



THE OCTAGON



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



Since 1957!



And a little MG shall lead them. On the St. Paddy's Tour.

**Moraga/Briones Tour
April 22**

Shockey photo



April 2023

About *The Octagon* and the MG Owners Club

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

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CLUB ADVISOR PROGRAM

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

Direct all questions about advertising to **Rick Anguiano** at 209-617-8492 or webmaster@mgocsf.org. 2023 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to magnut_dan@hotmail.com or send them to: Dan Shockey, 12632 Edith Dr., Garden Grove, CA 92841

RECRUITING MEMBERS FOR THE MGOC

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

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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John's Moraga/Briones Tour

Saturday, April 22, 2023

Hazy BBQ Lunch in Danville - RSVP by April 17

8:30 am: Meet & Greet at Si Si Café in Moraga

910 Country Club Drive, Moraga

9:30 am: Begin tour (Est. drive time: 1.5 Hours)

Route: Moraga Way (West) - Camino Pablo - Castro Ranch Road - Reliez Valley Road - Pleasant Hill Road - Olympic Blvd - Tice Valley Blvd. - Crest Ave - Danville Blvd - Hartz Ave in Danville

Hazy BBQ is at 200 Hartz Ave.

11:30 am: Lunch

1:00 pm: Adjourn



Everyone is welcome to join in at anytime However, if you miss RSVP time Monday, April 10, you are on your own for a lunch table. Hopefully, there will be extra tables next to us.

Below is a link to their menu:

<https://www.toasttab.com/hazy-barbecue-200-hartz-ave/v3/>

If you have questions or would like to RSVP for tour and lunch, please call John Hunt on his cell: 925-330-7849 or email him at: huntsails@comcast.net

From the Editor

Hello, Spring!

27 March 2023

Warm sunshine is very welcome this spring. Great to see the reservoirs with water again. The hills are very green and I hear reports of lots of wildflowers and even water-splashes across roadways. Seems quite "British" somehow.

It was a thrill to drive the MGA to and on the St. Paddy's Tour. Marla and Andy do a great job with their events. The MGA was very solid though I-5 is no fun in any car. The OD still doesn't work, the wipers only worked in a manual intermittent manner, and the steering rack is very worn causing serious shoulder massage at times. Oh, and the tach and speedo are both off. I had calibrated the tach but it seemed to revert with the bumps. Once more under the dash. Probably 3-4 more times.

A rich variety of events coming up. Get that MG ready to roll and have a new adventure with new friends. Life is short.

Happy trails!



Above: Rick Anguiano photo

Dan

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APR09



Geoffrey Locquenutte & Nelson: On The Road

(Referring to MG and boat builder Jeff Stobbe)



Geoffrey Locquenutte & Nelson: East Bay Run

Cartoons: Brian Sonner, Placerville

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The Annual All British Motor Vehicle Show and Swap Meet **May 21, 2023**

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!!

All entries must be made on-line or by mail in advance. There will be no day-of entries.



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

Online registration is available via this link:

<http://www.ubsc.org/CarShow.htm>

Also, you can pay online by credit card or by printing the form and mailing it in.

All mail in registration must be postmarked by May 2nd.

GoF West 2023

Oct 16-20, 2023
Carlsbad, Calif



Member Notes

Copyright Barbara Tapp

Update from Felix Wong in Spain:

Since its re-entry into the Spanish market in 2021, MG cars have been selling like hotcakes. In 2022, MG already sells more cars than Tesla, Lexus, DS Automobiles, and Suzuki. In November, MG outsold Mazda, CUPRA, and Volvo. I have yet to see one in Pontevedra, where we live. I'm excited about the [all-electric MG Cyberster](#) due next year.

Over here, I passed the written driver's test, in Spanish! I did have to take about 120 practice tests to prepare, however. I still need to take driving lessons and the practical exam. But I'm glad to have the medical and the written exams out of the way. Next up are Spanish & U.S. taxes.

Enjoying MGB/GT from Barbara:

I'm driving as much as I can in between the beautiful rainy days.

My new painting isn't an MG but it's a Morris! This was part of a quick draw competition, you have 2 hours to pull a painting together. I love the stunning greens of this area, New Iberia, Louisiana. It feels like Holland with the flat lands and bayous. This is a week-long competition with artists from mostly the east coast. The hospitality is amazing and the Cajun food delicious. Cheers,

Thanks from Gary and Janet Germano:

All we can say is thank you again for another absolutely fantastic issue of the Octagon! You are an excellent editor!

From Charley Robinson, Chapter Coordinator, New England MG T Register:

Your Members sure do get their money's worth with your newsletter. One of the articles that caught my eye was about sealing the T gas caps. I've only filled up the tank on my TF once when I first got it. After that I leave it several gallons shy of a full tank because it sloshes out.

News of Verna Kelsey:

Kirk received news that long-time Safarian, Verna (Kelsey) Jahn, passed away on February 24th. There will be a celebration of life ceremony, but a date has not yet been set.

Hi from James Pierson, San Rafael:

That Northgate San Rafael run is in my back yard – I will someday make that drive with the club, but the one coming up is a mess with three other things on the schedule, and I am our family's only driver right now.

