



THE OCTAGON



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



Since 1957!

MGs by the Bay **August 21!**



Break on the Skyline Mountain Tour, at Windy Hill
Shockey photo

June 2021

About *The Octagon* and the MG Owners Club

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

DIRECTORY of MGOC OFFICERS for 2021

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

BOARD OF DIRECTORS

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

APPOINTEES

Commercial Advertising: **Mike Jacobsen**, 415-333-9699, MikesMuseum@yahoo.com
Corresponding Secretary: **George Steneberg**, j2george@pacbell.net
Historian: **George Steneberg**, 510-525-9125, j2george@pacbell.net
Photographer: **Mindy Hungerman**, 925-997-4410, MindyHungerman@yahoo.com
Registrar: **Steve Kellogg**, 408-355-4125, webmaster@mgocsf.org
T Register Director: **Jim Carlson**, 408-224-3992, mgjim@comcast.net
The Octagon Editor: **Dan Shockey**, 309-696-0803, magnut_dan@hotmail.com
Webmaster: **Steve Kellogg**, 408-335-4125, webmaster@mgocsf.org
Regalia: **Andy Preston**, 707-795-3480, andypreston@att.net

CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.
MGB 1962-74: **Steve Lilves**, 415-924-3173, slilves@sbcglobal.net
MGB 1974-1980: **Ed Adams**, 510-483-6821, AdamsEddie77@yahoo.com
MGB V8 Conversion: **Tony Bates**, 408-666-6174, avbates@yahoo.com
MGC: **Kent Leech**, 925-253-9757, kent@kentleech.com
M.G. Midget: and Overall Auto Technician: **Craig Kuenzinger**, 925-934-3130, mrcraigk@aol.com
MGA/Coupe/Twin Cam 1955-62: **George Steneberg**, 510-525-9125, j2george@pacbell.net

Z-Magnette Saloon: **Eric Baker**, 510-531-7032, mgpb36@yahoo.com
T-types: **George Steneberg**, 510-525-9125, j2george@pacbell.net
Pre-war Midgets-Magnas-Magnettes: **George Steneberg**, 510-525-9125
PA/PB Midget 1934-36: **Eric Baker**, 510-531-7032, mgpb36@yahoo.com
S.U. Carburettors: **Craig Kuenzinger**, 925-234-3313, mrcraigk@aol.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Mike Jacobsen** at 415-333-9699 or MikesMuseum@yahoo.com. 2005 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to magnut_dan@hotmail.com or send them to: Dan Shockey, 10 Willis Rd., Scotts Valley, CA 95066.

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.ORG

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

INSIDE THIS ISSUE

Don Cowgill Celebration; Tune & Spoon3
From the Ed4
MGs by the Bay5, 17, 18
New Members!6
President's Ponderings7
Skyline Mountain Tour8-10, 22
MGC Sebring Coupe11-12
Mt Hamilton Tour Pics13
Getting Out the Heat!14
Planning; New MGA15
Meeting Minutes16
Best Needles19-20
Classifieds20
Member Notes21
Back Page: New electric MG sportscar!22



Don Cowgill's CELEBRATION OF LIFE



WHEN: Saturday July 17th, 2021
12:00 - 4:00 PM

We would like to invite you to celebrate Don's life with us! It will be "Open House" style in the backyard. Please bring your fond memories and funny stories to share. Snacks and drinks will be provided. Don't forget your mask!

WHERE: 2714 Farnsworth Drive
Livermore, CA 94551
925-449-4013



**MGOC Members
Welcome!**



TUNE 'N SPOON

**June 26, 2021
11:00 - ?**

**Ray and Kristy's
4750 Ewing Road
Castro Valley, CA 94546**

Fun Starts at 11 am. Food and games start around 12 noon. There will be an optional car tour after around Lake Cabot after we eat, drink (responsibly) and point at each other's cars.

Potluck by LAST NAME:

A to H:	Appetizers or Salads
I to P:	Main Dishes
Q to Z:	Desserts

PLEASE DO NOT BRING ANY WINE!

ALL WINE WILL BE PROVIDED BY RAY AND KRISTY

From the Editor

Hello, MG Lovers,

May 26, 2021

Oh the aches, the cuts, the bruises, the humanity of it... We pulled the engine and gearbox from the MGA today after 2 days of taking it all apart. Mike Jacobsen was an extra person for the actual pull. We could have used a couple more inches of height clearance. I used the header above my garage door. I removed the interior, floorboards and transmission tunnel as well since I need to fit the overdrive MGB gearbox. Wish me success!

I didn't restore this MGA so it was good to have a look at what has been done (and not done). Overall it was done okay, just some fibreglass patches and some odd fasteners and stripped threads. I found a couple areas on the engine where there were minor leaks. It has about 70k miles on the rebuild so it was time to at least recheck all the seals.

It will really seem odd to interact with people without masks and social distancing. Was that really normal once? I can't remember. It has been great to get out on tours and talk to people again. Car shows are next with **MGs by the Bay** now set for August 21. Be there or be square! (A saying from my Beatnik days.)

Hope to see you soon.



Dan



LEVER SHOCKS REBUILT BRAKES SLEEVED AND REBUILT

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

Apple Hydraulics

1610 Middle Road
Calverton, NY 11933

1-800-882-7753

(631)369-9515

<http://www.AppleHydraulics.com>



APR09

Sometimes I wonder what happened
to the people who asked me for
directions



CLASSIC AUTO RESTORATION & REPAIR
BRITISH PARTS DISTRIBUTOR

WWW.UNIONJACK.COM

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

408 686-1101 Fax 683-2447

The 27th Annual

MGs by the Bay

**Saturday, August 21, 2021
BON AIR, Greenbrae**



401 Sir Francis Drake Blvd.

Registration: \$25 by August 1, \$30 at the gate

Time: Entry opens at 8:30am, Show starts at 10am

Popular Vote Awards Presented at 1:30pm

Event T-shirts: Order in advance

Free entry and parking for spectators

See registration form at www.MGOCSF.org

Register on-line at the club website, www.MGOCSF.org or see pages 17 & 18.

