



THE OCTAGON



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



Since 1957!



MGs by the Bay - Bon Air!
Photo: Thuy Nguyen

**Cobra
Experience!
Sunday, July 21**

July 2019

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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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 V8 Conversion: Tony Bates, 408-666-6174, avbates@yahoo.com
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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.

MGOCSF.ORG

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

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Join us at The Cobra Experience! Sunday, July 21

The Cobra Experience is a 25,000 sq ft museum located in Martinez, CA, and showcases original Cobras, Shelby Mustangs, Daytona Coupe, GT40, King Cobra, Sunbeam Tigers and a Lotus. Currently there are 24 cars on display, but this number fluctuates month to month. There are engine and wheel displays, posters, photos and a shop scene as it was at Shelby American in the 1960s. Unique to the museum is a 40-seat surround sound theater which features a HD film about the cars and about the Ford and Shelby American story.

On Sunday, July 21, 2019

8:30 am - Optional: connect at McDonald's, 42800 Mission Blvd, Fremont, CA (off I-680). Depart 9am.

9:30 am - Meet for caravan at Lafayette Safeway Parking lot: 3540 Mt Diablo Blvd, Lafayette, CA 94549

Coffee and bathroom available at Noah's Bagels, Pete's Coffee and Whole Foods

10:00 am Group tour: Lafayette Safeway to Happy Valley Road to Bear Creek Road, Alhambra Valley Road, John Muir Parkway to Center Ave, Howe Road, Arnold Drive and Cobra Museum at 777 Arnold Dr., #200, Martinez, CA

11:00 am - Tour Cobra Museum (Tickets are \$10, if we get 15 plus people, we get group rate of \$7)

1:00 pm - Lunch at museum. Catered sandwiches, chips, drink for \$15 (includes tax and tip) We need to have people's lunch request in one week prior to event.

For planning purposes, please let us know if you plan to join driving tour and/or museum tour and lunch. If you have any questions, please e-mail Dan or John. We are looking forward to seeing you there!

Anyone wanting to meet in Fremont, please advise Dan Shockey at magnut_dan@hotmail.com; 309-696-0803

Everyone, please advise attendance and lunch request to John: huntsails@comcast.net; 925-330-7849 cell



Shockey photo

The Cobra Experience is a non-profit museum committed to the promotion, conservation, education and preservation of the cars produced by Shelby American. Our doors are open the 3rd Sunday of each month from 10am to 3pm.

Should you wish to meet us at the museum, it is located at 777 Arnold Drive, Suite 200, Martinez, CA 94553.



From the Editor

G'day, MG-ers,

Fantastic weather and unbeatable sports car roads have we. Just a lot of hard traffic to get to them for many of us. I am well situated in Scotts Valley with easy access to coast and mountains, but tough to get to other areas for club tours. This would be a good MG event site, good roads and convenient to coast, Santa Cruz and Monterey. A new hotel just opened.

We had an excellent *MGs by the Bay* event. Everyone enjoyed the new location. A few more trees would be nice, of course. Most cars parked in the sun but there was lots of shade for people. Let us know how you liked it. We could alternate locations to keep it interesting and serve different areas.

I think you will enjoy the Cobra museum. It is a British sports car after all. Fabulous museum with many interesting displays. Great that we can lunch on site.

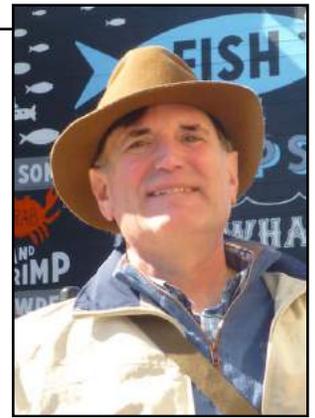
I have Mr. Toad (my 1935 P-type) back together with some improvements. My ankle still hurts to think about driving it. It hurt a lot driving to Greenbrae and back. May need some new driving shoes with ankle support. Along with my knee and back braces...*

Speaking of driving shoes, anyone find some they like for normal touring? I need narrow shoes to fit the pedals with a hard sole for pushing that pedal all day.* Good material to resist the heat, too! Race driving shoes often have soft soles for good pedal "feel."

