



# THE OCTAGON



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



North American MGB Register

*Since 1957!*



On the Briones Tour  
Photo: John Hunt

**Dixon Brit Meet**  
May 21  
Must register by  
May 6!

# May 2023

**British Extravaganza**  
May 13-14  
Buttonwillow

# 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 2023

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

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Member-at-Large: George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)

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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.  
MGB: Steve Lilves, 415-924-3173, [slilves@sbcglobal.net](mailto:slilves@sbcglobal.net)  
MGB Early & Originality: Don Scott, 707-942-0546, [Don@napanet.net](mailto:Don@napanet.net)  
MGB V8 Conversion: Tony Bates, 408-666-6174, [avbates@yahoo.com](mailto:avbates@yahoo.com)  
MGC: Tom Doyle, 530-546-9924, [wtdoyleii@gmail.com](mailto:wtdoyleii@gmail.com)  
M.G. Midget: Christian Rowcliffe, 415-359-6319, [Car@rowcliffe.com](mailto:Car@rowcliffe.com)  
MGA Coupe: Andy Preston, [andypreston@att.net](mailto:andypreston@att.net)  
MGA & Twin Cam: George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)  
Z-Magnette Saloon: Eric Baker, 510-531-7032 [mgpb36@yahoo.com](mailto:mgpb36@yahoo.com)

T-types: George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)  
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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](mailto: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. 1<sup>st</sup>, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10<sup>th</sup> 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 15<sup>th</sup> of the month preceding the issue in which you want them to appear. Please email all contributions to [magnut\\_dan@hotmail.com](mailto:magnut_dan@hotmail.com) or send them to: Dan Shockey, 12632 Edith Dr., Garden Grove, CA 92841

## RECRUITING MEMBERS FOR THE MGOC

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

## MGOCSEF.ORG

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

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**28<sup>TH</sup> ANNUAL**  
**VINTAGE AUTO RACING ASSOCIATION**

# BRITISH EXTRAVAGANZA

**MAY 13-14, 2023**  
**BUTTONWILLOW RACEWAY**

**VARA 50<sup>TH</sup> ANNIVERSARY**  
 1973-2023

**BRITISH CAR SHOW!**



## From the Editor

Hello once more,

29 April 2023

We've had an eventful month. Thuy organized a trip to Europe, part of it along with some of her high school classmates. It was cool to cold in Paris though we dodged the rain. Italy was warmer but we were rained on at the Vatican in Rome. I never expected to visit some of these sites. We even rode in a gondola in Venice! We saw the race course at Monaco but we were a couple months off from the Formula 1 race.

I felt like I was catching something on the flights on the way home and sure enough, I had to fend off a bout of covid. With preparing for the trip and getting well afterwards, it has taken the whole month. Time to get back to the important things, like making improvements to the MGs. However I can't get into the garage this week due to some bathroom remodeling in progress.

There are some good events coming up. Hope to see you and your MG.



Dan



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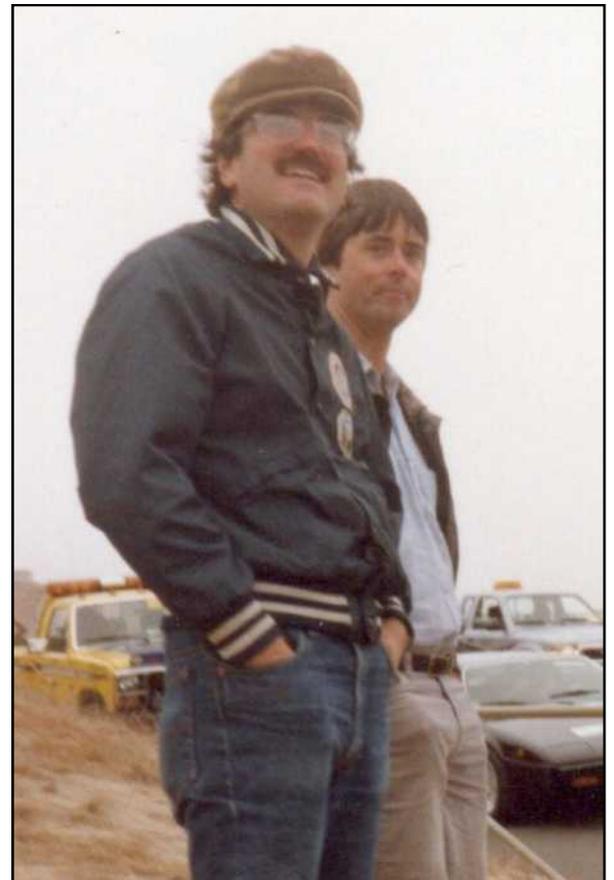
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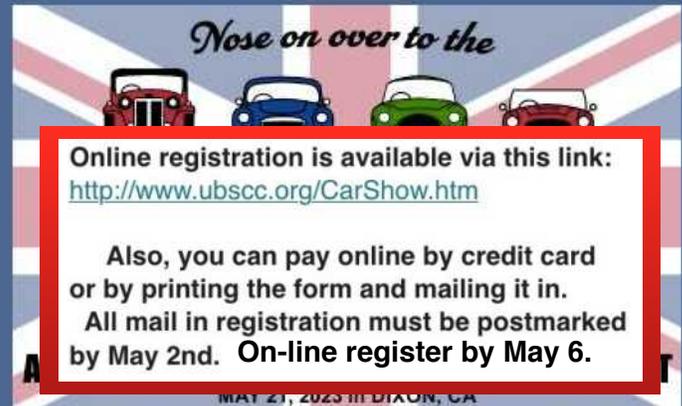
Dan and Mike in the mid-80s at Laguna Seca

# 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



## TIBURON CLASSIC CAR SHOW

### 22nd Annual | Sat., June 17, 2023

Home | Career Technical Training | Arrival Instructions | Worth Reading | Contact Us

### SHORELINE PARK, TIBURON CALIFORNIA

SATURDAY, JUNE 17th, 2023

11:00 AM – 04:00 PM

The Tiburon Classic Car Show (TCCS) is a wonderful community event, held annually in Tiburon near the ferry boat landing, against the beautiful backdrop of the Tiburon Waterfront Park. The show celebrates the beauty of classic automobiles. (produced prior to 1975)

Food, ice cream, soft drinks and adult drinks are available. Or, bring a picnic, relax on the lawn by the bay and enjoy the spectacular cars.

Cars are not formally judged, although there may be informal "People's Choice" awards.

If you are the proud owner of a classic car, please mail in your application today!

The show is open to the public, and admission is free.

