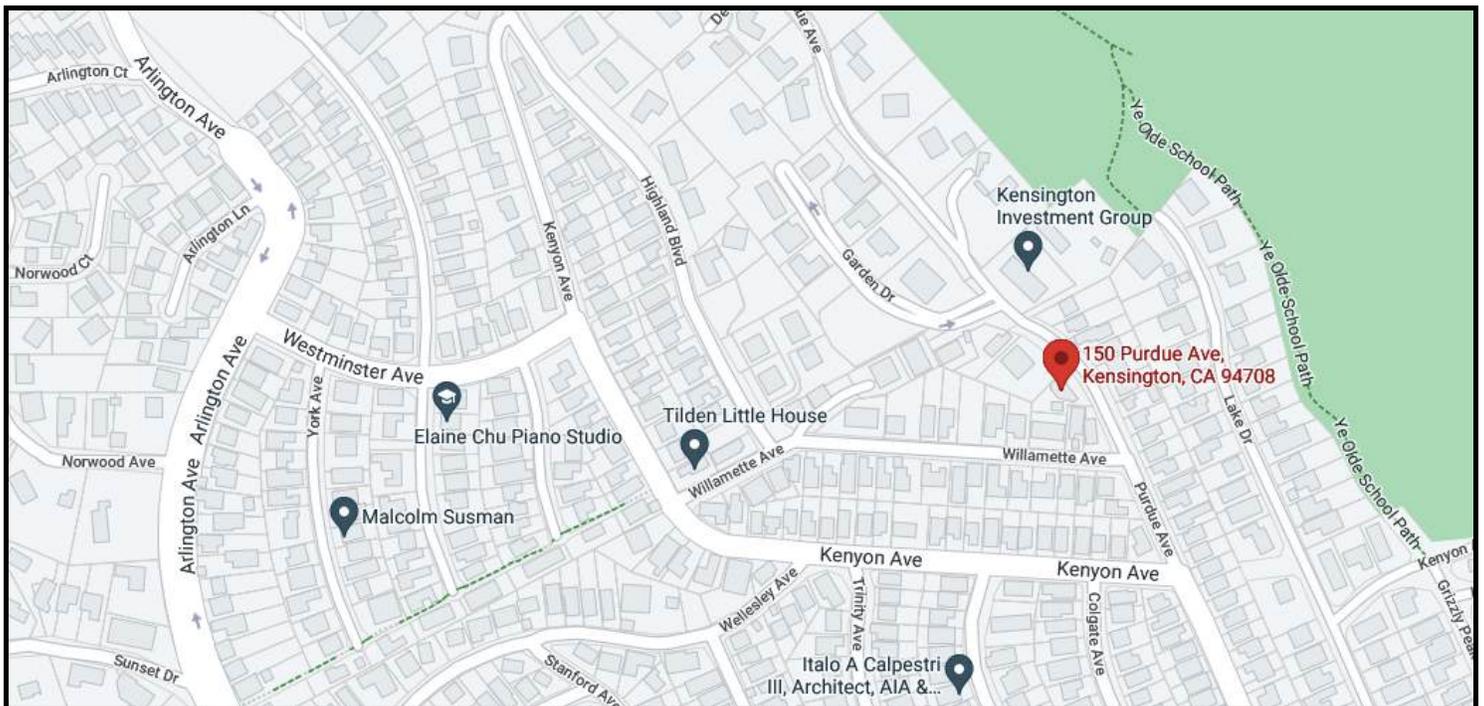
Directions: Take I-80 or 580 toward Golden Gate Fields. Exit at Albany/Buchanan. At light turn east (toward hills). Follow Buchanan east. Buchanan curves right and becomes Marin. Cross San Pablo Ave. and continue east on Marin thru several lights. Cross The Alameda (round fire house on your right) and continue to Marin Circle (fountain in middle) and around to The Arlington (only divided road).

Continue on The Arlington to stop sign. Continue three blocks, then turn right on Westminster. Turn right on Kenyon (at top of "T") and continue around and up to Purdue. Turn left on Purdue Ave and continue a short way to 150 Purdue, a white colonial house on your left. Continue to find parking

You can also get there from Hwy 24/Orinda. Use your maps or GPS



Deal for the GOF West





Keep Planning for 2025 & 26!