Events from Alan Havey:

I wanted to update the group on the 2 items I mentioned in the planning meeting.

1. The Hagerty Cars and Caffeine at Sonoma raceway will be help 4/29-30. Info and tickets at <https://carshowradar.com/shows/ca/hagerty-cars-caffeine-car-show-at-sonoma-raceway/>
2. The information for the same show at Laguna Seca is 5/6-7 with info at <https://carshowradar.com/shows/ca/hagerty-cars-caffeine-car-show-at-laguna-seca/?serp=nothing>

I signed up for Sonoma and they do accommodate car clubs, but not at a discount.

Event Info from Bob Bundy:

Marty and I are planning a June 29th ride over Mt. Tam and Beyond for the MGOC. Will start at Poggio in Sausalito on Bridgeway and take off for a Marin tour, ending up at the Pacheco Ranch Winery for a BYOB lunch and tasting.

Breakdown from Marty Rayman:

Andy & Marla, thanks once again for your efforts in putting together a wonderful club drive, with bling! Mike, thanks to you & Elaine for being there when we broke down. Kirk, thanks pres. & loved your T shirt. After over five hours a AAA flatbed took us home. Our driver Daniel was knowledgable & a delight to share the cab with. Our friend Caryn, who had met us at the Creamery, drove to meet us. We kept warm & entertained in her Tesla. Did you know the Tesla has kareake & a light show!? Cheers,

Reply from Pre Kirk:

Glad you made it home safely!! This is another "adventure" to add to your MG log book!!!

Reply from Andy:

I'm glad that you made it home safely but 5 hours is far too long to wait for a flatbed. Do you know why it took so long for the tow truck to get there? Do you know what happened to your car?



President's Ponderings

This past month has been a bonanza of crazy weather! Honestly, until this year I have never heard the term, "Atmospheric River." The power of these recent storms has been incredible. Prolonged soil saturation and high winds have made many of the back roads of the Bay Area impassable. Apart for the strong winds, the level of rainfall reminds me of winters of 20+ years ago, when we would have a definite rainy season. It is encouraging to see the major reservoirs filled again. I just came back from an Oregon trip, one that I make many times a year on Interstate 5 to Southern Oregon. Driving over the bridge crossing Lake Shasta, the water level has raised almost to levels that you would see from many years past. Perhaps we can take the word drought out of this year's vocabulary?

The St. Patrick's Day drive coordinated by Andy and Marla Preston was a huge success! 20+ cars in attendance. While we take a similar route every year on this tour I am always delighted to drive the back roads of Marin County. The hills couldn't have been greener after all of the recent rain. I don't know who Andy knows at the weather department, but he somehow manages to have perfect weather every year on this drive. Amazing!! Thanks again Andy and Marla for the lovely event!

For those of you who are up for a long distance event, registration for 2023 GoF West is open. The event will be at Carlsbad, October 16th-20th. Check out this link for more details:

<https://www.gofwest.org/page12.html>

Another event to look forward to is the Breakfast Club Rally, British Steel II event, Saturday May 27th. This drive is exclusively only British Cars on the back roads of Sonoma County. Check it out at:

<https://www.breakfastclubrally.com/events/bs2>

Speaking about these events I am reminded that Spring is just around the corner and I

have yet to get my seasonal maintenance and checks for my MGs done. How is it that I am now busier retired than when I was working? Who can keep up! Remember; your MG will get your "there AND back" with preventative maintenance. And, because you never now where you will be or when a failure may happen, keep some common parts in the boot, just in case. Fan belts, hoses, points, condenser, rotor, cap and some emergence wire connectors. They don't take up much room and they could be make the time you are on the side of the road shorter.



Kirk

*Click on panels that include traffic lights or MGB/GTs.
Shockey photo - Kirk and Amy NOT robots!*



MGB Overdrive Transmission.

Late model (out of a 1977). Clean. Lots cheaper, easier and faster to install than a five-speed conversion. \$1200. Paul Rollins. 360-576-7973 (no text). s_debaker@yahoo.com Portland area

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New Members!

Welcome Pete Tanquary of San Jose with a 1961 MGA

Thanks for the welcome! This is my first group that I have joined I have owned my 1961 MGA for 3 years but never have driven being that it is still in restoration but 99% done I'm hoping to get it soon!

Pete has an upgraded MGA with an 1800 and an MX5 5 speed gearbox.



Welcome Brian Neumann of Oakland

Brian is a corresponding member who would like to sell his 1979 MGB

Welcome Steven Patton of Richmond with a 1968 MGB basket case

Looking for a shop to do some or all of the restoration needed.

Welcome back Tim Moriarty of San Jose (a returning member) with a 1958 MGA Roadster

1800 Motor, flowed head with dual Webers and a 5 speed

Glad to renew my membership. I use Union Jack in San Martin (a little south of Morgan Hill). They're a small father and son, hole in the wall shop, but they can pretty much do anything. Phone: 408.686.1101. I have no relationship with them other than as a happy customer. - Tim

Brake Caliper Rebuild

Steve Strublic Arizona MG Club, photos from the author

The calipers are a two piston design and very effective. This design is common across MGs and many other British marques, from the very beginning of disc brakes. (BTW, the Morris Mini is the first mass-produced vehicle in the world to have disc brakes, as a challenge from Alec Issigonis to Lockheed.) Rebuilding isn't all that hard as long as you start with good cores. All the parts needed for a rebuild are readily available and of good quality.

