



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!



May 19 - All British Field Meet at Dixon

June 1 - Elkhorn Slough Run

June 8 - MGs by the Bay!

Club MGs in the Paddock
at Sears Point. We shared
space with the Healey club.

May 2019

Kirk Prentiss and Pam
Shukait at right. Amy
Prentiss climbs out of the
Magneette boot at left.

About *The Octagon* and the MG Owners Club

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

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 Vice President: Kirk Prentiss, kirkprentiss@gmail.com
 Treasurer: Marla Preston, marlapreston@hotmail.com
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 Member-at-Large: Ken Gittings
 Member-at-Large: George Steneberg, 510-525-9125, 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.

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 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

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T-types: George Steneberg, 510-525-9125,

j2george@pacbell.net

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

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mgpb36@yahoo.com

S.U. Carburetters: 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>.

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A British Motor Vehicle Tradition

Participants' Choice Awards

All entries will receive a dash plaque, goody bag and a ballot for voting in the Participants' Choice Awards. This is a show for the pleasure and company of others who share your interest in vintage British machinery. Judging is by popular vote of your peers, each of whom has a vehicle entered in the show. Each entrant receives one ballot and may cast one vote per class. There have been over 35 classes at past shows and classes will again be determined by preregistered vehicles. Three or more of the same vehicle type make a competition class, not including the Winners' Circle entrants. Based on early registration results, classes are created for each major marque, and certain subdivisions within marques. Where there are not sufficient early entries to justify a separate class, entries will be grouped by type of vehicle.

Vendors and participants set up at 7:00 AM. Gates open to the public at 8:00 AM. Final registration: 10:00 AM. Voting closes at 12:00 PM. Awards Presentation: 1:30 PM. This is not a "concours" but a chance for British vehicle lovers to get together, display their vehicles and have a good time. Any vehicle could go home with a trophy. So bring your British "ride" and enjoy the camaraderie!

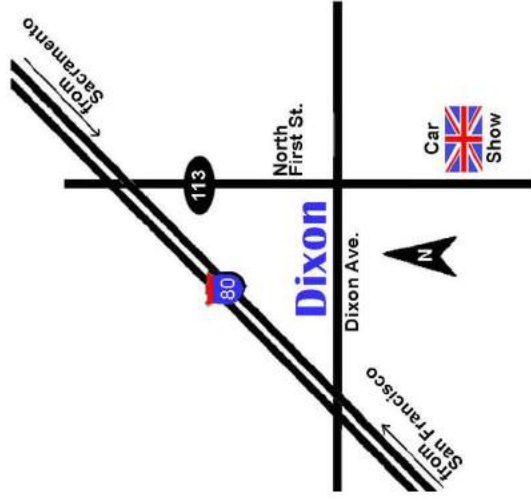
Driving Directions:

From Sacramento: Take I-80 West to exit 66A to merge onto CA-113 South toward Dixon/Currey Rd. Stay on 113 South (which becomes First Street) for 2 miles and enter at the marked gate on the left.

From the Bay Area:

Take I-80 East toward Sacramento and take exit 63 - Dixon Ave. and go east on West A Street for 2.2 miles. Go right on North First Street for 2 miles and enter at the marked gate on the left.

Free visitor parking is available across the street from the event.



The Annual All British Motoring Show and Swap Meet

Dixon Fairgrounds May 19, 2019



Presented by
The United British Sports Car Club
<http://www.ubsc.org>

Come to Dixon California for a nostalgic drive back in time with some of the finest in British motoring.

Not only do we offer the largest all British car show in Northern California, but in our swap meet you'll find all sorts of new and used parts to help you get your British car fix.

So pop on your bowler and register your vehicle now to join us for this amazing tribute to British cars and motorcycles.

From the Editor

My Fellow Enthusiasts,

March 25, 2019

Spring and summer seem to have appeared at once for this year. The first time I noted being hot was April 13 driving home from the track day, barreling down 680. The Coupe is hot inside. The winter seemed like winter (well, like mid-fall and mid-spring) and was long this year. We got 60" of rain at my place in Scotts Valley. Thank God for also sending rain on the unjust.

I repaired the MGA with a new accelerator cable and water pump before the drive to Sears Point. I found that I had two spare accelerator cables in the MGA. One was for an MGB but would have worked when mine broke. So I pulled everything out of their hiding places and made an inventory. I put that list inside the repair manual in the boot. I should have learned that from Mike Jacobsen long ago. I have a plastic bin where the second battery was originally. There is a spare alternator and water pump in there. My boot still seems full of spares, fluids and tools so I need to learn more from Mike. His cross-country drives forced better organization.