WINTER

Sat., Dec. 6, MGOC Holiday Tea, San Mateo, Elaine Chen, Mike Jacobsen, page 3

Sun. Dec. 14: SSTS Holiday Brunch

Fri, Dec. 26, **Boxing Day Tour, MGOC invited, Meet at Cheese Factory, Sonoma Town Plaza, at 9:30am. Depart 10am. Will update by email.**

Sun., Jan. 18: MGOC Annual Brunch, page 4,

2026

Sat., Jan. 24, 2026, MGOC Planning Party! page 15

May 11-15, 2026: GOF West, Flagstaff, AZ, Club caravan? Route 66! Page 23



**Boxing Day
Tour**

I hate side curtains!

By Terry Sanders

My first MG was a TD that I drove for 3 years at LSU. That was in 1957. I drove it from my home town of Kentwood, LA to Baton Rough, LA nearly every weekend. During winter it rained a lot and I had to put the darn things on to keep semi dry. I have vivid memories of splashing my way to and fro working the windshield wipers by hand, listening to Jack Benny on the radio and cursing the side curtains. Next MG was a MGA Coupe, whee, no side curtains! Then along came a TC but now I was in Pittsburgh, PA and the TC was only driven from Spring to Fall, again no side curtains.



Years later I bought a 1938 MG TA to restore, that took 4 years and then it came time to put a hood on it and deal with the side curtains. Consulting with my trimmer who had lots of MG experience, we decided to make a hood and a tonneau in such a way that no side curtains would be needed. Here is how we did it.

First is a tonneau with 3 zippers, one down the middle as usual and two on the sides so that the tonneau had built in kidney warmers! Its chilly here in the SF Bay Area. The following photos will give you an idea of its design.

Then knowing that many prewar MG had the hood fastened to the back rail with lift-a-dot fasteners, we designed the hood and the tonneau to fasten to the back rail with extra long lift-a-dot studs. That way both tonneau and hood can be on the car at the same time. It looks like this:



You snap the tonneau on first, then the hood with the front rail loose, then stretch the fabric and bows down to meet the front rail. Then you snap on the kidney warmers and you have the makings of a cockpit I never did restore the side curtains and don't carry them. We've driven the TA in driving rains and we get no wetter than we would with leaky side curtains and certainly its more comfortable not being hemmed in by them. This on cycle wings which throw off lots of water!! Some RainX on the windshield and you are in business!! The material is StayFast. Highly recommended as it doesn't shrink nor leak.



Mr. Cahier's MG

From *Press on Regardless* (1956)

by Anne Taylor and Fern Mosk

Drawings by Paul Bacon

Dear Mother, March 22

It so happens I've been in the paper myself recently. The enclosed is a picture from the Palm Springs *Rattler* taken at the Concours d'Elegance where I showed Mr. Cahier's car.

When he came in a few months ago to buy an MG I thought he was the cutest phony darling I'd ever laid eyes on. But I didn't appreciate at first the extent of my strike. The base price of the MG was \$1850, but this turned out to be only the surface gold of a vein running deep and wide.

Cahier is one of the most successful motion-picture producers in town. For 20 years he's had a remarkable record of turning out prestige pictures with plenty b.o. (In the entertainment world this guarantees you *don't* offend.)

But some mischance as of the time I sold him an MG none of his pictures had won an Academy Award. None had earned that highest of all tributes: "Best Motion Picture of the Year."

In an accent that will remain grave and acute through another score of years in Hollywood, he went about buying a car with the same energy and decisiveness which characterized his approach to film-making. He knew exactly what he wanted: a TD MG, with certain changes. He looked over our stock and very quickly settled on a black car with green upholstery.

"But I want for you to paint it the 1950 Cadillac slate gray."

I noted mentally that repainting would add \$120. Every little extra adds to the salesman's commission.

"I want the wheels chrome-plated – and the framework which holds the spare tire also. And, darling, the top is terrible. I want a black canvas top and the side-curtains recovered to match – and please have the frames chrome-plated. And a black tonneau cover."

When he came back a week later to inspect the changes, he decided that red upholstery would go better with the gray paint job, so, for \$250 we agreed to tear out the green and replace it, with carpets to match.

