



# 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!*



**GARAGE & ROAD TOUR ON SEPT 8  
- PAGE 3**

**GIZDICH RANCH RUN ON SEPT. 29  
- PAGE 5**



Photo: Marty Rayman, MG-Jag Tour

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

## BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-234-3313, [mrcraigk@aol.com](mailto:mrcraigk@aol.com)  
Member-at-Large: Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)  
Member-at-Large: George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)

## APPOINTEES

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

## CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.  
MGB 1962-74: Steve Lilves, 415-924-3173, [slilves@sbcglobal.net](mailto:slilves@sbcglobal.net)  
MGB 1974-1980: Ed Adams, 510-483-6821 [AdamsEddie77@yahoo.com](mailto:AdamsEddie77@yahoo.com)  
MGB V8 Conversion: Tony Bates, 408-666-6174, [avbates@yahoo.com](mailto:avbates@yahoo.com)  
MGC: Kent Leech, 925-253-9757, [kent@kentleech.com](mailto:kent@kentleech.com)  
M.G. Midget: and Overall Auto Technician: Craig Kuenzinger, 925-934-3130, [mrcraigk@aol.com](mailto:mrcraigk@aol.com)  
MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)  
Z-Magnette Saloon: Eric Baker, 510-531-7032

[mgnb36@yahoo.com](mailto:mgnb36@yahoo.com)

T-types: George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)

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

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, [mgnb36@yahoo.com](mailto:mgnb36@yahoo.com)

S.U. Carburetters: Craig Kuenzinger, 925-234-3313, [mrcraigk@aol.com](mailto:mrcraigk@aol.com)

## COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or [MikesMuseum@yahoo.com](mailto: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. 1<sup>st</sup>, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10<sup>th</sup> of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

## MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

## RECRUITING MEMBERS FOR THE MGOC

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

## MGOCSE.ORG

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

## INSIDE THIS ISSUE

Car Collection Tour Sept. 8.....	3
From the Ed.....	4
Gizdich Ranch Run Sept. 29.....	5
Collector Insurance - Regular Use.....	6
David Wright Update & Photos.....	6
President's Ponderings.....	7
Renovo Soft Top Restorer.....	8
Road Trip! Mike & Jennifer's Travels.....	9-13
Library MG Display .....	13
Exploring the North Bay Backroads.....	14-15
Schedule; Fashionistas.....	16
Marin Headlands Tour Report.....	17
Sea Air Ahhh! Tour.....	17
August Meeting Minutes.....	18-19
Classifieds.....	19
Annual Picnic Reprt.....	20-21
<i>The Back Page</i> .....	22



# MGOC Event: Bertolotti Car Collection & Road Tour to Livermore Saturday, September 8

Long time MGOC member John Bertolotti has offered to show his car collection to MGOC members. Activities will start at 3461 Woodward Dr. in Santa Clara at 10 AM on September 8. John will show us around and provide an overview of his collection. The collection comprises about 100 cars, the majority of which are pre-1925 cars and include Packards from 1906, 1907, 1912, & 1914, nine Pierce Arrows, a Thomas Flyer, three Stutz Bearcats, a Mercer Raceabout, and a Simplex. In addition, the collection includes sports cars from the '50s, '60s and '70s as well as some motorcycles from the same era. Photos shown here provide an idea of what you will see. More photos



can be found at <https://www.flickr.com/photos/seat850/sets/72157625188086166>. Antique car fans should not miss this one.

Following the viewing of the car collection, those who wish may join us for a road tour to Livermore for lunch.

Date: Saturday, September 8

Tour Leader: John Bertolotti (email: [john@berto-bearcat.com](mailto:john@berto-bearcat.com))

RSVP to John by September 5

Route Summary: The route uses surface streets and passes through Niles Canyon on the way to Livermore. Total route length is about 40 miles. If you brought a two way radio, we will be on channel 5. Detailed route directions will be provided at the start of the road tour.