Disassembling the calipers is easy enough. First, take them off the car. Ugh. But this car has sat for a long, long time, so accumulation of crud is a given. The rest of the suspension is worse – but that's for another article.

After a little cleaning, the next step is to remove the pads, and then the pistons. These should pop out under a little air pressure applied at the inlet where the hose attaches. A car that has been sitting for a long time may not be so willing to give up its pistons. Fortunately, mine did; that good-luck train keeps on rolling for me. Watch your fingers!

Once the pistons are free, the calipers get split apart by removing the two bolts holding them together. Many people say you should never do this – but I have done this when rebuilding Gidget's brakes, and it's no big deal. There is a seal that fits between the two halves, and that seal is readily available. Here, I have done this for both calipers and cleaned the bores, which thankfully look good.

That's it for disassembly.

Now, it's time to meet Master Blaster for a good



cleaning (protecting the bores, of course). Here's a before-and-after shot. (page 10)

Once everything is clean and washed, a coat of caliper paint will make them pretty and keep them from rusting. Be careful not to get paint in the bores...

The rebuild kits include all the seals and the pistons, which must be replaced unless the originals are perfect. The kits do NOT include the little seal between the caliper halves, so don't forget to order them!





Assembly is straightforward, but requires care.

There are two seals per piston; an inner and an outer seal. The inner seal is the solid one, and the outer is the grooved (it is a wiper seal). The inner seal does all the heavy lifting. The wiper seal is held in place with a retaining ring, and the two halves are joined by that little seal in the bottom of the image. (Below right)

Each half gets a piston. Lubricate the seals with a little brake fluid and insert the inner seal. The wiper seal is tricky to install and takes serious care to keep the retaining ring from being distorted, which is way too easy to do. My trick is to chamfer the bottom of the ring a bit to help it locate in the opening, and to gently tap into place with a block of wood just wide enough to span the ring. If the ring does not want to seat with gentle taps on the block with a light hammer, STOP AND RESET. With care, a good result will be obtained.

If the ring is distorted a little bit after a failed attempt, it can be gently massaged back into shape with a small hammer (but not pliers –they will leave marks!).

Once the seals are fitted, the pistons can be inserted. Lubricate the pistons and seals with a little brake fluid and gently press the pistons into place. This should not require too much pressure, so if the piston does not feel like it will go in, STOP AND RESET. It is easy to pinch the wiper seal.

Also note that the pistons have an orientation. The indented part faces in towards the hub, which is towards the mounting holes. In the image below, you'll see that the indented parts face each other when oriented correctly.

Once the pistons are in place, install the caliper seal and fit them together, then bolt them up. I used a little Loctite (blue) on the bolts since they do not have lock washers. There were signs of a similar compound on the bolts when I removed them, so it seemed appropriate.

And there you have it.



As they say in the Haynes manual, "Installation is the reverse of removal." Install the calipers to the car with the bolts and new lock tabs, hook up new flexible lines with new crush washers, and bleed the system. Then, sit back and enjoy the feelings of having saved many dollars and a job well done!

From author Steve Strublic

You have my permission to use the article in your newsletter. Thank you for the compliment! I need to get back to tech writing again - life has gotten busy and less time on the MGs is the unavoidable result... I have had this and other articles published in the *MG Driver*, but there is no restriction on use given proper credit.

I also keep a couple of blogs on my work over the years on my B and my Midget - <https://mgb.strublic.net> and <https://midget.strublic.net>.



Bridget the Midget!

Adhesive for Emblems

Mike Whittaker, San Diego, CA Oct 25, 2022

I have to pass this stuff along to everyone, because I at least never knew it existed. I was trying to attach one of those pot metal emblems that dealers used to put on cars with the dealer's name on it. They are kind of intricate, and cutting 2-sided tape to fit was a major hassle.

It is a plastic strip with 3m adhesive laid down in a fine grid pattern. You push the emblem onto the surface, then lift it off. The adhesive sticks to the badge surface. No cutting, nothing. That's it. Place it on the car - done. I can't believe (1) this stuff exists, and (2) I never heard about it.

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Dialing Back Your Timing

By MGOC member Mike Jacobsen

MGOC member Dave McCann was recently out for a visit from his home in Ohio. While he was here one of the things we did was to take a shot at tuning my MGA: setting the valves, timing, and mixture in that order. Setting the valves was easy and they were almost perfect anyway since I'd done them last May. Setting the timing was more problematic.

I've always done it statically, with the engine off. You turn the engine until the timing mark on the crankshaft pulley aligns with the 8° mark (for my car). Then you connect a test light to the distributor, turn on the ignition, rotate the distributor until the light comes on, and the car is timed. Dave said that while that method works, it's better to time the car with the engine running at about 3000 rpm so you have all the advance. For my car that's about 32° and there's only 10° worth of marks by the pulley. The solution is to either add more marks to the pulley or get a dial-back timing light. Adding more marks is most easily done with the pulley on your workbench, so we got a dial-back light. We went to three (!) auto parts stores before we found a light. No one's really needed a timing light for the past 30 years so they're hard to find.