I have wanted to be able to tow my MGs – for repairs or to distant events. I blew the motor in my aging Blazer and have gone without for some years. I saw Ford dealers were advertising new 2018 “work trucks” for a very good price. It is the base F-150 but includes a/c, multiple air bags, a good radio and even a back-up camera. It is quite a blend of old and new tech with its manual windows, all-aluminum variable-timing V6 and 6-speed automatic. It came with the hitch receiver, trailer sway control and wiring installed. I have never owned a pick-up before and rather distained them, I admit. It has an aluminum box to save weight and increase payload. It still weighs 4170 pounds but even a new 911 weighs 3100 pounds and a new Jag F type 3360 lbs. And a man needs a truck!

The British Field Meet at Dixon is the club highlight for May. That is a fun event and not far to travel. The temps can be hot – or pouring rain or both – so be prepared. We don't often get to park on grass and the fairground venue is nice. There is a large swap meet to explore and many unusual cars. Hope to see you there.



Dan

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APR09



I may be able to put the P-type in the 8' bed of the truck. Bill Traill hauls his J2 in his 1960s Chevy. Requires ramps & a winch.

Below: Mr. Toad at Dave Gallagher's Shop



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Elkhorn Slough Run



Date: Saturday, June 1, 2019

Tour Leader: Dave Marsh 650 964 2341

Route Summary: The route starts at Starbucks/Safeway on Almaden Blvd. and ends in Moss Landing. We travel thru Almaden Valley, over Hecker Pass to Moss Landing and have lunch at Haute Enchilada, 7902 Moss Landing Rd. Menu at hauteenchilada.com Tel: 831-633-5843. The route has been designed for safety and enjoyment and thus makes minimal use of highways. Total route length is about 56 miles. If you brought a two way radio, we will be on channel 5. **NOTE: Watch for bicycles especially on mountain roads.**

Elkhorn Slough Tours: After lunch those who care to can tour Elkhorn Slough on foot, in a boat with a guide, or in a kayak. **Walking tours** start at the visitor center - 1700 Elkhorn Rd. There is a \$4.12 trail fee payable by credit card only. Directions: go north on Hwy 1 and R on Dolan Rd. (just before the power plant) then 3.5 miles on Dolan Rd. and L on Elkhorn Rd. then 2.1 miles to the visitor center. More info at <https://www.elkhornslough.org/> Tel: 831-728-2822. **Boat tours** are available from Elkhorn Slough Safari, 7881 Sandholdt Rd. Tel: 831-633-5555 and cost \$39 (\$35 senior). Advance reservations strongly advised. More info at elkhornslough.com. **Kayaks** are available for rent from Monterey Bay Kayaks located in the parking lot next to Hwy 1 at the Elkhorn Slough bridge. Tel: 831-373-5357.

Start: Starbucks in Safeway at 6477 Almaden Expressway (at Camden) San Jose

Time: Meet at 10:00 AM to sign in

Depart: 10:30 AM with a full tank of gas

RSVP: Dave Marsh 650 964 2341



The TC Brain Trust

by Jeff Stobbe, from the Rough Rider Review

Dan Shockey emailed me to say that he had spotted a TC with a checkered grill at 8am on a Saturday driving down Bay Avenue in Capitola a few weeks ago. I often attend our Santa Cruz area Cars and Coffee on 41st Avenue with the TC and was going there, as usual a bit late. It runs from 7am to 9am, but it's been too cold at 7am.

The Saturday morning Cars and Coffee brings together a great mix of the exotics—The “Ferrari bunch,” the hot rodders, the 350/350 group, and the classics—the “bathtub Porches.” All are grouped, but in common cause and freely mingling. Tolerated are the brass car guys and the BMC products, that's me.

On that Saturday morning I was discussing with two-thirds of my brain trust my installation of the Moss “5 speed” gearbox to achieve its description, “speed”. Every art major requires a brain trust to get through life. I know it might seem unusual, but even Joseph, amazed, exclaimed, “There are really three of them?” My brain trust consisted of my great friend, Gary, a mathematician and 350/350 guy; my brother, Mike, an engineer with a Jag and Lotus; and Lou, a rocket scientist, who unfortunately was not there that Saturday.

But, I digress... Two of my three wise men and I were discussing the now achievable concept of speed in a TC cutting through the air so fast. We discussed whether a spoiler would help, but quickly decided the MG car company had already invented a stealthy spoiler to lull competitors into a false sense of superiority. The entire car was an aerodynamic spoiler. I did have to reveal the TC's aero-dynamic secret, streamlined pointed tips on the rear fenders. We decided that they called the front fenders “wings” because they provide lift to lighten the otherwise heavy steering.