New Members!

Welcome Michael Crockett

I have a 1954 MGTF series that once belonged to my father. I've had the car fully restored by **On The Road Again** headed up by Bill Hiland. The car turned out really nice. I plan to attend tomorrow's rally as I live close by on the peninsula in San Carlos. However, I will do the drive up to Skyline as I am still breaking in the restoration but I look forward to meeting the group. I'm also looking to get some advice on some odds and ends like getting a car cover. Be safe, Michael

Welcome back Mark Hertz of Hayward with a 1973 MGB

Mark was an active member in the past. You may remember

his Midget kitted out in Hertz rental car livery. Midgets have more fun. But Mark is trying out a "big" MG this time around.

On the Road Again Classics

Classic & British Auto Restorations & Repairs

call now to talk about your dream...

408.782.1100



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

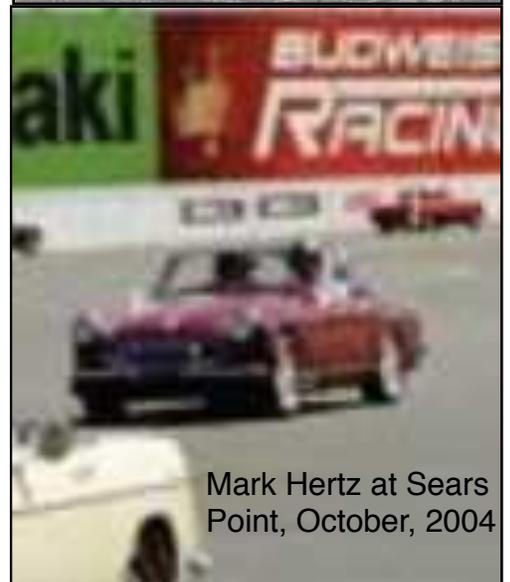
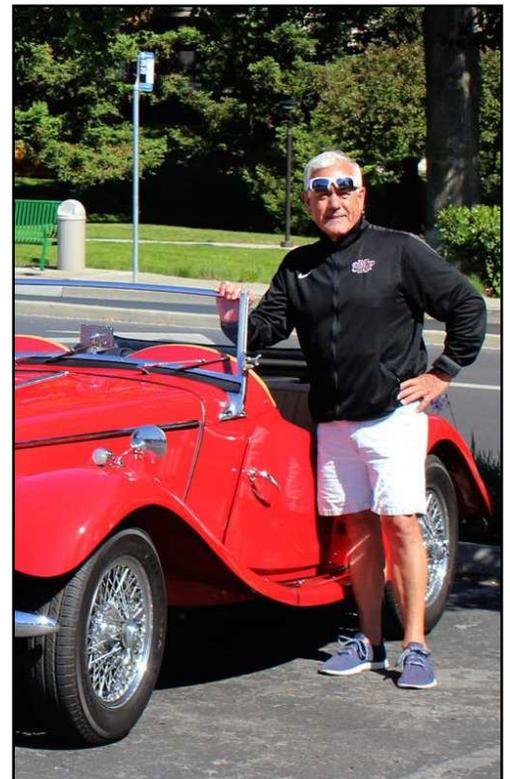


Restorations, Paint & Body Shop, Mechanical/Electrical Repairs,
Detailing, Specialty Parts, Classic Car Showroom



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

bhiland@ontheroadagainclassics.com www.ontheroadagainclassics.com



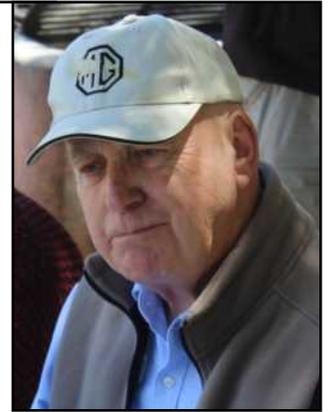
Mark Hertz at Sears
Point, October, 2004



President's Ponderings

MGs by the Bay is back

I have good news that we will be holding our Signature car show again this year, known as **MGs by the Bay** on Aug 21st. Back in the day it was held at Jack London Square right on the bay but unfortunately we were encouraged to leave due to increased prices and permit conditions by the center. The show will be held again this year at BON AIR shopping center in Greenbrae which is close to the shoreline so we're definitely by the water. I must say that the management at BON AIR is wonderful to work with and couldn't be more helpful. We held the show here in 2019 and everyone thought it was a wonderful venue and easy to get to from most Bay Area locations. Remember this is a show for all types of MGs from daily drivers to complete restorations and if you're still working on your car put it on a trailer and bring it over we'd love to see it.



Kudos to Dan Shockey for a wonderful tour

Even though Marla and I live in the North Bay where we have lots of country roads, we still love driving in the South Bay and especially along Skyline Blvd and the surrounding roads. These are some of the best places you'll find to drive in the Bay Area and Dan picked out some of the best ones; many of which I had never driven before. The weather couldn't have been more perfect and final picnic spot by the lake was wonderful. Dan's thinking of making this an annual event with different twists and turns and I think that would be a fantastic addition to our events calendar. Thanks again Dan.

