



THE OCTAGON

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



Since 1957!



Gizdich Ranch Tour, Dave Marsh Leader, Photos: Marja van den Hende

November 2018

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 2018

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

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 Member-at-Large: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com
 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.

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>.

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MGOC & SSTS

Sonoma Tour 2018

Sat, Nov 10, 2018

This is a Rain or Shine tour so if raining bring an umbrella and drive a car with wipers.

Date: Saturday, Nov 10, 2018

Tour leaders: Andy and Marla Preston 707 795 3480

Meeting Place: Starbuck's, 1716 East Cotati Ave (Wolf Den Plaza), Rohnert Park, opposite Sonoma State University.

Time: Meet at 9:30 and leave at 10:00 departure

Tour: This year the Sonoma tour will be starting in Rohnert Park and ending in Petaluma so it's an easy off and on Hwy 101. We will be heading east for a change and taking one of my favorite drives over Sonoma Mountain and down into Napa. As we descend into the Napa we get a breathtaking view of the entire Napa Valley.

Our first stop will be at the V Marketplace in Yountville which is always a fun place to visit and there's great coffee and pastries at the Bouchon Bakery.

We will leave Yountville and travel by country roads again through some of the premier wine growing regions of both Napa and Sonoma Valleys, surrounded by vineyards.

Our final destination and lunch stop will be at Flamez Grill on Sonoma Mountain Parkway in Petaluma and we will be able to order off the open menu.

Lunch should be between 12:30 – 1:00 pm.

RSVP PLEASE: Andy or Marla Preston at: 707 795 3480 or

marlapreston@hotmail.com prior to Nov 7th so we can confirm lunch reservations.

Please bring cash because there will be one check for each table.

From the Editor

November 1, 2018

My fellow MGers,

Remember to vote for new club officers and measures on our ballot. I really appreciate that Andy and the others have offered to continue another year. This is a huge sacrifice of time and effort.

We have a flurry of events coming up now into December and January. You don't need your MG for any of our events. Discover new places and meet wonderful people. The Bay Area never stops delivering neat places to experience.

I continue to work on the 1935 MG PA. I bought a brand new distributor for it (on Amazon) for \$25. It is a Chinese clone of a Bosch VW unit. It seems to work well so I may purchase a spare. I am still working to get the valve timing set correctly. I tried and failed last Saturday so will try, try again. It ran strong on my test runs through



MG

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BRAKES: <i>sleeved and rebuilt</i>	Type to enter text
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OCT09

the redwood forests but got hot. The overhead camshaft is driven by two pairs of bevel gears through the vertically-mounted dynamo (generator).

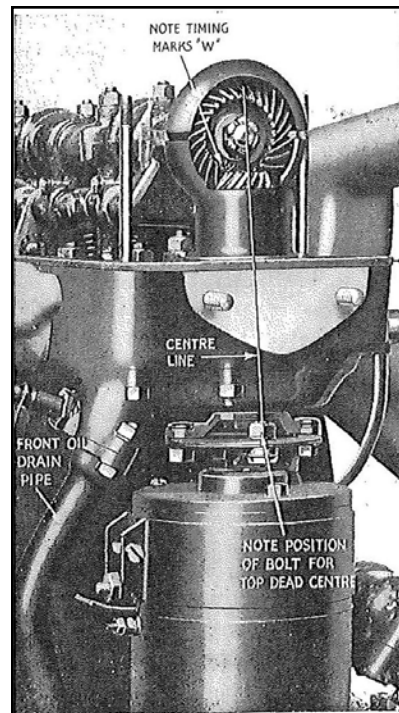
Different vehicle types and makes seem to attract different types of people, or at least different values and desires. MG folks seem the best, though other British car folks are almost as great. If there is one word that to me describes the MG hobby, it is FUN! Many of the email/blog exchanges are very humorous. The MGs are so much fun to drive – even within legal speeds - and mostly fun and rewarding to work on.

We have heard of three non-running MGBs lately offered free to a good home. These often come on short notice, someone has to move or something. We try to find a home for them but the short notice makes it a challenge. Let your officers or me know if you would be interested in providing a home to another lost puppy. Getting them back on the road and reselling them is a service to the hobby. We need young folks to discover the joy of MG.

Andy and Marla put on a great tour so I hope to see you in Sonoma County on Nov. 10. See fliers and the calendar for other events.