A guy in the club passed along an MGB motor that I plan to put in the MGA. I need the power for air conditioning. A winter project. Will let you know how that works out. I asked Andy to report on his MGB/GT a/c installation. Anything that makes tolerable the Bay freeways.*

* "Old age is not for sissies." – Bette Davis

June 26, 2019



Happy trails,

Dan

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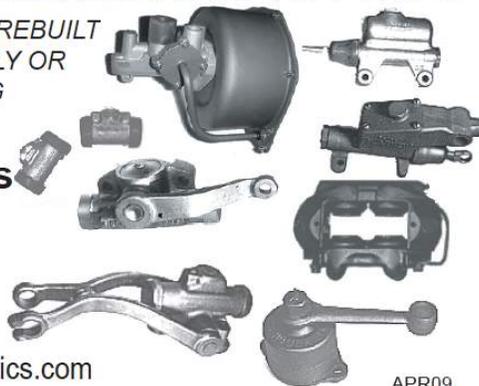
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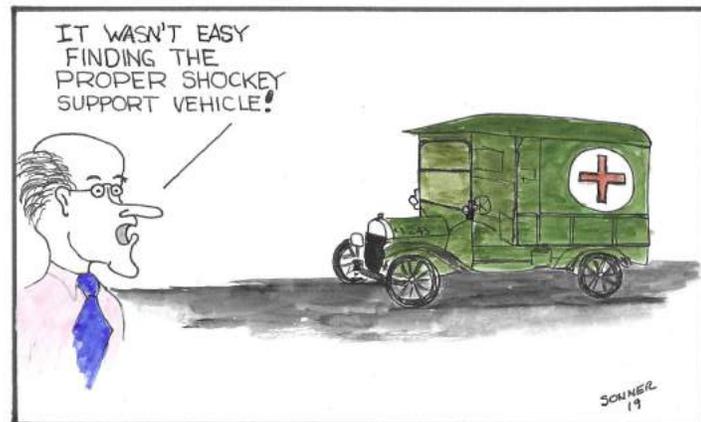
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Cartoons by Brian Sonner in honor of Dan's
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THE ROAD IS NEVER LONG
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MG Memento Raffle!

Welcome!

MGOC Annual Show & Picnic Saturday, August 24, 2019

11:30am-12:00pm: Club Meeting

12:00 -2:00pm: Picnic

Tilden Park in the Berkeley Hills, the Padre Picnic Area

The park is reached via Canon Drive, Shasta Road, or South Park Drive, all off Grizzly Peak Boulevard in Berkeley.

Come enjoy a day in a lovely park with old and new friends who share a love of MGs. Bring a picnic lunch or your favorite meats for grilling. George will fire up the BBQ*. MGOC will supply charcoal, ice, drinks and cups. * If the park permits fires this year

RSVP: to Marcia Crawford at marciacrawford7@gmail.com or 510-526-8951



New Members

Welcome Janet and Paul Callaghan of Rodeo with a 1969 MGB/GT

Welcome Back Rick Giessner of Berkeley with a 1953 MG TD

Welcome Back Brian Leary of Pinole with a de-bumpered 1976 MGB Roadster

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Samantha Lee - a high school graduate!

From Felix

Hey All,

Great job on the ongoing Octagon and events. Sorry, my travel an on-call schedule keeps me from making any of the events. Turns out I am on call for MGbtB weekend as well

An update, Samantha just graduated from Gunn High School and will be attending St Mary's College in the fall as a Communications Audio / Video Production major

Felix Lee

2020 Major Events!

Make plans to attend.

June 1-5, 2020: NAMGAR GT and NAMMMR Meet, Colorado Springs

Weekend following: MG Car Club 68th year running of the *Glenwood Springs Rallye*

June 29 - July 2, 2020 GOF West, Welches, Oregon, on the slopes of Mt. Hood, host: Club T MG



President's Ponderings

Even though I think of myself as a “stock” kind of owner, I also like my cars to be as trouble free as possible and have installed Petronix ignition systems on my MGB and GT but have left the MGA Coupe with good old points. One of the problems though, with installing electronic ignition is that the tachometer can be affected and may be inaccurate and read either high or low.

This was the case when I installed a 123 Ignition Distributor in my 69 E-Type Jag. The tach was reading around 50% low and jumping all around the dial. I'd had a previous good experience with a person that specializes in converting tachs to run with both points and electronic ignition systems. I'll refer to him as Bud because I don't know what happened with him and don't want to be negative. *(My Dad always told me if you can't say anything nice about anyone don't say anything at all! It's a pity Trump didn't know my Dad!)* Well Bud converted my tach and I tested it with both points and the electronic distributor and it worked beautiful and smooth BUT it read 15% high with both systems. I checked it against an accurate timing light tach and it was 15% high all through the range. Unfortunately I was unable to contact Bud even after many attempts so assumed that something must be wrong.

Someone told me about Morris Mintz at West Valley Instruments in Reseda, CA, who restores Smiths, Jaeger and other Instruments to original condition. I contacted Morris and sent him the Tach and told him the story that Bud had converted it and it was reading 15% high but I was unable to contact him. After a couple of days I received a phone call from Morris saying that he knows Bud and doesn't know what happened, but on his behalf will recalibrate my tach for free. A couple of days later my tach arrived in the mail and is perfect; perfectly steady and accurate at all the rpms. Many thanks and Kudos to Morris Mintz for coming to my rescue and I have no reservations in recommending him to everyone. Please check out his website at: westvalleyinstruments.com and you'll see what I mean.