More drives needed

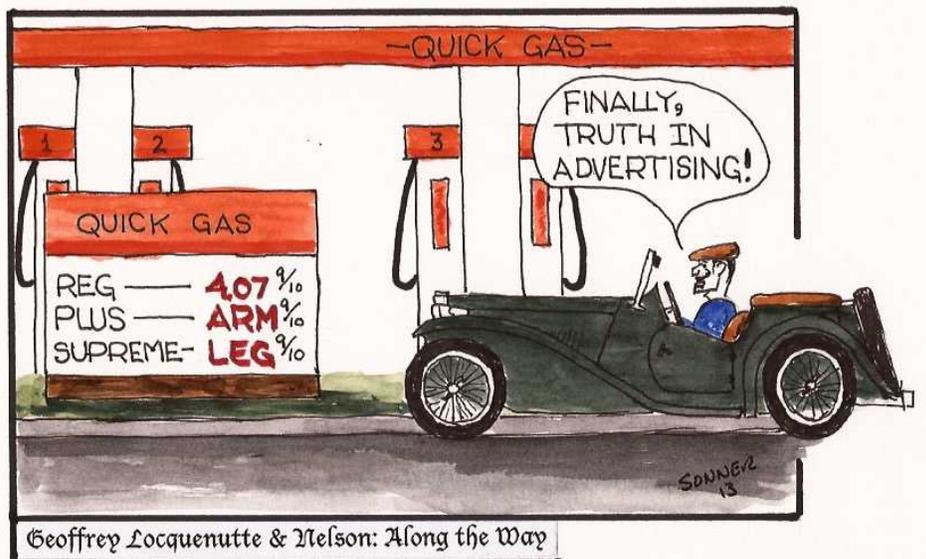
We still need more drives to fill out our calendar and don't have anything scheduled for either June or July. Please put on your thinking caps and if you have any ideas just drop me a line and we'll make it happen. Remember this is your club and the more events we do the more fun it'll be.

Can I still buy Pure Gas?

The answer to that is yes but it's becoming very hard to find. What is pure gas anyway? It's gasoline that contains 0% of Ethanol, which fuel companies started adding to gas many years ago to make it more environmentally friendly. It's also a renewable resource because ethanol is an alcohol made from vegetable products, mainly corn. All top tier gas companies sell gas that contains 10% ethanol known as E10. There's nothing wrong in using E10 in your regular car or even your MG providing you don't allow it to sit too long in the tank. In our MGs and other small engines it does attack rubber fuel lines and gum up carburetors if left to sit for prolonged periods of time. So where can I buy pure gas locally? Locally you can buy it at Sonoma Raceway (Sear's Point) but not on race days. It's a little more expensive than regular E10 gas but definitely worth it. You can also buy 97 and 101 octane gas for those of you with high compression engines again for an additional premium. I normally fill up the MGA Coupe and a 5-gallon can when I go there.

Take care, and see you on the road,

Andy



Geoffrey Locquenutte & Nelson: Along the Way

Skyline Mountain Tour Report

You would think someone had arranged for us to have sole use of these roads for this Wednesday drive. Very few cars, a few trucks and we passed only a few solitary bicyclists. After a few days of heavy fog, we had just a little fog as we reached the north end of Skyline but it cleared almost immediately as we headed south. There was a bit of road construction on Kings Mountain Road heading up out of Woodside but it was passed easily.

We had 18 cars sign up though there were a couple dropouts and a couple folks only met us at one end of the tour or the other. I think there were 12 cars on the tour, a nice size group for keeping track of everyone. The empty roads and simple tour route helped. It was my intention to make this an easy tour. We'd like to do more in the Peninsula area. I think this Skyline Tour might be a good annual event – with some variation in roads, stops and destinations, of course.

We had some new members and first time tour-ees ('tourists?') attend. It is always nice to meet new enthusiasts and see new cars. We had three of the relatively rare TF model attend. Two other TF owners were there but in their 'modern' MGBs this trip. Notable attendees for this tour included four dogs, compact in size to fit MGs but big in "presence!"

Ken Gittings brought along playing cards and a trophy he made (from a walnut burl clock he found somewhere). So we were able to hold a "Poker Run." (Or, "poker rally.") We each received a card at the beginning and at each stop, then were allowed to trade in a card in hopes of getting the winning hand. Our winner, Bud Sanders, had a "Jack high" straight of some sort. I fear I wouldn't have recognized it as a good hand so I better study up before we do this again! For the record, I had four 8s but only played for fun as the tour leader.

Thanks to everyone for coming out and displaying such good humor and gentle patience with their leader!

Dan Shockey

Photos this page from Marja



Picnic photo from Marja.

Others from Dan

Three TFs is unusual together. Two additional TF owners were on the tour.

Are we a TF club?





Photos by Marja unless marked D.S.

An MGC Coupe That Recalls the Glory Days of Motorsport

By Zachary Mayne, *Classic Motorsports*

When it comes to great classic cars, there are a few so rare that the only possible way to experience one is with a recreation. Among those is the MGC/GT Sebring.

How rare, exactly, is this model? According to the history books, originally five (some say six) chassis were destined to be turned into full-on racecars by The BMC Competitions Department in 1967. If that number weren't small enough, only two fully functioning cars were ever officially produced and raced.

The pair—carrying license plates MBL 546E and RMO 699F—went on to race promisingly at storied venues such as the Targa Florio, the Nürburgring and, of course, the eponymous 1968 Sebring, where a GTS won its class. Unfortunately, what could have been an illustrious career for the cars was cut short. The Competition Department shuttered its doors in 1969, after MG was acquired by British Leyland.

Obviously, anyone who wants an original Sebring is pretty much out of luck. The alternative, of course, is building or buying a recreation.

Like many MG fans—and car enthusiasts in general—Southern Californian Steve Simmons has always had a special place for the MGC GTS on his list of must-have cars.