An oil leak was noticed where the oil pressure gauge line enters the main oil line. You may recall last year this line raised my own pressure by lubricating a large portion of my left pant leg by leaking at the gauge end. That leak was solved with a very tiny leather washer from Moss, amazingly still available in leather! After long consultation the brain trust decided, “Yep, a quarter turn on that banjo ought to do the trick.” They came through again!

The TC may not be the perfect car, but we love them. I just got all the latest Moss catalogues and now offered is a foam kneeling pad with the MG logo on it for \$19.99. Now we can more easily worship the TC. Face your pad toward Abingdon please.

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President's Ponderings

I was driving back from the track in my MGA Coupe after a wonderful day at the races thanks to Dan. I leant over to close the driver's side front quarter light (wing window or vent window in the US) when the small handle broke off in my hand. These types of windows were very popular in the 50s and 60s and offer wonderful ventilation and even clear the front windscreen from fogging up on a damp day. I wish modern cars still had them.

The handle is attached to a small triangular shaped metal bracket that had snapped where it was attached at the window frame. Unfortunately gluing it back together was not an option so I needed a new one. I think it might be easier to find "hen's teeth" than this little bracket. I had a part number from the parts manual so did a search here and in the UK. Many places listed the illusive item but all had the same story, it's back ordered and no-one wants to make them. This is not surprising given the limited number of Coupes on the road and a part that rarely fails.

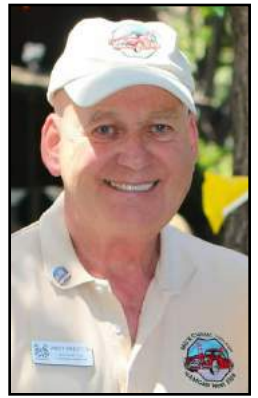
So it was off to eBay and time to deal with the sharks. I found a reasonable seller and bought both left and right window frames complete with the vent windows attached. Not the brightest chrome but it'll work. So Dan or anyone else who needs a Coupe window part I have a couple of old window frames in my parts pile. I removed the bracket I needed and took the vent window out of the car. I removed the glass, installed the new bracket which for some reason was slightly bigger and now it was time to put the glass back into the frame.

Have you ever tried to do this? Have you ever tried to put toothpaste back into the tube? The original rubber seals aren't made any more so they send you a 2" wide strip of material that has the consistency of roofing felt and has the flexibility of a cardboard. This was nigh on impossible; the glass wouldn't go in with the seal or the seal just broke up. Time to regroup and have a cup of tea! On my second attempt I attached the material to the glass and kinda got it to fit; it's not perfect but it will have to do for now. At least it works and I can latch the window again.

Remember that our annual car show **MGs by the Bay** is just around the corner on June 8. So let's get a big turn out of MGs at the Bon Air Center in Greenbrae, Marin. So far the registrations have been coming in very slowly so **Please sign up** and let's have the biggest show ever.

BTW if you're going to Dixon, I'll see you there.

Take care and Drive safely!



The vent window latch

Andy

Photo: Marty Rayman



Randy & Melissa Grossman on the Bay/Winery Tour, July 24, 2004





8



Ken Engineers a Better Mousetrap

Ken Gittings is a man of many talents. He recently showed me his improved MGB accelerator linkage. Ken developed this for use with a supercharger but it is useful for other carb conversions or for a better stock set-up.

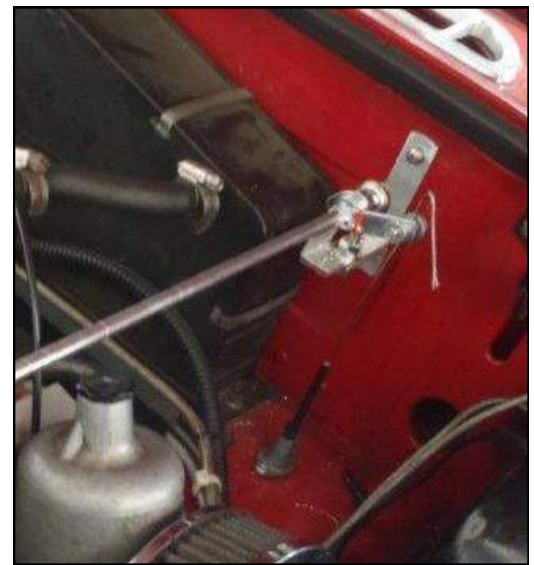
Talk to Ken for details of his design or to get help with your custom engineering.
- Dan Shockey