While I'm in the appreciation frame of mind, I'd like acknowledge and thank everyone who came to *MGs by the Bay* and shared their cars with a very appreciative crowd of onlookers. I really loved seeing the young kids looking at our cars, which they had probably never seen before. We had over 50 MGs which was bigger than we've had in previous years so it appears that the change in venue to Bon Air Greenbrae was a success. Everyone enjoyed the layout of the MGs circling around the booth which I thought bought a more cohesive and friendly arrangement of the cars. The management of Bon Air was wonderful to work with and they provided the tables, chairs and tent at no charge to us at all. Thanks again to Bon Air. Based on the success of this show I can foresee the 27th annual show on the horizon.

Don't miss our next event on Sunday July 21st which is The Cobra Experience being organized and led by John Hunt. See the flyer in this edition.

Take care and Drive safely!

Andy

Bob Luebert Garage!



Long-time member of the MGOC and the SSTS Bob Luebert has moved to Utah. He rubbed it in with this photo of his huge new garage with his full-size '56 Chevy and two MGs leaving lots of room for more!



We miss you, Bob!





**Sunday
July 28th!**

**PREVIEW – SARATOGA
CLASSIC & COOL CAR
SHOW**

by John Linney

Now is the time to mark your calendars for the 10TH Annual Saratoga Classic & Cool Car Show. The event is held on Sunday July 28TH in Downtown Saratoga. The main drag is closed off and as well as cars of all eras and marques, there is street food and local band performances.

Attendance at the event has been growing every year, and based on last year, the crowd is very family oriented and loves to see our cars.

There is a short drive the day before where participants can socialize and cruise a couple of South Bay cities.

This year the organizers are looking to accommodate local clubs together, so when you register be sure to fill-out TTSCC as your club.

<https://www.sccshow.com/>

The Triumph club attends this show. Dan proposes we check it out. This year tag onto the TTSCC Triumph club if you want to park with other Brit car folks.



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M.G.s, Guitars, Fiddles and *maybe* a Banjo.

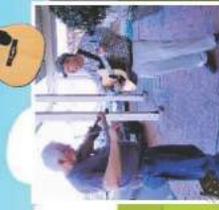
Dian's Country Roads and Front Porch Pickin', Toe Tapping, Good Time Afternoon



Sunday, July 28.

More details will follow, but this will be an easy relaxed East Bay drive with a mid/late morning start. Our destination is an afternoon with the California State Old Time Fiddlers' Association in Castro Valley for an acoustic music jam. We will arrive at the auditorium at 1 PM, the music begins at 1:30 and there is a potluck lunch starting at 2:00. Admission is free for first time visitors. That's us! The Fiddlers' Organization was founded in the 60s to provide a place for beginning, amateur and accomplished musicians to come together in a jam session setting to share music with each other and an audience. Please join us.

Phone - 510-278-7987, Email - toocfb@aol.com



Back in the Barn, an MGC Story

by William “Tom” Doyle

One day in 2012, while having some work done on my 1978 MGB at Collin Classics, then in Burlingame, California, the owner, Tom Collins, said I should think about looking for an MGC rather than a MGB. I asked, “What is that?” I’d never heard of an MGC. He informed me that the MGC is the same looking car as an MGB but with a much more powerful engine. He said “if you like the driving experience of the MGB you will love the driving experience in an MGC”. He informed me that the MGC is a very rare car, as Morris Garages (MG) only made them in the late sixties. He said the MGC is the best MG model that Morris Garages ever engineered and produced. Finding one might be hard, Tom said, so, from that day forward I had my eye on getting one someday.

Despite what Tom Collins told me, the MGC is actually quite different from an MGB. For the uninitiated, the two have the similar body styles (Roadster and Grand Touring) with the discernible differences being the bulge in the bonnet of the MGC for the larger radiator and dual carburetors, the 15” wheel size, and the car badge on the rear that designates it as an MGC. However, it’s the 2.9l six-cylinder engine (producing 145 hp) that really makes all the difference. That’s a whopping 52% increase in horsepower over the MGB with its’ 1789cc four-cylinder engine. Morris Garages produced this model during this short production run between 1967-1969 with the goal of replacing the very popular Austin Healy BJ 3000. However, due to the merger with Triumph and the announcement of the TR-6, the British Motor Corporation didn’t want two sports cars with six-cylinder engines competing for sales with one another so the MGC became the victim and production was ceased in late 1969.