If ever there were an enthusiast who should own a dead-on MGC tribute, it would be this dyed-in-the-wool MG nut. Steve's passion for cars bearing the MG badge is the result of an automotive family heirloom. "I spent much of my youth riding around in my father's 1967 MGB/GT," says Steve. "He got it from his father, and after he drove the car daily for over a decade, it eventually became my problem."

That MGB became Steve's first car, and he still has it. It's one of five MGs currently in his stable.

His garage is stuffed to the rafters with two lifts containing a 1949 MG TC, a 1958 MGA roadster, a 1965 MGB roadster, the aforementioned '67 MGB and, of course, the Sebring. And get this: He still uses the '67 MGB GT as a daily driver despite the grind of Los Angeles traffic.

Steve may be borderline masochistic, but using the GT as a commuter car makes him a hero. "I've never owned a more practical and fun car, and it's no less reliable than most of the newer cars I've owned," he adds. "More than likely, I'll never own another modern car."

Dreaming of Sebring

Owning a Sebring recreation was high on Steve's bucket list, and he was actually familiar with this particular MGC long before he became its owner. "The first time I saw XRX was on a club outing," he explains, referring to the car by its number plate. "The then-current owner had just acquired the car and was just getting a feel for it."

MG Motorsports, an English tuner shop, had recently built the MGC into a pretty wild beast before it sold to an American enthusiast and was shipped to these shores. To say that Steve was smitten by the lavishly flared, bright-red MGC is an understatement. He never forgot about it.

"Several years later, I heard it was for sale and saw a few photos taken at a local car gathering," he recalls, adding that he was awfully tempted to buy it. He already had a garage full of MG projects, though, and after struggling with the decision, he managed to put the Sebring out of his mind. It must have been fated for him to own the car, though, since it kept popping up on his radar, tempting him with its hard-to-miss hue, ostentatious stance and throaty straight-six engine.

A couple of months later, he found out it was still for sale. "Apparently the seller was not very motivated and was looking for the 'right' buyer," Steve continues. "It took me over a month to muster the courage to look at the car in person." The last thing he wanted to do was make an impulse purchase of another vintage automobile. Even so, he was fully aware that experiencing his dream car firsthand would make it impossible for him to pass up—no matter what the logical side of his brain was droning on about.



"It was too late because the car had already gotten beneath my skin," he admits. The seller thought he was the ideal buyer, too. "A week later it was in my garage," Steve sighs. "Despite the drop in my bank account, I never regretted the decision I made that afternoon."

Faithful Faux

With the car in his possession, Steve could study the details of this meticulously faithful recreation. Before its rebirth, it was just a 100,000-plus-mile '69 MGC GT that had undergone a few color changes throughout its life. MG Motorsports has since converted the car to Sebring specifications while performing a nut-and-bolt restoration.

The exterior of the car is modified with GTS-style fiberglass fender flares—the defining visual signature of this competition model—which allow for a far larger wheel-and-tire package. Up front is a hand-rolled aluminum valance.

The hood is a lightweight aluminum piece with a power bulge to clear the six-cylinder engine; it's secured with an evocative leather strap. Riveted-on Sebring headlight covers, a massive exterior fuel filler, dual Lucas fog lights and large brake-cooling ducts complete the look.

The MGC has undergone some cosmetic surgery since Steve's purchase, however. "In 2008 the car went to a high-end restoration shop for a full body and paint makeover," he says. The body was repainted in the correct Tartan Red—a traditional Works MG color—with white number plates on the doors, hood and hatch.

Most run-of-the-mill Sebring replicas are powered by a hotter MG four-cylinder engine; V6 or even V8 transplants are common as well. This, however, is no run-of-the-mill job. Under that alloy hood is the proper, genuine 3.0-liter MG straight six, an engine that can easily make a Triumph TR6's 2.5-liter powerplant tremble in its Strombergs.

The engine was rebuilt shortly before Steve acquired the car and has not needed much in the way of mechanical maintenance. The aluminum head is gas-flowed for optimal performance and works with a re-profiled cam. High-lift rockers and an adjustable vernier cam gear delivers precise cam timing to the higher-lift camshaft.

The engine also sports a lightened flywheel that allows the motor to rev more quickly. On the fuel side of things, a trio of massive 45DCOE Weber carbs are mated to an alloy intake manifold. Steve figures that the 3.0-liter engine is producing around 200 horsepower—about twice what it put out originally.

A Downton-style header feeds into a dual 1.75-inch exhaust that terminates with two 24-inch glass-pack mufflers. "I have to admit that the sound of this car is intoxicating," Steve says during a spirited drive on the winding roads that crisscross the Malibu hills just above the Pacific Ocean.

"Sometimes I have to restrain myself from acting like a 16-year-old by flooring it just to hear the exhaust roar," he continues. "There is nothing like the feel and sound of a heavy-breathing straight-six engine. You can actually hear the air being sucked into the carburetors over the engine."

In order to keep all that power safely harnessed, the suspension and brakes have been appropriately beefed up. The front torsion bars are larger, and the original front shock absorbers have been replaced with Spax adjustable units. There's also a quick-ratio steering rack, while the suspension alignment has been tweaked for quite a bit of negative camber.

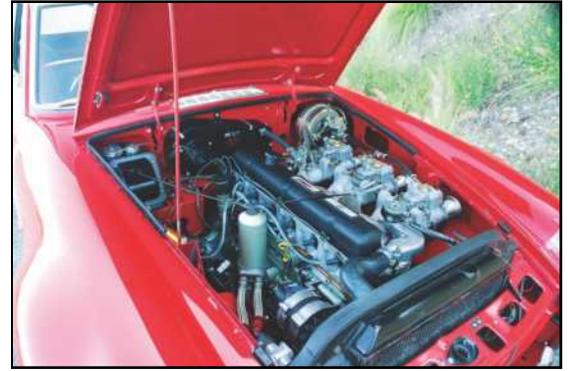
Inside, the MGC strays from its competition inspiration in order to remain useable for street driving. The seats are original MGC GT spec, but they've been redone with black leather and red piping. Wilton wool carpeting adds comfort, while a 15-inch Works-style MotoLita wheel and wrinkle-painted roll bar add a dash of race flavor.