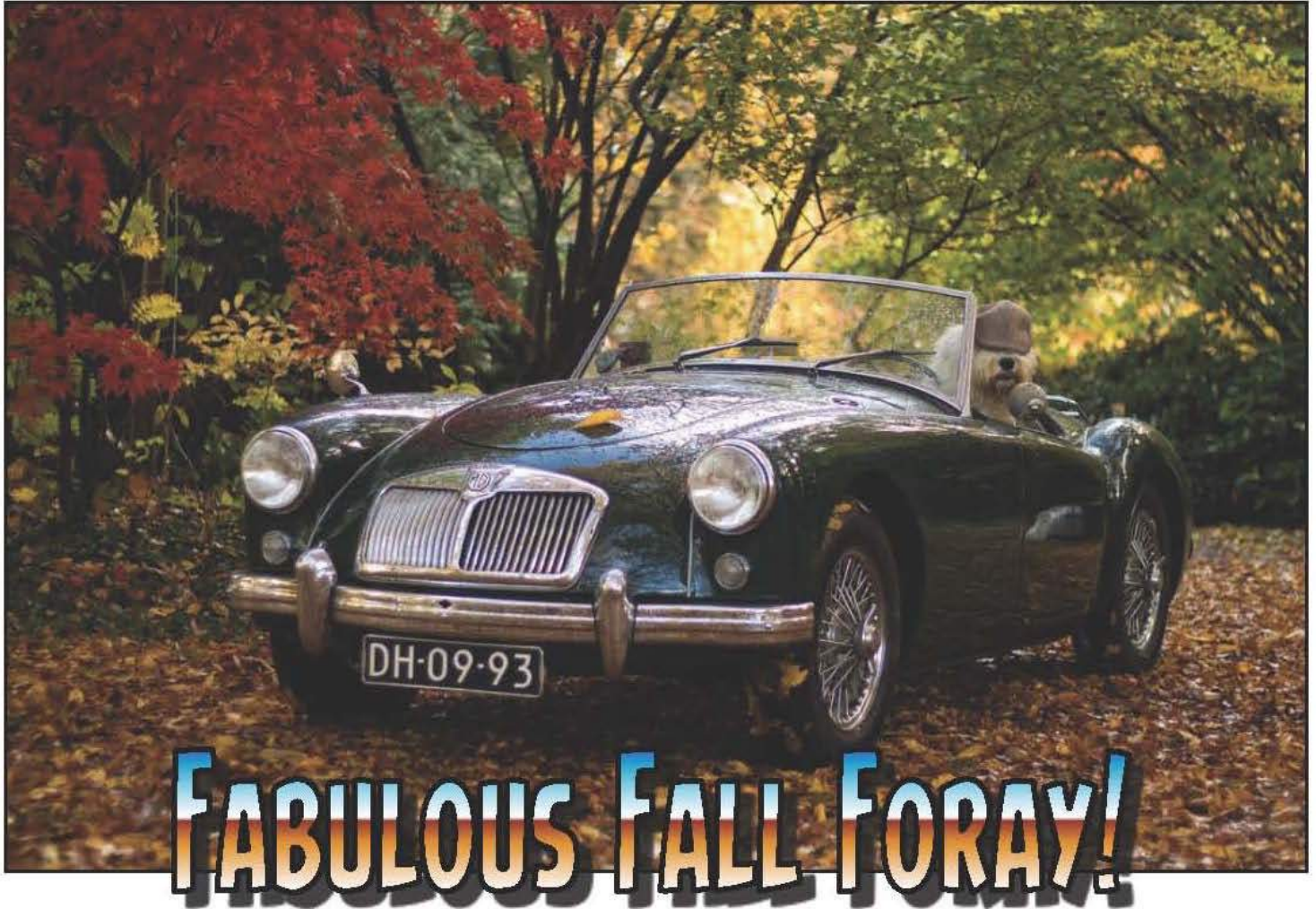
Happy Holidays!

Dan





The Sorry Safari Club Invites us to join them for the...



Saturday November 17th.

Meet at 9:30 for a 10:00 AM departure from the parking lot of Bodi's Java Hut at 3803 East Castro Valley Blvd., in Castro Valley...near the 24 Hr Fitness.

We will be doing a rambling tour along winding roads and thru rolling hills and dales and a menagerie of animals to Del Valle Regional Park in Livermore, followed by wine tasting and lunch at Garre' Winery. Keep an eye out for horses, cows, bulls, sheep, goats, pigs, wild turkeys, deer, owls, and turkey vultures...and who knows what else. The tasting there is \$15.00 per person, with tasting fees applied to the purchase of two or more bottles of wine. Entrance to Del Valle Park is \$6.00 per car, or a CA state park pass.

Lunch will follow the tasting at the Garre' winery café.

This tour is hosted by Jim Brady and Susan Engelhart.

Please RSVP by 10 Nov for lunch reservations

RSVP to Susan at sme1950@aol.com or (510) 895-8926. See you then!



Bodega Bay MG Clubs Tour

About: Join us and explore the famed highway one and our wonderful coast line. The day will be filled with history, amazing views, and camaraderie.

Date: Saturday, December 29, 2018

Marin Meeting Place time and location: 9:30 a.m. at Bed Bath and Beyond parking area at 2601 Larkspur Landing Circle, Larkspur, CA 94939. We will leave promptly at 9:45 a.m.