Mr. Cahier was so delighted with the results that he was inspired to add a

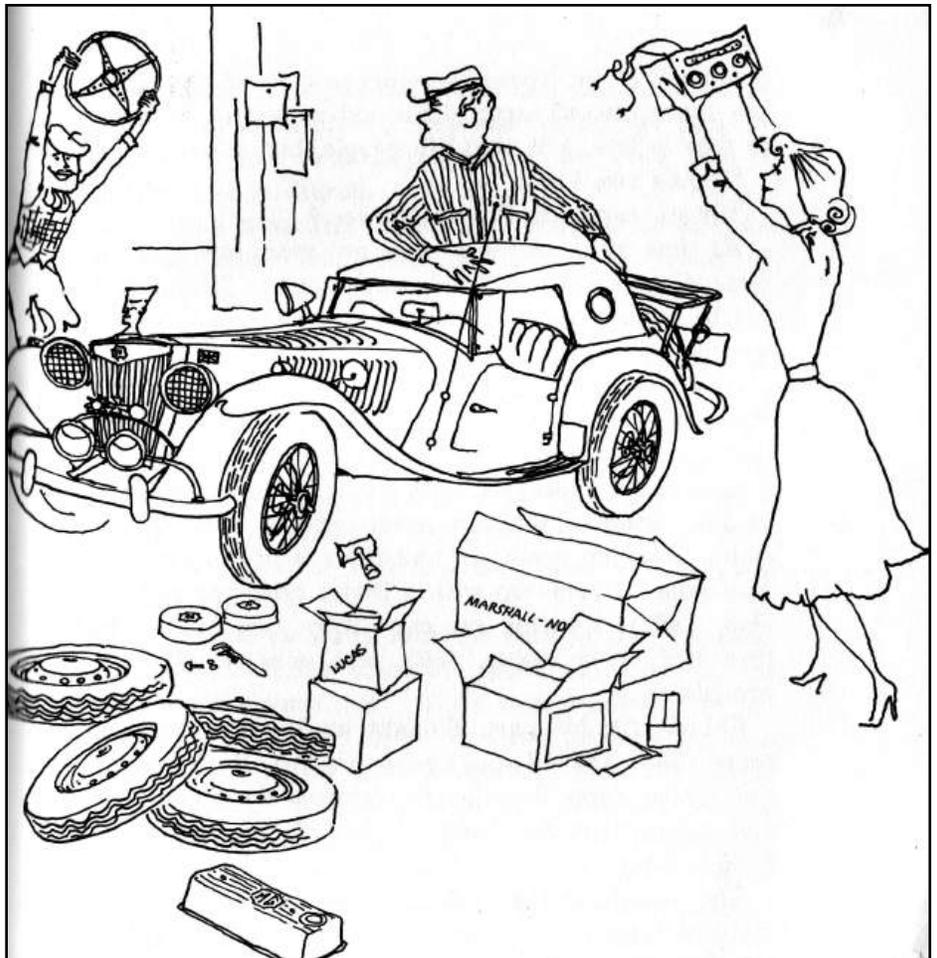
louvered hood, which necessitated repainting the car a second time, a bonnet strap and fittings and a badge bar.

By this time I was catching on that the more he loved the car, the more he wanted to change it, so I began throwing out some suggestions myself.

Cahier was enchanted with the set of Italian Borrani wire wheels for \$560 and five new Italian Pirelli "Corsa Stelvio" tires for \$300.

At this juncture we began exploring the mechanical aspects of the MG and decided to install a positive displacement compressor, including a manifold pressure gauge, fresh from the famous supercharger works of Marshall-Nordec (\$450), and incorporated the *Marque II* treatment in the engine for a mere \$250.

About this time I was running short of ideas for further embellishment of the MG. We had added a Minotti inlaid wood steering wheel at \$65, two more tops – a tan canvas and a fiberglass hard top (that was \$300 in tops alone), another tonneau cover and a \$150 Emitron radio. Scouring my brain and the ads in the automobile magazines, I came up with a Swiss trial and rally stop clock (\$85), a racing gas cap (\$30), two Lucas "flame-throwers" (fog lamps, \$50), and wire headlight lens protectors.



Cahier, for his part, thought up an aluminum valve cover (\$25) and side plate (ditto). He filched from the studio prop department various electrical fittings and connections for us to install. He ran up over \$500 in labor alone.

