



THE OCTAGON



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



Since 1957!



Holiday Tea - Dec. 7
Sleigh Ride Tour - Dec. 8
Planning Meeting - Jan. 4
Champagne Brunch - Jan. 19

Photo: Thuy Nguyen



December 2019



About *The Octagon* and the MG Owners Club

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. The MGOC holds a business meeting each month at an event known as the "Natter and Noggin" in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the MG Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

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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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MGB V8 Conversion: Tony Bates, 408-666-6174, avbates@yahoo.com
MGC: Kent Leech, 925-253-9757, kent@kentleech.com
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MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125, j2george@pacbell.net
Z-Magnette Saloon: Eric Baker, 510-531-7032

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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.

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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Holiday Tea Party

Saturday, December 7
115 Pinehurst Way
San Francisco

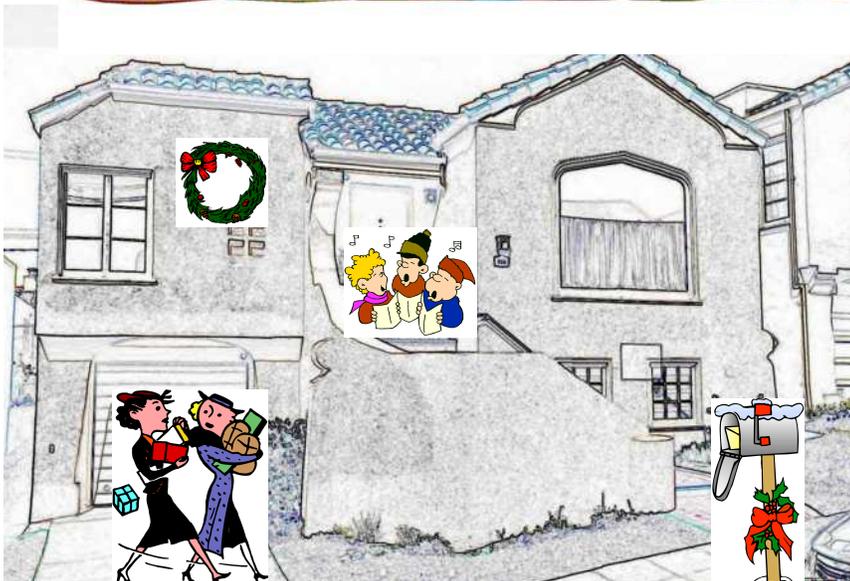


Come to the annual Holiday Tea for food, tea, and possibly even coffee and soft drinks. Bring a snack to share, your favorite tea, and even your favorite teapot to brew in.

When: 1pm to 4pm, with an MGOC meeting at 12:30pm.

Where: 115 Pinehurst Way, SF, 94127 – cross street Kenwood.

We will be collecting new, unwrapped toys for the MGOC's annual holiday toy drive. Please bring a toy if you can.



Mike & Elaine

From the Editor

Happy Christmas, MG lovers,

We are through Thanksgiving now and into our rainy season. It is a cold and wet holiday. I just uncovered the MGs to show to a visitor: cold, wet and dark, too. No, I haven't gotten anything done to either MG. I have been ill for a month with some respiratory bug. Good time to read about the sports cars – and watch a good movie.

We have some fun events coming up however, including the Holiday Tea next Saturday. Now the SSTS has added a tour on Sunday. I haven't heard yet about any Boxing Day Tour or New Years Tour. I hope to get my MGs out on the road over the Christmas-New Year holiday.

I want to personally thank Andy, Kirk, Marla and Mike for volunteering to continue as our club officers. We couldn't have a club without such folks. It does matter that we continue such communion and traditions.

Be sure to ask Santa for some gifts for your MG and hobby. Moss Motors has some fun things in their new holiday gift guide. They got me some new driving gloves and a new flat cap for my recent birthday.

Next month we start the Roaring 20s. Got your MG ready to participate!
Christmas joy,

Nov. 30, 2019



Dan



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How about a custom quilted car cover for your significant other (mineral)? Submitted by Dave Quinn of the Michigan Rowdies.



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MGOC Planning Meeting

The Roaring Twenties!

Saturday, January 4, 10:00 a.m.

Please join us!

We need you 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 4, 2020, at 10:00 a.m.