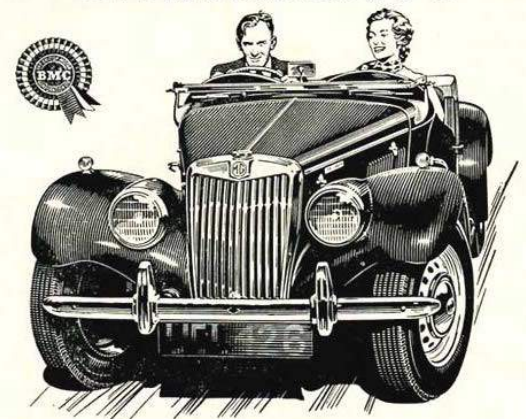
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the *enthusiast's* car



Rendezvous 2019 – July 25-28 at Spirit Mountain Casino

You are invited to join other MG enthusiasts at Rendezvous. Hosted by Club T MG, and held annually at different locations in the Pacific Northwest, this event includes a Funkhana, scenic tour or gimmick rally, car show, a little free time, banquet, raffle, and auction, followed by a winner's circle send off on Sunday morning. You are guaranteed fun, frolicking, and fellowship.

A Funkhana is a timed, low-speed, tight turn course in a parking lot, requiring precision driving and whacky antics to complete for each driver/passenger pair. It is a hoot to participate and even more entertaining to watch. Trophies and bragging rights are liberally applied.

The car show on Saturday morning features all makes and models of British cars. Trophies are awarded. As an added bonus, we raffle a nice prize at the conclusion of the car show. Most often it has been a full picnic set, but sometimes it is a bird house or ocean theme.

This year's location is Spirit Mountain Casino, outside of McMinnville, nestled in the Coastal Range in Grand Ronde, about 30 minutes from the ocean. It is a wonderful setting for some history at Fort Yamhill State Heritage Area, forested mountain roads for an exquisite scenic tour, and free time entertainment in (or out) of the Casino.

Please plan to join us at Rendezvous this year. Registration forms will be available shortly on the Club T MG website (www.clubtmg.org). Tell your friends and neighbors. Everyone is welcome whether you drive your MG or not!

The SSTs plans a caravan

Webastco Sunroof

We are a United Kingdom company based in Lewes, East Sussex, England. We have taken over the sole world rights of manufacturing the Tudor Webasto coachbuilt sunroof. One of our most popular cars we fit is the MGB GT.

We can supply and fit in the UK. We can also ship complete kits for self installation to your country. If you would like anymore information please contact us at the thetrimmingcentre@yahoo.co.uk or telephone us on 00441273479616. You can also check out our website. www.thetrimmingcentre.co.uk



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Find this large page ad in a Saturday
Evening Post magazine: March 12, 1960

Announcing the 26th Annual
MGs by the Bay

Saturday June 8, 2019 in a *NEW LOCATION* at

Bon Air Center in Greenbrae

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



All MGs and Metropolitans 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 \$12 and must be pre-ordered. The deadline for advanced registration and pre-ordering T-shirts is June 1.

Entry starts at 8AM and the show starts at 10, rain or shine, and awards are presented at 2PM. 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.MGOCFSF.org. One form is required for each MG.

Mail before June 1, 2019 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.MGOCFSF.org

Show Use Only		
\$	/	#

Please print:

Name: _____

MG model: _____ Year: _____

Address: _____

Body style: ☐ Roadster ☐ Coupe

City: _____

☐ Metropolitan ☐ Saloon ☐ Racer

State: _____ Zip code: _____

☐ Other: _____

Email address: _____

Car color: _____

Daytime phone: () _____

T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL

T-shirts are \$12 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: _____

The 26th Annual

MGs by the Bay

Photo: Mindy Hungerman



Saturday, June 8, 2019
Bon Air Center, Greenbrae

Welcoming the Nash Metropolitan Club
"Brothers under the Bonnet!"



401 Sir Francis Drake Blvd
Registration: \$25 by June 1, \$30 at gate
Time: Entry opens at 8am, Show starts at 10am
Popular Vote Awards at 2pm
Commemorative T-shirts: Order in advance
Free entry and parking for spectators

See registration form at www.MGOCSF.org



A Failure to Proceed

The editor of the national NAMGAR newsletter, MGA!, had a TC club encounter that he reported in the Nov/Dec issue, as follows:

I recently had an experience that is all too familiar to NAMGAR members everywhere. Call it a “failure to proceed,” “roadside breakdown,” or any number of other terms; it’s when you’re standing next to a sick MG somewhere along a highway.