The one thing that was troublesome was finding the right radiator cap. It seemed that Cahier just couldn't be satisfied. He bought and discarded in succession an Italian baroque gilded falcon in full flight, a recently excavated head of Nefertiti encased in plexiglas, and an abstraction by an Armenian silversmith in Fresno which was entitled "Le Mere" but to me more like *la guerre*.

Except for this one deficiency, Mr. Cahier was momentarily pleased with his little MG. He decided to show it at the first Concours d'Elegance within driving distance, which was to take place after the road race in Palm Springs in March.

By a curious quirk of fate the date of the Academy Award presentations coincided with the date of the Concours. I volunteered to take the MG down to Palm Springs for him at his expense. It was truly a beautiful little automobile and I was proud to be seen with it. I wore my Jacques Fath and we must have looked alright because we elicited a lot of admiration from the crowd at the Tennis Club and won our class handily. On Cahier's behalf I accepted a trophy for "the outstanding under 1500 cc supercharged postwar MG." We received 294 points out of a possible 300. The judges penalized us for five flecks of face powder on the clutch pedal.

Afterward I caught the end of the Awards ceremony on TV. Around midnight they got around to announcing the "Best Motion Picture of the Year."

Mr. Cahier made his way to the stage, crossed with his springy stride to accept the Oscar, and began a carefully rehearsed spontaneous speech in his charming accent.

Suddenly he broke off. The huge audience was forgotten. His gaze was riveted on the gold statuette in his hand. He ad-libbed from the heart.

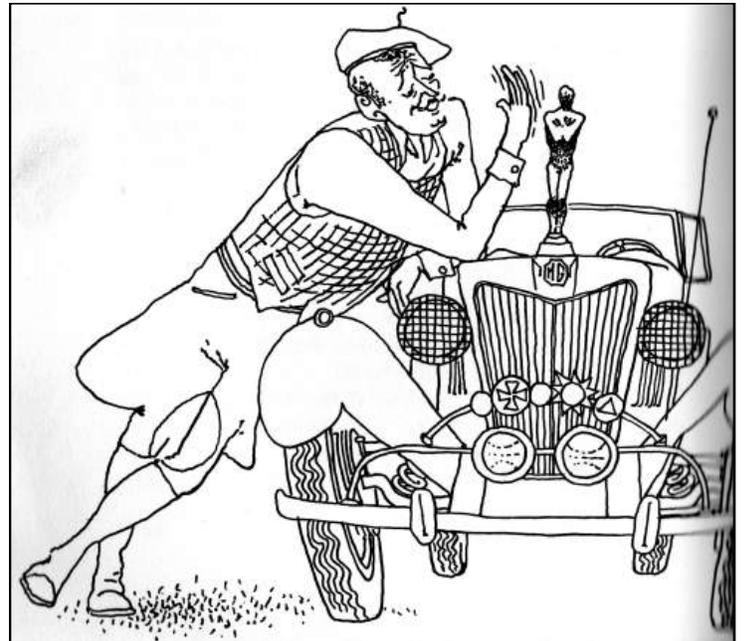
"At last – at last I have it..."

There was a sentimental, satisfied sigh from the audience.

"At last" Cahier finished, "the radiator cap *parfait!*"

If he had a little more hair on his head and less on his hands and if he didn't spray when he talks, I might almost marry him to be half-owner of a seven-thousand dollar MG with Oscar on the radiator cap.

Love,
Prudence



2026 Club Officers

The current officers have agreed to another year of service. Please vote for them or any other club member to Mike Jacobsen, Club Secretary.

President: Doug Hollander
Vice President: Andy Preston
Treasurer: Marla Preton
Secretary: Mike Jacobsen

Send your vote to Mike Jacobsen at MikesMuseum@yahoo.com

Mikuni Carbs Update

By Dan Shockey

I noted in my May, 2025, article that a club member used a replacement Mikuni carb and was able to pass smog testing easily as well as make the car perform "night-and-day" better. I left it at that point since it appeared that we might get some relief from smog testing for 1976 to 1980 MGs. However the "Jay Leno Bill" that offered relief was not passed by our elected assemblies. They know better than us and must protect us from ourselves.

Politics aside, the Mikuni option may be back on the table for someone who still needs to pass those smog tests. The club member got the kit from someone else and didn't know much about it. He just bolted it on and fitted the original air cleaner so it looked completely stock. I took more photos and did more research but I have not done the conversion.