A Tale of Two MGCs

Fast forward to 2018. I was attending the 2018 North American MGB Register (NAMGBR) annual convention in Gettysburg, Pennsylvania last June and saw a primrose yellow MGC/GT for sale. I wasn’t sure what year it was, but it had an automatic transmission. Since I had never driven an MGC/GT, I contacted the seller and took it for a test drive in the nearby Gettysburg countryside. I was just amazed how easy it drove. The car accelerated fine and handled very well.

I wasn’t too interested in buying a



MGC/GT with an automatic transmission, though. I was also wondering, “How in the heck am I going to get this car to California from Pennsylvania?” I lowballed an offer, and the seller barely countered. We never got even close to making a deal.

It just so happened that John Rogers, whom I’d met at Reno British Car Club meetings in 2016, was attending the 2018 NAMGBR convention in Gettysburg as the MGC Register. (You can’t miss him because he looks like a member of the ZZ Top band.).

We chatted a few times about MGCs and other things, and it just so happened that John and his wife were on the same plane from Baltimore/Washington International airport with me. During the flight, back to California we had another opportunity to talk in more detail about the

MGC. I told him about my test drive of the primrose MGC/GT. John said that he had a 1969 MGC/GT for sale if I was interested. He lived in Nevada City, California, only about 100 miles from where I live in the Lake Tahoe area, so we made arrangements for him to drive his 1969 MGC/GT to Donner Lake State Park near Truckee, so I could see it and take it for a test drive.

A Bodywork Stall

John arrived at the park on July 2 last summer. He wouldn't let me drive it for some reason, so I sat in the passenger seat as he drove west on US-40, the Lincoln Highway, and east on I-80 back to Donner Lake. We returned to the Donner State Park, agreed on a price and shook hands on the deal. Then I got to thinking how am I going to tell my wife that we now own two MGs! When I told her about the purchase we agreed that we are a one MG family and my 1976 MGB had to go up for sale once the MGC came home. Besides there is no room in the barn for two MGs!

A couple of days later I paid John, picked up the car and dealt with the DMV to register it in my name. Leaving the MGC/GT at John's house, I arranged to get it to Collins Classics now in San Mateo in the San Francisco Bay Area. Andy Killian, past-President of the Reno British Car Club, was very kind and offered to drive the car to Vacaville a few days later, while I followed in my SUV. It has about a 70 miles drive to Vacaville from Nevada City. Tyrone, the mechanic at Collins Classics, met us in a strip mall in Vacaville on that early July day and drove the MGC/GT to the Bay Area to start the restoration.

Andy, a TR6 owner, agreed that the 1969 MGC/GT drove nicely and handled well. I got the same report from Tyrone. And so, the restoration began. John had thrown in a lot of spares parts. He actually had the headrests and shoulder belts still in the box but never took the time to install those parts. He had several other parts to sort out as well, including over riders, side reflectors and exhaust parts.

Mechanically the MGC/GT was in top condition, but it needed some body work. John had louvered the hood for better cooling, but I didn't like that look. It also had an ugly, faded paint job in a combination of black and red (see picture). There were a few stickers scattered on the body, which, Tyrone discovered, covered some nasty rust spots.

Collins Classics worked on the interior, changed out the 16" steering wheel, modified the exhaust system (so it didn't sound like a Harley Davidson) and then worked on the rust spots to get it ready for a respray.

The Deadline Looms

My target for taking delivery of the car was the Dixon All-British Car Show held in mid-May 2019, which was nearly a year away from the time we dropped off the car to Collins Classics. Unfortunately, the car show was rained out, but the cancellation gave Collins Classics time to get my 1969 MGC/GT ready for MG by the Bay to be held on June 8 in Marin County.



Until a couple of weeks ago, it was very questionable whether Collins Classics could make that deadline for the show in Marin. Collins Classics was able to locate the rare spare hood and prepare it for the respray, but the chrome metal slat on the front of the bonnet above the radiator was still missing. A replacement seemed harder to find than the hood itself! This chrome slat is the signature piece of a MGC, the only real visible difference between an MGB and MGC, so I went to work and found one from a parts dealer in Davenport, Iowa and had the part mailed to Collins Classics.

Then Collins Classics mentioned he was having issues getting the rubber seals for the front and back windscreens. Collins Classics mention this part was back-ordered at all the major parts resellers. I contacted Moss Motors and a few

others. Moss Motors had three out of the four seals and I had them shipped to Collins Classics in San Mateo via FedEx.