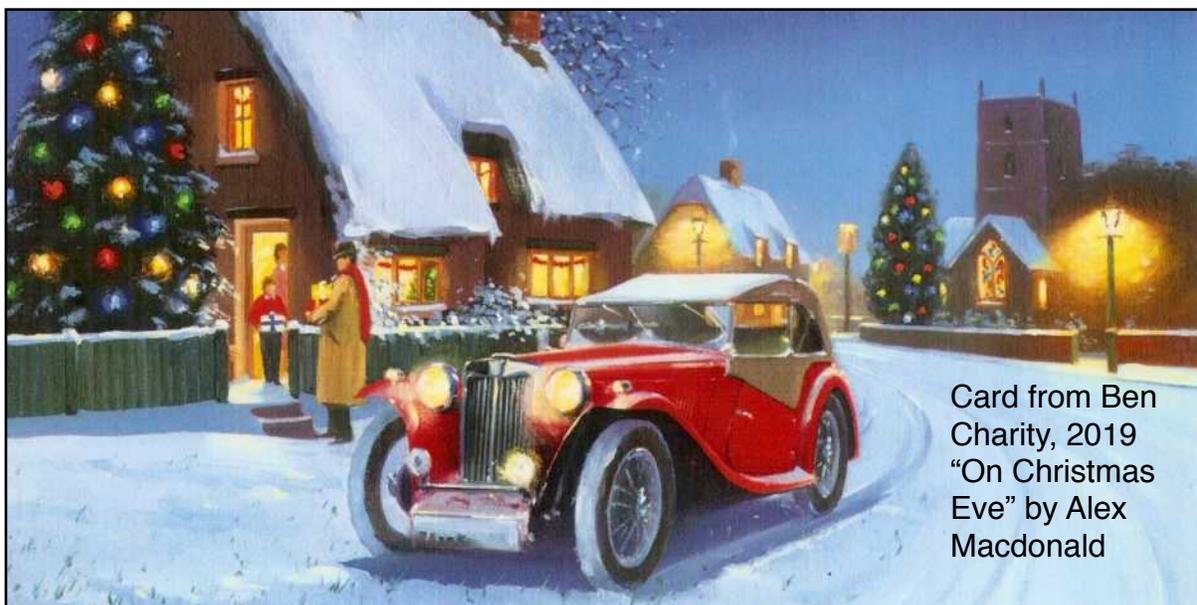
Location: Marcia Crawford's house at 150 Purdue Ave, Kensington, 94708

Event: At this time we'll be planning the dates and locations for our monthly meetings, tours and events. The club will provide Tea and Coffee and donuts and pastries.

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

Directions from the North or South Bay Area: Take Eastshore Freeway 80 or Highway 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. Pass stores on your right and 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 up three to four houses to find parking.



Card from Ben
Charity, 2019
"On Christmas
Eve" by Alex
Macdonald



Ford v Ferrari Images

See story page 8. Note MGA on rack in photo of Ken Miles' shop at left, with movie Ken and his movie wife. Ken winning in Shelby's Cobra movie image at bottom.

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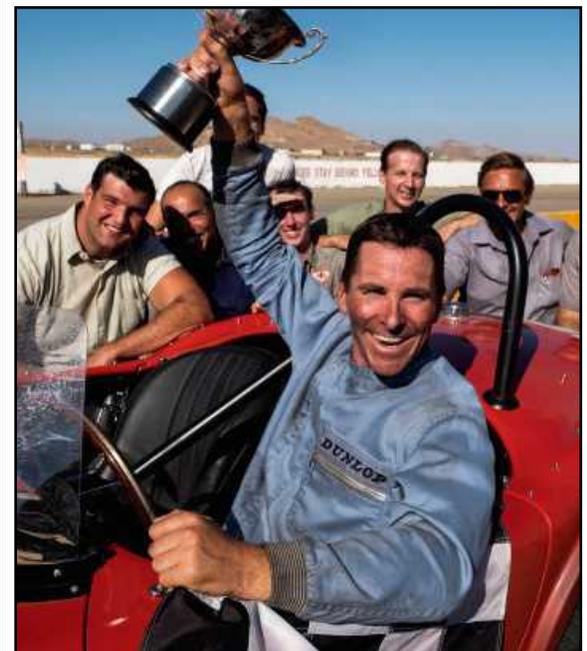


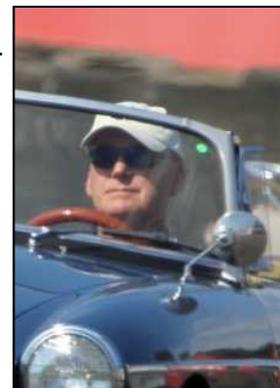
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President's Ponderings

First of all a very Merry Christmas and Happy Holidays to everyone and I hope to see you at the Holiday Tea on Dec 7, which is a great way to start off the Holiday Season with your MG friends.

Everyone likes a story with a happy ending so I'll start this Christmas column off with one. A couple of weeks following the Western Railway Museum tour I noticed a drop of coolant under the bottom tank of the radiator in my MGA Coupe. I pressure tested the system and it held pressure for a couple of hours. I drove the car again for several miles and the coolant drop reappeared. So I reasoned that I must have a slight crack in the bottom tank that opens up when hot and closes when it cools down. I took the radiator out and could see an area about 1" long where the paint had peeled and revealed a possible hairline crack.

The radiator is original, and has been repaired numerous times by Dutton Radiator in Santa Rosa; unfortunately Dutton went out of business recently. Where can I take it? I remembered an old radiator shop called "Carl's Radiator and Body shop" located in the countryside west of Cotati at the end of a long gravel driveway. I drove there and the sign now reads "Carl's collision and body shop". I asked the lady behind the counter if they still repair radiators and she said they stopped repairing them a long time ago when they changed to aluminum and plastic. However, she said if it's an old brass radiator Carl might be able to repair it, he used to repair them back in the day. Carl is 81 years old and doesn't come in everyday. So I left it there.