I hope to find someone who is more knowledgeable. Manufacturers do not like to claim their products work for emissions regulated vehicles so they do not provide the information, at least not directly. Sometimes they will provide information for "off-road" use only.

There is a good web site that provides the kits and a lot of information. This is the following: http://www.v-performance.com/products/air_fuel.html

You can buy an adaptor for the 4-bolt carb attachment. The Mikuni uses a round mounting that can be achieved by the simple expedient of a hose clamp to the soft adaptor. (See photo next page.)

Note that the catalytic converter must be present – for visual inspection – but needs only to not be clogged for the MG to pass current smog tests. Some folks even punch out any remaining contents. This eliminates the very high heat generated by that component located right under your carburetor. It also saves sourcing an expensive and hard-to-find component.

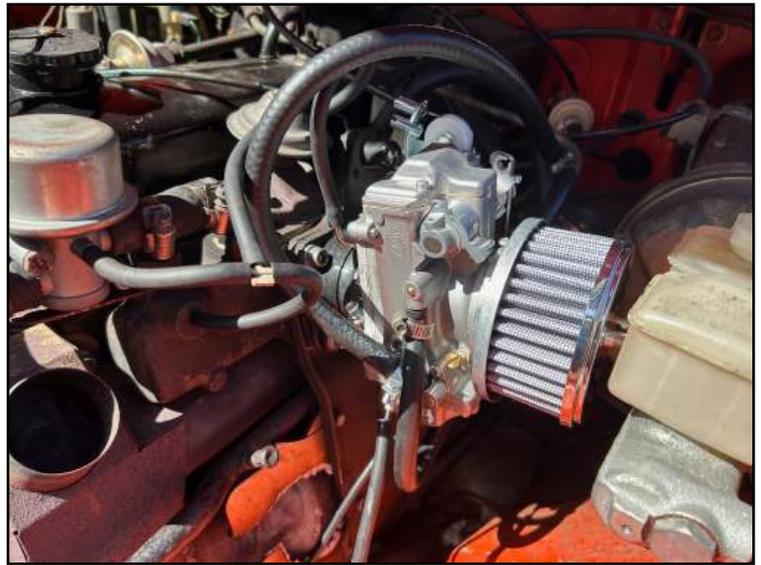
The Mikuni Single Mount Kit

"The Mikuni Single Mount Kit is a perfect replacement for cars with a single SU or Zenith Stromberg carb. Available with a choice of HSR 42mm, 45mm or 48 mm carb, the basic kit includes one carb modified with a smaller needle and seat for higher fuel pressure, larger main jets, with a mounting flange adapter to adapt to your manifold. A throttle cable mounting bracket is also included. Throttle and choke cables are not included but can be provided on a custom basis.

"Note that the size of the 45 mm Mikuni is the same as the nominal 1 3/4 inch size of an HS6 SU (although the venturi is actually much larger).

- Single 42 or 45 mm Carb Kit, modified for automotive use, for cable throttle with manifold adapter, without an air filter - \$395

- Single 42 or 45 mm SC Carb Kit for supercharger applications - for cable throttle with modified float bowl, accelerator pump and jetting modifications to meet the demands of supercharged operation, with manifold adapter, without an air filter - \$475
- Add \$25 to change either of the above to a 48 mm carb
- Add \$75 for a carb modified with extended throttle shaft for lever type throttle linkage
- Add \$65 for standard chrome or black top K&N air filter



Mikuni HSR Tuning Instructions

Initial Tuning

"The basic process of tuning these carbs is similar to that used to tune other carbs and some methods applied to SU's can be applied directly to the Mikunis, but there are significant differences. The most significant differences are:

- 1) the Mikunis have an adjustable accelerator pump with start-stop adjustable limit screws.
- 2) they are designed to be tuned in segments based on speed and throttle opening.
- 3) they have easily replaceable jets for low speed (the pilot jet), mid range (the needle jet), high speed - wide throttle opening- operation (the main jet), and acceleration (the accelerator pump jet) as well as a jet needle that can be easily raised and lowered.

"First make sure that your linkage is adjusted so that both throttle slides begin to open at the same time. Then make sure that they will open all the way when the throttle pedal is pushed to the floor. Next is the initial setup of the accelerator pump mechanism.