Driving a Driver

Steve's MGC recreation is about as cool as it gets when it comes to this particular marque. Despite its ferocious transformation, it recalls a time when things were more basic and straightforward.

"Other than nostalgia, I think what attracts me to MGs is in no small part their simplicity and raw motoring experience," he says. "Throughout history these cars have offered a no-frills, in-your-face ride, from the first models in the 1920s through the incredible racing successes of the '30s and right into the late '60s. After that, most cars lost me. The older and more pure they are, the more I love them."

(Steve is active in the MG clubs in the LA area.)



Review by MGOC Member Tom Doyle:

Tom reviewed this article back in the November, 2020, issue. Odd that I didn't run the article then, too! His review rather stood on its own, I hope. -Dan

Another use for a TC (from the *Rough Rider Review*)

Several years ago, Steve Simmons of the TC Motoring guild, a television cameraman, was out on a remote shoot – going there by TC. As they set up for the filming it was discovered that someone had not charged the camera batteries. Steve's MG battery came to the rescue. See pictures.

Steve was in Santa Cruz in May, 2021, buying an MG TC in parts, adding to his collection of projects.



Mt. Hamilton with the Triumph Club

New Member Ken Tai with his MGB, by Kirk Prentiss. Shockey photos otherwise.



We missed a turn and ended up in Tracy instead of Mt. Hamilton....



Getting Out the Heat!

Tips by Mindy Hungerman (from an email)

I've heard some guys recommend a marine blower inside the engine bay (if you have room), then flow that directly to louvers in the wheel wells or fenders. For my V8 which runs hot as well, I had a custom valence built out of sight that gathers more air and forces it into the radiator. It even pulls from below the bumper. Otherwise, the air goes to the path of least resistance and finds its way into the engine bay and not into the cooling system.

Do you have push and pull fans and the best fan available (including with the right pitch and blade configuration)? Also, you might want a constant-on switch so the fan is on even before the thermostat says it's time. And water wetter in the radiator. I also did a large radiator overflow tank and moved the temp-controlled radiator cap to the overflow tank, expanding its capacity, not just for boil-overs.

I have never been a 'fan' (get it?) of louvers in the bonnet. There is also a debate on the effectiveness of louvers being open to the front to allow airflow IN or open toward the windshield allowing hot air to escape OUT. The latter makes more sense to me. But I'm not a mechanic or an air-flow-physicist.

Have you read up on A/C putting more strain on the engine or overheating issues? I haven't but I'm interested in that theory.

One last thought is installing some exhaust heat shield fabric on your firewall and transmission hump. I'm considering doing that next so my toenail polish doesn't melt off whilst driving in the summer months.

Thoughts from Dan re: his HOT coupe

Great tips! I use a small marine blower in my MGA coupe but just to bring cool air to the carbs. I had tried using it to bring cool air to the cockpit but it didn't seem to do much. The cockpit is very well insulated - though I keep checking for gaps or holes where the seal may be missing or broken. It is odd that the unrestored coupe I had back in the 1980s was not hot inside. I wonder about the replacement seals available now, how long they last.

I also put a louvered panel in the inner fender near the exhaust, as they used for the twin cam cars. The heater is still there but not connected. I have wondered about removing it completely since it could be a thermal path, I suppose.

Bill Spohn, an MGA racer from British Columbia, suggested that an air dam under the front of the MG helps to create a low pressure area under the engine and pull air through that way. Best for racing! Another key is to make sure the timing is correct, especially at high rpm. Too advanced can cause over-heating.

Someone recently told me of a big problem with the MG heater box. The squirrel-cage fan is inside too large an area. The fan just circulates air inside the heater box. Some folks have filled the excess area inside the box with foam.

It seems like the heat from the engine soaks through eventually, no matter what the insulation. The engine bay is actually pressured with air forced into the grill but limited on how it can escape. The engine does not run hot, especially with the new aluminum radiator. I need to bring in more cool air to the cockpit - or get it moved out of the engine bay better. The racing coupes used a plexiglass rear window with holes. I like the old-style floor vents like my 1965 Mustang had. Cool air right up your pant leg. Ahhh. I have a fan under the dash blowing a lot of air onto my feet. That helps some.

The MG is very noisy with windows and vent windows wide open and fans running! On a hot day, we arrive back home feeling very beat up by the heat and noise.

The limit with a/c is again the extra heat under the bonnet. Andy Preston says his BGT a/c will shut down when he needs it most, like stopped in traffic. So I need to cool under bonnet especially for a/c to function. Thanks, Mindy.

At right: Andy Preston's MGB engine bay with a/c and the smog still connected. The MGA engine is more crowded with smaller openings and frame rails blocking airflow.



Keep Planning for 2021



SUMMER

June 26, Tune & Spoon, SSTS, MGOC welcome!
 Sat., July 17, Don Cowgill Celebration, MGOC welcome
**July 26-30, GOF West, Mt Hood Resort, Oregon, MGOC
 & SSTS Caravan, All welcome. It's on!**
 Aug. 21, MGs by the Bay, Greenbrae
 TBD: MGOC Club Picnic



SUMMER-FALL

Aug. 11, Little Car Show, Pacific Grove
**Sept 4-5, MG Display, Highland Games,
 Pleasanton**
 Sunday, Sept. 16 , Dixon All British Show &
 Swap Meet, **MGOC Caravan?**
 Oct 15-16, Sierra Tour, Chico, SSTS



Marty's new MGA
 - see story on
 page 21.