If you've never used a timing light, they work by flashing when the #1 sparkplug fires. You point the light at the pulley's timing marks on the motor and it's like a strobe light – it makes the pulley appear to be standing still so you can see how the marks line up. You rotate the distributor to alter the timing and align the marks while the engine is running.

The fancier lights are called dial-back lights because you can dial their reading back any number of degrees. Since there's no 32° mark on my car's pulley we dialed the light back 32°. That made the light flash 32° off from when the sparkplug fired. We adjusted the distributor so that the light lit up the 0° mark on the pulley, meaning we actually had 32° of advance.

The light we found also had a tach display. That was handy because my MGA's tach only works when the temperature is above 85°F so basically I have no tach. Dave stood by the carbs to work the throttle and I got under the front bumper to point the light at the timing marks. (They're at the bottom of the motor. Ugh.) We'd start the engine, I'd hold up the light so he could see when he had the engine speed at 3000 and then I'd move the light back and read the timing at the pulley. It was awkward but it worked great.

After that the car idled at about 1300 rpm so we dialed that back to 850 or so. The high idle meant that the timing was too retarded before. The mixture strength seemed OK so I left that alone. Then I went out for a drive. Could be my imagination but the engine seemed stronger. The occasional backfire on overrun was gone too. The car also starts easier now when cold so I think the operation was a success!

Notes from Mike:

The timing lights aren't hard to find online but in stores we had a hard time.

My MGA motor still has the timing chain cover with the pointers on the bottom, and the pulley matches. It's a 5-main 1800 MGB motor but I don't remember how I mixed & matched the parts.

I still have points so static timing still works. I've seen too many cars disabled – when their electronic ignitions failed – to want one myself.



STILL ON THE ROAD

Vincent Mendes

My mentor all through school was a neat "old" guy who was an actual "Rocket Scientist" before it was fashionable. He was Chief Chemist the Naval Air Rocket Testing Station at Lake Denmark NJ. His mid-life crisis in 1955 caused him to buy a new MG TF 1500 which he drove around for the next 30 years. When he passed away, he left me the car in his will!

Doc's next of kin was his live-in girlfriend of 25 years, a useless creature and stubbornly absolutely helpless. She couldn't drive because she was "Only a woman". She couldn't change a fuse because she was "Only a woman". She couldn't even change a lightbulb because she was "Only a woman"! Yet she kept my friend Doc happy for 25 years.

She was a total basket case when he died. I had to handle all the arrangements. Now Doc was very blasé about death. Once he turned 50 and people started contacting him about "mausoleum space" and "perpetual care". He would say, "If you leave a body alone long enough the board of health will do something about it". He had arranged to get a "Smoke Job in a cardboard box" and have the ashes put in a tin can all for \$160.00. I was at the mortuary picking up the death certificate to probate the Will when UPS showed up with the ashes. The director asked what I wanted to do with them, so I took them with me. This was really a sad time for me because I realized that he was truly gone. When I got back to the girlfriend's house I said "Carla, about the ashes". She responded "Not another word! I do not want to hear it! I can't stand it!" so I put the ashes, still in their tin can, in the MG. They are still there, although I've painted the can Tartan Red to match the car and applied a New England MGT registry sticker to it.

Since the late 1980's I have taken the MG to many rallies and car shows with the local British Car Clubs. People are bragging that they have the original manual or the original tool kit. Well, I have the original own-



Doc on the bonnet of his MG



Doc and Vincent

er! I still have my dear friend's remains in the boot of his old MG. People ask why I don't put him in a mausoleum or sprinkle him in the ocean. I could do that, but this is classier. I feel he is still doing what he loved to do all his life, riding around in his MG!

Meanwhile, if we are ever riding around on a dark night and someone taps you on the shoulder, don't turn around!



Keep Planning for 2023!



Saturday, April 22, 2023
(7 am, but vendors may set up at 6 am)

Sponsored by:
Jaguar Driver's Club of Orange County
Classic Jaguar Association

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ADMISSION

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SPRING

Wed., Apr. 12, Last Chance Garage, Benicia 925-788-7946

Thurs., Apr. 20: SSTS Car Collection Tour & Picnic

Sat., Apr. 22: Moraga / Briones Tour, John Hunt

Sat., Apr. 22: San Mateo Drive, New date - See March

Sat., Apr. 22: Great British Swap Meet, LA area

Sun., April 23: Queen's English Show & Swap, LA area

Apr. 29, May 6: Haggerty Cars & Coffee, Alan Havey, p6



ALL BRITISH CAR MEET AND AUTO JUMBLE
WOODLEY PARK, VAN NUYS

Sunday, April 23, 2023 - 9am to 4pm

SUMMER

May 13-14: VARA British Extravaganza, Buttonwillow

May 21: All Brit Meet at Dixon, www.ubsc.org

June 3-4: Vikingsholm, Lake Tahoe, Tom Doyle

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

June 29: Mt. Tam / Marin Tour, Rayman & Bundy

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



'Okay, ma'am, I'm going to ask you to walk a straight line; then I'm going to ask you to bisect that line with a perpendicular line that slopes to the equation $y = 3x + 5$.'