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Tour out: On Sir Francis Drake Blvd, through Fairfax, past Samuel P. Taylor Park (35 minutes) to Hwy 1 and north to Millerton Point to Fallon (24 minutes) continue on Hwy 1 to Bodega Bay and lunch (46 minutes)

Lunch: Spud Point Crab Company in Bodega Bay (for the non-fish eaters, they also serve hot dogs and chili). Located at 1860 Westshore Rd., Bodega Bay, CA (45 minutes)

Return route (optional)

After lunch, we will go for a walk along the shore at Doran Regional Park beach which is known for sand dollars (1.5 hours). Then our driving out will be on Hwy 1 to Freestone (20 minutes) next to Sebastopol (15 minutes) then onto Hwy 12 (15 minutes) to Hwy 101 where we split off on our ways.

Notes: This tour will happen, rain or shine. Our lunch place does not take reservations, only has outdoor tables which means we will be roughing it and eating in our cars if it rains.

If you have any questions, please call John Hunt at 925-330-7849 or e-mail me at: huntsails@comcast.net

Looking forward to seeing you!

Thank you

John Hunt

Cell: 925-330-7849



President's Ponderings



Don't forget to vote in the Mid Terms that are just a couple of days away. And keeping with the voting theme please complete the ballots in this edition and vote for the Officers for 2019, amendments to the Constitution and Bylaws and also whether we should continue with MGs by the Bay.

Last year was the 25th Anniversary of MGs by the Bay which is an incredible achievement, but we have noticed the attendance has been declining over last few years and we want to know if we should continue with this signature event. Your vote is very important so the Board can continue to organize events that the membership wants to participate in. Now I'll get off my soap box!

Thanks once again to Dave Marsh for organizing another successful drive out to Gizdich Ranch for some delicious pies in Watsonville. See his report in this edition. If you have any ideas for tours, drives or other events please let me or board member know and we'll try and arrange it.

The next tour on our calendar is the Sonoma Tour on Nov 10, when we drive over Sonoma Mountain and down into the Napa Valley and stop in Yountville for a rest and enjoy some wonderful pastries. For more information see the flyer in this edition. This should be a fun drive and ideal for our MGs. We drive on back country roads all the time with spectacular scenery.

At the beginning of November Marla and I will be changing cars and driving our 69 E-type Jaguar to the International Jaguar Festival in Santa Barbara which should be a lot of fun. It will be interesting to compare the Jag event with our own NAMGAR and NAMGBR annual events. I let you know how it goes.

Back in my garage I recently bought a new set of tires for my 1967 MGB. I purchased 165HR14 Vredesteins which are the correct tires for the car. I found the best price at Tire Rack which included free shipping to my tire shop for installation. In the past I've always had a difficult time getting the wire wheels balanced because none of the tire shops have the correct cones for wire wheels.

So I purchased a set of steel cones for balancing wire wheels from England. They are beautifully made and fit MGs, Jags and other cars. You get the correct size inner cone and the correct size outer cup which fits like the spinner. This way the wire wheel is held on the machine spindle just like it is on the car. The wheels balanced perfectly and I have no vibrations or shimmy at any speeds. Even the owner of the tire shop was impressed and asked me for the supplier.