11:00 AM – 4:00 PM

Thank you for your interest in the Tiburon Classic Car Show. The show is open to all classic cars manufactured to 1975 and earlier. The main qualification is that it be well maintained, is your pride and joy and that you want to share it with us. We, in turn, will provide you with a world class venue and the opportunity to have a lot of fun enjoying your car.

A digital picture of your car is required with your registration. If you have a friend with a great car, tell him/her about the show so they might sign up also.

Download and Print form below:

[Registration\\_form\\_2023](#)

<http://tiburonclassiccarshow.com/registration/>

Register online below: <http://tiburonclassiccarshow.com/registration/>

*The 29th Annual*

# MGs by the Bay

**Saturday, July 22, 2023**

**10am - 2pm**



## BONAIR

GREENBRAE



**401 Sir Francis Drake Blvd**

**Registration: \$25 by July 7**

**\$30 at the gate**

**Time: Opens 8:30am**

**Show starts at 10am**

**Popular Vote Awards: 1:30pm**

**Free entry and parking for spectators**

**Registration: [www.MGOCSF.org](http://www.MGOCSF.org)**

**CONTACTS MAKE YOU A WINNER**

**WIN A '64 MGB**

No gag — "Stags"! A new MGB free! Just whip the hips in a pair of new Contact Slacks — and send in the entry blank you get with 'em. Enjoy a "Slimmer" semester with upbeats like those horizon-level front pockets, belt loops or easy-fitting extension waistband, easy-twistin' tweeds — and, maybe, a new MGB! \$4.95 to \$14.95 in your fabrics, your colors . . . in stores where the action is, or write for contest information to Miller Bros. Industries, Inc., 390 Fifth Ave., New York, N. Y. 10018

**CONTACT**  
SLACKS BY MILLER

**CONTACTS MAKE YOU A WINNER**

**WIN A '64 MGB**

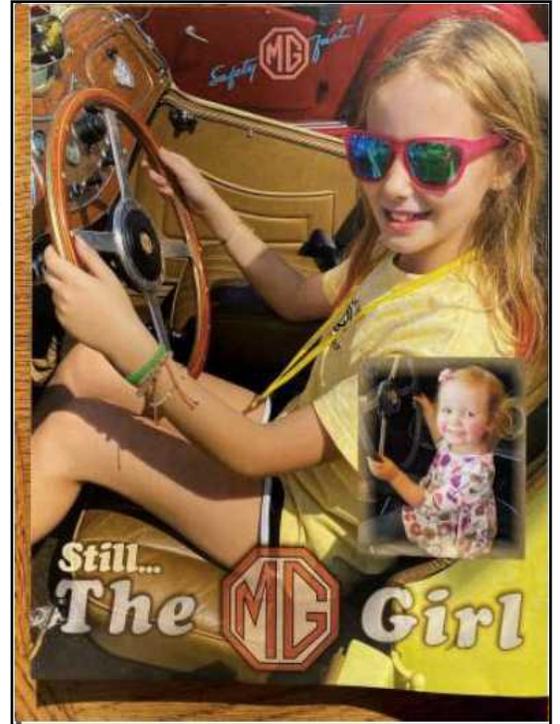
**CONTACT**  
SLACKS BY MILLER

Get the action you hope for in the car, in the slacks! Contact "Trads" not only give a man his best lines — but a great chance to win a '64 MGB. Contacts can really get you in because the entry blank's on the slacks. \$4.95 to \$14.95 in your fabrics, your colors...in stores where the action is, or write for Contact contest information to Miller Bros. Industries, Inc., 390 Fifth Avenue, New York, N.Y. 10018

Ads for Contact Slacks by Miller Bros., circa 1964, from the collection of Jeff Powell from Melrose Park, IL who also writes the captions:  
 These two adds were one month apart in Esquire magazine. You could register for the drawing by buying a pair of slacks and filling out the entry form that is attached. Both of the MGBs shown are new 1964 models, one Tartan Red and the other Iris Blue. Did they give away two cars? (Who won?)  
 The model on the blue car should be careful as a misplaced left foot is going to put a serious bend in that aluminum bonnet! Thanks to Jeff Powell, Victor L'Heureux, and the Chicagoland MG Club

# The MG Girl!

Submit your own version, please



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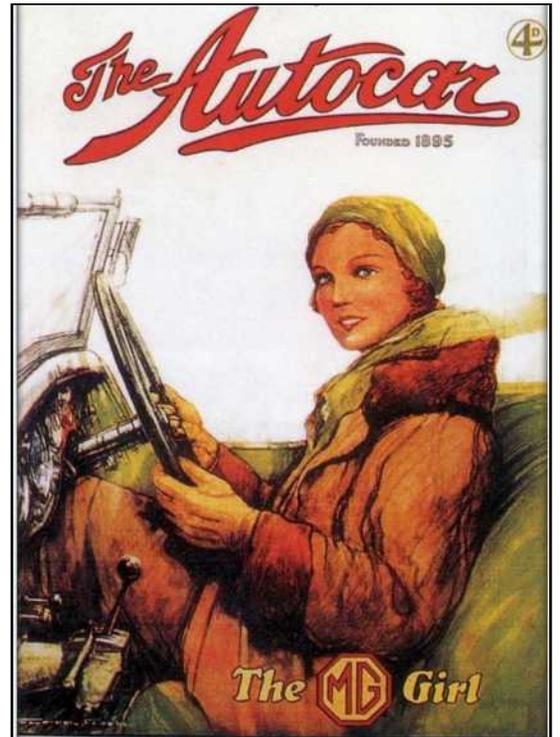
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[www.ontheroadagainclassics.com](http://www.ontheroadagainclassics.com)



See also page 14

# MGOC Zoom Meeting 7pm, Wednesday, March 29, 2023

## Minutes

**Call to Order:** Kirk Prentiss at 7:06

**Attending and introductions:** Rick Anguiano, Jan Callahan, Roger Canfield, Andy Hunt, Mike Jacobsen, Don Livingood, Mark McGothigan, Steve Patton, Jon Peters, Kirk & Amy Prentiss, Andy & Marla Preston, John Regan, Dan Shockey

**Approval of Minutes of Previous Meetings:**

Jan 7, 2023: *Motion:* Andy, *Second:* Marla

### REPORTS

**President's Report:** Kirk Prentiss: Thanks to Andy & Marla Preston for the lovely St. Paddy's Day event!

**Vice President's Report:** Andy Preston: Requested that everyone introduce themselves. He & Marla went to the Valley British Club's event this past weekend and that their tour was great.

**Treasurer's Report:** Marla Preston:

Account	March 29, 2023	December 7, 2022
Checking	15,185.87	13,028.11
Savings	9,922.00	9,922.00
Total	25,107.87	22,950.11

Since the last Treasurer's report we have hosted our Annual Brunch and collected 2023 dues and add a few new members

**Secretary's Report:** Mike Jacobsen: No club business, but added that the Valley British show in Clovis had about 75 cars, from original Minis to an Allard.