Shockey photos

Accelerator Pump

"First check to be sure that the accelerator pumps on both carbs begin to operate at the same time. Suggested initial adjustment is to have the pumps start to work as soon as the throttle slide starts to open. The two screws in the photo below set the limits of the cam that operates the accelerator pump plunger - setting the start point with screw #1 and stop point with screw # 2 for the accelerator pump in relation ot throttle slide movement. As tuning progresses the point at which the pump starts to operate is usually backed off so that it starts later. Screw # 2 is the main control for the amount of fuel pumped as it controls the length of the pump stroke. Back off the screw for a longer/larger shot of fuel.



Jet Needle Adjustment

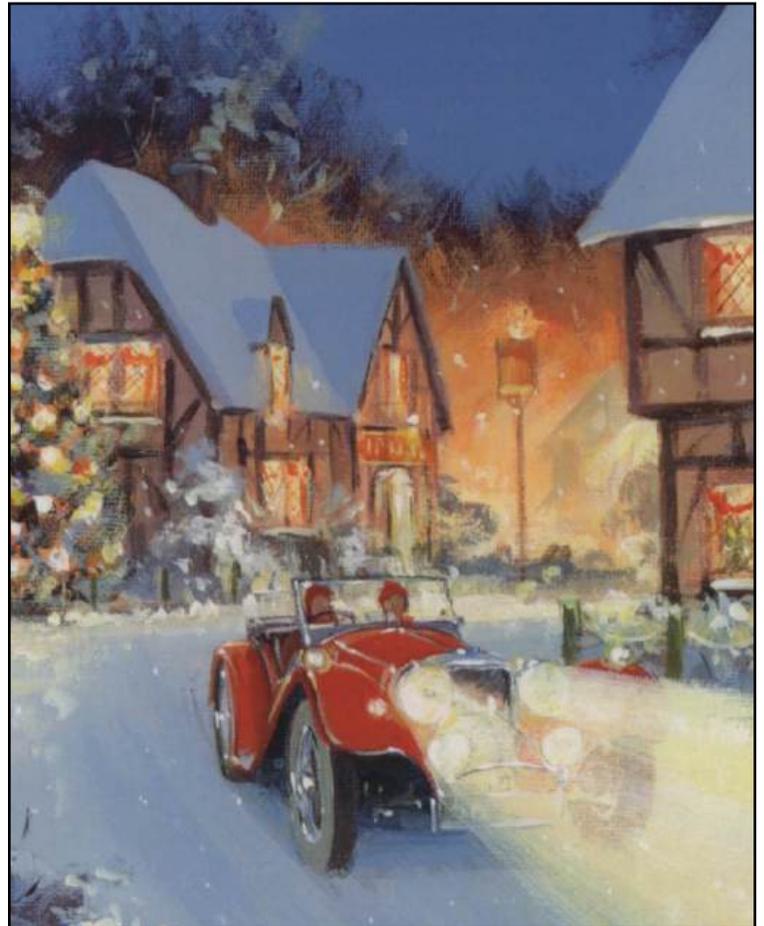
"In many applications operation has improved with the jet needle raised by lowering the position of the clip at least one notch. If you are getting hesitation under acceleration, and your ignition timing and main jet are in the right range, than raising the jet needle is usually the first adjustment to make. To do this, open the top cover - 3 philips head screws. You might find it easier to open the throttle so that the allen head screw holding the needle in place is exposed. You will need a 2.5 mm

allen wrench to loosen the screw clamping the needle in place. Use one with a long shaft as it makes the process much easier. Just loosen the screw, do not remove it.

"Slide the clamp plate to one side and grab the top of the needle with a pair of long nosed pliers. Do not lose the small white washer that goes under the needle clip. Once you have pulled the needle out, remove the clip from the center notch on the needle (being careful that it does not fly away) and lower it one or two notches to richen the midrange mixture. Press it back in place and reinstall the needle. You may find it easier to do this with the throttle open. Be sure that you do not loose the clip and the white washer that goes under the needle clip.

New Member!

Welcome Geoffrey Smith of Novato with a 1955 MG TF Midget



"Snowy Village" MG TF by Alec Macdonald
For BEN Motor Trades Benevolent Fund

Register by Dec. 31 to save \$15!



GoF West 2026 Registration

Event Dates: May 11-15, 2026

\$60 USD thru Dec 31, 2025

\$75 USD Jan 1st - Mar 31st

\$100 USD after Apr 1st

*A registration is for two people and up to two MGs. Additional MGs & adults beyond two will need a new registration.