I was on my way to the Central Coast British Car Club’s annual show at Channel Islands Marina in Ventura, California, in my 1947 MG TC when the car shut down completely. Not a miss, not a cough, not a sputter. It was deader than a raccoon frisbee in the fast lane of the Interstate. I coasted to the side of the road as cars buzzed by me, climbed out, opened the bonnet, and wiggled some wires looking for a loose connection. Nothing. I decided that rather than crawl over, under, and around the car I would just call Triple A and suffer the ride of humiliation home on a flatbed truck.

I was in mid-conversation making arrangements with AAA when not one, but four vintage British cars pulled up behind me; another TC, a TF, an MGA, and a vintage Mini. They became known as the “Dream Team” and set about uncovering the cause of my TC’s demise. Equipped with a multimeter, they were able to determine that the culprit was the voltage regulator, a part that has given me problems in the past. Better yet, they discovered by moving the ‘A’ wire to the ‘A1’ terminal, the circuit was completed and the car would run. There was no immediate sign of smoke or flames from the regulator, generator, or associated wiring and the Dream Team believed that it was “okay” to continue on.

The owner of the TC, Steve Simmons, was the lead trouble-shooter in this exercise and is now my “best friend forever.” Not just because he got me going again, but because he has a six car garage with two lifts (which makes it an eight car garage), owns four other MGs and is quite knowledgeable. This is another example of what great people owners of vintage British cars are. It points out what one of the benefits membership in clubs, both local and national, can be. I’ve since joined the TC Motoring Guild and attended my first tech session. Oh, and I took second place in the T-class at the car show. Steve got first place.

Michael Tooke, Editor



For drivers who were more interested in speed, “sports” cars were made. Their powerful engines and smaller, lighter bodies allowed them to go much faster than regular cars.

This two-seater MG TC could go as fast as 125 miles per hour. The convertible top and even the front windshield could fold down for open-air driving.

Copied from an old children’s book of vehicles. They had the photo swapped which put the driver on the left side of the MG. An American book apparently. I am not sure about the 125 mph... Ae there downgrades that steep?

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Andrew Noto

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Coyote Creek Concours - June 23

A New Show is Coming in June! We hope to see you there.

The Coyote Creek Concours d'Elegance will debut on June 23rd, 2019 on the 18th fairway of the **Coyote Creek Golf Club** at One Coyote Creek Golf Drive, Morgan Hill, CA 95037, right off of 101.

This new environment is bound to impress even the most experienced Concours attendees with its lush greens, easy access and modern facilities. For 2019, the featured marques are: Corvette and Ferrari.

A host of other classes will join these important cars that include: American Sports Cars, Pre and Post War Cars, CCCA, Pony Cars, Imported Sports and Passenger Cars, British Cars, Preservation Class, Rolls-Royce/Bentley, Exotics, Race Cars, Motorcycles, Cars of Morgan Hill/Gilroy, Gen-Excellent Cars (Cars of the '80s and '90s), Electric Propulsion and Special Displays. There will be a Corral for those that want to display their Customs and favorite rides.

The Coyote Creek Concours d'Elegance is an SCCA sanctioned event. Proceeds will benefit Operation Freedom Paws, a 501 (c) 3 organization.

[Click here to check it out.](#)

Cool Harbor Nights Car Show - Half Moon Bay

First Thursday monthly April - November

<https://www.yelp.com/events/half-moon-bay-cool-harbor-nights-car...>

First Thursday monthly April - November. Cars, trucks, motorcycles, every year, make and model. Free admission to spectators, as well as participants. You'll have the opportunity to see anything from "projects" to rare collector cars and everything in between. Come see some real classics! Show is 3pm until dusk. Check out our website for more info. [facebook.com/CoolHarborN...](https://www.facebook.com/CoolHarborN...)

Location: Princeton Seafood
Company Market & Restaurant
9 Johnson Pier
Half Moon Bay, CA 94019
Phone number (650) 726-2722

Cheryl & Steve Glenn in their well—done Chevy V8 MG TD hot rod.



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Track Tour & Paddock

Sears Point, April 13

By Dan Shockey

It was a beautiful day in the neighborhood. There were a dozen or so MGs plus twice that number of Austin Healeys present and mostly accounted for. I think all "our" folk got free entry tickets. The CSG racing organization promises to make it easier for next year. They want to make this an annual event and attract more sports cars. They have proposed making the entry free to all. (The track administrators collect the entry fees.) Hopefully they will make it an all-British meet where we don't have to be involved to organize things, just promote it.

I was struck by how much variety in our MGs we have compared to the Healeys. Besides a couple of Bugeye Sprites, they all looked alike. But it was fun meeting some of the Healey folks and seeing their beautiful cars. We claim some share of Austin-Healeys since

most
were
built in

Abingdon and share some engineers and designers. I helped a good friend restore his 1959 100-6 over the past 25 years.