**Registrar's Report:** Steve Kellogg: Report by email.

153	Number of Regular Members
48	Number of Regular Family Members
<b>201</b>	<b>Total Regular and Family Members</b>
9	Number of Corresponding Members
3	Number of Corresponding Family Members
<b>12</b>	<b>Total Corresponding and Family Members</b>
<b>213</b>	<b>Total Membership</b>

**Members at Large Reports:** Mark McGothigan, John Hunt, George Steneberg: Mark was the only one present and he commented that the St. Paddy's Day drive was great.

**Regalia Report:** Andy Preston: There is some regalia so check the web site. Sold one mug in the past three months. Want to move regalia to the website.

**The Octagon Report:** Dan Shockey: No real updates for the *Octagon* so he figures it's OK.

**Website Report:** Rick Anguiano: He "lobotomized" the site while integrating new items into the site. He wants more pictures of cars and new members.

**PAST EVENTS:** Annual Brunch, St. Paddy's Day Tour

**UPCOMING EVENTS:** MGOC events in **bold**

**Last Change Garage:** Wednesday April 12, Benicia  
**Briones Tour:** Saturday April 22, John Hunt  
San Mateo drive: Saturday April 22, Doug Hollander, SSTS

Hagerty Cars & Caffeine: Saturday May 6, Alan Havey, Laguna Seca

CSRG Charity Challenge: September 8-10, Andrew Hunt & John Hunt. Possibility of parade laps at Sears Point, probably Saturday but maybe Sunday.

**MGs by the Bay:** Saturday July 22, Bon Air Greenbrae

**OLD BUSINESS:** None

**NEW BUSINESS:** Work on MGs by the Bay and the CSRG event. Dan presented a proposed draft of the poster/flyer for the event that was approved by all.

**BUSINESS RESOLVED ONLINE SINCE LAST MEETING:** None

**ANNOUNCEMENTS:** There will be another sale at Dave Laughlin's garage followed by a "free" day.

**NEXT MEETING:** TBD

Meeting adjourned at: 8:09  
Submitted by: Mike Jacobsen

# San Mateo Drive

Led by Doug Hollander



Photos by Barbara Tapp

Doug leads driver's meeting above





**That's our Leader!**



## Last Chance BBQ!

First of all, a big shout out and thank you to Russ & Bob Taft for hosting on Wednesday, April 12.

By all accounts, it was a first-class wing ding. Russ & Bob's garage is fill with many interesting cars, memorabilia, and entertaining stories to boot. If you are an auto enthusiast and you haven't been, it's a must stop. Who's more fun than the Taft brothers?

We had a very nice turn out of John Hutchison, Barbara Tapp, Russ Taft, and three other members, my apologies for not recording your names. Lively conversations and tasty BBQ marked the evening. Thank you for joining us to make it a fun time.

All the best for careful, fun filled MG motoring! – Member John Hunt



Left to right: Janet and Paul Callaghan, John Hutchinson, Barbara Tapp, Russ Taft, later joined by Dusty Jemier, Photo by John Hunt.



A rare color photo of the great Nuvolari. Seems more real, more current. MG win at right.

## Briones MG Tour & Hazy BBQ Lunch



On Saturday, April 22 we all met at Si Si Café in Moraga, California. Friendly local coffee shop, if you are ever in the area in the morning, be sure you to stop by, there's likely to be a least one car guy there.

My MGB is on the fritz. Seems to be gasping for power? Not sure why? We couldn't have a Honda lead a British car tour. So, Mr. Russ Taft graciously lent me his MGB while he drove a friends MGA who is a potential new member.

We had a perfect cool Spring morning for our land cruise. We went out on Moraga Way, passed a former MG picnic spot, Kennedy Grove Park

and then through Alhambra Valley and Briones with all the rolling hills, you could have mistaken for the Yorkshire Dales. Along the way, you saw a super bloom of California Poppys. Traffic wise, on a majority of the drive, it was limited to none.

On board we had Bob Ferguson, John Hutchison, Mark McGohtigan, Ron Simi, Doug Hollander, Eric Baker, Russ & Val Taft, John Hunt. My apologies, I believe I missed a driver and a few guests.

We wrapped up at Hazy BBQ in Danville. By all accounts, the meal was very good.

A big thank you to Russ for lending me his B to lead the tour and to everyone that attended to make it a great time! – Leader John Hunt





# Keep Planning for 2023!



## SPRING

May 13-14: VARA British Extravaganza, Buttonwillow Sun., May 21: All Brit Meet at Dixon, [www.ubsc.org](http://www.ubsc.org) Sat., June 17, Tiburon Classic Car Show, page 5  
**Sat., June 24: Rio Vista RR/Ferry Run, Russ Taft**  
**June 29: Mt. Tam / Marin Tour, Rayman & Bundy**  
 July 17-20: MG2023 in Calgary, Alberta, Canada



## SUMMER

July 22: MGs by the Bay! Bon Air, Greenbrae  
 Aug. 5: MGOC Picnic, Tilden Park, Marcia Crawford  
 Aug. 19: Concours de Lemons, MGOC, Russ Taft  
 Sept. 9: CSRG Races, Sears Point, MG Clubs Corral and Track Tour, Andy Hunt, Chris Patterson  
 Sept. 23-24: Vikingsholm, Lake Tahoe, Tom Doyle

*Frank Stabler spotted these Mokes in Charleston, SC. These electric replicas of the classic Mini have become very popular in tourist areas. If one is going to motor about in a glorified golf cart, one might as well do so in British style!*



To avoid being sexist (gender-ist?) page 8

# 1975 MGB Brake Booster Transplant

By Steve Strublic, Arizona MG Club

I was winging my way home from work one fine February day, and life was grand. That is, it was until I stepped on the brake pedal and didn't get the Whoa I was expecting. The pedal was hard, and the car didn't stop well. I got off the highway and found the engine running rough.

Hoo boy.

I made it home safely. The brakes still worked, but it was not easy. Alice wanted to stall at every light. But when I got near the house, I noticed something. The engine only ran roughly when I had my foot on the brake pedal. If I just used the parking brake, she ran great. I knew what this meant - the vacuum booster had failed.

These are the things that happen when you have a nearly 50-year-old car and don't replace every single component. The booster just aged out and lost its ability to hold a vacuum.

Ah well... I did a little looking around, and I found that I had the unobtainable unit fitted only to the 1975 MGB. Which is Alice. This was no longer a fine February day.

I did some more research and learned that the later units for a '76 - '80 would work. Dimensions are almost the same with about a 1/4" difference in length. I decided I'd take a chance and ordered one from Moss Europe. Why the UK? Because the unit was only \$100 USD, and even with \$60 shipping it was cheaper than the same unit from Moss USA (\$220). And, I got it in a week.