Take Care and drive safely,

Andy



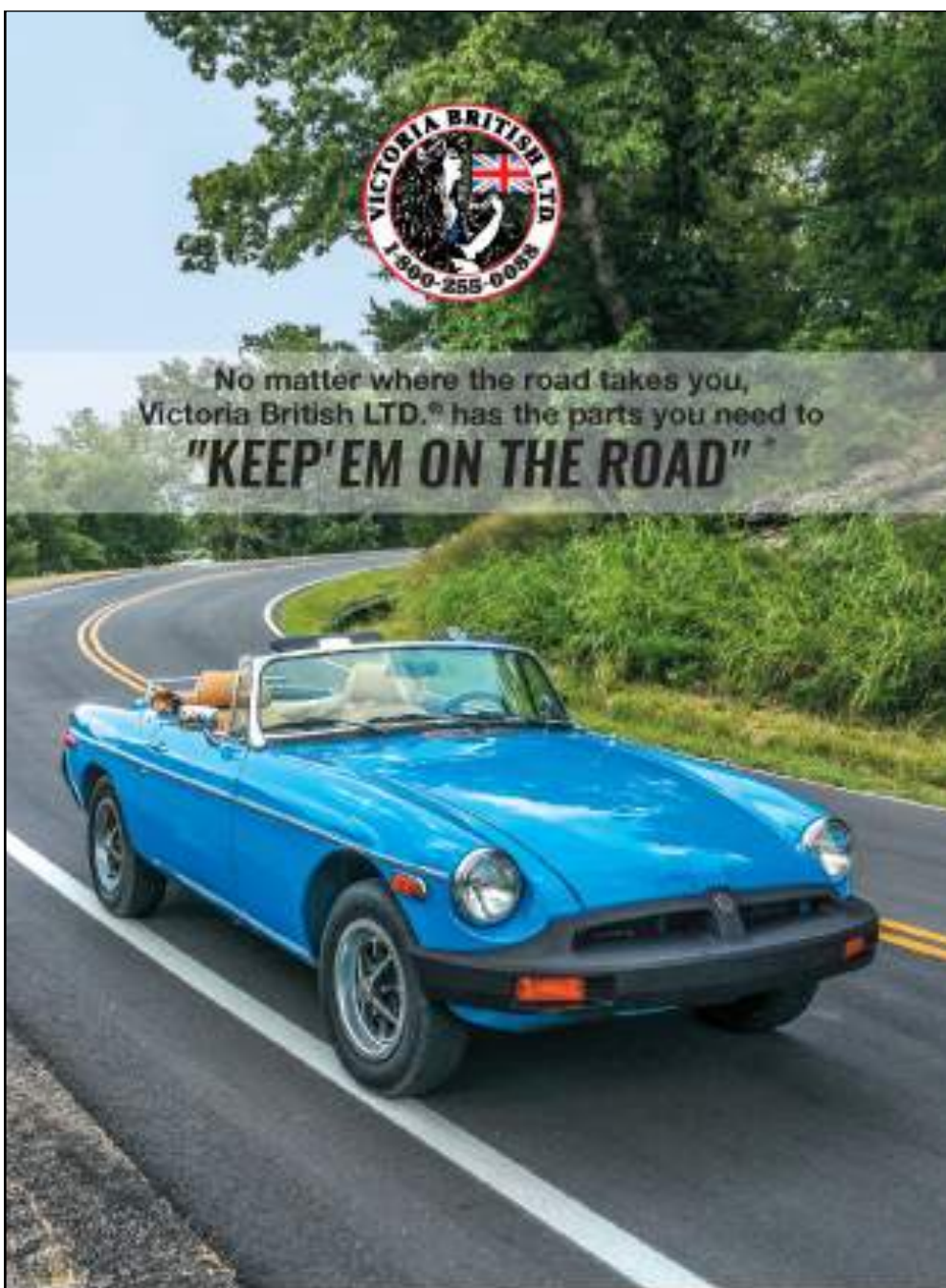


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Gizdich Ranch Tour Report

The weather was perfect when we gathered at a Starbucks on Almaden Expressway in South San Jose. The group comprised six MGs and an Alpha Romeo. We drove south through beautiful Almaden Valley passing Uvas Reservoir then over the hill to Gizdich Ranch via some backroads.

The trip was uneventful and no cars broke down. We arrived around noon to join a sizable crowd of people already there. It is apple picking season and it almost seemed like everyone in California who liked apples was there with cars parked roadside up to a quarter mile away.

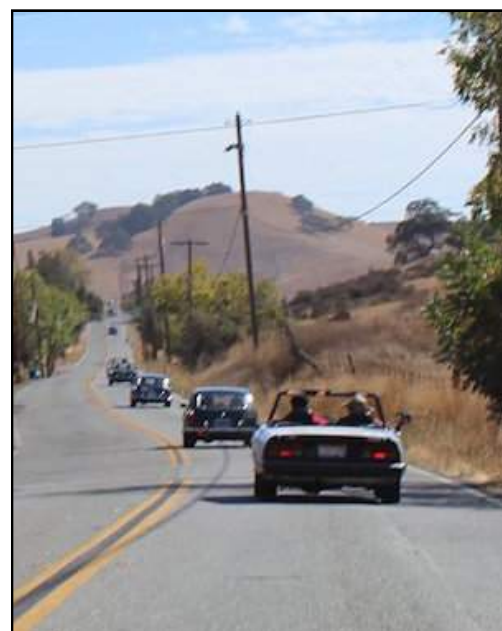


At the Ranch you can have lunch, buy pies, or pick your own apples. There are some tables in the pie shop and more tables outside where you can sit and eat. Adjacent to the pie shop is a gift shop. After some waiting we got our lunches along with a berry pie we all shared. The box lunches were made to order and contained a sandwich, chips, a cookie, and a drink.

Gizdich Ranch is famous for its pies and, amazingly, all present demonstrated great restraint in not taking any pies home.

Dave Marsh

Photo: Marja van den Hende



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MGOC Holiday Tea and Toy Drive



Hosts: Marcia Crawford and George Steneberg

Date: Sunday, December 16, 2018

When: 1:00 p.m. (Board Meeting and vote tally 12:30-1:00)

Where: 150 Purdue Avenue, Kensington, CA

This year's Holiday Tea will be hosted by Marcia and George at Marcia's beautiful home in Kensington. Please bring a favorite dish and tea to share and enjoy with other fellow members. Also please bring an unwrapped toy for the toy drive. We're looking forward to reminiscing about the past year and hearing your latest stories and adventures in your MGs. A short Board Meeting will start at 12:30 and includes voting for next years Board members.