There are several
 folks going to
 Oregon for the
 GOF. Join us!

Dan may have a
 shared space for
 a single guy in his
 hotel room.

We are working to
 add events now
 restrictions are
 eased.





MGOC (Zoom) Board Meeting at 5:00 pm, Thursday, May13, 2021 - Minutes

Call to Order: Andy Preston at: 5:06

Attending: Marcia Crawford, Ken Gittings, John Hunt, Mike Jacobsen, Steve Kellogg, Kirk Prentiss, Andy & Marla Preston, Dan Shockey, George Stenberg

Approval of Minutes of Previous (Zoom)

Meeting: April 3, 2021: *Motion:* Andy, *Second:* Mike.

REPORTS

President’s Report: Andy Preston: Nothing to report

Vice President’s Report: Kirk Prentiss: Nothing to report

Treasurer’s Report: Marla Preston:

Account	May 2021	October 2020
Checking	\$10,500.71	\$10,618.84
Savings	\$9,735.77	\$9,665.21
Total	\$20,236.48	\$20,284.05

Since our last Treasurer’s report we have continued to be in a pandemic, suspended dues, and sending out the *Octagon* by mail, but have had several new members!

Secretary’s Report: Mike Jacobsen: Nothing to report

Registrar’s Report: Steve Kellogg:

- 171 regular members
- 47 family
- 218 regular members total
- 13 corresponding members
- 4 family
- 13 corresponding members total
- 235 total members

Corresponding Secretary’s Report: George Steneberg: Nothing to report

Members at Large Reports: Mark McGothigan, Ken Gittings, George Steneburg: Ken got in his car today!

Regalia Report: Andy Preston: I sold one grille badge for \$25 and it was picked up, no mailing.

The Octagon Report: Dan Shockey: Absent

Website Report: Steve Kellogg: Domain name renewed, website operation OK. Please report anything that looks amiss, and review the “Join” page.

PAST EVENTS: Movie Night, Bay Area Delights (SSTS). Two old cars attending.

UPCOMING EVENTS: *We need more MGOC and SSTS events to fill the calendar.*

- May 19, Wed Skyline Mountain Tour, Dan Shockey – 15 people signed up. Dan will check the route on Monday.
- June TBD Blackhawk Car Museum, Kirk
- TBD Possible tech session at Clint Wright’s – Andy will check
- Mid-July Don Cowgill memorial service
- July 26-30 GOF West, Welches OR (610 mile): The Prestons may organize a two-day drive.
- Aug 21, Sat MGs by the Bay under [New Business](#)
- Sept 19, Sun Dixon Car show
- Oct TBD
- Nov TBD Sonoma Tour, the Prestons
- Dec 11, Sat Holiday Tea, Elaine and Mike
- Jan 8 2022 Planning Meeting, Marcia and George

OLD BUSINESS: None

NEW BUSINESS

MGs by the Bay 2021 – See attachment for additional information.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING: None

ANNOUNCEMENTS: None

NEXT MEETING: Wednesday, June 2, 5pm

Meeting adjourned at:6:09

Submitted by: Mike Jacobsen

MG Whisperer,
from another
club newsletter



Outline **MGs by the Bay Sat. Aug 21, 2021** Updated 5/13/21

- Location** Bon Air Shopping Ctr, Greenbrae, CA 94904
Contact Audrey Shapiro, Manager, 415 461 0200 Ext 213, ashpiro@bonair.com
Contract Andy to contact Audrey and sign contract
Insurance Mike to obtain from NAMGAR \$1M and \$2M
- Date** Saturday, Aug 21, 2021
Time Set up 7:30am, Gates open 8:30am, Awards 1:30pm (30 min later, change from 2019)
- Flyer** Dan, Kirk See 2019 poster and flyer
- Design** Need photos for design. Everyone. Dan to ask Marty Rayman to get some pictures of his MGA in front of the Bon Air sign.
- Registration** Mike
Entry Form Mike, then Steve to get it on the website
Cost \$25 pre-registration, \$30 at gate, \$10 each additional car
- Publicity**
 Contact previous attendees from last 3 (4) years, send flyer and entry form. – Mike
 Contact local car clubs – Dan
 Metropolitan Car Club. Do we invite again, only got one car in 2019. Kirk will ask Marja check w/ Metro club.
- Field Layout**
 Same as 2019, see sketch of layout – Andy.
 Number of cars attending last time was ~50, assume same.
PA system George to bring. Bon Air providing electrical outlet.
Tables Bon Air providing 4 tables, 6 chairs and 1 tent under oak tree. – Andy to check
- Awards** Andy
Type Glass similar to 2019, but one size smaller; 6¼" 1st place and 2nd & 3rd at 4½".
Classes TBD, probably same as last show.
- Dash Plaques** None
- T-Shirts** Do we want to do T-shirts? Yes, Ken will check on price and last date to order.
Design White and image TBD
Cost \$15 ea? Last time they cost \$15 to make.
- Website** Steve to add event to website and online registration form once Mike has the form ready.



Poster Design, 2019



Stylish MG photo from Don Scott
 Model Marie-Helene

Announcing the 27th Annual
MGs by the Bay

Saturday August 21 at

Bon Air Greenbrae



From US 101 exit at Sir Francis Drake Blvd. heading west. Bon Air Greenbrae is ½ mile on the left, opposite La Cuesta Drive, near the Wells Fargo Bank. 401 Sir Francis Drake Blvd, 94904



All MGs are welcome, from daily drivers to complete restorations.

Advance registration is \$25 or \$30 on the day of the show. Additional cars registered to the same owner are \$10 each. Event T-shirts are \$15 and must be pre-ordered. The deadline for advanced registration and pre-ordering T-shirts is August 1.