Start: 3461 Woodward Dr. Santa Clara

Depart: About 11AM with a full tank of gas following car collection tour

End: First Street Alehouse (2106 First St, Livermore, CA 94550, (925) 371-6588, menu [firststreetalehouse.com](http://firststreetalehouse.com))



## Dues are Due!

Cartoon by Brian Sonner, Abingdon Rough Rider Club

## From the Editor

August 27, 2018

Greetings, Wheel-Bound Earthlings,

We are hitting the peak of the MG events for the year. I show 4 events in September, not counting the GOF at Tahoe. I will only make two of the 5, however, both this Labor Day weekend. We plan to hang at the Highland Games Saturday then the Roaring Camp all-Brit meet on Sunday. (Only 5 miles from my home.)

The new aluminum radiator plus the new 7-blade plastic fan have made a big difference to the running temperature of the MGA. Unfortunately it is still hot inside the coupe. I think I need one of those giant hood scoops – but for the cockpit not the carbs. I am determined to improve it. The XK120 had fender side scoops that are available as repros but a rather flat shape.



We drove the PA to a meet in Santa Cruz recently. It did okay. I learned something, too. It back-fired a couple times. One of the guru's at the event suggested I check inside the distributor cap. It was rather damp there. I wiped it with my handkerchief and it did not back-fire again. The car sat outdoors for a couple weeks with the temps up and down and "in the morning dews and damp." "His truth is marching on."

We are skipping the GOF due to a shortage of time off. (I attended one GOF this summer – in Wisconsin!) There are two great alternatives that only require one day off, or even just the weekend. The Sorry Safari has a long weekend event based in the Monterey area. The Rough Riders have their annual Conclave with the SoCal TC club at Fish Camp near Yosemite. Both are the same 3-day weekend, unfortunately, and the same weekend as the Autumn Classic. You can still show at Morgan Hill on your way home on Sunday.

Clear your calendar to get to at least one of these events before another year passes!

All the best,

**Dan**

Painting by Alan Fearnley

Collections of his automotive art at used book sites



### MG

#### TC-TD-TF-MGA-MGB-C-Midget

SHOCK ABSORBERS:	Front	Rear
MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
MGA, MGB, MGC, Midget.....	102.00	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	\$call	

#### BRAKES: *sleeved and rebuilt*

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1958-67.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinders sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$80-\$90
Front end A-arm (Midget).....	\$95.00

#### CARBURETORS: COMPLETE REBUILDING

Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves, gaskets. *FLOW BENCH TEST*.....\$375-\$415/pair

#### CARB BODIES REBUSHED

and new throttle shafts.....\$85 each

Prices shown are for Exchange or Yours Rebuilt. Core charges apply if items are ordered prior to (and are refunded after) our receiving old units.

Free catalog. [www.applehydraulics.com](http://www.applehydraulics.com)

### APPLE HYDRAULICS

1610 Middle Road, Calverton, NY 11933  
631-369-9515, FAX: 631-369-9516

Toll Free 800-882-7753

VISA, MC, DISCOVER, PAYPAL, COD

OCT09

---

# THE WIND MACHINE

---




## Gizdich Ranch Run



**Date:** Saturday, Sept. 29

**Tour Leader:** Dave Marsh 650  
823 9938 cell

**Route Summary:** The route starts at Starbucks/Safeway on Almaden Blvd. and ends in Saratoga. We travel thru Almaden Valley and Mt Madonna Rd to Gizdich Ranch for lunch and then back via Soquel Dr., Soquel San Jose Rd., Summit Rd., and SR9 to Saratoga. Gizdich Ranch is **FAMOUS** for its **pies** – plan on taking one or two home. Apple dumplings, puff pastries, and other goodies are made daily also. The return trip goes thru some mountain roads, Aptos and Soquel and ends in Saratoga. The route has been designed for safety and enjoyment. Thus, we do not use any freeways. Total route length is about 93 miles. If you brought a two-way radio, we will be on channel 5.

**NOTE:** Watch for bicycles especially on mountain roads.

**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

**Stops:** Gizdich Ranch 55 Peckham Rd. Watsonville for lunch. Gizdich Ranch offers box lunches containing a deli sandwich, cookies, chips, fruit, and a drink. Various baked goodies are also available. Forget the diet – try some pie.

**Website:** [www.gizdich-ranch.com](http://www.gizdich-ranch.com)

**RSVP:** Dave Marsh 650-964-2341



## Hagerty Insurance Occasional Use

I asked Hagerty about driving my MG to work occasionally.