RSVP: Marcia at 510-526-8951 or George at j2george@pacbell.net

Directions from the North or South Bay Area: Take Eastshore Freeway 80 or Highway 580 toward Golden Gate Fields. Exit at Albany/Buchanan. At light turn east (toward hills). Follow Buchanan east. Buchanan curves right and becomes Marin. Cross San Pablo Ave. and continue east on Marin thru several lights. Cross The Alameda (round fire house on your right) and continue to Marin Circle (fountain in middle) and around to The Arlington (only divided road). Continue on The Arlington to stop sign. Pass stores on your right and continue three blocks, then turn right on Westminster. Turn right on Kenyon (at top of "T") and continue around and up to Purdue. Turn left on Purdue Ave and continue a short way to 150 Purdue, a white colonial house on your left. Continue up three to four houses to find parking.

MG Innovations!

Recently Colleen and I left Capitola a little after 7 am to make the meeting in Sausalito at 10 am to begin the tour. It was dense fog and very chilly. It's a fairly long drive, but I have a very good heater so we became a little bipolar with the door side leg cold and the interior side well done. The fog was so thick that I had to use the wipers. I did get them to work for about 20 minutes of the hour that I needed them. This led me to conclude that MG pioneered the intermittent wiper.

What other advances has MG pioneered? I happen to have the advanced flex fuel model that burns both oil and gas, an innovation well in advance of other flex fuel vehicles. GPS tracking has been made superfluous by the very reliable oil drip system which, like bread crumbs, can safely guide you home again.

Most people don't realize the revolutionary audible cam sensor our cars come with call the tappet. This utterly reliable sensor actually becomes more accurate with age. The improvements in aerodynamics were nothing short of a miracle. The wind just screams and howls by, looking for a place to grip the car. I've just been informed the screams and howls came from the passenger side of the car.

Well, that still doesn't denigrate the masterful improvement in aerodynamics enjoyed by the TC model—a bringing to a most streamlined point the tip of the rear wings.

As I was musing upon these great features in the TC my leg was enjoying a warm oil drip from the oil pressure gauge. Blissfully unaware we pulled into the Spencer off ramp and meeting point for the tour. It was not long before the growing oil spot on my knee was apparent. Hm...guess I'll stuff some paper towel in the gauge to see if I can catch the leak. As luck would have it, it did.

John Taylor has successfully used the ceramic beads to balance the wheels of his 2CV, most intriguing. I am going to try it on my TC right after I fix the oil leak at the gauge.

(MGOC member) Christian informed me of another new product that is now available, canned Lucas Smoke, to replenish the smoke lost over the years. The lost smoke is mainly due to the Lucas patented short circuit, apparently created to save wire.

from Jeff Stobbe, Abingdon Rough Riders

I sense that Jeff has challenged us to determine other automotive innovations we can attribute to MG. Shall you accept the challenge? - Dan

Jeff had his newly purchased MGB/GT at the track tour in April. He has now swapped the front suspension cross member to a roomier rubber-bumper unit as he works to convert the car to Buick/Rover V8 power. Jeff designs and builds full-size and large model sailboats from his self-built home and workshop in the Santa Cruz area.



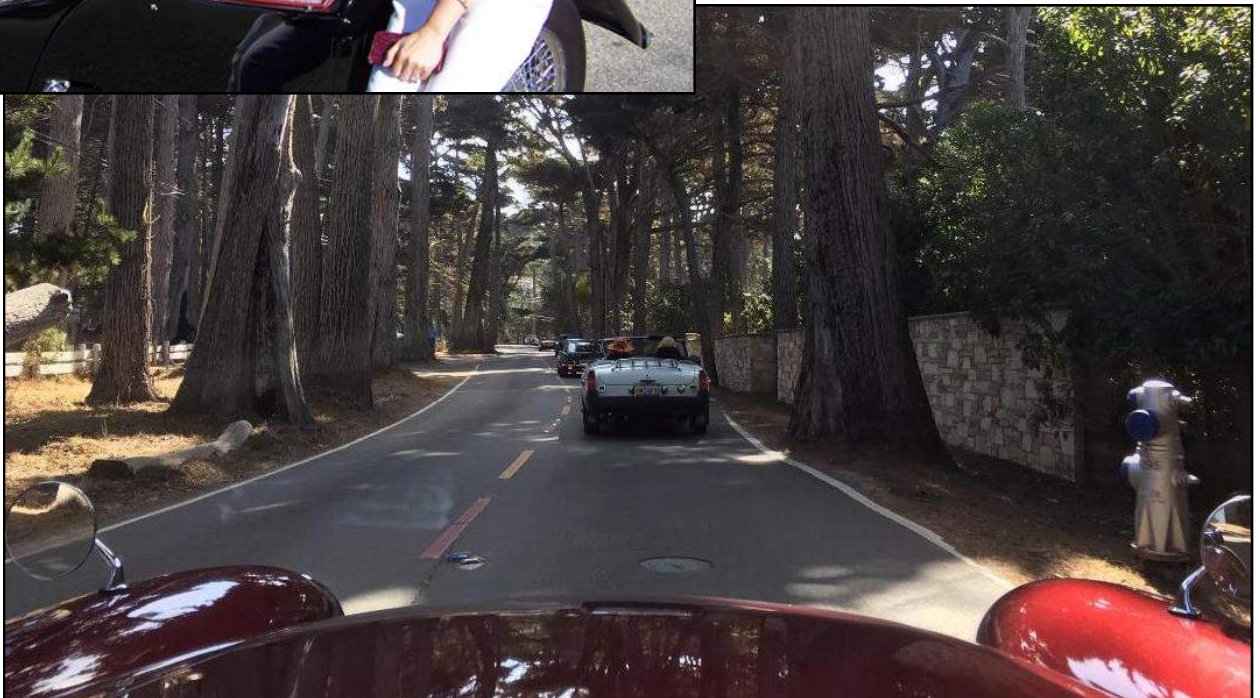
A good laugh though not clear that Kirk got the joke...