Member Bev Morgan again sang the anthem at the beginning of the day's events. She sings it so well that I suspect most think it is a recording. Husband Tom was there racing his namesake Morgan car. (I arrived there just after he had a small carb fire. A little excitement...) There were many other MGs on the track. I noted several places in the paddock where MGs and Healeys shared pits - which seemed appropriate.

A professional photographer took excellent shot of each of us on the track. You can order from him a high-quality image of you and yours on track, suitable for framing, for \$100.

Thank you to member Andrew Wait for helping to organize this with the CSG. Contact Dan for photos.



Shockey Photos

Shockey photos except at bottom



Sebring MGB



Buy photos of cars and drivers on track from Allan Rosenberg
allanrosenberg@me.com

Keep Planning for 2019 ...



SPRING

Club Nosh' 'n 'Natter, Sat., May 4, Bon Air Center
 Dixon All British Meet, Sunday, May 19
 Elkhorn Slough Tour, Sat., June 1, Dave Marsh
 Stuffing Party, El Cerrito, Friday, June 7
 MGs by the Bay, Greenbrae, Saturday, June 8
 Blackhawk Father's Day Show, Danville, June 16
 Tune & Spoon, SSTs, Marja VDH, Sat., June 22



SUMMER

Kirigin Cellars Tour Show, MGOC invited, Gilroy, June 30
 MGOC Cobra Museum, Winery BBQ, Sun., July 21
 Dian's Almost 4th of July Tour, SSTs, Sun., July 28
 Rendezvous, Oregon, SSTs caravan, July 25-28
 Little Car Show, Pacific Grove, Wed., Aug. 14
 MGOC Picnic, Tilden Park, Sat., Aug 24
 Pebble Beach Weekend, Kelloggs, Sept. 6-8



**BLACKHAWK
MUSEUM
DANVILLE, CALIFORNIA**

**FATHER'S DAY
CAR SHOW
SUNDAY
JUNE 16, 2019**





MGOC Minutes – Saturday April 6, 2019

Nation's, El Cerrito

Call to Order: Andy Preston at: 10:00

Attending: Marcia Crawford, Mike Jacobsen, Andy Preston, George Steneberg

Approval of Minutes of Previous Meeting: Feb 9, 2019: *Motion:* Marcia, *Second:* George

REPORTS

President's Report: Andy Preston: Focus of this meeting will be on MGs by the Bay.

Vice President's Report: Kirk Prentiss: Absent

Treasurer's Report: Marla Preston: Absent due to illness, report by email:

Account	April 4, 2019	February 2019
Checking	15,320.40	15,563.86
Savings	3,588.33	3,588.15
Total	18,908.73	19,152.01

Since the last Treasurer's Report we have paid for *Octagon* printing and mailing costs and received dues from new members.

Secretary's Report: Mike Jacobsen: Nothing to report.

Registrar's Report: Steve Kellogg: Absent, report by email:

152	Regular Members
49	Regular Family Members
201	Total Regular and Family Members
11	Corresponding Members
4	Corresponding Family Members
15	Total Corresponding and Family
216	Total Members

Four new members added since the beginning of the year.

Corresponding Secretary's Report: George Steneberg: Nothing to report.

Regalia Report: Ran out of windscreen clings. Not ordering any more.

The Octagon Report: Dan Shockey: by email: Feedback always welcome. Articles needed.

Website Report: Steve Kellogg: Absent, report by email:

Updated Form Maker on website that works better with the PayPal app. Updated MGsbtB app on the site.

Photos Please: Is there a way I can get pictures delivered to me so I can update the gallery with past and recent events?

PAST EVENTS: Great turn out for the St. Paddy's Day tour with over 23 cars and 46 people.

UPCOMING EVENTS (MGOC sponsored events are in **bold text**)

Sat, Apr 13 **CSRG Vintage Races, Sears Pt. MGOC Club Paddock, Dan Shockey.** Dan is still working with Andrew Wait (CSRG) on distribution of 45 tickets between clubs. Dan will be at "will call" with free tickets until they run out.

Thurs, Apr 18 SSTS Delta Tour

Sat, May 4 **Board meeting, Bon Air, Greenbrae**

Sun, May 19 Dixon Car show: Caravan to car show? Meeting locations?