“Thank you for reaching out to us here at Hagerty! For our program we do allow for flexible usage, and an occasional drive to work or for an errand is something we would encourage. If you find that you would be driving the MGA more than 20 times a year specifically for work, I would recommend giving our office a call so that we would be able to look at updating the usage on your policy.”

Most collector car insurance policies are much more strict about regular use. Check with your provider. by Dan Shockey

*On the Road Again Classics*

*Classic & British Auto Restorations & Repairs*

Type to enter text

**call now to talk about your dream...**

**408.782.1100**



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



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



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

bhiland@ontheroadagainclassics.com www.ontheroadagainclassics.com



Photo: Samantha Lee

## David Wight: A Few Corrections:

Mom was from Michigan, she and Pop had a brief cross border romance, married, then moved out here. (Cool fact, they drove out here in an MGB camping along the way.)

The E-Type is a 1963 or 1964 model. It was purchased with savings as a retirement reward.

Cheers, Joe Wright





## President's Ponderings



First of all many thanks to Marcia and George for organizing and planning this years picnic at Tilden Park, which I think was on of the best ever and was enjoyed by everyone who attended. I spoke to many members who said that they were glad they had made the effort to attend and they had a great time. For more details see my report and photos later in this issue

Just a couple of weeks prior to the picnic we had the joint drive with the JAG club which turned out to be a large and fun event. It's probably the biggest turnout we've ever had with 40 cars and over 60 people. How we all managed to park in the upper parking area of the Marin French Cheese Factory still surprises me. The split on MGs and Jags was 50/50 which is what you'd expect from 2 well attended clubs. For a full report see the article written by Les Hamilton of the JAG club.

I'm really excited about the opportunity to see the Bertolotti Car Collection of over 100 rare cars. John Bertolotti has graciously invited us to see his magnificent car collection in Santa Clara, which is coming up soon on Saturday September 8, and will be followed by a scenic drive to Livermore for lunch. This is something not to be missed. See the flyer in this issue and RSVP to John Bertolotti directly.

September will be a busy month for us because we'll be driving "Miss Daisy" our MG TF up to Lake Tahoe for the GOF West 2018 to join the other 110 registered participants. Even though this is not a MGOC event it's being hosted by our own Tom Doyle (Co-chair) who tells me that there's still time to sign up. BTW our sister club the SSTS is doing the registration.

And if that isn't enough we have the Gizdich Ranch Tour on Saturday Sept 29 lead by Dave Marsh. This is Dave's third tour this year and they have all been great so sign up for this one. See the flyer in this issue for more info.

Back in my garage I have finally put the rear chrome finisher in the rear window of my MGA Coupe that I got from Editor Dan a couple of years ago. Why did I wait so long? I couldn't find a rear window rubber seal that fit perfectly until "Scarborough Faire" a specialist MGA supplier out of Nantucket, RI had some new ones manufactured to the original specification. A perfect fit, although it did take 2 hours for my local upholsterer and I to put in the rear window and fit the chrome finisher trim. Not an easy job and you need special tools.

Take Care and drive safely,

**Andy**





**CLASSIC AUTO RESTORATION & REPAIR**  
**BRITISH PARTS DISTRIBUTOR**

**WWW.UNIONJACK.COM**

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

**408 686-1101      Fax 683-2447**

# Renovo Soft Top Reviver

J Targosz, United Kingdom

The soft top on my TF is only three years old but was looking a little faded in places. I have just treated with a product called Renovo and the stuff is absolutely magic. It is simply painted onto a clean, dry hood and when it dries it looks better than new. A full five stars from me! - Jan T.