However, the rear seal was still an issue, and resellers weren't expecting replacements from England of this part until late July. That just wouldn't do if I wanted to attend *MG by the Bay* in June. I spent a morning calling one vendor after another until I got a lead to call "The Roadster Factory," which I was unfamiliar with. They had the part and shipped it to Collins Classics again via FedEx. I thanked the Roadster Factory and I would recommend the firm in the future for their prices and friendly customer service

I waited for a call from Collins Classics telling me to pick up the car on June 6. Finally, Collins Classics gave me the green light to take the AMTRAK train from Truckee to the Bay Area on that day. We agreed that the car would be ready on the morning of the 7th. Then late on the 6th, I got a text from Collins Classics to plan on picking the car up at 1 PM on the 7th. At noon on the 7th, I took the BART from my sister's house in Berkeley to just south of San Francisco International Airport and then a taxi to San Mateo to Collins Classic in San Mateo. Except for a few pictures, I hadn't seen the car in nearly a year so I didn't know what to expect. Collins Classics showed me a few nuances about the car and off I drove for the very first time in the afternoon of the 7th, just one day before *MG by the Bay car show!*

I departed San Mateo and headed north up US 101 traveling through San Francisco and across the Bay Bridge to Berkeley. The only problem was I hit by massive Friday afternoon, rush-hour traffic with this little British sports car. Having worked in San Francisco in the later part of my career, I knew there wasn't much to do about the traffic and it just best to grin and bear it rather than get angry. It did take me over two hours to go the 26 miles from San Mateo to Berkeley!

The MGC/GT had no issues on the trip from San Mateo, and the temperature index on my gauge never got much over "N." Of course, I got a few folks ogling the car and honking from the either lanes on the freeway as I passed through San Francisco. Clearly, folks were curious about this unusual red car! I waved back to them and continued on my way over the Bay Bridge to Oakland.

The next morning, I packed the car for *MG by the Bay to be held in Greenbrae* in Marin. I stopped to buy a few staples and a covered camp chair for the show. It was predicted to be a sunny hot day on the 8th in the Bay Area. I headed over the Richmond Bridge on I-580 shifting the gears through the transmission with ease and arrived at the venue about 9am.

Folks at the show were very interested in the MGC/GT because it was such a rare car. BMC made just 8,999 MGCs between 1967-1969, and only about half of them were imported into the United States. Of those only 1,746 were GTs models and the rest were roadster. I learned a few things about the car from all the grease monkeys and wrench turners in attendance at the show. I won first place in the MGC class of which I was the only entry. But it didn't matter to me, because I was just happy to be in attendance at the show. However, the 1969 MGC/GT was in the running for "The Car You Most Want to Drive Home" award, but a 1960 twin-cam MGA red roadster won that one. I only lost out to the MGA by only a few votes as reported to me by Andy Preston, President of MGO of NorCal who sponsors *MG by the Bay* car show.



After the show, I packed the MGC/GT, headed back to Berkeley to retrieve my luggage and cruised back to Lake Tahoe on I-80 which is about a 200 mile trip. I had no problem driving on the interstate traveling between 65-75mph, although I did notice a bit of understeering when cornering at high speeds. I quickly learned to slow down on the curves on I-80 while the road whines and climbs through of the Sierra Nevada mountains. I pulled into my driveway around 8 PM, putting the car into my barn to complete the saga of my new-to-me 1969 MGC/GT.

This article is dedicated to Tom Collins who passed away last year. If not for him, I would have never been interested in finding and owning the best car Morris Garages ever made - the MGC.



Birthdays car MG M Midget (90 years new) shown during WWII with some adventuresome young women. Note the white flashes on the fenders for low-light visibility and the special shutter fitted to the headlamp. This is M3420.

Elkhorn Slough Tour Report

It was a small group, only five cars with five drivers, but we had a great tour. The tour, like many others, started in South San Jose at the shopping center at Almaden Blvd. and Camden Ave. We drove south through Almaden Valley across Hecker Pass then through a number of farm roads to Haute Enchalada in Moss Landing. The drive along McKean Road was especially enjoyable with great weather, rolling hills and a winding road passing both Calero and Uvas Reservoirs. There were many small farms and even a couple of people on horseback. We were all driving top down so when we encountered fog and drizzle at the top of Hecker Pass, it got a bit chilly.

Fog was so dense that at one point we could only see about 100 yards. No problem. When we got the west side of Hecker Pass below the fog but we stopped, put jackets on, and pressed on using some of the many farm roads in the area. We got lost once but recovered nicely with the help of James Brady and his smart phone based GPS. We arrived at Haute Enchalada on time and had a wonderful lunch and great conversation.

Perhaps the most interesting conversation started with David Zempel's account of a recent cruise ship experience he and his wife had. The ship lost engine power in rough seas while in a narrow Norwegian fiord. It seems the engines automatically shut down when they sense low oil levels. Passengers were later told that in this case the low oil levels were sensed because the ship was rocking and the oil was sloshing in the oil tank creating the low oil indication. The captain dropped two anchors, one of which broke under the strain, and called for helicopters to evacuate the passengers. After evacuating some of the passengers by helicopter, the crew managed to get the engines restarted and the ship continued on its way. A few injuries but no deaths. Quite a story!