While I waited, I removed the old unit. This is not an easy task in any case, and on the '75 it's even harder because the pedal box is just-ever-so-slightly different, which makes it almost impossible to get the retaining nuts off from the inside.

But I did it.

I ended up cheating a little. I removed the cover from the pedal box to find four nuts holding the booster to the box. The top two nuts came off straight away. The bottom nut behind the clutch pedal was easily accessible from underneath. That last nut, though... I couldn't get a socket on it from underneath (between the pedals), I couldn't get a ratchet and socket on it from above, and I couldn't get enough swing on a ratcheting box wrench.

So like I said, I cheated... and I cut a little notch in the box to give the ratcheting wrench enough swing to loosen the nut. I was then able to spin it off with a finger from underneath.

Once those nuts were loose, I removed the pin that attaches the booster to the brake pedal. It was a tight fit but a needle nose pliers did the trick.



Finally, I removed the brake master cylinder's two nuts... and then I loosened the clamp holding the rear brake line to the inner wing... then the one holding the lines to the firewall, at the bonnet hinge... then the air cleaner... and then with a deep breath and some trepidation, I was able to move the master cylinder backward enough to let me swivel the booster out of the way. And it came out.

Believe it or not, fitting the replacement is almost as easy. The '76 unit does match up well, aside from being a bit shorter in length. It slid into place with little effort, and three of the four nuts went on with little fuss. That fourth nut, though... the one behind the brake pedal... is not so easy. I have ordered a flexible extension to see if that will be sufficient to get that nut into place. For now, there are only three.

Before the master cylinder can be refitted, the pushrod that links the booster to the master cylinder must be adjusted. There are tools designed for this purpose, but I don't have one. The intent is to get the pushrod when in place to exactly, barely touch the cup in the master cylinder so there is almost no play. The adjustment makes a large difference in the feel at the pedal. Too much play will result in a low pedal with a hard feel when it does engage. Too little will cause the brakes to heat up and bind. So I cheated again, and carefully measured the distance the pushrod protruded from the old unit. I adjusted the new unit's pushrod to match.

Then, I put it all back together.

When I started the car, the pedal sank a bit like it is supposed to. Actually, it sank a bit too much. I wanted a little bit higher pedal, so I unbolted the master from the power booster and adjusted the linkage to be a millimeter longer. This time, I was reasonably satisfied with the feel and height of the pedal. It isn't quite the same as before – I think the newer booster has a different amount of boost, and I am sure I could do better with the adjustment on the pushrod. But it works well and sometimes, 'Perfect is the enemy of done'.

After reinstalling the air cleaner and refitting the retaining clamps for the brake lines, I went for a little jaunt. The brakes felt solid and easy to modulate. I was able to lock up the brakes with a hard stomp on the brake pedal.

Once I get that flexible extension, I'll get that last nut installed (I don't think it is wise to leave it as is). Then, this job will be done! It was not pleasant but very satisfying, and I can rest easy knowing the braking system is in safe and sound condition.



**Victor Emergency Fan Belt One Size For All Uses Complete Kit 5 Foot Belt NOS**

★★★★★ 4 product ratings

Condition: New

Price: **US \$27.95**

[Buy it Now](#)

[Add to cart](#)

[Add to Watchlist](#)

# New Member!

Welcome Tony Inzana of Hughson, CA, a ranch and produce man, with a passion for MGs: 1948 MGTC, 1972 MG Midget, 1971 MGB/GT and a 1979 MGB LE. Looking for an MGC tourer.

## Member Notes

From Marty Rayman:

Thanks Dan, Another goodie. In particular,

- Barbara Tapp's Morris watercolour
- *STILL ON THE ROAD* by Vincent Mendez
- **New 2023 MG Cyberster: All Electric!** Maybe they'll have embedded a soundtrack of an MGB's engine.
- And as usual, great photo collages.

Help! from TC Owner Jon Peters:

Can't fit new rear brake shoes. The new ones do not seem much thicker than the old ones. At the moment I could not get a drum over the shoes at all, not even close, which is why I think something must be wrong with the way I have put them back together. It's all pretty simple so I am not sure how I could mess it up, but something seems off. I will have an update at the end of the week, once I can get back under the car. Thanks again.

Wet MG photo from Mike Jacobsen:

Take a look at [this article](#) and scroll down to the third picture from the bottom. I wonder how wet the TD driver was. Taken in Golden Gate Park. (Below)

Concours d'Lemons participation?

A group email went out seeking input about attending the Concours D'Lemons event as a group during Monterey Car Week. Here is a link to familiarize yourself with the event.

<https://whatsupmonterey.com/events/monterey-car-week/concours-dlemons/444>

Video from John Hunt:

Sterling Moss did drive EX 181 to a record in Utah salt flats, MG connection Although not an MG story, this is a really cool and interesting story of a Moss victory.

<https://www.youtube.com/watch?v=eANdItse2CE>

From our man visiting France, Marty Rayman:

New MG spotted in Saoû, France. (Above)

Drive Plans from Bob Bundy:

Marty and I are planning a June 29th ride over Mt. Tam and beyond for the MGOC. Our Marin drive ends up at the Pacheco Ranch Winery. BYO picnic lunches at the winery under the shade after wine tasting and purchasing.

The Marin County MGOC contingent will work out the logistics of the drive. Will start at Poggio in Sausalito on Bridgeway then drive over Hawk Hill and through Mill Valley to go across Mt. Tam on the Ridge Road returning to Fairfax via Bolinas Road. Out Sir Francis Drake to Nicasio Valley Road to Lucas Valley Road which puts us close to Pacheco Ranch off 101.



Golden Gate Park, Park-Presidio Bypass flooded with rainwater, November 1960 - Photo by Howard Robbins, SF News Call Bulletin / Courtesy of a Private Collector.

Announcing the 29<sup>th</sup> Annual  
**MGs by the Bay**



Saturday July 22 at  
 Bon Air Greenbrae



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

All MGs are welcome, from daily drivers to complete restorations. Advance registration is \$25 or \$30 on the day of the show. Additional cars registered to the same owner are \$10 each. The deadline for advanced registration is July 7.

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

Return the form below with the entry fee, or fill it out and pay online at [www.MGOCSF.org](http://www.MGOCSF.org). One form is required for each car.