Sea Air Ahhh Weekend

Organized and Pam & Keith
Shukait in Pacific Grove

Photos; Thuy Nguyen and Dan
Shockey



We attended the national meet of the American Austin / Bantam Club near our motel



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Dwell Meter Use

by Andy Tilney, Cumbria

Every type of dwell meter I have ever used only has 2 wires. You must observe polarity, which means, POSITIVE EARTH vehicles, red lead from meter to earth, and black lead to coil + or CB however its marked, and NEGATIVE EARTH vehicles, black to earth and red lead to coil - or CB however tis marked.

Depending on which distributor you have in your MG, for 25D the dwell angle is 60 degrees + or - 3 degrees, and if you have a 45d its 51 degrees + or - 5 degrees, if you just want to check your dwell just connect up the wires and run the engine, if you want to adjust, take off the distributor cap and rotor arm slacken the screw put a screwdriver in the adjuster slot and crank the engine over watching the meter and adjusting when the engine is cranking, when you get the correct reading stop cranking tighten the screw and recheck.

You will normally also have a tachometer as well which is connected up the same way as the dwell meter, which means you can switch from one to the other when the engine is running. Also if you switch to the volts scale you can set your static ignition timing, to do this you will need the ignition on, also pull the HT lead out the coil so the engine can't start as you are turning it over by hand.

These are great bits of kit well worth spending a bit of time learning all the things you can do with them, and how to use them.

Official Ballot

MGOC Consolidated General Election

Northern California

November 2018



Instructions to voters: To vote for the candidate or measure of your choice, completely fill in the OVAL to the LEFT of the candidate's name. To vote for a person whose name is not on the ballot, darken the OVAL next to and write in the candidate's name in the Write-In line. Any member in good standing is acceptable as a write-in. VOTE LIKE THIS:

Mail ballots to Mike Jacobsen at 320 B Monterey Blvd., San Francisco, CA 94131, or bring the ballot to the next club meeting or the Holiday Tea.

PRESIDENT	MEASURE A
<p>Vote for one</p> <p><input type="radio"/> Andy Preston Incumbent</p> <p><input type="radio"/> _____ Write in</p>	<p>Do you accept the changes to the club Bylaws as proposed in the October Octagon?</p> <p>Yes <input type="radio"/></p>
VICE PRESIDENT	MEASURE B
<p>Vote for one</p> <p><input type="radio"/> Kirk Prentiss Incumbent</p> <p><input type="radio"/> _____ Write in</p>	<p>Should we continue to sponsor the MGs by the Bay event?</p> <p>Yes <input type="radio"/></p>
TREASURER	MEASURE C
<p>Vote for one</p> <p><input type="radio"/> Marla Preston Incumbent</p> <p><input type="radio"/> _____ Write in</p>	<p>Should we hold it at the Danville Livery or some other place?</p> <p>Yes <input type="radio"/></p>
SECRETARY	MEASURE D
<p>Vote for one</p> <p><input type="radio"/> Mike Jacobsen Incumbent</p> <p><input type="radio"/> _____ Write in</p>	<p>Do you solemnly swear to attend MGs by the Bay and other events in 2019?</p> <p>Yes <input type="radio"/></p>

Back in the Day!



New Member!

I purchased my 1970 MGB while attending DVC in Pleasant Hill in the late 80's. Back then I had time to buy a leather kit from Moss and redo my seats, I changed the cylinder head, new Top and other small items. I loved working one it, but as time goes by you get married, my parents got older and need more help, the MG got neglected. I hope to try and restore it and be able to drive it around again. I will look for a picture to send you.

Thanks, Cesar Castaneda of San Leandro



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George Steneberg at 86!

A special treat at the GOF West event in September was the celebration of George's 86th birthday. George remains active with his MGs and club events. He had his beautifully restored Mk II TD at the GOF. He was driving his 1933 MG J2 to local events until this summer when the motor quit. This tiny 850cc motor has an overhead cam driven by gears through the vertically-mounted generator at the front.