Tour & report by Dave Marsh



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Captain Bader MG TA

MG TA, chassis no. TA1753, was built at Abingdon on 28th September 1937. It was sold to Douglas Robert Stewart Bader and was first registered in London. A car with its registration was offered for sale recently. But it turns out that what is left of the actual car is in many bits, some buried under a slaughter house and the chassis destroyed.

The Midget was exactly the sort of car that would appeal to fighter pilot Douglas Bader, who purchased 'GPC 671' new in January 1938. One of the RAF's most famous flyers of WW2, Bader had lost both his legs in a flying accident in December 1931, but recovered and flew again in the Battle of Britain, only to be shot down over France in August 1941. Despite his physical handicap, he made several escape attempts and eventually was confined in the notorious Colditz Castle. Released from captivity in 1945, he left the RAF in 1946 with the rank of Group Captain and resumed his peacetime career in the oil industry. He was knighted in 1976 and died in 1982, aged 72.



Douglas Bader, RAF flying ace Group Captain Douglas Bader (1910 - 1982) out driving in an MG roadster with his dog Shaun, after his release from a German prisoner-of-war camp, England, 1945.

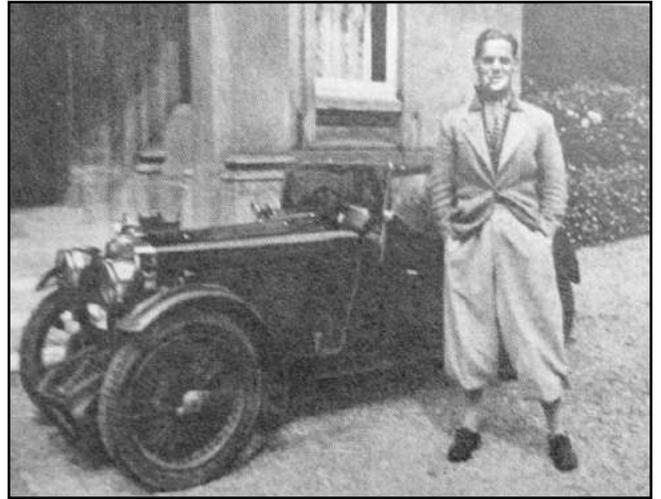
(Photo by Keystone Features/Hulton Archive)

Shaun missed Douglas during the war, of course, but managed to keep the MG exercised.

At the committee meeting on Sunday I bored a few people about a rattle from the dynamo.

Yesterday evening when going to the VSCC meeting, Mrs Creaser immediately diagnosed it as a rattling number plate!

Barny Creaser, UK



Come to the Beach in an MG!

Version 2.0



**Friday – Sunday
September 6 – 8, 2019**

They say that once Labor Day is over and all the tourists have gone, the Monterey Peninsula's weather is glorious. So make it a weekend trip to the home of the AT&T Golf Pro Am, Pebble Beach Concours d' Elegance, Laguna Seca, Monterey Bay Aquarium, Cannery Row, Carmel by the Sea, Monterey Jazz Festival and the home of your hosts, Steve and Vicky Kellogg.

Our Weekend will start Friday evening at the Crown and Anchor British Pub in downtown Monterey.

The following morning, for the early risers we will attend The Monterey Cars and Coffee held at The WeatherTech Laguna Seca Raceway. We can expect to see up to 400 cars at this bi-monthly event. Then we take a ride over the Lauroles Grade Road to Carmel Valley and hook up with the rest of the group at the Carmel Crossroads.

We then head south on Highway One to Big Sur and its iconic views and sites of the coast. You'll have a lunch at Big Sur Restaurant of your choice. You can then head back up the coast at your leisure as the afternoon itinerary is up to you.

In the evening, Vicky and I would like to invite you to our house for a Central Coast themed Dinner where we'll regale the days' events.

On Sunday, you're welcome to come back over for a little nosh before you leave for home.



The Sea Breeze Inn

There are 15 rooms reserved at the Inn.

Standard 1 Queen room - \$189.00 per night plus taxes
Single Queen Cottages - \$189.00 per night plus taxes
Standard 2 Queen room - \$199.00 per night plus taxes

When making the reservation, let them know you are with the MGOC and Sorry Safari Group # 220648

Make your reservations before August 15th to insure you get the above rate.

Where is the Inn?

1100 Lighthouse Avenue

Pacific Grove, CA 93950

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Group # 220648

Refer to MGOC/Sorry Safari when making your reservation.



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<http://crownandanchor.net>



Please RSVP to:

Steve and Vicky Kellogg

Call 408-355-4125

Or

e-mail: sfkellogg@verizon.net

Keep Planning for 2019 ...