----- ✂ -----  
 Mail before July 7, 2023 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](http://www.MGOCSF.org)

Show Use Only		
\$	/	#

**Please print:**

Name: \_\_\_\_\_ MG model: \_\_\_\_\_  
 Address: \_\_\_\_\_ MG body style:  Roadster  Coupe  
 City: \_\_\_\_\_  Saloon  Other: \_\_\_\_\_  
 State: \_\_\_\_\_ Zip code: \_\_\_\_\_ Car color: \_\_\_\_\_  
 Email address: \_\_\_\_\_ Year: \_\_\_\_\_  
 Daytime phone: (      ) \_\_\_\_\_  
 Short description of your car: \_\_\_\_\_

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

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

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

# Wheel Shimmy – IFS\* MGs

Compiled by Dan Shockey, from the 'Net

*My MGA shakes badly under some conditions at highway speed. I believe it be due to a badly-worn steering rack. That was the result of a poor installation of an anti-roll (sway) bar that rubbed badly against the steering arms. But I wanted to check what else could be the issue(s). Some notes I found are as follows.*

After no small amount of effort I finally tracked down the last two sources of steering wheel vibration, I hope. For one thing the bushings were thrashed. Whoever did the installation over-compressed all of the rubber bushings, which led to them disintegrating.

The other problem was an elongated bolt hole on the wishbone. One of the other wishbones also had an elongated hole. The solution was to weld a metric washer on to the wishbone and to drill a 1/2" hole in the washer to fit the bolt. Easier said than done.

It turns out that the link bushings are in excellent condition and there is no need to replace them. - Bruce Huddleston, Kailua, Hawaii

I have been eliminating vibrations one by one since I purchased a very poorly restored MGA in May. At this time the only vibration problem left is a steering wheel shimmy that kicks in at 60 mph. It does not get worse as the speed increases, and I can cruise at 70 with no problem other than a slight shimmy. My MGA has a 3.7 rear end so the engine rpm is 3,500 rpm at 70 mph.

The wheels were recently balanced. The steering rack and tie rod ends are new. The steering shaft universal joint is new. The steering shaft lower felt is new. The front wheel bearings rotate freely and they do not have any free play.

When the vehicle is on jack stands with the lower A arm spring pan loaded there is no free play in the upper or lower links as far as I can tell. I am pulling on them as hard as I can and I do not detect any free play.

The toe-in is zero. The tires have a uniform wear pattern. The alignment shop mechanic indicated that camber or caster problems can cause uneven tire wear but they do not generate vibrations. I do not know if this is 100% accurate. Any recommendations are appreciated.

Also move the wheels around to different locations and see if that makes a difference, I would start with front to back

I read somewhere long ago that the resonant frequency of the front suspension of an MG coincides with the resonant frequency of the rotating tires at between 55 and 65 mph.

With that said and based on what you have addressed thus far, your steering wheel as you stated is beginning to shake at that speed, then it is most likely due to one or both shocks. To prove: Remove the bolt off one of the top links and then cycle the shock arm up and down. If you meet any change in resistance, you have found your problem.

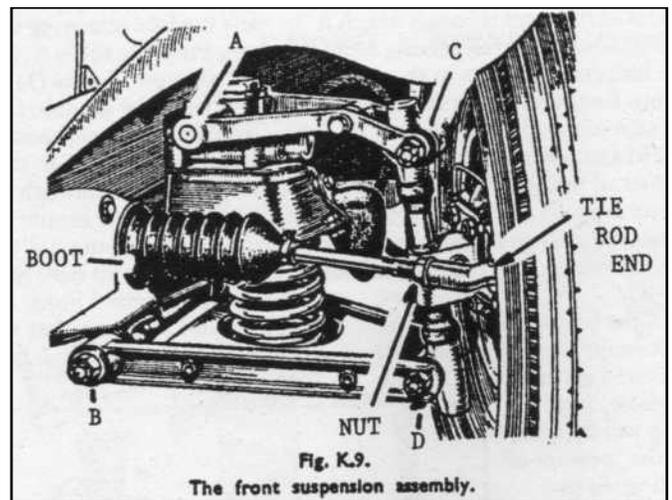
I had a similar problem for disc wheels. #1 the wheels themselves turned out to be quite out of round. In other words, if I put a dial indicator on the wheel and spun it, I had significant in/out motion. To some degree, this could be corrected with wheel weights, but they were getting pretty large and I decided to abandon the wheels.

#2 the pivots on the inside of the A-Pan liked to loosen up. These are the 4 bolts that hold the pivot rod in place.

The new front wheel bearings made a big difference in the vibration level. There is still a small amount of shimmy in the steering wheel and a modest amount of vibration in the accelerator pedal.

Being that I have balanced the tires and replaced the steering rack and the tie rods and the wheel bearings and the steering shaft universal joint I am running out of options to get rid of the vibration and shimmy. The shock absorbers were replaced in 2019 and have less than 5,000 miles on them. I guess that the next step is to order two major suspension kits and to overhaul the front suspension.

I think the V8 style bushings are the best compromise for a street driven car. The rubber ones are too soft - and the generally available reproductions are very short lived. Polyurethane comes in various 'hardness' (sometimes listed on the durometer scale). If too hard the ride might be too harsh for your liking. Softer might be closer to the rubber or V8 ride but I don't know off hand the durometer number to seek.



I, too, have chased the shimmy tire problem, took off front left, adjusted wheel bearing, to no avail, replaced all four tires, problem was solved, its a shame as all four tires looked perfect, but I guess one or more had become flat spotted from winter storage, so now I store my cars jacked up for the winter.

Under the circumstances, you can change the bushings yourself, then look for a machine shop to run reamer through them. Bore size should be 0.7500-inch, standard reamer size. The mating steel sleeve should be 0.7480-inch, leaving 0.001 radial clearance for grease.

Had a persistent shimmy in my 1500 from day 1. Tried everything to no avail. Eventually stumbled on scoring on the inside face of front wheels, caused by contact with the brake drum attaching nuts. The wheel hubs were not seating correctly on the inner cone, but fouling on the tops of the nuts. Cause was simply that DPO had installed brake drums using standard full height attaching nuts. This location requires special short nuts so there is clearance to the wheel hub. Worth checking?

Congratulations in solving the issue, However, I do not think that you have solved the problem except for putting a "Band-Aid" on it. The reason for my statement:

\* Consider the loading that must be taken up by the four "A"-arms at the attachment point to the pivot arms.

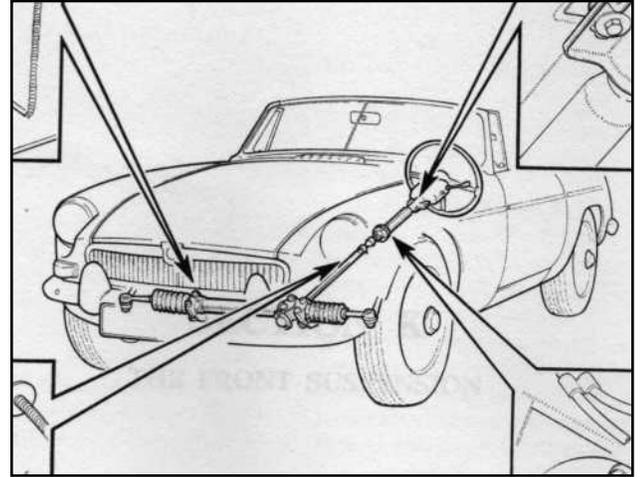
\* Consider that this load is taken up by the annular surface area of the ID of the "A"-arms where they attach to the pivot arms.