After a few days I got a call from Carl who sounds 30 years younger on the phone. "I think I can fix it," he said, "I'll call you when it's done." True to his word after couple of days Carl phoned and said it's done. I jumped in the car and drove down and met Carl, who also moves 30 years younger than his age. He proudly showed me the radiator and the repair to the tank and other areas that he found and he also soldered the overflow tube to the side to stop it rattling all the time. And then he's painted the repaired areas. "Wow" I said it looks great, "how much do I owe you?" Carl looked at me and smiled and said "it didn't take me long and I enjoyed doing it for a change, so there's no charge". I tried to give him some money but he wouldn't take any. He also told me to put some "Barrs Stop Leak" into the cooling system and it will never leak again and won't harm anything. So many Thanks to Carl, there aren't many people out there left like you.

Our newest member and our youngest at 15 years old is Andreas Pichardo from Berkeley who is looking for an MGB for his first car. Can't blame him for that! Andreas wants a project MGB that he can restore with his Dad. His preferences are an early chrome bumper Mk 1 MGB or GT. If you know of any possible candidates you can contact Andreas directly at andreas.c.p24@aol.com or contact me and I will forward the information. I'm very pleased that we have a younger member in our club and hopeful that it might be a future trend. I know that every time I drive my MGB by the local High School, I always get lots of positive comments from all the students.

I hope that you all have a wonderful Holiday Season and enjoy the festivities, and don't forget to drive your MG on sunny days.

Take care and drive safely,

Andy

2020 Officer Nominees

- President: Andy Preston, Incumbent**
- Vice-President: Kirk Prentiss, Incumbent**
- Treasurer: Marla Preston, Incumbent**
- Secretary: Mike Jacobsen, Incumbent**

Please send your vote to Mike Jacobsen by Dec. 7 or vote at the club meeting.
320B Monterey Blvd., San Francisco, CA 94131-3141

Ford v. Ferrari Movie

by Dan Shockey

We went to see the "Ford vs. Ferrari" movie. My English friend Tony from work came with us since his wife wasn't interested. It was about sports cars and racing in the 1960s so I loved it, of course. They focused on Ken Miles who was a British guy who was very successful racing and building MGs before he raced Cobras and GT40s for Ford. He also



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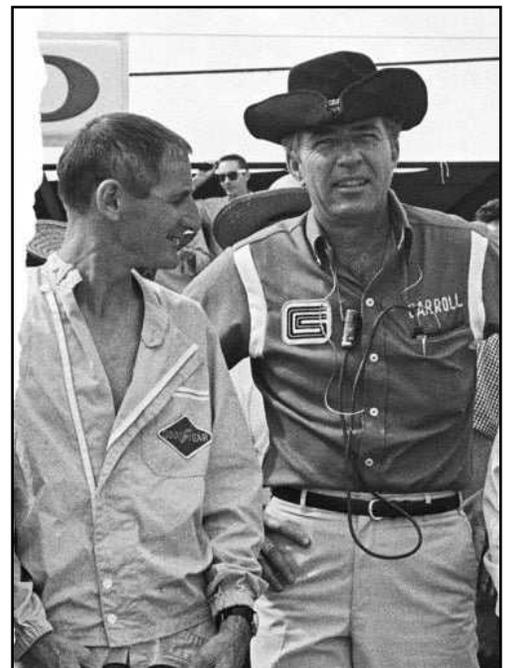
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had a repair shop where he worked on MGAs. That was a treat to see Ken Miles featured. He and his "Shingle" MGs won a lot of races here on the West Coast, and across the country. (Pic above) Ken was an engineer-driver.

I didn't think the film did justice to Carroll Shelby who was a larger-than-life character. (We went to the Cobra Museum this past summer.) The filming was done very well and it was exciting to watch, and fairly true to history. Two thumbs up and two checkered flags for me!

The bureaucracy, "suits," at Ford reminded Tony and me of the Boston company that purchased my Silicon Valley company and reminded me of General Motors. I started my career as an engineer at GM in the mid-1970s.

This movie will remind you of why you love sports car. See it on the big screen or buy a DVD later.



*MGOC Annual Brunch and it's a
Champagne Brunch
Sunday January 19, 2020*



This year the Annual MGOC Brunch will be a *Champagne Brunch* and will be held again at the Historic Moss Beach Distillery in Moss Beach. We have a private room overlooking the Pacific and the *Brunch* is rated #1 in the Bay Area.

Your *Brunch* will include; Fresh baked pastries, cup of seasonal fruit, your choice from 4 entrees; Salmon, Skirt Steak, Pulled Pork Rancheros or California Coastal Omelet, Tea, Coffee, OJ and of course Champagne and Mimosas.

12:00 Noon, Sunday, January 19, 2020
Moss Beach Distillery, 140 Beach Way, CA 94038
\$25/person (MGOC members) and \$45/person (non members) paid in advance

RSVP by January 12, 2020 with your 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 Announcements click on "read more" under the Annual Brunch.

Cooling the Carburetors - A Winter Project

While reading the "**Enjoying MG Magazine**" Jan 2019, of the MG Owners Club UK, I was thinking of you, remembering Rich's good advice to install a 3" Bilge Blower to minimize the fuel evaporation in the carbs. Maybe it will be of general interest and you want to publish this article in one of the next **Gazette AZ MG Club** as per courtesy of the **MG Owners Club UK** of which we are club members.