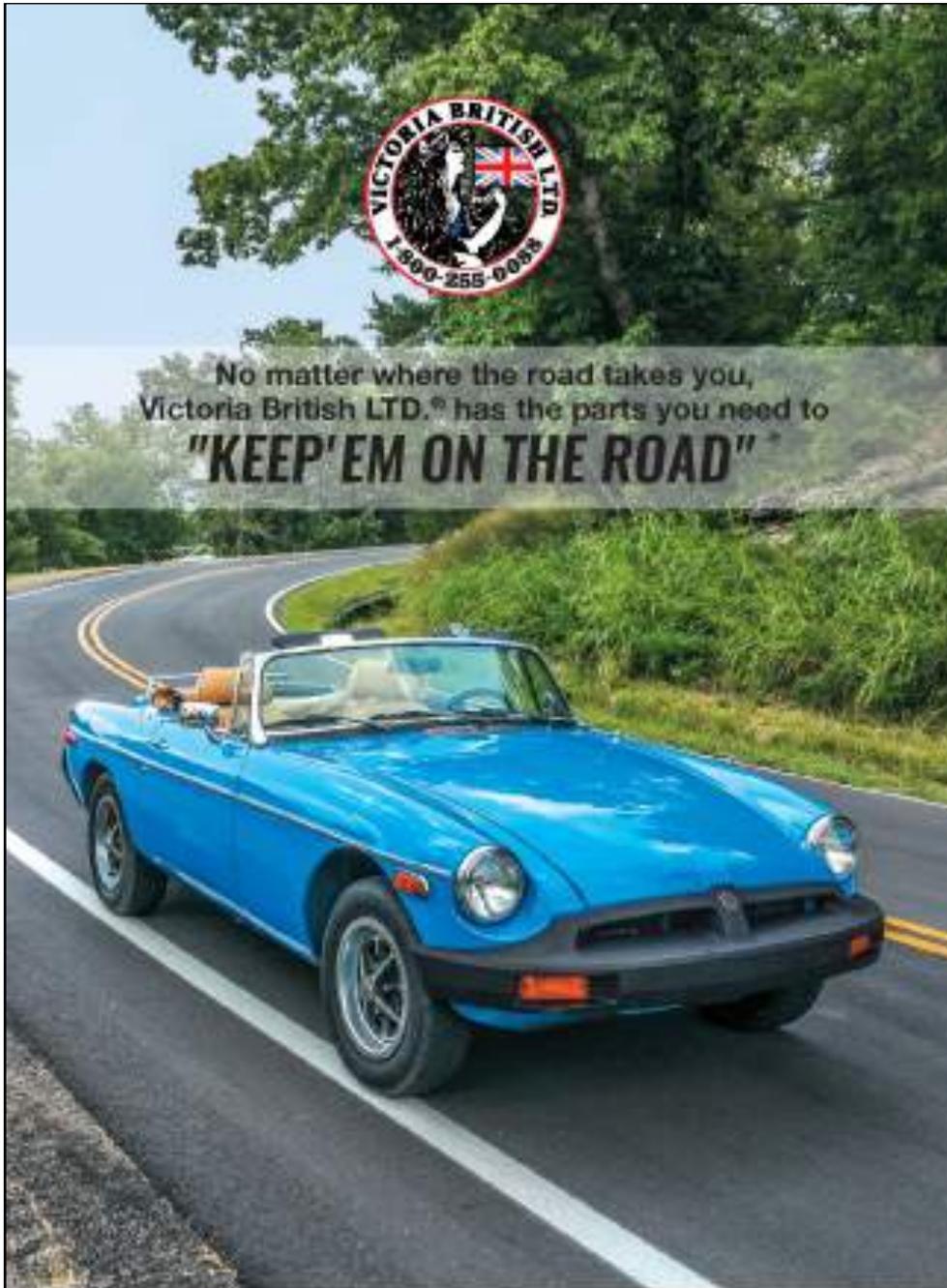
Renovo Soft Top Reviver is available in Black, Dark Blue, Dark Green, Dark Red or Dark Brown and is quite literally a new soft top out of a bottle.



Although originally created for soft tops, the Soft Top Reviver is also ideal for boat covers, canvas, double duck, and mohair coverings as it re-colours and reconditions them all like new.

<http://www.renovointernational.com>

Available from Moss and XKs Unlimited. Check on-line.



Yep, that's Marilyn

*The newsletter is a labor of love for me. It is a gift to those increasingly rare individuals who also treasure these cars and what they represent.*

*Dan*

Parts and Accessories for  
MG • TRIUMPH • AUSTIN HEALEY • SUNBEAM  
VictoriaBritish.com (800) 255-0088



# Road Trip!

Story & Photos by Mike Jacobsen

## Traveling to GT-43 in Virginia and MG2018 in Pennsylvania

The best laid plans oft go awry. Jennifer Orum and I had planned to take six days to get from San Francisco to Richmond, VA for the NAMGAR GT, but we left a day late and so had to hustle. After passing Sparks on I-80, we switched to US 50 to cross the rest of Nevada. The plan was to take I-70 because Jennifer had never been through Glenwood Canyon in Colorado. Our first day ended in Ely, NV, after 525 miles, which gave us a fair chance of getting through the Canyon before dark the next day.