Fri, June 7 **Envelope stuffing for MGsbtB George's Pub**

Sat, June 8 **MGsbtB. Bon Air, Greenbrae**

Sun July 21 **Cobra Museum Martinez and Winery picnic or BBQ, see New Business**

OLD BUSINESS

MGs by the Bay: Review handouts; registration form, artwork for flyer, outline MGs by the Bay (4/4/19) and MGs by the Bay Awards 2019 (4/4/19). Decisions made were:

- Mike to take Dan's poster artwork and create a tri-fold flyer combining the art & registration info.
- We'll use the same type of awards as last year. We're dropping the Racer and Special classes, adding a Metropolitan class, and possibly combining the MGC class into Early MGB depending on advance registrations.
- Mike will investigate having event dash plaques produced.
- The T-shirt will use the poster artwork. Ken Gittings will check into T-shirt production.

Member at Large: Dave Marsh declined the offer to be a Member at Large. Other suggestions were Jim Carlson, Sheryl King, or Dennis O'Dea.

NEW BUSINESS

Cobra Museum tour: John Hunt has contacted the Viano winery and they want \$200 to reserve the picnic spot at their winery. Other options are a BBQ restaurant close by but they don't take reservations. No vote was held regarding the club covering the \$200 cost of reserving the picnic area at Viano winery because there was no

quorum. However, following a discussion the consensus was that John should try and locate other venues for lunch, not necessarily close by.

Jack Ford's stuff: Jack gave Dan several boxes of mostly new MG parts for disposal by the club and proceeds go to club treasury. Suggestions were to advertise in the *Octagon* with the note that you must pick it up, or use some items as door prizes at the Annual Picnic or another event. Jack wishes to help out the club.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING: None

ANNOUNCEMENTS: None

NEXT MEETING: Will be at a location to be announced in the Bon Air shopping center in Greenbrae, Saturday May 4, breakfast 9:00, meeting 10:00.



Friendship Day 2019

This is our 44th Friendship Day Event
Sunday May 19, 2019

This year Friendship Day will be held at #3 Lagoon Dr.
Between Oracle and The Pullman Hotel
East of Hwy 101 at the Marine Parkway, (Ralston Ave.)
Or, Holly St. San Carlos. At Redwood Shores.

There is ample parking for 400+ cars, trucks, trailers & motorcycles
There is a lawn area for picnicking and trees to sit under.
There are stairs that go right into the lagoon.

Bring your walking shoes to explore the great walkways
Walkways go throughout the complex and along the lagoon.
complimentary coffee and doughnuts for early participants,
Food catered by Arguello Catering & drinks will be available,
Informational booths, goodie bags and door prizes.

Gates open at 8 AM with a \$20. gate fee.
(includes the goodie bag with dash plaque and door prize tickets
For the 1st 400 entries)

Sponsored by: Mid Peninsula Old Time Auto Club
MPOTAC.com

Check it out!

Attention Car Clubs!

Please remember that you are invited to bring a card table and information about your club.

At Friendship Day we bring car clubs, collectors and hobbyists together.



Kevin Walsh painting re-done in ceramic. Features the birthday car, M-type Midget, 90 years old this spring.

Above: Sign seen for sale on eBay

[boston craigslist](#) > [metro west](#) > [for sale / wanted](#) > [cars & trucks - by owner](#)

Avoid scams and fraud by dealing locally! Beware any deal involving Western Union, Moneygram, wire transfer, cash / guarantee. [More info](#)

4x4 MG MIDGET - \$3500 (sharon)

Date: 2010-04-21, 8:03PM EDT

Reply to: sale-9k7qj-1703812278@craigslist.org [Errors when replying to ads?]

everything new or rebuilt , has Warn overdrive, CJ3B drivetrain

- Location: sharon
- it's NOT ok to contact this poster with services or other commercial interests



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94.5 bhp, 109 mph, 0-50 in 8.0 seconds* £1,471.71
*including car tax and 50% VAT. Excludes delivery, on-road costs and optional extras. Dealer's price. *Source: Motor

MGB

Classified Ads

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

1952 MG TD: Chrome spoke wheels, MGB brakes. Runs fine. Asking \$15K Email to ramcbride@stanfordalumni.org. (Posted 5/19)

MGB Parts for sale and FREE: 1) NOS Jack and lug wrench still in jute bag and covered with paper never used!! 2) Need to pass the SMOG TEST? All smog equipment off 1979 B, Carb, exhaust Manifold, Smog Pump, Air Cleaner, EGR valve with head injection lines etc 3) 1976 radiator 4) 2 Alternators 5) another smog pump 6) new rubber bumper motor mounts 7) complete 1976 motor in pieces 8) Snug Top Hardtop. Plus more, make me an offer and take it all John Hutchison, 925 788-5962, jrhutchisoniii@comcast.net (Posted 4/19)