Victor & Evelyne Rodrigues

This topic seems to have started on various forum threads resulting from Lindsay Sampford's 'MGA Bilge Blower' article some years ago, where he described how he had fitted a 4" bilge blower to the front end of the LH air intake duct hose to blow cool air on to the carburetors when stationary in traffic. This then prompted the search for such a blower to fit inside my MGA's air inlet duct to reduce carburetor temperatures and any further likelihood of vapour lock in stationary traffic.

Eventually someone on the forum came up with a 3" Attwood blower which looked good to me and then, just days later, a guy (and now a good friend) called Andy, turned up at our Solent MGOC's **MGs in the Park** day at Stansted House with a very nice red MGA 1500. Well, it didn't take a second to open that bonnet, as you do, and there it was – hidden! He then kindly showed me how the blower was fitted using a rubber pipe adaptor he had discovered at his local aquarium supplier. This turned out to be Code No. NAC0752 and still appears widely available. With the supplied hose clamps discarded, by a pure fluke it just happens to be a perfect push fit both inside the blower's outlet and inside the MGAs steel duct under the bonnet, and the best bit: no fixings were required! Should you want to order one of these adaptors, don't worry about the nominal 3"-2" pipe sizes shown; this thing is a complete fluke which is a perfect fit at both ends.

Incidentally this very reasonably priced blower is an 'Attwood 3" Turbo 3000 Bilge Blower', it's continuously rated at 4 amps and has a sealed water resistant motor.

Within days the ordered blower and rubber reducer arrived. You can see in picture 1 that it is made of plastic and the blower's feet are easily sawn off. I later removed 12mm – *½ inch for us foot-and-inches-as-God-intended folk* - (not shown in photos) from the outlet end where it pushes onto the reducer. Shortening the blower was necessary for it to clear the downward bend in my front 4" flexible duct hose. Note that the air flow would be from right to left in picture 1. There is an arrow indicating direction of flow, just make sure you get the +Ve and -Ve wires the right way round.

The next picture (picture 4) shows this assembly simply pushed into the duct and that's all that shows under the bonnet. From the driving seat, with the engine running, the blower and the Kenlowe (*an added electric radiator fan*) can hardly be heard. However, the one real concern I had was whether the restriction of this 3" blower, placed in its 4" inlet duct, would cause any carburetor overheating when the blower was normally switched off. As it happens there has subsequently been no such problem.

I connected it up with a simple manual switch together with an in-line fuse independent of the ignition circuit so I could play with my new toy properly when the 'vapours' hit and, should I wish, be able to keep it running after switching the engine off. The earth connection is made to one of the radiator bolts.

Further discussion, again on that forum, prompted the idea of measuring the air temperatures around the carburetor intakes to see if this blower idea was any good or not. To cut a long story slightly: online I found and promptly ordered a handy looking digital meat thermometer with a remote probe sensor. This should settle any arguments!

Once the thermometer turned up, it was straight into the garage for a cook-up. Prior to that I had checked the thermometer in boiling water; it was spot on at 100°C (212°F).

The engine, still with its standard mechanical fan, was warmed-up ticking over and as usual the MG's perfectly good summer thermostat let the indicated coolant temp rise to 200°F and rising. The Kenlowe was now switched on; as you might imagine, the tick-over was getting pretty lumpy by now. In practice, when the car is stationary hot air comes off the exhaust manifold and gets blown in through the radiator. The MGA's carburetor 'ram air inlet' is now basically a hot air exhaust! The result has to be two very hot carburetors and boiling fuel!

Now it was time for the interesting bit: what was the thermometer going to tell us? I recorded all the thermometer's readings in degrees Fahrenheit to align with the MGA's water temperature gauge. On the



day, the highest temperature recorded in front of No. 1 carburetor was 163°F and in front of No.2 it got to 159°F. That's a bit on the hot side for petrol I believe. Once the blower was switched on these temps rapidly fell to 114°F & 145°F respectively.

Out of interest, the highest air temperature coming out of the MGA's NJS top bonnet vent was 140F but that soon dropped to 123°F once the blower was running. What mattered to me most was the improvement in the tick-over that could be heard within about 30 secs of the blower being started-up.

Eventually, one of those hot days arrived and I had thought it might be useful to rig up the thermometer to see what really happens, dynamically, on the road. As my thermometer had a long braided stainless steel covered wire, with a thin stainless steel probe, I found I could get it through one of the grommets in the firewall. With the temperature probe nylon-tied between the carburetors and with the read-out now in the foot well we were all set. On the day we recorded an ambient air temperature of around 32°C with, incidentally, 38°C in the MGA's foot well – as warm as it gets here really and certainly hot enough for my 'A' to get vapour lock.

On the run I couldn't see any evidence of overheating being caused by the stationary blower's restriction of the air duct, but during a couple of hold-ups at junctions the water temp shot up as usual and the tick-over went lumpy. Once the blower was started-up, within 30 seconds or so the tick-over settled down again. Then up to speed again and the blower could be turned off: job done.

Left to its own devices, my 'A' has more often than not run-on when switched off. Since fitting the blower as I get near the end of a run and to help things to cool down I run both the Kenlowe and the blower. Once stopped with both still running, I let the engine tick over for say 30 secs before switching the engine off and quickly dipping the clutch - works every time. Then it's time to switch the fans off of course.