I do have a few problems with the wording though.
1). A line cannot be bisected... but a line segment can. 2) If is perpendicular, then it would not have a slope of 3.

No wonder she looks confused.....

- Math Teacher Sally Shockey, Dan's sister

New 2023 MG Cyberster: *All Electric!*

Specs, release date and interior technology

MG is bringing back the roadster in the form of the all-electric Cyberster

by: Alastair Crooks, 12 Jan 2023, Photos from the article

<https://www.autoexpress.co.uk/news/352253/new-2023-mg-cyberster-specs-release-date-and-interior-technology>

2024 will mark 100 years of MG, and for much of that time small affordable roadsters were the brand's bread and butter. We now have confirmation that the MG roadster is back with the all-new Cyberster.

Thanks to recently leaked patent images, we have a pretty good idea as to how MG's latest creation will look. Our exclusive images give us a preview of the car's design language, carrying plenty over from the concept model of 2021.

The Cyberster is expected to sit at the top of the MG range which already has three pure-EVs - the new [MG4](#), [MG5 estate](#) and the [MG ZS EV](#).

MG Cyberster: exterior design

The bold design of the Cyberster originates from the concept version - created by London-based SAIC Design. The concept featured plenty of eye-catching details, such as 'Magic Eye' headlights that open when turned on, the Laser Belt line of LEDs along the side, and the squared-off Kammback tail.

The patent images show the production car will be a little less aggressive, with a small grille at the bottom of the front bumper and a long bonnet with plenty of creases and slashes that cascades into the nose. The 'Magic Eye' headlights have been replaced with more conventional units.

The finned side skirts of the concept remain, although the Laser Belt has been toned down. Plus, the open-top speedster design of the concept has been swapped for a folding fabric roof, which should be more appropriate for the British climate.

As on the Cyberster, the rear end of the new car features some outlandish brake-light design. However, whether or not the units resemble the British flag (like the rear lights on the current Mini) or gigantic arrows is up for debate.

The concept's rear diffuser has shrunk, but the Kammback rear end remains. It gives the car a traditional profile, with proportions more akin to the classic MGB, rather than the firm's most recent convertible sports car, the [TF](#).

MG Cyberster: interior and technology

The interior of the Cyberster will be vastly different from the likes of the MG4 and MG5. Thanks to leaked images of a test car from the Chinese site Weibo, we can confirm a yoke-style steering wheel will feature - similar to what Tesla offers in the Model S and Model X.



MG could fit a variable-ratio steering system to make the yoke easier to operate at low speeds, but this hasn't been confirmed. Either way, it's likely that the shift paddles behind the yoke will be used to adjust the car's brake regen settings, given the Cyberster's EV powertrain.

Behind the steering yoke there's a curved digital dash which coupled with the rather cocooning centre console makes for a driver-focused cabin. The main screen is likely to be a 10.25-inch touchscreen taken from the MG4. An array of physical buttons sit on the dash and there's another, third screen located

on the centre console. Previous spy images have shown the Cyberster will use the concept's 'Zero Gravity' floating head restraints.

The party piece of the Cyberster will undoubtedly be the scissor doors that swing upwards - this feature was hinted at by an official video posted by MG.

We expect the Cyberster to offer MG's full range of interior technology and safety systems. The new MG4 in range-topping Trophy Long Range guise is equipped with active emergency braking, lane keep assist, adaptive cruise control, lane change assist and blind spot detection.

MG Cyberster: performance and release date

MG claimed the Cyberster concept could do 500 miles on a single charge and accelerate from 0-62mph in less than three seconds. We expect these figures to be pared back a little, but that's not to say the Cyberster won't offer up impressive stats.

MG recently unveiled its Mulan hatchback for the Chinese market - which we know here as the MG4. The Mulan is capable of 0-62mph in four seconds and will be offered with rear-wheel drive on the SAIC Nebula pure-electric architecture, which would provide a perfect base for MG's new sports car. Full specs for the Mulan have not been revealed, but some of its technology could transfer into the new roadster.

The sports car's powertrain is likely to be geared for performance rather than efficiency. But its proportions should result in a lighter kerb weight than MG's other electric cars, so we expect it to at least match the 273-mile range of the [ZS Long Range SUV](#). It will depend on how much under-floor battery can be packaged beneath the passenger cell while still keeping the car low, however.

The car could hit the roads in 2024 to coincide with MG's centenary, possibly with an MGC EV badge, following parent firm SAIC filing a trademark for the name. Direct rivals will be few and far between, but the new car could give buyers of internal combustion-engined convertibles like the Mazda MX-5 and BMW Z4 a new avenue to explore.



Full specs for the Mulan have not been revealed, but some of its technology could transfer into the new roadster.