SUMMER

MGOC Cobra Museum, Winery BBQ, Sun., July 21

Dian's Country Pickin' Tour, SSTS, Sun., July 28

Rendezvous, Oregon, SSTS caravan, July 25-28

GOF West, Prescott, AZ, Aug 12-16, GOFWest.org

Little Car Show, Pacific Grove, Wed., Aug. 14

MGOC Picnic, Tilden Park, Sat., Aug 24

Scottish Games, Pleasanton, Display, Aug. 31/Sept. 1



FALL

Pebble Beach Weekend, Kelloggs, Sept. 6-8

Fioli Skyline Tour, Dave Marsh, Sat., Sept. 14

Sierra Tour to Bass Lake, SSTS, Sept 22-24

Autumn Classic, Morgan Hill, Oct. 12-13, Bill Hiland

Western RR Museum Tour, Oct. 19, Mike Jacobsen

MGOC Sonoma Tour, Nov. 9, Andy Preston

MGOC Holiday Tea, San Francisco, Dec. 7



Red, white & blue
common to USA and
UK flags

Lots of work behind
the scenes.

Shockey photos

MGs by the Bay!



Celebrities attending included Winston Churchill.

Photos: Thuy Nguyen, Dan Shockey





Photos by Thuy Nguyen



MGs by the Bay - 2019 Popular Vote Results Thanks to Mike Jacobsen

| Class | Place | No | Owner | Car Type | Comment |
|--------------------------|-------|----|--|-----------------|--|
| A-TC | 1 | 28 | Rick & Judy Storms | 48 TC | Green |
| B-TD | 3 | 29 | Rod & Sue Schweiger George Steneberg & Marcia | 52 TD | Green/Green - Owned since 1974 - Recent re-restoration |
| B-TD | 2 | 13 | Crawford | 32 TD | Green |
| B-TD | 1 | 43 | Marty & Naomi Rayman | 53 TD | Green |
| C-TF | 1 | 23 | Marja van den Hende | 54 TF | Primrose Yellow - Full restoration done by my late husband, finished in 1994. Driven regularly as weather permits. |
| D-MGA | 3 | 37 | Tim Thresh | 58 MGA | Orient Red - BRG - Regular driver, body-off restoration 2004, driving it down from Oregon. |
| D-MGA | 2 | 19 | Don Livingood | 59 MGA | Black - Twin Cam roadster |
| D-MGA | 1 | 4 | Paul Williams | 58 MGA | Chariot Red - Restored by owner after 20 years abandoned in a farm in Sacramento. |
| E-MGA Coupe | 1 | 25 | Andy Preston | 60 MGA Coupe | Pale Primrose - Almost totally original, stock, well-preserved, unrestored MGB |
| F-Early MGB | 4 | 16 | Janet & Gary Germano | 70 MGB | Pale Primrose - Renovated by a prior owner and has a Sierra 5-speed |
| F-Early MGB | 3 | 30 | Don Scott | 67 MGB | BRG - Frame-off restoration by OTRA in 2010, 4500 miles since, original owner car |
| F-Early MGB | 2 | 52 | Donald & Janet Smith | 66 MGB | Red - Driver |
| F-Early MGB | 1 | 27 | Lynn & Roberta Bryant | 71 MGB | Damask - Daily driver MGB with wire wheels and 5-speed transmission. |
| G-Late MGB | 3 | 39 | Bill Thomson | 76 MGB | Harvest Gold - Got this car so Ken would stop telling us to get the other cars painted. |
| G-Late MGB | 2 | 33 | Dennis O'Dea | 75 MGB | Black - LE |
| G-Late MGB | 1 | 49 | Charles Schweiger | 79 MGB | Blue - Daily driver |
| H-MGB/GT | 3 | 21 | Nick Jenkins | 70 MGB/GT | White - Our first "Mom and Dad only" car! |
| H-MGB/GT | 2 | 11 | Keith & Pam Shukait | 69 MGB/GT | Green - Supercharged, power windows, 5-speed |
| H-MGB/GT | 1 | 5 | Ken Gittings | 67 MGB/GT | |
| I-Midget | 2 | 41 | Carlos Cavallo | 70 Midget | |
| I-Midget | 1 | 3 | Richard & Rose Butler | 72 Midget | Blue - with black stripes, black interior, and walnut dash |
| J-MGC | 1 | 9 | Tom Doyle | 69 MGC/GT | Red |
| L-Pre-War | 1 | 50 | Allan Chalmers | 38 TA | Red |
| M-Saloon | 1 | 42 | Peter Hurmey | 59 Magnette | BRG - Daily driver, well-sorted with bad paint. |
| N-Metropolitan | 1 | 48 | Wayne Metz | 59 Metropolitan | Black & white - Convertible |
| | | | | | BRG - MGB/GT conversion to "pick-up" for Enzo, because dogs LOVE trucks. |
| Most Customized | 1 | 18 | Ed DeMayo | 73 MGB/GT | Green - Supercharged, power windows, 5-speed |
| Daily Driver | 1 | 5 | Ken Gittings | 67 MGB/GT | Black - Twin Cam roadster |
| Technological Innovation | 1 | 4 | Paul Williams | 58 MGA | Old English White / Light Birch Grey - Character and class but without hoopla, the MG Magnette Varitone is a lovely and spacious saloon. |
| P-Premier | 1 | 7 | Kirk & Amy Prentiss | 58 ZB Varitone | |