"We found no oil to the cam, the beveled gears with teeth missing. The new parts have been ordered. Will know more soon." - George

"The MG infatuation began before I did. I believe he bought his first MG (a TD) in 1964 or 65. He has told me in the past that he used to see these sharp little sports cars zipping around Berkeley when he was a teenager just after WWII, and always wanted to own one himself. When his friends were working on and racing big Detroit iron in the 50s, he was dreaming about British speedsters.

He bought the J2 while on a trip to England in about 1967. He had it shipped to California, disassembled it, and it sat in pieces (in several large cardboard box in our garage/basement until the late 1980s/early 1990s). He bought his second TD ("Pams MG") sometime in the 70s, and I remember the 4 of us all driving around in it (Susan and me both sitting in the compartment that should have held the convertible top). He had the MGA coupe in the late 70s/early 80s, and it was his daily commuter car to/from San Leandro for a number of years. "

By daughter and fellow club member Jennifer Steneberg

We are thrilled to wish George a happy 86th year along with Marcia, his Main Squeeze

At the **GOF** 2001 in Sonoma. Shockey photo



Keep Planning for 2018 ...

Keith Shukait provides excellent written directions for the Saturday Sea Air tour along the 17 mile drive.....



FALL

MGOC Sonoma Tour, Prestons, 11/10, MGOC

Pub Night at On the Road Again, 11/16

Fabulous Fall Foray, SSTS Tour, 11/17, Livermore area, MGOC welcome

MGOC Holiday Tea, 12/16, George & Marcia's, Berkeley

Note Date Change!

Thuy, Herb and Judy arrived at the ocean anyway!

Shockey pics



WINTER

Spud Joint Crab Co., Bodega Bay Tour & Feed, 12/29, John Hunt, MGOC

MGOC Planning Meeting, 1/5/19, San Francisco

MGOC Annual Brunch, 1/20/19, Moss Beach Distillery

GOF West, Prescott, AZ, Aug. 12-16, 2019

Prescott is in the mountains, August high averages 84 degrees, low averages 55. Travel at night & morning.

Pub Night! Nov. 16

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, November 16th. Please join us for an evening of fun and fellowship!

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

By Bill & Mary Hiland



Autumn Classic Photos

by MGOC member Tom
Talone

Autumn Classic Winners:

Barry Erickson	MGB/GT
Ron Chase	MGA
John Costas	MGB
Darren Marshall	MGTC



What are these?!



All British Car Show

By John Hunt

The Mini Owners of America, All British Car Show at Blackhawk Auto Museum in Danville on October 21, 2018 was outstanding. One of the treats of this show is the variety and uniqueness of the cars you see, which included a 1925 16/50 Convertible Tourer Rover; 1964 Bristol 408 MK I (one of 89 hand-

built cars) an Austin Healy 100 all aluminum race model; Ford Anglia, type of car you saw in the Harry Potter movies, etc. However, the pièce de resistance was a 1936 MG PB, built as a replica Q Type Special.

The PB/Q was really cool. All aluminum body, supercharged 746 cc four-cylinder overhead cam engine. When new, it could go zero to 60 in 27 seconds. The Q Type did well in its day at a number of famous races. Le Mans in 1937, this model car finished 16 overall and this model car also raced in the famed Millie Miglia. From info found on Wikipedia, George Harvey-Noble achieved a lap speed record at Brooklands race track at 122 mph. This car was raced this

summer at Rolex Monterey Motorsports Reunion. It's wonderful to see vintage cars in action being used and enjoyed as they were designed for! The PB is owned by Terry Sullivan. The aluminum body was built in Argentina.

A special thanks goes to Ken Gittings for providing the PB pictures for us.



Chasing Classic Cars

Wayne Carini has acquired an MG PA Airline coupe and has plans to restore it on his TV show. This is the 2-tone green airline that appeared at our ***MGs by the Bay*** some years ago. This car was restored by ***MG Enthusiast Magazine*** in the mid 1980s.



Classified Ads

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

Early NAMGAR newsletters: Donated by a club member. These are Vol 13, No 5&6, Vol. 14 No 5&6 and all of Vol. 15. Free to good home. Contact Mike Jacobsen

1948 MG TC: Former member Betz Miller, Almond Green, New tires, leather interior & top. Asking \$37k/offers. 707-481-0924 (Posted 10/18)

Oregon Club Cars: 1965 MGB, tourer w/hardtop, one owner, \$10k, Peggy (503) 709-3616. 1971 MGB tourer BRG, 2nd owner, garaged entire life, sell to good home, Christine (562) 682-8260 (Posted 10/18)

MGA 1500 Roadster: Member Paul Williams reports he has found a guy with an MGA in a barn in Gualala. He has stopped work on it due to his wife's illness. Asking \$3000. Contact Paul for info: cell 415 233 0422, pwilliamseu@gmail.com (Posted 9/18)

1952 MGTD Mark II: 5 Speed Manual Transmission, Higher ratio rear axle, Racing Windshield, Show car in Vancouver, B.C. Canada, Pauline, paulineboyle@hotmail.com 604-325-9252 (Posted 9/18)

1976 MGB: Orange/Black Roadster with 4-cyl 1798cc Engine (95hp). 33,000 miles. New Retro Radio. All maintenance records. Won the Premier Class twice at MG-by-the-Bay. 12 awards from other regional car shows. Featured in the SF Chronicle and other national car magazines since. Condition between 1 and 2. Tom Doyle at 520-220-6228, wtdoyleii@gmail.com Asking \$18,000. Purchased an MGC! (Posted 8/18)

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. Prior issues of The Octagon and other classified ads may be found on our web site.