Dark Clouds on the Horizon for Electric Vehicles

by Ronald Stein, June 29, 2022, Cornwall Alliance

1. The European Chemicals Agency (ECHA) is expected to classify lithium carbonate, chloride, and hydroxide as dangerous for human health. The decision is expected to be reached by early 2023.
2. The recent (March 2022) sinking of a cargo ship with 4,000 vehicles, from a fire where electric-vehicle batteries were part of the reason, may be imposing an insurmountable insurance problem to bring those foreign-made vehicles to America

The first dark cloud is the supply chain for lithium to build EV batteries:

Lithium's pivotal role in electric vehicles makes it an important commodity in meeting global targets to cut carbon emissions, and it was added to the EU's list of critical raw materials in 2020. However, the European Commission is currently assessing a proposal by the European Chemicals Agency (ECHA) to classify lithium carbonate, chloride, and hydroxide as dangerous for human health.

The EU proposal doesn't ban lithium imports from developing countries where the same lithium carbonate, chloride and hydroxide are currently NOT categorized as dangerous for human health. But if legislated will add to costs for processors from more stringent rules controlling processing, packaging, and storage. The decision is expected to be reached by early 2023.

Adding lithium salts to the list of materials hazardous to health may prompt the revision of a range of projects in the industry. Stricter rules mean higher costs, so any lithium ore processing plant project would need to be given a second look regarding its environmental impact and feasibility.

The top lithium producer in Germany, Albemarle Corp (ALB.N), may have to shut its Langelshheim plant in Germany if the metal used in electric vehicle batteries is declared a hazardous material by the European Union.

Like America's Environmental Protection Agency (EPA), the European Union has been making its environmental and climate rules stricter for decades. The administration in Brussels wants to make the entire continent carbon neutral by mid-century. At the same time, it is striving to achieve the highest level of protection from pollution in the world.

Initiatives to open mines and ore processing plants such as the ones in Serbia and Portugal have caused a public uproar as environmentalists and the local population are fearful about the impact on nature and people's livelihoods. Currently, Portugal has called off a lithium project amid EU's scramble for battery materials.

The second dark cloud is the insurability of future cargo ships to bring EV's to America:

Amid tougher emissions regulations worldwide, established automakers are racing to add more EVs to their lineup. Automakers such as Audi, BMW, Hyundai, Fiat, Volkswagen, GM, Ford, Nissan, Toyota, Daimler, and Chrysler plan to spend a combined U.S. \$300 billion on EVs over the next decade as car companies are betting big on EV's. Most of the EV's will be manufactured in foreign countries far removed from American ports.

China came from zero production in 1950, to 2019 where it now produces more cars than the USA, Japan, and India collectively.

Bringing those foreign built cars to America may be an insurmountable insurance problem. The Felicity Ace, a 650-foot-long cargo ship carrying hundreds of millions of dollars' worth of luxury cars sunk in March 2022. The salvage crew working on the burning ship said electric-vehicle batteries were part of the reason it was still aflame after several days. The estimated market value of the Felicity Ace was \$24.5 million, while the total value of the 3965 vehicles could be over \$500 million.

With potential fires from EV batteries, who is going to take the insurance responsibility for their safe passage from the foreign manufacturers to American ports, the cargo ships, or the manufacturers?

On the positive side, there are sodium-ion batteries that are the main contender for EV's.

Chinese giant CATL's first generation of sodium-ion batteries are entering the market in 2023. If the company makes up for the lag in energy density, the new technology may become more competitive than lithium-based solutions.

The sodium-ion technology has better integration efficiency, performance at low temperatures, and charging speed. Experts noted that sodium-ion batteries can be charged only 1,500 times compared to between two and four times more in the case of lithium variants. Thus, the longevity of the sodium-ion batteries still needs development work.

Lithium-ion batteries are dominating the global energy storage market including electric vehicles. However, the sector's rapid expansion is fueling price growth and drastic shortages are possible as soon as next year. Also, quality lithium ore is scarce and producers across the world are under fire for extensive water consumption in the process and other environmental impacts.

Until something like an alternative sodium-ion battery comes along to replace the lithium-ion batteries, to meet the projected growth of the EV population, the industry will be monitoring the dark clouds hanging over the industry for a reliable lithium supply chain for electric vehicles, as well as methods to transport those EV's safely and cost-effectively to America.

This piece originally appeared at CFact.org.

Graphene – the Perfect Battery?

Graphene is a composition of carbon atoms tightly bound in a hexagonal or honeycomb-like structure. What makes graphene so unique is that this structure is just one atomic layer thick, essentially making a graphene sheet two-dimensional. This 2D structure produces very interesting properties, including excellent electrical and thermal conductivity, high flexibility, high strength, and low weight. What we're particularly interested in is the electrical and heat conductivity, which is actually superior to copper.

When it comes to batteries, graphene's capabilities can be used in a number of ways. The ideal use of graphene as a battery is as a "supercapacitor." Super-capacitors store current just like a traditional battery but can charge and discharge incredibly quickly. However they do not rely on a chemical conversion process to store energy.

The unsolved trick with graphene is how to economically mass manufacture the super-thin sheets for use in batteries and other technologies. Production costs are prohibitively high at the moment, but research is helping to make graphene batteries a reality. Groundbreaking research is being done by Andy Preston's alma mater, Manchester University in England.

Back in 2017, Samsung announced a breakthrough with its "graphene ball." More recently it emerged that Tesla is also interested in the technology for automotive batteries. Similarly, Chinese carmaker GAC is planning to install its graphene battery technology in its first vehicle soon (likely a hybrid technology, see below) and there's growing enthusiasm about the potential range offered by graphene aluminum-ion cells. Graphene-composite alternatives are heading to markets quicker.