Entry starts at 8:30AM and the show starts at 10, rain or shine, and awards are presented at 1:30PM. Popular vote judging, with awards for People's Choice, Best Daily Driver, Most Customized, and individual classes will be presented. The class awards are determined by the number of cars registered.

Return the form below with the entry fee, or fill it out and pay online at www.MGOCSF.org. One form is required for each car.

Mail before August 1, 2021 to:

MGs by the Bay
 320 B Monterey Blvd.
 San Francisco, CA 94131-3141

Make checks payable to **MGOC** or use PayPal on our website

For information call
 415-333-9699
 or visit www.MGOCSF.org

Show Use Only

\$ / #

Please print:

Name: _____ MG model: _____
 Address: _____ MG body style: Roadster Coupe
 City: _____ Saloon Racer
 State: _____ Zip code: _____ Year: _____ Other: _____
 Email address: _____ Car color: _____
 Daytime phone: () _____ T-shirt size: M L XL XXL

T-shirts are \$15 each. There will only be a limited number of shirts available at the show.

Short description of your car: _____

Has this car ever won First in Class at *MGs by the Bay*? Yes

Release: Neither I nor my heirs will hold the MG Owners Club or Bon Air Center liable for any loss, damage, or injury done to me, my party, or my vehicle, while engaged in this event or traveling to and from this event.

Signature: _____ Date: _____

Signature: _____ Date: _____

Get the Best Needles

Written for the HS4 Carbs on Your 1962-69 MGB, generally applicable to all MGBs

By Denny Hale as printed in the Kansas City MG Car Club Newsletter, 9/2020

One of the reasons to find the needles to optimize the performance of any standard MGB is replacement of the standard Cooper paper-element air cleaners with ones of the direct flow type. These allow a greater volume of air to flow with less restriction to the carburetors and inlet manifold, so that – in theory – if you don't change the original jet needles fitted to the carb pistons to match the increased airflow, your B won't be able to perform to its optimum. In other words, by allowing more air through, you lean the fuel/air mixture.

Since our carbs were designed decades ago, the composition of the gasoline we now use has changed enormously. Two obvious changes; today's fuel lacks any lead content and it's more volatile – both of which are undesirable for a B-series engine as fitted to our MGB's. Most of us have taken steps to overcome some of the problems with today's gas either by having hardened valve seats fitted in the cylinder head or by using a suitable additive when we fill up, so that we can burn unleaded fuel with less cause for worry, even if performance is reduced by virtue of having to retard the ignition. However, finding more suitable jet needles can help here by enabling us to recover some of the performance.

It should go without saying that, before you start experimenting with carburetor settings, you need to be confident that there are no other issues affecting your B's ability to perform to its best. Your engine's valve timing, tappet, ignition and plug gap settings are all correct, the distributor is in good condition with the contact breaker gap correctly set and the vacuum advance working properly. Piston crowns and valves should be free of excessive carbon deposit (otherwise pre-ignition is likely to occur). If these prerequisites aren't pretty close, messing with carb settings won't help performance much, if at all.

By letting in more air with your direct flow filters you are leaning the fuel/air mixture. So you need to find richer jet needles, i.e. those with a taper profile slightly thinner than standard. However, it's not quite that simple. SU needles are shaped with such a profile as will achieve the precise fuel/air mixture requirement for any engine load/throttle condition. For example, when you suddenly open the throttle to accelerate, the depression created in the manifold causes the carburetor piston to rise, pulling the needle upwards with it through the jet orifice. Because the needle is tapered, more fuel is able to pass through the jet, thus providing an enriched mixture necessary to provide the power for acceleration. Obviously a crucial element in this scenario is the degree and profile of taper of the needle.

All chrome-bumpered B's fitted with engines codes up to 18GG were fitted with twin HS4 carburetors employing type 5 (18G, 18GA; 1962-64) or FX (18GB, 18GD, 18GF, 18GG; 1965-67) needles as standard for use with the paper-element air cleaners. If a richer setting was required, type 6 needles were suggested. An SU needle is described first by its length and then by (diminishing) diametric measurement at a number of equidistant points down its length in the direction of the taper. Have a look at the comparative diametric profiles of these recommended needles (for the MGB's 1-1/2 inch carburetors, the width is always 0.090).

See the tables below.

<u>Engine Model</u>	<u>Dates Installed 5/62</u>	<u>Model Years</u>	<u>Carb Type</u>	<u>Carb Body</u>	<u>Needles</u>
18G	- 2/64	62 – 63	Dual HS4	AUD-52	MB
18GA	2/64 – 10/64	64 – 64	Dual HS4	AUD-135	#5
18GB	10/64 – 11/67	65 – 67	Dual HS4	AUD-135	FX
18GF	11/67 – 9/69	68 – 69	Dual HS4	AUD-265	FX
18GH	9/69 – 8/70	70	Dual HS4	AUD-326	AAE
18GK	8/70 – 8/71	71	Dual HS4	AUD-465	AAL
18V	8/71 – 9/74	72 – 74 ½ Y prefix	Dual HIF4	AUD-434	AAU
18V	8/71 – 12/74	72 – 74 ½ Z prefix	Dual HIF4	AUD-493	AAU
18V	12/74 – 8/80	75 – 80	Zenith-Stromberg	175CD5T	