With the engine shut down there is no chance of leaving them on unless you really are deaf and the isolation switch naturally makes it fool-proof.

After fifteen years of the MGA's ownership and overheating as a norm, this was just magic! I have now had this blower fitted for six years, the adapter has never shifted and it's still doing a grand job stopping any further possibility of 'a touch-of -those-vapours' in our all too frequent traffic hold-ups.

A further thought: in the cold winter months you can 'shoe-horn' this blower into the RH duct - then the heater really works and the screen will demist too!*

**Ed: Sounds good but I tried an in-line fan this way and no noticeable amount of air reached all the way to the interior. But worth another try.*



Winter Driving: How to Keep Warm in an Open Car

The joys of winter motoring are many, so long as one can keep warm, but it is not given to everyone to be able to stand the rigours of our erratic climate in an open car in winter. It stands to reason, of course, that the one who pays most attention to the general health, digestion, and care of the body will get most out of his car in winter, and it is important to note that one should never start out feeling cold. A few simple movements of the limbs will improve matters by starting circulation. Breathing should be slow, deep, and regular – through the nostrils, not through the mouth. The clothing worn next to the skin is the great factor in keeping the body temperature right, and is assisted, of course, by the use of leather and fur-lined coats, rugs, comforters, and the like. The critical places are the neck, wrist, and ankles, the blood vessels in those parts being just under the skin and most liable to chill.

Attention must be paid to the gloves. They must not be too tight, and woollens are preferable for winter use. With regard to the feet, one can drive better when using thin-soled, comfortable boots – with thick-soled boots the clutch cannot be felt as it should be – and on a long run in winter there is nothing better to keep the feet comfortable than the use of a pair of cheap and heavy workmen's woollen socks put on right over the boots and drawn up over the ankles.

It is well known that spirituous liquors actually lower the bodily temperature, and should be avoided on this account while driving. On the other hand, hot tea and coffee are very useful.

In driving without a screen in winter it is well to remember that just in front of the ear is the seat of the large ganglion which supplies the nerves to the face, and rather than run any risks, it is advisable to wear a Jaeger helmet of wool which will completely envelope ears, cheeks – in fact, the whole face with the exception of nose and eyes.

The virtues of the hot mustard bath after a day's exposure are not sufficiently well known. The essential oil found in mustard is not only a good prophylactic action against chill, but I also a good sedative to the nervous system, counteracting the wearying effects of vibration whilst motoring.

Taken from "Complete Hints and Tips for Automobiles," first published by **Autocar** in 1902. This text from the updated 8th edition of this valuable treatise. (The terms "car" and "automobile" had not yet been standardized in 1902 so this is a bit later.)



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

The History and Timeline of Whitewall Tires

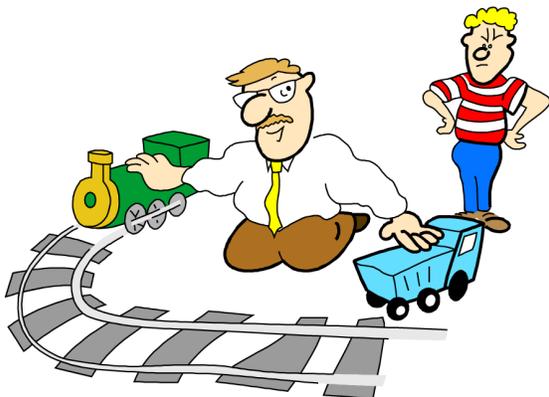
From an article on the Coker Tire Website

We thought it would be cool to have a little history lesson about the history of whitewalls. To find the earliest usage of a whitewall tire, you have to rewind the clock more than 100 years. Originally, automotive tires were off white in color, due to the natural color of the rubber formula used by tire companies. Zinc oxide would later be used to give the tires a more bright white color. Then, in 1910, B.F. Goodrich used a substance called "carbon black" in the manufacturing process. This formula strengthened the rubber, which was quite important considering the condition of the roads back then. When mixed with the raw materials, the carbon black caused the tire to be black. A short time later, a smaller tire company jumped on the carbon black bandwagon, but only added it to the tread surface as a cost savings. The result? Black tread and white sidewalls.

While the first whitewall tire wasn't intended to be a style enhancer, it quickly caught on and other tire companies began producing purpose-built whitewall tires. By the 1920's, whitewall tires became more popular on high end luxury cars, such as Duesenberg, but more conservative car manufacturers didn't adopt whitewall tires as a factory option until the 1930's. For instance, Ford first introduced the whitewall tire option in 1934. Whitewall tires became a popular option for passenger cars, only pausing briefly for World War II and the Korean War, due to materials shortage. From there, whitewall tires offered beautiful styling to classic American cars, such as Chevrolet's Bel Air series, Ford's Fairlane and the Chrysler Corporation's line of luxurious convertibles and sedans.