We left Ely after breakfast, got gas, and went to our next stop – the “Welcome to Utah” sign on the state line. We decided that we’d get photos at as many Welcome signs as we could manage during the trip.



US 50 from Mike's MGA

Utah was gorgeous, especially the red rock country, and we also got to have lunch at the almost world famous Mom's in Salina. At the next state line, I stopped by the “Welcome to Colorado” sign but Jennifer overshot it. No problem, she just turned around and drove the wrong way on the I-70 shoulder to get back to the sign! (Not as crazy as it sounds – there's a lot less traffic on the highways out there than we have in California.) While we were taking pictures, a family pulled over in their camper for some pictures too. We got to talking and discovered that they & I had gone to high school about 20 miles apart, a thousand miles west of where we were. Small world! We drove through Glenwood before dark, but not much before, so Jennifer didn't get as nice a view as she could have. We stopped for the night in Eagle, CO, after 540 miles.

The third day's goal was Salina, KS, just because it was about 550 miles away from Eagle. It was stop-and-go on the way up the hill to the Eisenhower Tunnel at 12,000 feet on I-70 and the MGs got really hot. I mean *really* hot – my car was showing almost 100 psi of water temperature. (You have to have a combination oil pressure & water temperature gauge to appreciate that.) But after the tunnel it was all downhill to Salina at only 1,200 feet. The cars ran much better in the thicker air, but it was a lot warmer now, reaching 100°F. The next day's goal was another 550 miles to Grayville, IL, with the added problem of avoiding rush hour traffic through Kansas City and St. Louis. We did fine in KC, but almost got stuck in St. Louis. We'd taken I-64 through town to avoid the city center, but there was a crash out in the suburbs. No one was hurt, but it blocked three of the four lanes. Luckily for us it happened moments before we got there, so we were able to squeeze by in a few minutes. We thought we were in the clear after that, but then the weather began to change as storm clouds moved in. We spent the last hour running in front of a thunderstorm, hoping we'd get to the motel before the storm did. We could see the lightning moving down from the north while we were traveling southeast. We got in & unloaded, and I also



Fixing JLO's car

put in the side curtains and the tonneau (the top was already up). A few minutes later, the sky opened up.

The last day, Tuesday, was the longest: 680 miles. Like us, the rain stayed in Grayville that night, and then traveled with us across Indiana and Kentucky. It was the worst rain I've ever driven in in my life. Thank God for Rain-X! The rain stopped near the Kentucky/West Virginia border, and the drive became much nicer as the highway, still I-64, went through the rolling hills. Too good to last, right? Of course. Jennifer's car started running poorly in the afternoon.



She thought the overdrive was acting up again, because it felt to her like it did a couple years ago when there was an electrical problem with the overdrive. Then we stopped for gas and her car wouldn't start again. Definitely not the overdrive! It turned out that the wires to the coil were loose, and we had the car running again in only about ten minutes.

When we got to the host hotel in Richmond, VA, there was no delay to check in, probably because we had arrived at about midnight. The one fellow on duty practically walked us to our room, he was so bored.

We got a good look at the place the next morning. I'd never before stayed in a place done up to look like a colonial mansion. It was kind of neat, in a Disneyesque sort of way. The GT organizers had gotten breakfast every morning in one of the hotel's restaurants included with the room cost, and it was pretty darn good. A great way to start the day.

Lots of folks had already arrived. It was nice to see people that we only get see once a year and then only if we drive out to the GT. In the afternoon, Jennifer & I took her car down to Mercer & Woodson, a local restoration & repair shop, to get the wheels balanced. Somewhere along the trip out her car had lost a wheel weight and the resulting vibration was making her nuts. The "Woodson" in the shop's name is Bruce Woodson, the NAMGAR Technical Editor, so it was interesting to see his "headquarters." He wasn't there; he was working at the GT all week, but one of the mechanics had the car ready in short time. Back at the GT, I went to a tech session or two, and then we went to dinner with MOGC member Dave McCann and some friends from New Jersey. We picked a BBQ place called Buz & Ned's. Not only was it good, we later found out that Trip Advisor rated it #20 out of the thousand+ restaurants in Richmond.