\* Consider the greater original thickness of the steel of the "A" arm as compared to the thickness of the steel of the washer that you welded in to make up for the worn hole in the "A"-arm.

\* No doubt, the welded washer is not as thick as the "A"-arm and therefore, the washer must take up or assume more annular loading than ever before or designed.

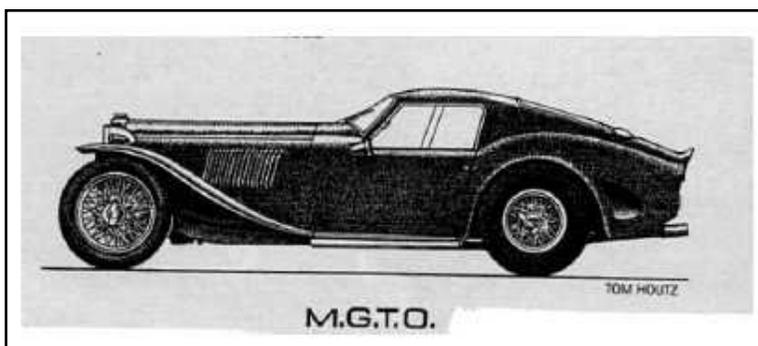
\* As such, it is very doubtful that the steel that made up the washer you welded in is of the same quality, hardness or thickness of the original "A"-arm and as such will fail over time.

I went through the same process of checking for excessive free play and my wheels were "tight as a drum". No free play along any axis. As it turns out there were massive problems with the front suspension. I would suggest purchasing a major front suspension overhaul kit and going through the entire front suspension. The MGB-V8 bushings seem to be the best option. It sounds like a lot of work, but it is not that bad of a job and the end result is worth the effort.



\* IFS: Independent front suspension. TD, TF, Y-type, MGA, Z-type, MGB, MGC, Midget, 1100

In the **A-Antics Tech Tips** book, Dave Quinn analyses the entire subject. After extensive re-work of everything on his MGA, they finally determined the problem was the steering rack. He details a very definite clue provided by the wear pattern on the brass dampers that sit on top of the rack. Look for uneven 'Z' pattern wear caused by movement of the rack inside the rack housing. This is an excellent resource for all MGs, still available from the Michigan Rowdies club at <https://www.mg-cars.org.uk/michiganrowdies/ttip.htm>



# More Images:

Spark & Spawner, page 11

## The MG Sports Car of the Future

Ed. thanks Tony McLaughlin for a [link](#) to UK website Auto Express, which has these images of the MG Cyberster, the new electric roadster. The steering yoke is not my "cuppa," but the badge on the boot is a nice homage to the past.



### MG CLUB PRESIDENT GOES BEZERK PLAYING "MAD" CAR GAME.....FILM AT ELEVEN!

Polos, president of Columbia Gorge MG Club, reportedly went bezerk playing car game. On further investigation, we determined he was just playing with bottles of touch up paint he scored at Fred Meyer and the dollar store. Fingernail polish! Great paint! Wanted to pass on that they cost way under \$2 at each store. Most auto parts stores have marked touch up paint to avoid ok it \$16, for small bottle. I've been using it on several cars. I bought white, black and several other colors. I've been mixing them together, and so far have duplicated all my colors.



### Safety tip...



Here's a little tip to save fingers when washing your MG equipped with a new luggage rack.

The new OE luggage rack from Moss Motors has razor sharp slats. So when drying the car after a quick wash for the Natter and Noggin, only put the towel under the rack. Just one swipe of the micro towel with your finger on top of it will result in a trip to the emergency room. Ouch!

AGK /2022

# Depress Clutch While Starting? Pros and Cons

From the `Net

Hello all

I just watched a video about replacing a throw out bearing on a Sunbeam Alpine. The video stated explicitly that one should not depress a clutch pedal when starting the car.

I had no idea but the video was very clear and was produced by very reliable people. I have always depressed the clutch pedal when starting a car with a manual transmission since the 1960s and there have been quite a few.

Is there a caution that I missed on the MGB forum? Is this for all manual transmission cars?

Thanks all for any input

Andrew Collin, Sandy, OR

Drag from spinning against the carbon bearing vs spinning the gears in the transmission while cranking. Kind of a toss, IMO.

Lloyd Faust, Novato

Drag from the clutch release bearing is more than any drag from the gearbox in neutral. That's why there's a drop in engine speed when the clutch pedal is depressed.

Robert, NY

Only depress the clutch pedal if it's a car designed so that you must to start it.

Rod H., Amity, OR

Depressing the clutch is the recognized safe way to start a manual transmission. Safety is why they added the clutch pedal interlock switch. I still depress the clutch pedal when starting my B.

That said, I do add that with a weak battery, putting the transmission in neutral and keeping my foot off the pedal while starting turns the engine slightly faster. YMMV. Not only are you not turning gears, you are putting no pressure against the crankshaft thrust bearing and the clutch release bearing/block.

Chuck Schaefer, IL

*John Lackey reviews a fascinating new little book...*

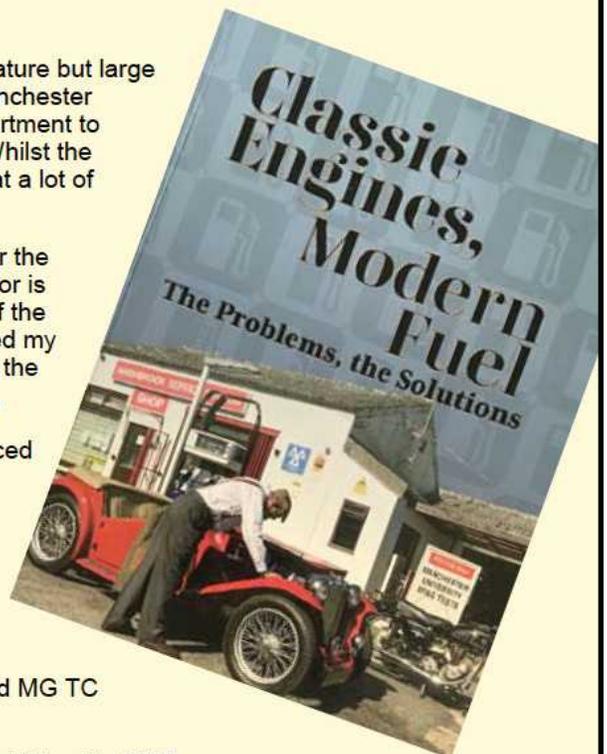
This Christmas I was given this book that is small in physical stature but large in intellectual content. Dr. Ireland employed the students of Manchester University's Mechanical, Aerospace and Civil Engineering Department to investigate the various gasolines (petrol) available in the UK. Whilst the brands of petrol are not readily available in Australia, I found that a lot of information provided was applicable to the petrol we use.