An interesting note to consider is the width of whitewalls. When whitewalls really became popular, they were used on Firestone Balloon tires, which featured tall sidewalls. These tires had whitewalls of nearly five inches. By the 1950's, whitewalls were at a pretty standard 3 inches, but that didn't last long. Around 1954 through 1956, you could expect to see whitewalls from 2-1/2 to 2-11/16 inches on American cars. Then, 1957 through 1961 saw another change with whitewalls ranging from 2-1/4 to 2-1/2 inches. Finally, the big change happened in 1962, when most American automotive manufacturers made the switch to 1-inch whitewalls. From there, whitewalls got even more narrow, until finally getting down to 3/8-inch during the muscle car era. The only exception in this whitewall width timeline is luxury cars. Some Lincolns and Cadillacs retained the wide whitewall look longer than other passenger cars, and they also held onto the 3/4-inch whitewall for quite some time.

Today, whitewalls are all but phased out of passenger car production, but we have products to fit more than 100 years of collectible cars.



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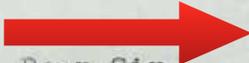


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-A.W. Breerley, Esqre.,
89, Hunter House-road,
Sheffield, 11.

7th
Oct
1941



Dear Sir,  L. Type Magna

Many thanks for your letter of the 3rd of October, which reached us yesterday, and we are very pleased to learn that you have recently purchased one of our L. Type Magnas. For your interest we enclose particulars of the  Car Club.

The correct amount of oil to put in the rear axle is 1½ pints, and, if overfilled, oil would probably leak on to the rear brakes, especially if the oil seals are not operating efficiently.

We can supply an instruction manual for the L. Type Magna, the price of this being 10/6d including postage. This book contains a wiring diagram, although we should be pleased to supply one of these diagrams separately if you could afford to wait a week or so for this.



I have seen the typewriter M.G. logo previously and wonder does any of the such equipped typewriters exist and has anybody created an emoji or a font character for similar use in our digital world?

Richard
PA1733 YA5206

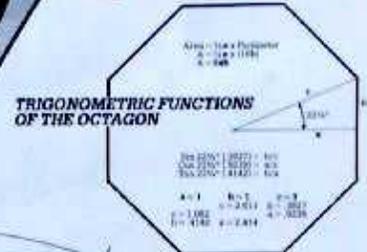
Richard,
It's relatively straightforward to insert the M.G. octagon when using Word. I'm not at my laptop just now but as I recall you can set up a shortcut such as the letters 'm' and 'g' followed by one of the function keys (I can't recall which one offhand!) to insert the image file.

Simon Johnson
No. Ireland

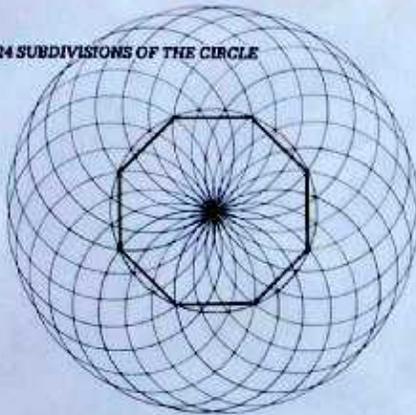
When newspapers went digital, you often saw type blocks with the MG logo (reversed, of course). This is one that has sit on my dresser for many years! - Dan



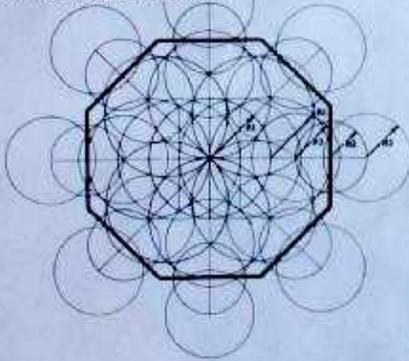
MG GEOMETRY... Everything Octagonal!



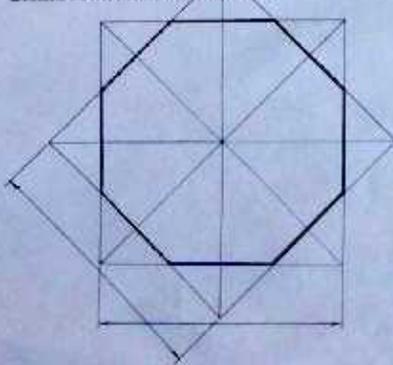
24 SUBDIVISIONS OF THE CIRCLE



OCTAGON MADE FROM THE COMPASS & STRAIGHT EDGE



INTERFERENCE OF TWO SQUARES



MENSURATION OF LOGOTYPE
OCTAGON OVERALL WIDTH = 2W

RADIUS		WIDTH	
a = 4940 x W	x = 138 x W (MIDDLE LETTER GAP)		
b = 2340 x W	t = 140 x W (LETTER WIDTH)		
c = 6620 x W	u = 140 x W (BORDER TO LETTER)		
d = 8027 x W	v = 120 x W (BORDER WIDTH)		
e = 8628 x W	W = 1/4 OVERALL WIDTH		
f = 10820 x W	Angles are in 45° increments and		
g = 5400 x W	22.5° off base, and vert. centerlines.		



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Keep Planning for 2019 ...



WINTER

MGOC Holiday Tea, San Francisco, Sat., Dec. 7
 Sleigh Ride, SSTS Tour, MGOC Welcome, Sun., Dec. 8
 Pub Night, On the Road Again, Dec. 13
 SSTS Holiday Party, Shukait's, San Jose, Dec. 14
 MGOC Planning Meeting, January 4, 2020



2020!