Just like lithium-ion (Li-ion) batteries, graphene cells use two conductive plates coated in a porous material and immersed in an electrolyte solution. But while their internal make-up is quite similar, the two batteries offer different characteristics.

Graphene offers higher electrical conductivity than lithium-ion batteries. This allows for faster-charging cells that are able to deliver very high currents as well. This is particularly useful for high-capacity car batteries, for example, or fast device-to-device charging. High heat conductance also means that batteries run cooler, prolonging their lifespan even in cramped cases like a smartphone.

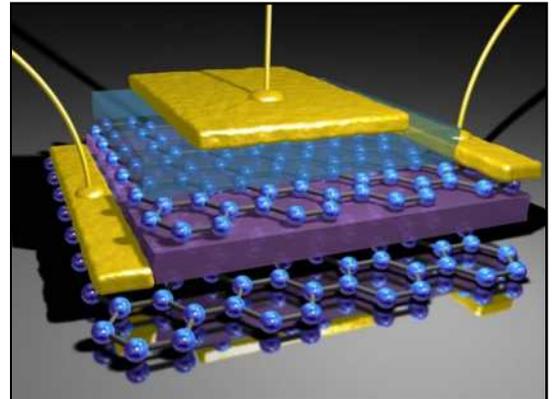
Graphene batteries are also lighter and slimmer than today's lithium-ion cells. This means smaller, thinner devices or larger capacities without requiring extra room. Not only that, but graphene allows for much higher capacities. Lithium-ion stores up to 180Wh of energy per kilogram while graphene can store up to 1000Wh per kilogram.

Finally, graphene is safer. While lithium-ion batteries have a good safety record, there have been major incidents. Overheating, overcharging, and puncturing can cause runaway chemical imbalances in li-ion batteries that result in fire. Graphene is much more stable, flexible, and stronger, and is more resilient.

You don't have to have one or the other though. Li-ion batteries can use graphene to enhance cathode conductor performance. These are known as graphene-metal oxide hybrids or graphene-composite batteries. Hybrid batteries result in lower weight, faster charge times, greater storage capacity, and a longer lifespan than today's batteries. The first consumer-grade graphene batteries are hybrids, such as the graphene-composite power bank in the video at the top of this article.

The move to graphene could offer 60% or more capacity compared to the same-sized lithium-ion battery and can triple the range of an EV. Combined with better heat dissipation, cooler batteries will extend device lifespans too. You won't need to pay for expensive battery replacements after a couple of years.

Editor Note: My concern about the proliferation of electric vehicles is the severe environmental danger posed by Lithium in the current battery of choice in Tesla and other EVs now on the market. I believe adoption must slow until safer battery technologies are commercially viable.



Which One Is The MGA??



From Michigan Rowdies



Prefer a Ferrari look?

◀ LOT 3137 ▶

♥ 1956 MG MGA Toyota Special

\$41,800 USD | Sold



or an E Jag?

◀ LOT 3147 ▶

♥ 1959 MG MGA Twin Cam Special

\$59,000 USD | Sold



MGBs without bumpers and extended noses look great, too. Body parts available. Midgets can be so treated as well..



St. Paddy's Day Tour 2023

From leader Andy Preston

Thank you to everyone who showed up for our St. Paddy's Day Tour, many of whom came from all over the Bay Area. However no one could match Dan Shockey who drove up from Garden Grove, in the L.A. area, the day before in his MGA Coupe. To make it even more amazing, he had recently installed an MGB engine and overdrive and thought to give his car a test drive! OK, Dan, but that's a 400 mile test drive each way! He found the O/D was not working so drove most of the way at 4000 rpm and made it to our house in 8 hours.

Even though the weather was cloudy, it didn't rain, and we had the biggest turn out ever for any St. Paddy's Day Tour and in fact the biggest turn out for any tour that we have lead. We all met in Northgate, San Rafael and the total count was 14 MGs, 1 Volvo P1800, 1 Jag and 5 sedans and 36 people. It was nice to see many new members and I hope you enjoyed the drive. We drove out along Lucas Valley Rd which passes through wonderful countryside and redwood groves and past Nicasio reservoir which was overflowing.

Our first stop was at the Petaluma Creamery and Ice cream shop who are always happy to see us and very welcoming. They even had some cheeses cut into slices for tasting. Many took the opportunity to sample the cheeses, buy ice cream and of course load up on cheese.

Following our short break we were off to the Chileno Valley which is probably one of the best roads in Sonoma County for our little cars; especially when started at the North end as we did on this drive. We've driven this road many times but have never seen the hills so green and fields turned into lakes following all the rain we've had. It was very different. As we got to the top of Wilson Hill we were treated to a sighting of very rare long horn bovine out of Africa whose horns are amazing long and apparently hollow.

Lunch was at Moylan's Brewery and Irish Pub in Novato who had everything set up for the 34 of us having lunch. We were seated all together in 2 large groups and able to order from the open menu. The food came up surprisingly quickly for a large group especially on a very busy Saturday. Many people had Corn Beef & Cabbage which was delicious and could have served 2 people easily.