Guess what? Dr. Ireland provided an MG TC engine (XPAG) for the experiments that the students carried out. So, the SU carburettor is one of the major subjects investigated. I thought I knew most of the subtleties of the SU. The students found quite a few that opened my mind. The book includes several chapters detailing tuning both the carburettors and ignition systems. However, the petrol volatility, the ethanol blends, combustion, cyclic variability, cooling, and engine efficiency testing is discussed in detail. I have experienced what we call vapour lock – this problem and many others are discussed, and solutions are offered.

The book comprises 152 pages and is illustrated with many graphs, diagrams, and photographs. I learned a lot from this book. I hope I have whetted your interest and that you too will appreciate what this book offers.

**Author:** Paul Ireland, PhD in Experimental Nuclear Physics and MG TC owner & Driver

**Publisher:** Veloce Publishing ISBN: 978-1-78115-90-3 First Published in 2020



And now, for something completely different . . .



Spring may have arrived in the Deep South, but in New Hampshire, where SABCC member **Mason Blosser** lives, they're still experiencing Deep Snow. When he sent this photo on March 13, **Mason** said "I have another foot of snow on the way up here. One day the weather will let me start driving for the season, or maybe I need to try something like this." **Mason**, looking at this photo, we certainly hope and pray that your weather breaks soon.

Be ready for the next rainy season....

Try getting into that in a tight skirt!



## Classified Ads

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

**1967 MG1100:** Has all parts, accessories, etc. Many parts are already restored. Brakes, heater, dash and gauges. All windows and trim included. Motor runs, rebuilt cylinder head. \$3500. Member Lynn, [Lynnnberta@sbcglobal.net](mailto:Lynnnberta@sbcglobal.net) (Posted 5/23)

**MGB Parts:** Pair SU carbs, rebuilt by Dave Pelton, unused, 2<sup>nd</sup> Pair SUs, rebuilt then used. Both from 1967 MGB. Original lap belt, 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](http://MGOCSE.org)**



# Paper Car Cut-Out Challenge!

**Trim to Win! Paper Car Cut-Out Challenge**

The challenge has returned! We've recently added a few more models to our paper car cut-out page, and we figured it was a prime time to hold a new cut-out competition. The templates we provide are a literal blank canvas, for you to color and customize however you want. Once your model is built, take some artful photos to submit to our contest, and you



Above: This was the very first MG badge used by Cecil Kimber. Who first originated the Super Sports name? MG? Morgan? Not Chevy.

This looks fun. Get more patterns from the Moss website. Also send pics to your local editor!

## Moss Motors Car Cutout Model

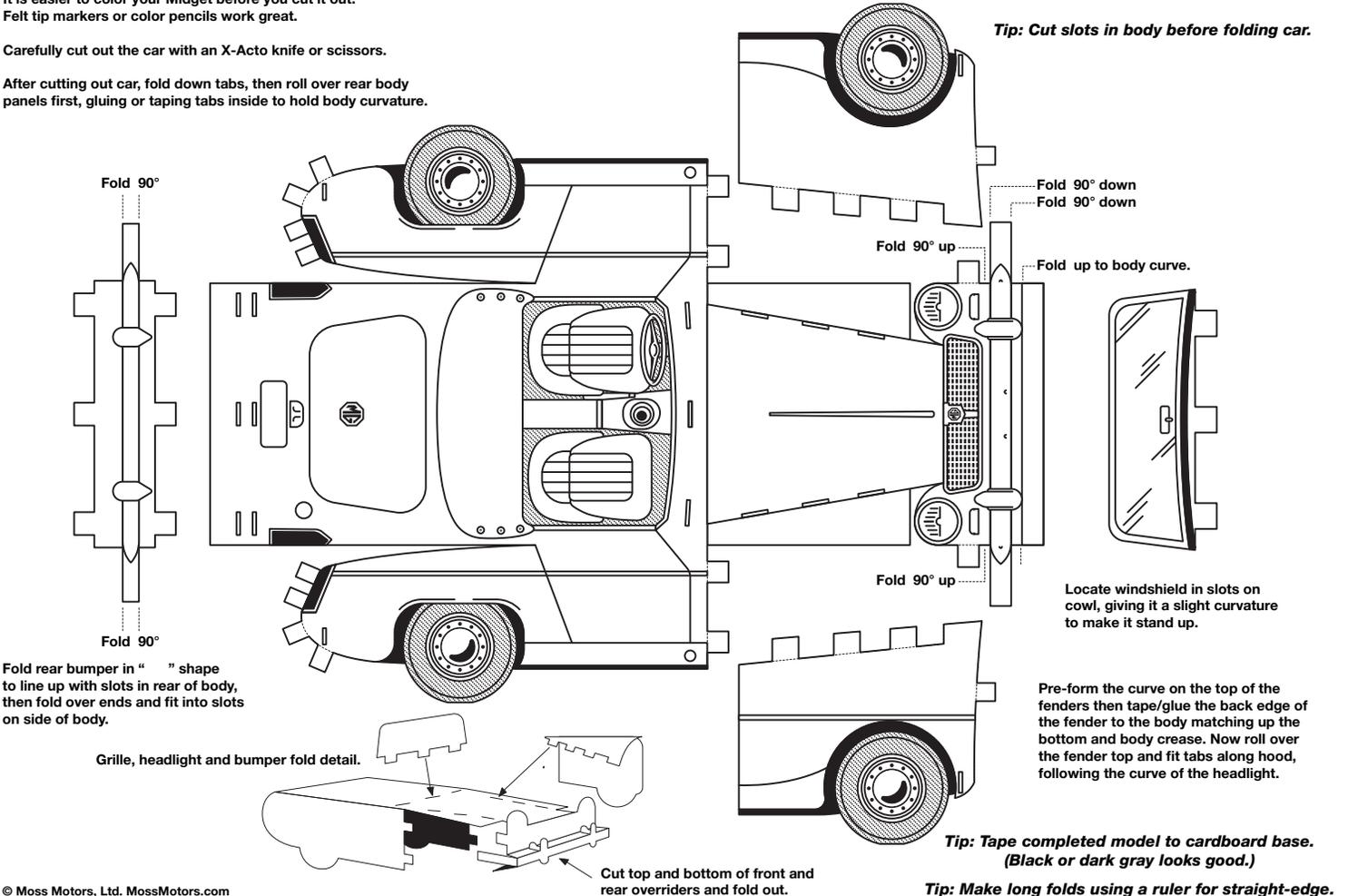
It is easier to color your Midget before you cut it out. Felt tip markers or color pencils work great.