MGOC Annual 'Champagne' Brunch, Moss Beach Distillery, Sunday, Jan. 19, 2020
 NAMGAR GT, Colorado Springs, June 1-5 , combined with the NAMMMR national meet
 GOF West, June 29 - July 2, Welches, OR, MGOC caravan, Plan to drive with us!

Pub Night! Dec. 13

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, December 13th. Please join us for an evening of fun and fellowship!

Please bring some wine or beer to share and we will provide snacks.

By Bill & Mary Hiland





THE BRITISH SLEIGH RIDE TOUR

Sunday December 8th

Dian and I invite you to join us on a visit to the California State Old-Time Fiddlers' Association Holiday Jam in Castro Valley. This is a short notice Club event but we hope it might fit in your yuletide calendar.

The Jam begins at 1:30 PM

We will meet about 12 noon at a location to be determined near Castro Valley to have coffee or cider and then make a short drive to the Jam. We hope you can join us.

Dian's email is DB4MaryKay@aol.com

Carl's email tooctb@aol.com

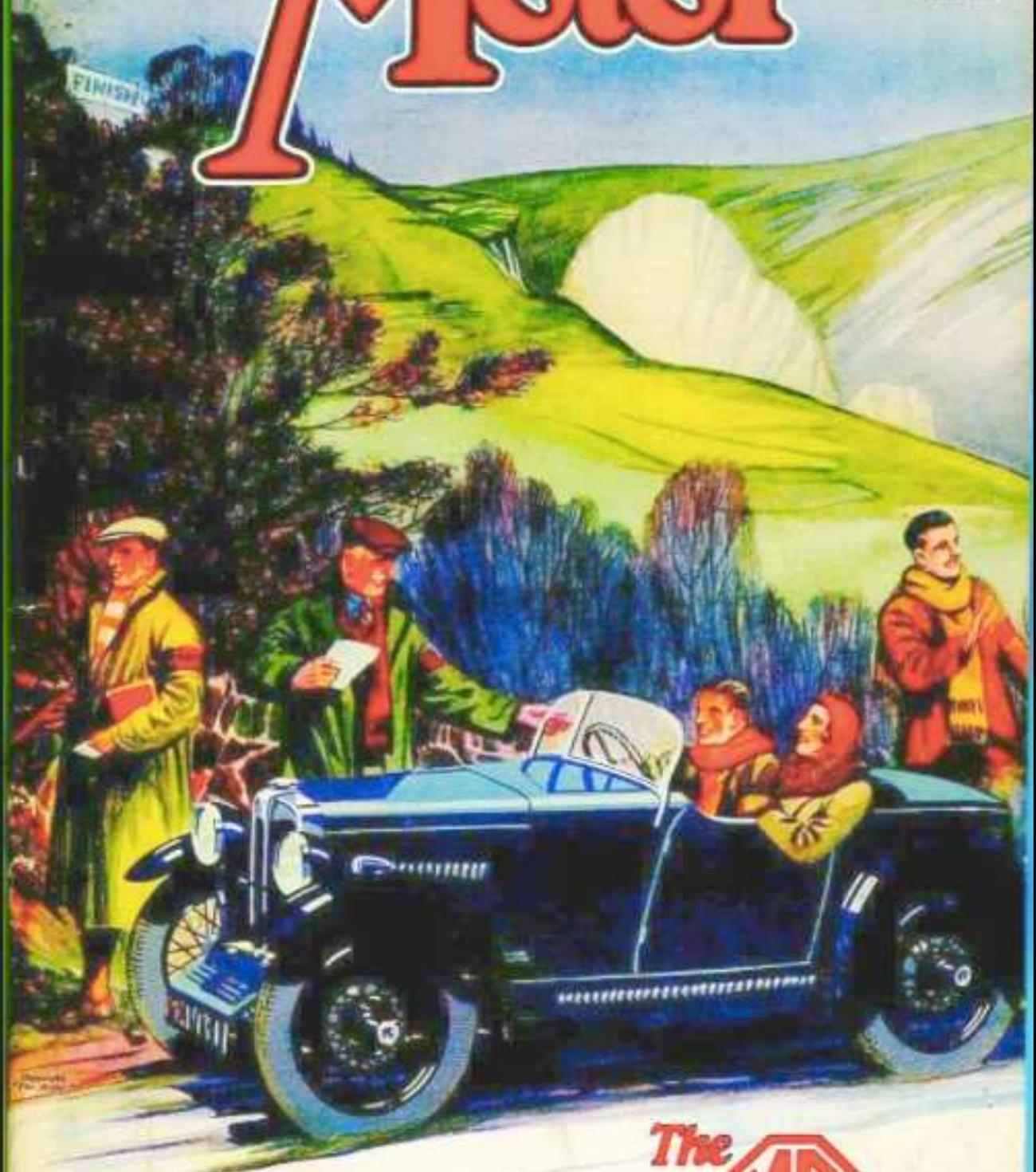


"THE MOTOR" December 23, 1936.

CHRISTMAS FEATURES.

The Motor

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as the Post Office



"The Competition Favourite" —

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Sports



*Merry
Christmas
to All*

Wonderful collection of vintage dash plaques. We should do something so nice! Love `em!