One of these MGs is not like the others



Magnettes

The car show was on the hotel grounds, with the MGs parked on the lawns around the buildings. It was certainly convenient! Coupes were the featured model this year, so there were a lot of them, but there was also a large turnout of Magnettes, including one with a small block V8 in it. The owner explained he rescued it from a junkyard and since it was so rusty, he just turned it into a hotrod.

At the Awards Banquet, every MGOC member present won something. Jennifer got the overall distance award (more than 4,000 miles), while I got the NAMGAR distance award for the farthest drive in an MGA or Midget – 3,000 miles. Dave McCann won the Mac Spears Founder's Award, given for significant participation in the MG community. They only present the award when it's merited, so many years it's not given to anyone.

Sunday the 17<sup>th</sup> was time to head out. We went up to Gettysburg, PA to visit the NAMGBR MG2018 event, but on the way we stopped at Monticello, the home of Thomas Jefferson. All I can say is that Mr. Jefferson was a genius. The house has features that are novel today, but it was built over 200 years ago. Gettysburg was 180 miles from Richmond, and other than the first bit to Monticello, we took secondary roads the entire way. Very pretty, though hot & humid to anyone from the west coast.

We visited the Gettysburg battle museum. We got there after lunch and were still going through it



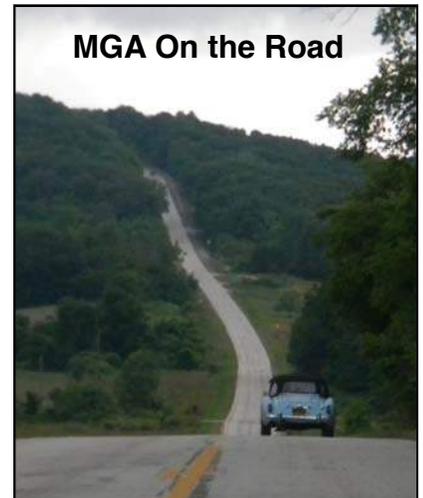
Premier MGA Class at the GT

when they closed at 5 – it's that large! In keeping with the Civil War experience, we had dinner at the Farnsworth House, a home that was there before the Civil War. They serve period food: we had a combo pheasant, duck, and turkey soup (more like a casserole), Maryland-style crab cakes, pickled watermelon rind, pumpkin fritters, and spoon bread, along with some more modern dishes. The watermelon rind tasted like a sweet gherkin pickle, but the pumpkin fritters were to die for.

After a couple days in Gettysburg and a visit to the Pennsylvania Railroad Museum in Strasburg, we headed out. The first night was in Columbus, OH. Finally, a short driving day – only 350 miles. The next day's goal was St. Louis, with a stop near Indianapolis to have lunch with our friends Jack & Laura. A couple miles outside of Indy on I-64 I hit a pothole so hard it flared one of the rims. Did I mention it was pouring rain again? That's why I didn't see the pothole – it looked like a puddle. There was a rest area a couple miles on, so we stopped there and I hammered the rim back into approximate shape with the knock-off hammer. The car has a spare, but it wasn't



going to get me back to California, and the road wheel hadn't lost any air, so I opted to keep it on the car. Another 20 miles or so and we were at our friends' place. Jack has a proper shop, where I got the wheel almost perfectly straight. If I didn't hit any more potholes I'd be good for the rest of the trip. We continued on to St. Louis without mishap, and on Friday we had breakfast with Rick & Chris Green. Jack, Rick, and I (and one more guy, Sol) are a sort of club. At various



**Collins**  
CLASSICS  
Repair • Restoration • Parts  
by  
**Tom Collins & Tyrone Revelo**



829 South Claremont Street  
San Mateo, CA 94402  
(650) 685-4477  
collinsclassics@comcast.net



we've each owned my MGB/GT.

At breakfast the next day, Rick gave us directions for the Mississippi River road leading to Hannibal, where Mark Twain grew up. It turned out that the drive to Hannibal was more interesting than the town was, so we didn't stay long and headed west to St. Joseph, MO. The drive to St. Joseph across Missouri was the nicest so far. Hardly any rain, and once again we weren't on an Interstate. We spent the evening scanning the weather to figure out what route we should take from there. There were warnings for golf-ball size hail and we did not want to get caught in that – it would dent the cars for sure. I doubt that's something you worry about as much in a modern car.