Two "Vintage Style" Luggage Cases. These are 1950's style with imitation leather edges and are perfect for your MG. Use the large one (20" x 11" x 6") on the luggage rack and the small one (18" x 9" x 5") inside your car for jumper cables, tools and spares (that every MG owner needs to carry), \$20. – Don Davis, fstcobra@hotmail.com (Posted 4/19)

1938 MG TA Tickford: Said to be one of 206 Tickford drophead coupes produced and was originally sold in England. Restored in Nova Scotia. Power comes from the original 1292cc OHV inline-four paired with a 4-speed manual gearbox. Clean California title. Painted in its current "crackers and cream" scheme, it has been an award winner at several Concours events. The Tickford drophead is an insulated 3-position convertible top. The interior is trimmed in beige and includes a telescopic steering column, wind-up windows, a wooden dash and a fixed windshield. Bill Hiland, cell 408.314.2675 (posted 4/19)

Supercharged MGB: Upgraded brakes, interior, 5-spd, Ford rear axle, flared in front and rear valences, Beautiful and quick, See April Octagon. Bill Hiland (posted 4/19)

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

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



Dave's New Toy

1973 MGB-GT with Buick 300 V8

Our gypsy member Dave McCann, of Springfield, Ohio, and other ports of call (mostly semiconductor fab plants) around the world, has picked up another MG, this one with many performance upgrades. The conversion appears to be well sorted and road-tested. It is certain to turn heads everywhere.

Dave writes, "I will be doing more work on it. The gas tank was compromised by previous modifications and now only holds about twelve gallons. Functional, but the engine goes through that in about two hundred miles. The new tank holds eighteen gallons."

Many of us have thought about doing such a conversion and Dave managed to grab one with the hard work already done. It is interesting to note all the changes required to really make this work. It would be interesting to compare this directly to Bill Hiland's supercharged high-performance MGB with similar upgrades to axle and brakes.

Info below as published in *British V8 Newsletter*, August 2006



Engine: Buick 300 c.i. V8 (4.8 liters), cast iron
 Conversion Performed by: Jim Stuart of Maryland with continuing engineering by Dave McCann
 Engine Mods: 0.060" over bore (to 308cid), 9.8:1 compression. Big valves & lots of head work.
 Ignition: Stock Delco dizzy with Pertronics conversion.
 Intake/Carb: 500 CFM Edelbrock.
 Cam: 50232 Crower, lumpy.
 Cooling: Oversize aluminum radiator made possible by cutting & boxing frame per Mikel Moor's example. ("I used 16ga galvanized to make a "C" channel which lined the frame cuts & became a bottom channel for the rad to sit in.")
 Exhaust: Custom dual exhaust (exiting on either side of centered gas tank), Rv8 style headers, 1 5/8" tubes.
 Transmission: Borg-Warner T-5, 0.063:1 5th gear.
 Clutch: McLeod HTOB, stock Chevy S-10 clutch.
 Rear axle: Ford 8", 3.55:1 gears, Auburn limited-slip.

Front suspension: Stock MGB.

Rear suspension: Fiberglass springs, traction bars, tube shocks, Panhard rod (supplied by "British Automotive".)

Brakes: (Front) big brake conversion from TSI, (Rear) stock Ford disks

Wheels/Tires: Datsun 280 Z Turbo 15" x 6.5" wheels. Yokohama tires: 195/65/15 (front), 215/60/15 (rear). Rear wheel arches radiused to clear without using flares. ("I took my trusty Sawzall and cut the arches round instead of flat topped. This allowed larger tires to clear without flares, and for the front & rear wheel openings to match like on the '73-'74 round wheel arch Midgets.")

Electrical: Autometer Ultralite gauges including electric speedo, air/fuel meter. LED third brake lamp.

Body & interior: Bumpers & side trim removed, Sebring rear valance, ST front spoiler. Miata seats, custom dash made by stripping a 1977 dash, figured Anigre veneer over bending-plywood commercially spray-glued to metal dash. Air conditioning.

Comments: After completing the conversion, an oil cooler was added as oil temps were approaching 240 degrees. Cooler dropped oil temp to 200-210 degrees.

Completed: 2003

Miles Since Conversion: Approximately 35K (as of the British V8 2006 meet)



I see the pistons for this pedal car are

currently out of alignment.



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MGOC *The Octagon*
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San Francisco, CA 94131-3141



MGOC Meeting *Nosh 'n 'Natter* Saturday, May 4



Date: Saturday, May 4

**9:30am: Bagels, Bacon & Egg
Sandwiches**

10am: Meeting

Noah's New York Bagels

Bon Air Center, Greenbrae

**More Info: Andy Preston
andypreston@att.net**

We look forward to seeing you!