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)

TF-1500: One of Felix's patients is looking to sell this RHD TF-1500. Stripped to frame, sand blasted and painted. Rebuilt engine, trans, and rear ending. All chrome redone. New upholstery. All new wood. MGA front disc brakes. \$25k. Bill Foote,, 408-205-1853

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



Peter Tork

In Remembrance of a great entertainer and fellow MGB GT Owner! By John Hunt

As a kid from early 70s, *The Monkees* was one of my favorite TV shows. It was full of good music and good times. This past February, one of the stars of the show, Peter Tork, passed away. *The New York Times* referred to him as, "Court Jester of the Monkees." In their heyday, 1966-68, they were the *Beatles* of America. Although they were a produced TV band, they did have a string of classic hits such as Daydream Believer and Pleasant Valley Sunday for example.

Peter was always a real musician. In the 1960s, he attended Carlton College in Minnesota for a while and later moved to New York city and got into the growing folk music scene. It was there, in Greenwich Village that he became friends with a future music icon of the era, Stephen Stills (The Stills of *Crosby, Stills, Nash & Young* fame). At some point, they both moved out to California. Stephen got an audition to be a part in the Monkees TV show. He didn't make the cut, however, he sent Peter over who did and the rest is history. In the early days of the *Monkees*, they had a promotional photo shoot of them done in an MGA before the classic Monkeemobile was created from a modified Pontiac GTO that was designed and built by Dean Jeffries.

At one time, Peter owned a red MGB GT with wire wheels. It appears that he really enjoyed that car like many of us that own them now. He wrote a great song about it called surprisingly, *MGB-GT*. Check it out on iTunes or u-tube. When you have a chance, lets drink a toast to Peter for the good times and good music he brought to everyone!

MGB-GT

By Peter Tork

Album: *Stranger Things Have Happened*

Lately my mind is drifting back
 To former days that used to be
 I think about some folks I knew and of my MGB-GT
 People let me tell you that if I had to make a recipe
 For fun in driving I would have to spell it MGB-GT
 Cruising, using, choosing it
 Amusing myself without a care;
 Striving, thriving, hot-rod driving
 Not arriving anywhere
 Folks, this little car of mine
 Was like a kitten purring throatily
 Sometimes it even seemed to soar
 Into the heavens, my red MGB-GT
 Tooling, fueling my good feeling
 Schooling me in ways to know
 Soaring, flooring it, adoring it
 My little way to go
 Folks, this little car of mine
 Was like a kitten purring throatily
 Sometimes it even seemed to soar
 Into the heavens, my red MGB-GT
 But I, I learned you have to lose some things
 Before you treasure them; that's how it goes
 And I, I didn't give time to my car
 And lost my car to time; what did I know?
 And so life carries on
 And lots of things are better now for me
 And yet I think back on those golden times
 When I had my red MGB-GT



That's Peter at top right. Not his BGT below.



Peter Boot Update

Peter Boot's beautiful newly-restored MG PA was rear-ended on Hwy 237 going home from *MGs by the Bay* last year. An update:

After much searching and a couple of trips to Redding, I found an excellent resource here in the Bay Area. My PA has been with him for some time. He and I are not in a hurry and he makes his money fixing modern cars. The only real damage that would be easily fixed was the impact put the body tub out of square and the doors wouldn't close.

The solution is a large hydraulic pulling system which straightened it out easily. I found a replacement PA tank in the UK and other parts are new from Sports & Vintage (UK). I also found a source for a brand new 19 in. side laced wire wheel. So sometime soon I will finish it off and drive it again.

Attached is a pic of the car on "The rack" I have also built a website, not finished yet, showing the restoration. www.mgpa1529.com

- Peter



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

Cobra Experience

Sunday, July 21

9:30 a.m.: Meet in Lafayette

10 a.m.: Tour to the Museum

Lunch at the Museum

See page 3

More Info: John Hunt
huntsails@comcast.net

925-330-7849



Dian's Country Roads and Front Porch Pickin', Toe Tapping, Good Time Afternoon Sunday, July 28

Tour to the State Old Time Fiddlers'
Association in Castro Valley.

MGOC welcome. See page 9.

Phone: 510-278-7987

email: tooctb@aol.com