In-Spirit \$30 USD (In-Spirit Registrants will receive a patch, pin, dash plaque, and event guide.)

Cancellations will revert to "In-Spirit". If the request to cancel your registration is received by March 31st, 2026, you will receive a refund less the \$30. If the request to cancel is received at GOFWESTINC@gmail.com after March 31st, 2026, no refund will be given.

List names as you want them on your name tag and the event guide

Driver's Last Name _____ Driver's First Name _____

Co-Driver's Last Name _____ Co-Driver's First Name _____

Names (and ages) of any children or dependents who will be attending with you: _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Phone#1 _____ Phone#2 _____

Email _____ Note: Registration confirmation will be sent via email.

Primary Club Affiliation (if any) _____

Other Club(s) Affiliation (if any) _____

Have attended (# of) _____ GoF West events in the past. / Is this your first time attending a GoF West? (check box)

First MG you are bringing*: Year _____ Model _____ Color _____

Second MG you are bringing*: Year _____ Model _____ Color _____

*Please notify us as soon as possible if you later plan to show a different MG(s), so we can plan out the car display and have adequate class awards.

If your MG has major modifications from stock, please check here and list changes. Ex. Non-MG engine or exterior resembling a different model. _____

Will you participate in the Arts/Crafts display? Yes No Will you participate in the Rally? Yes No

Will you participate in the Flea market? Yes No Will you participate in the Funkhana? Yes No

Will you participate in the Car Display? Yes No Will you stay at the Doubletree (Host hotel)? Yes No

<p>Send completed Registration form to:</p> <p>EMAIL: GOFWESTINC@GMAIL.COM</p> <p>Or mail USPS: GoF West 2026 1454 CHASE TER EL CAJON, CA 92020-8368</p> <p>Checks should be made out to GOF West. Once your registration and payment have been received, you will get an email confirmation with your registration number.</p> <p>Zeile payments to: gofwestinc@gmail.com PayPal payments to: gofwestinc@gmail.com</p>	<p>Hotel Information-</p> <p>Doubletree by Hilton, Flagstaff 1175 W Rte 66, Flagstaff, AZ 86001 Phone: 928-773-8888</p> <p>Call the hotel directly or use this link https://group.doubletree.com/obow1p to make your reservation. Use "GoF West 2026" as the group name to get the special rate of \$169 plus tax and fees.</p> <p>To get the group rate, reserve before allowed rooms are sold out. All rooms must be booked by 4/11/26. The hotel requires reserving rooms through them directly to help us with tracking.</p>
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Information will be posted on the www.GoFWest.org website as available

Any questions, contact H Garcia (Chair) at hcg1977@gmail.com or 480-540-8302



Season's Greetings from your friends at *Road & Track*.



Classified Ads

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

MGA 1600 Engine & Gearbox: From running MG. Engine turns freely. Clean. Free to good home. Can help load into truck. Member Andy Preston, andypreston@att.net (Posted 12/25)

1972 MGB/GT: Rebuilt engine & 5-speed gearbox. Ready for paint prep and paint. Pictures on request. Member Ray Davis at redavisiii@gmail.com (Posted 9/25)

1978 MG Midget: Green with tan interior. Virtually all original, including all pollution control components. 49K original miles. Body in great shape. Engine rebuilt. \$2300 obo. In San Ramon. Joyce Chang, 925.200.4947, 2happytogo@gmail.com (Posted 11/25)

1969 MGB: Owned 26 years. Very reliable. BRG, chrome wires wheels, \$15,000. Club member Mark Cederborg: 707-975-3105, mscederborg@gmail.com (Reposted 9/25)

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt electric winch. Reasonable. 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



STORING THE 3 BOW TD SIDESCREENS

Over the years Ian Ailes has learned that many owners of later TDs have found it difficult following the handbook instructions for storing the sidescreens. As the owner of a late TD, I gave up

trying many years ago and have filled the storage box with cans of water and oil; spare inner tube; tow rope and jump leads; etc. It would be good, however, on occasions when not piled high with

suitcases and bags, to use the box for its original purpose. Ian has provided four photos which in order explain how to do it. I have tried, and it works!



Passenger side - Left Rear



Driver side - Right Rear



Passenger side - Right Front



Driver side - Right Front

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magrette, 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 registran@namgar.com.



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