5	FX	6	7	CC	GP	BB3	RO	FG
(Stock 3 main)	(Stock 5 to GG)	(rich)	(richer)					
.089 width	.089	.089	.089	.089	.089	.089	.089	.089
.0850	.0855	.0850	.0850	.0850	.0850	.0850	.0850	.0850
.0814	.0827	.0814	.0814	.0810	.0800	.0810	.0810	.0795
.0785	.0800	.0785	.0785	.0780	.0760	.0780	.0770	.0750
.0758	.0775	.0775	.0755	.0750	.0750	.0750	.0740	.0710
.0733	.0750	.0725	.0720	.0725	.0725	.0718	.0710	.0678
.0705	.0715	.0696	.0686	.0698	.0696	.0687	.0685	.0650
.0680	.0680	.0666	.0650	.0670	.0666	.0654	.0660	.0625
.0653	.0653	.0636	.0620	.0640	.0636	.0622	.0633	.0600
.0627	.0627	.0606	.0587	.0610	.0606	.0589	.0605	.0580
.0600	.0600	.0577	.0553	.0580	.0577	.0554	.0580	.0560
.0590	.0590	.0550	.0520	.0550	.0550	.0526	.0558	.0540
.0580	.0580	.0520	.0490	.0520	.0520	.0494	.0530	.0520



Classified Ads

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

1953 MG TD: Owned since 1997. 77k miles, 5 speed transmission, alternator, & rebuilt engine. Cared for by British Automotive in San Rafael. Everything about it is great. I am now looking to replace it with a Mk. II MGA. Member Marty Rayman, 415-250-6299 (Posted 3/21)



MGA Engine: Free! 1500cc. Runs well. Just pulled from my coupe. Can deliver. Dan Shockey. 309-696-0803, magnut_dan@hotmail.com (posted 6/21)

1976 MGB: Blue with tan interior. 76k miles. Good condition. Paperwork for repairs. \$7,000/offer. Launey at 313-345-6435 or lapyke3@gmail.com (MI, Posted 6/21)



1978 MGB: Red with tan interior, Wires, \$8,000. Dee, deepark36@gmail.com (AZ, Posted 06/21)

1979 MG Midget: Original condition, no rust, dents, or upholstery damage. Needs engine work. Includes new replacement top, windshield, and radiator (all brand new). Motivated, asking \$4000. Cloverdale (Sonoma). Ken Collins (707) 894-3830 (Posted 3/21)



TD Stuff: Pair bumpers, bumperette, good chrome, see pic above, T literature, Shelly Jack - best offer. Member Marty Rayman, 415-250-6299 (Posted 6/21)

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

Member Notes

Update from Wali Sultani:

Hope you are doing well and made it ok through the difficult year last year. It has been a while. I just renewed my membership and hope to be more active with the club again. I have had my MGA in storage for the past few years but am excited to bring her back out.

Is there anyone I can chat with to get advice on how to get her prepared and safely back to daily driver condition? The car is in Los Gatos and drivable, but I haven't taken her for a regular drive in over 4 years. I am also not sure how to tell if the lubrication on joints and such is ok as I suspect that would be something that maybe impacted by the long hiatus.

If there is interest and availability to help, I could inspect it with them. This will help me learn more about the car and build expertise.

Suggestion from Dan Shockey & Mike Jacobsen:

We have had similar requests from other new members. Mike is thinking of a tech session that covers checking all the fluids, from radiator to axle; the electrics from battery to lights; and similar things like tire pressures, spark plug gaps, and so on. Mike does not plan on doing these things, but just pointing out where the various plugs, caps, and connections are and what to look for. A "clean hands" session.

New MGA from Marty Rayman: (See pics page 15.)

The MGA, named Gary for the Iowa fellow who restored it & sold it to me, arrived Wednesday. He included books, extra parts, fluids, touch up paint, labeled wires, complete instructions about this car, etc. He was quite generous. His wife had been loath to give up the car so we sent her flowers for mom's day.

I've had fun driving it around Marin doing chores. It handles beautifully with double the power of TeD, & elicits many memories from folks on the street. TeD is listed for sale on the Cars Dawydiak inventory. It sure looks good!

The CHP/DMV experiences were out of the ordinary. When I pulled into the CHP, there was an officer outside, with a clipboard, who excitedly waved me in. He was over the moon as there was already a 1928 Ford hot rod & a 1955 Chevy (same colours as Gary, GM's Torch Red). At our impromptu car show we had time to "talk cars" while Officer Giannini processed our paperwork. (Pic above)

When I came out, there was a CHP motorcycle officer next to Gary. He said that his dad had an MGA & a TD!

Free MGB info from Marja:

At Metz Mets in Antioch. The one in the foreground is free to anyone who wants to haul it away. The one in the background is for sale. Wayne Metz: 209-283-0815, wayne@select1realty.com; The shop is at 104 Railroad Ave, Antioch



Register Your MGA With NAMGAR!

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




North American MGB Register



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

From *Automotive News Europe*. Ying Jian is Managing Editor of *Automotive News China*. Will you buy a share or ten? Not sure it was intended for us.



MG looks to crowdfunding to finance sports car

MG, the famed English brand owned by Chinese automaker SAIC Motor, hopes to raise \$7.7 million through a crowdfunding program.



Will MG build it? Up to you

If you have \$1,550, give or take, for a piece of a sleek electric sports car, MG, the famed English brand owned by China's SAIC Motor Corp., wants to hear from you.

MG will move forward with the battery-electric Cyberster convertible if it can raise 50 million yuan (\$7.7 million) through July 31 via a crowdfunding program. The target quantity is 50,000 shares, with each share equal to about \$155. MG wants participants to buy 10 shares, for a say in the Cyberster's final styling. The shares will be used as a deposit toward reservations.

The Cyberster, fitted with a powertrain that offers maximum output of 330 kilowatts, can zip from 0 to 60 mph in less than three seconds and can drive for nearly 500 miles on one charge, MG says. It is also packed with intelligent driving modes, "active-upgrading" technology, 5G connectivity and Level 3 automation.

If MG fails to secure enough funding, the money will be returned.

— *Yang Jian*



Skyline Mountain Tour - May 19

Photo: Kirk Prentiss; Marja's camera