Flying Caps for MG Drivers Dan Shockey

My thinning hair and my propensity to sinus drainage drives me to keep an eye open for good caps to wear while driving my MG. The aviator style caps are warm and stay in place well for the cooler months, or for summer in San Francisco, or for along the coast.

The flying caps, "Snoopy" caps, or, as my dad calls them, "Lindy" caps, are popular at present for general sales. You can find such caps in stores. Leather is nice as the material seems to fit with our older MGs. Many of the regular-store caps are the style with fold-down ear flaps and front flaps, not quite like the WWI and WWII caps,



but warm and useful. I have one in leather that is very useful and attractive. At least one company in England still makes their WWII flying caps. I have one, purchased for me as a gift (above), with a small MG logo. It is my pride and joy but one I tend to save for good that I don't like to leave in the MG.

Recently a surplus catalog company was selling US Navy "deck caps" for a low price and I purchased one. These are cotton canvas in dark green color with a wool liner and date to the 1950s. They have a bill to shade your eyes and a nice flap in back (with "USN" printed on back) to keep the rain and cold off your neck. I like it well and it seems to fit the post-war MGs. Another surplus company was selling these with the front and back bill/flaps removed. It looks like the traditional Snoopy flight cap that way and is still under \$20. You could cut them off yourself, or just remove one flap or the other.

Many of the surplus companies have gotten into remanufacturing of popular war surplus items. One such company is selling a reproduction of the leather flying cap worn by German pilots in WWII. These have good neck covering, too, and are available at about \$30. I presume they are made in China. These look very good and are more truer to flying caps with ear bulges. A leather company is selling an aviator cap now on sale for \$25 (regular \$40) It looks very good, too. I don't know where this cap is made.

There are some leather flying-style caps still made in the US of A. These are typically targeted at motorcycle enthusiasts who have a similar need to head protection and style. I have two that I bought from JC Whitney some years ago. Another company is selling a USA made goatskin cap for \$35.

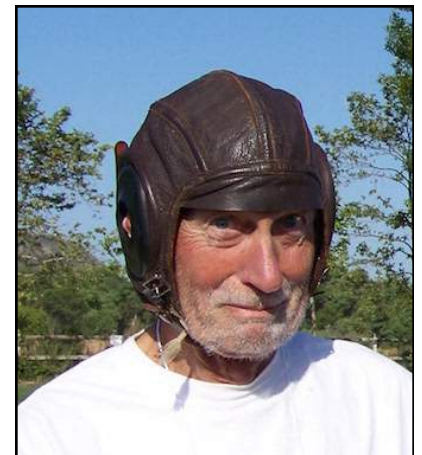
I walked my dog every day in Illinois and the temperature could be below-zero (Fahrenheit) on some mornings so these caps found winter use as well.

Some of these surplus companies sell surplus military bags that are useful for packing tools and supplies in the MG. Great sources also for long

underwear, leather gloves, great coats, etc. It is a way to buy goods of American or European manufacture, albeit perhaps 30-50 years ago. I bought Belgian lambskin flying gloves for gifts last year. (Sportsmans Guide)

Dan's father Joe at left with a motorcycle style Lindy cap from J.C. Whitney. (Same as shown at above left.)

Wayne Veatch, who we miss very much, at right. This is an authentic WWII cap.



Sources for inexpensive flying caps

<https://www.omahas.com/shop> . Cloth, leather and real wool flight caps

<http://www.historicaviation.com> \$34 Barnstormer Leather Flying Cap - Lined with soft sheep's wool for extra warmth and comfort, this brown flying cap is made in the USA of genuine goatskin leather. Also WWII style leather flying cap \$30.

<http://www.jaminleather.com> Leather-Aviator-Helmet Regular \$30.

WWI style leather aviator cap. Buffalo leather.

<http://www.sportsmansguide.com> The German WWII style leather cap now available at \$30.



You may want classic style goggles as well. These authentic Russian tanker goggles were available from Sportsmans Guide but many less expensive reproductions are available. Check Amazon.

These Forster Grant goggles are authentic USA WWII vintage but spendy at \$80. (Sportsmans Guide) I picked up a pair at a garage sale.



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Sonoma Tour Nov. 10, Short Club Meeting at Lunch

The Turkey Run
by
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Wheatland

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