Dan

Classified Ads

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

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, Posted 9/19)

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

Young Enthusiasts

from Hagerty Insurance

Hagerty has noticed an encouraging phenomenon: the millennial generation, or those born between 1980 and 2000, have become the fastest-growing group of potential customers calling us for insurance quotes on classic vehicles. We wondered who these people are and what draws them to cars even as mainstream media, older enthusiasts, and auto industry wags declare they don't exist. We wanted to know who these kids are, what drives their car passion, and how the latest surge in car enthusiasts is different—or not so different—from the generations of gearheads who preceded them. - *Chris Nelson*

Automakers still talk aplenty about adapting to the next generation's desires for mobility. But in the moment, they're more interested in selling the idea of endless youth. "One of the ironies about marketing is how they target young people even though they know buyers are 20 years older," admits an automotive PR man.

If you're expecting young gearheads to be stubborn holdouts from the digital revolution, you'll be disappointed. But most have found ways to infuse their hyperconnected lives with cars. "For every hour a car enthusiast spends at an event, they're spending 20 hours online," posits Myung Jin Lee, a Bay Area BMW fanboy who was looking for places to take his 330i ZHP and was frustrated by the lack of a simple, centralized place online. So Lee, 23, created an app called **Octane**. It now has 50,000 users, 79 percent of whom are between 18 and 34. Most of them download the app to RSVP for real events. They can also create a "virtual garage" and view those of other local gearheads. - *Shannon Greer*

Virtually all the young car lovers we interviewed, even the most digitally savvy, can trace their passion to hands-on experience. "I was always part of my dad's builds," recalls Julian Angeles, the Toyota Starlet owner (who, these days, watches plenty of car builds on **YouTube**).

"Young people want to drive," says Tabettha Hammer, Hagerty senior manager of car culture. "They want to experience these cool cars." When I happen upon a handful of WRXs and slammed Audis staged in a high school parking lot off Woodward, I ask how everyone knows one another. "**Snapchat**," they reply, instantly turning back to their cars and vape pens.

You've probably never thought to organize an evening car cruise on **Snapchat** or **Octane**. Neither have I. That goes a long way toward explaining why older enthusiasts think youth car culture is dying. It thrives in places we don't see and incorporates technology in ways that are hard for us to grasp. But these kids are after something we all love about our cars—connection.

"Back when I was a kid," says longtime auto executive Bob Lutz, "everybody was a car enthusiast. I mean everybody. Now it just isn't the same." At 87, Lutz is hardly a young enthusiast, although he retains youthful enthusiasm.

Lutz's message these days: "We're doomed." "In my father's generation," he continues, "there was a huge enthusiasm for railroads. Even my dad, who wasn't that technically oriented, had scale replicas of all the big steam locomotives in the United States. He tried to get me to be enthusiastic, and I said, 'Gee, Dad, I just don't care about trains.'" Decades on, Lutz thinks we car enthusiasts have become the ones hopelessly trying to get the kids into our Lionel sets. "Guys like you and me are dinosaurs."

All this is rolling around in my head on a late-summer evening as I prepare to put my baby daughter to bed. I notice, in a neighboring driveway, teens wrenching on an MGB with rubber bumpers, clean and wearing a delightfully tweedy shade of burgundy. I decide to delay my kid's curfew to expose her for the first time to a classic car. The MG's proud owner, a high school junior named Henry, beams when I compliment the rust-free original paint. He mainly uses the car to commute up Woodward to his summer job at a local tailor but admits to detouring every so often down a nearby tree-lined two-lane.

"I've never been to England, but when I wear a Barbour raincoat and drive the MG down that road, I feel like I'm almost there," relates Henry. As long as cars can do that, can still transport people as much in their heads and hearts as they do down a road, we'll be just fine.

One thing I have been doing for a long time: when I see a young person with a car that they have obviously modified, or that is older and in really great shape, I always make it a point to go up to them and compliment their ride. No matter make or model.

I'm a 31 YO car enthusiast. Just because the older enthusiasts don't like the cars we like does not mean the hobby is dying, it's just changing as I'm sure it did when they were the incoming enthusiasts.

Some sectors of the hobby are just out of touch. The British sector is one of them. In Austin I was pretty much the only one with a British car who ever showed up at Cars and Coffee in my Spitfire. It always got lots of interest.

I can't tell you how many times in my travels around the country I've heard prospective members of clubs say "My wife/girlfriend/daughter wasn't made to feel welcome, and said she felt uncomfortable being around a bunch of old overweight white men."

Well, if the future looks good, Hagerty Insurance can't say they are helping out the youth. I called about getting my 18-year-old to drive my 1968 classic and was told he could not drive it until 10 years after he first got his license. Very disappointed to say the least! Logical reasoning would have me the owner in the seat next to him anytime he drove so we can build on Father-Son relationship as it pertains to this hobby. That's why the "Youth" gravitate to non-classic old cars in the last 10 years as they can get reasonable insurance rates to drive them.



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North American MGB Register



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San Francisco, CA 94131-3141



Club Meeting *'Nosh 'n Natter'*

Date: Saturday, Dec. 7,
2019, 12:30pm

Preceding the Holiday Tea

More Info: Andy Preston
andypreston@att.net

We look forward to seeing you!

Peace
On
Earth