There was only one hard luck story of the day; Marty Rayman was experiencing car troubles with his MGA Mk II and finally broke down along Chileno Valley Rd. I checked in with Marty later and he had a broken fan belt and AAA took 5 hours to arrive with a flat bed. Advice to all; carry a spare fan belt and they are easy to change at the side of the road and will save you at lot of time waiting around.

P.S. Dan left our house on Sunday morning in the pouring rain and didn't even know if the wipers worked. They did but very slowly and one flew off down the road. Dan stopped, found it, put it back on and made it back to Garden Grove without further incident. He even managed to pop in to the Dave Laughlin estate sale along the way and found some priceless pieces. Way to go Dan!

Shockey photos





The eagles gather for Drivers Meeting

Photos:
Above and below: Dan Shockey
Left: Marty Rayman
Below left: Rick Anguiano





The Essential Rest Break

Photos by Rick Anguano except bottom by Dan Shockey





On the Road Again!

Photos by Dan Shockey

(Yes, taken while driving)

Classified Ads

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

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

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

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





An Irish Lunch!

Photos; Rick Angiano



St. Patrick's Day at an Irish Pub!

Two tables, both shown here - 34 MG people

Thank you to Marla for arranging. They ran out of corn beef and cabbage but had other great Irish dinners.

Photo by Rick Anguiano



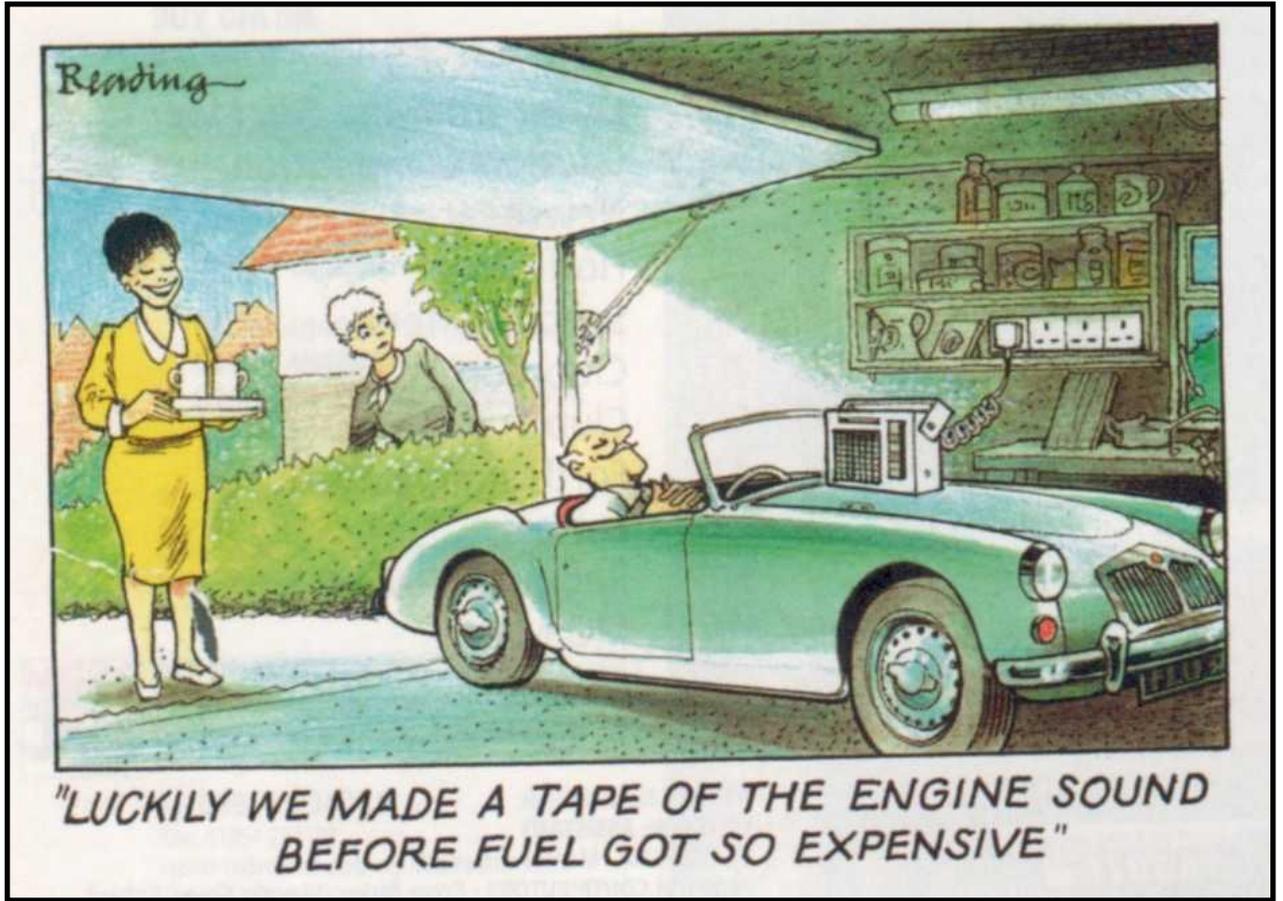
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North American MGB Register



from *Enjoying MG* magazine