Carefully cut out the car with an X-Acto knife or scissors.

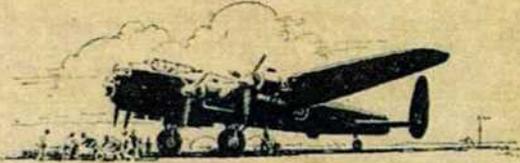
After cutting out car, fold down tabs, then roll over rear body panels first, gluing or taping tabs inside to hold body curvature.

### MG MIDGET

The MG Midget became a favorite amongst collectors and enthusiasts all around the world, due to its more affordable prices. 236,089 MGs were built between 1961 and 1980.

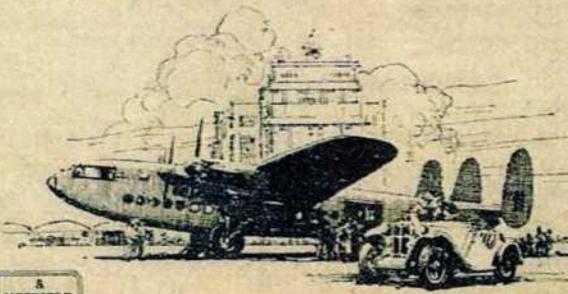


8 **Motor** November 29, 1944.



*His M-G* rushes him to the 'drome. Speeds him home on those lightning leaves, often with a load of brother officers and flying gear—Jump in fellows, lifts to town . . . No time or petrol now for sporting runs, but here still is speed with faithful service.

When 'prangs' are over and we can turn again to the manufacture of machines of beauty and grace like these, we shall have new technical skill and knowledge born of our war-time engineering progress to bring to bear on the production of the M.G.





48

THE GIRLS TAUGHT EACH OTHER ABOUT LOVE!

# PRIVATE SCHOOL

James Clark Priest



Every parent should read this shocking novel of adolescent girls who first tolerated vice—then

Above:  
The home he is speeding to...

Informational reading before sending your MG Girl to private school.

Submitted by public-spirited members in the North Bay

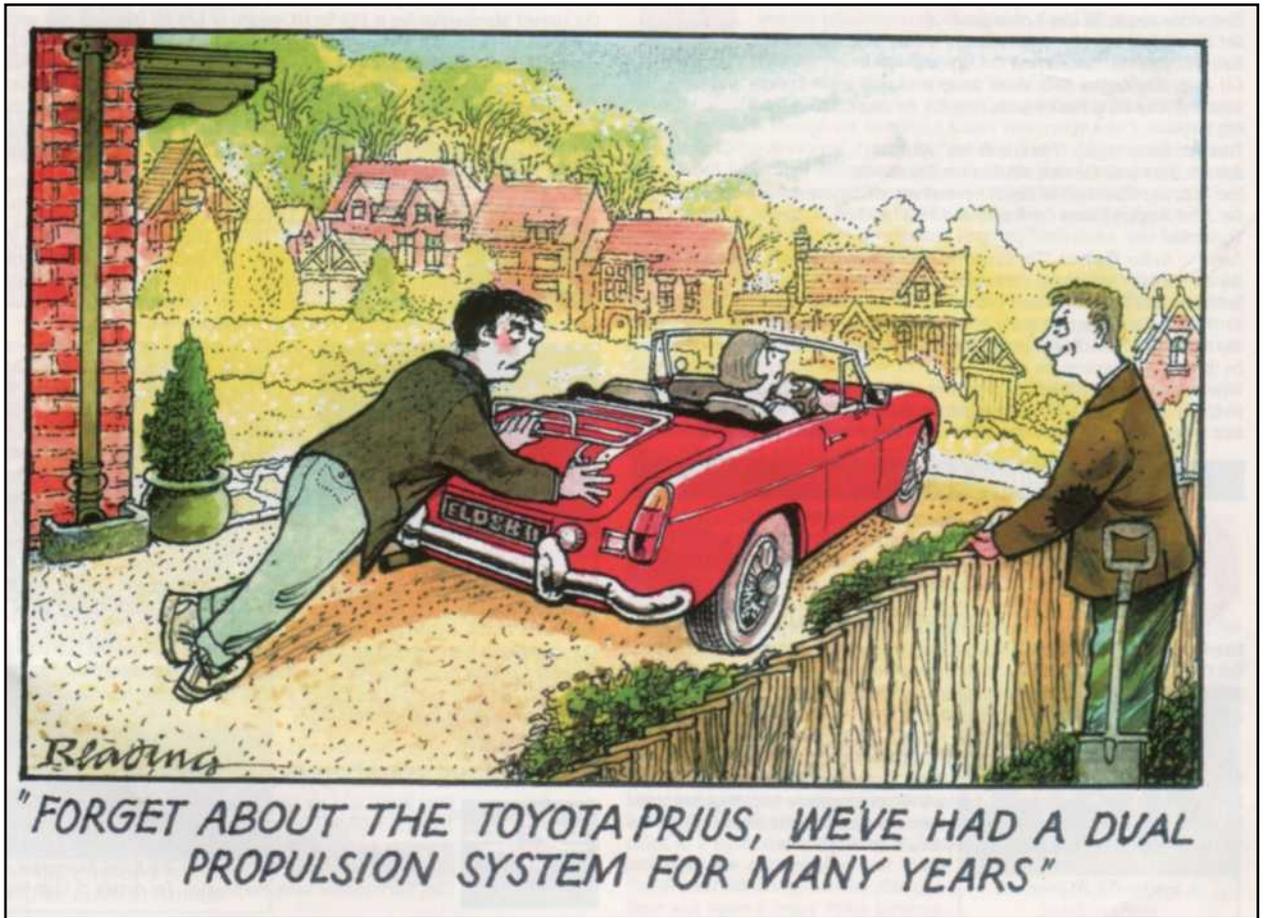
## Register Your MGA With NAMGAR!



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](mailto:registrar@namgar.com).




## North American MGB Register



from *Enjoying MG* magazine

"FORGET ABOUT THE TOYOTA PRIUS, WE'VE HAD A DUAL PROPULSION SYSTEM FOR MANY YEARS"



This romantic card, in black & white, is titled "The Way We Were" by Andre Jewell and was published by Athena International.

What model MG? What year was the photo taken?