On the way out of town in the morning we stopped at the National Pony Express Museum.

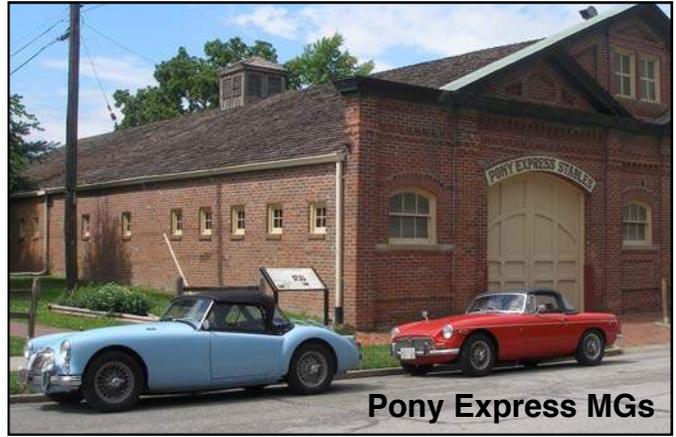


**Into the Storm**

day's drive, I explained, and it's a major historic site (if you like trains). I forgot to mention that it would swap the Interstate for a couple hours on two-lane roads with no cell phone service, but that's part of the fun, right?

We did drive out there. In case you don't know, it's where they had the golden spike ceremony for completing the first transcontinental railroad in 1869. When it happened, one San Francisco newspaper headline read "San Francisco Annexes the United States".

From there we down to Elko, NV and thought that the next day we'd be back in San Francisco. Not so fast! We decided to get off the Interstate in



**Pony Express MGs**

St Joseph was the eastern end for the Pony Express; Sacramento was the western end. The museum is in the stable building the Express used, and it was surprisingly good – best \$5 value all week! I learned a lot, and afterwards the MGA seemed much more comfortable, let alone faster.

The next day's drive took us to Ogallala, NE, followed by Rock Springs, WY. Both days were about 420 miles. It might sound odd, but those count as short travel days, and were much nicer than our 500/600 mile days on the trip out.

Since I'd managed to convince Jennifer to visit a railroad museum in Pennsylvania, I decided to push my luck and see if she'd drive out to the Golden Spike National Historic Site at Promontory Point in Utah. It would only add about an hour to the



**Promontory Point in Utah**



**Welcome!**

Fernley, NV and take US 50 back to Sacramento before picking up I-80 again. All was fine until we'd cleared the Ag Inspection station in South Lake Tahoe. That's when Jennifer noticed the charge

**noto motors**  
British Car Specialist  
Andrew Noto

LAND-ROVER TRIUMPH JAGUAR MG MINI

vintage to modern  
service repair restoration  
now in palo alto

906 Industrial Ave., Palo Alto, CA 94303  
650.965.9689 noto.veloce@gmail.com



## North Bay Joint Tour with MGOC and JAG by Les Hamilton (JAG) Exploring the North Bay Backroads

On Sunday, August 5<sup>th</sup> the members of JAG and the MG Owners Club of Northern California joined to explore the backroads of the North Bay and they found some of the region's lesser known gems. The excellent and well attended event was organized and led by JAG members Andy and Marla Preston. Andy is also the President of local chapter of the MG Owners Club.

The participating members made their way through the variety of weathers that the Bay Area had provided for us that morning and met at Marin Luxury Cars in Corte Madera. Paige Casamento, the marketing manager for Marin Luxury Cars had conjured up a generous brunch spread with muffins, bagels, donuts and cream cheese accompanied by juice and coffee. Paige and Marin Jaguar very kindly made space on the dealership forecourt to fit in most of the 40 vehicles and all the 60 plus attendees participating in the drive.

Following the traditional period of introductions and getting reacquainted while viewing the member cars and also the dealership's Jaguars and Land Rovers, Andy convened a driver's meeting and passed out the drive directions from Marin to Occidental.

After bidding farewell to Paige and the Marin Jaguar staff, the club members returned to their vehicles and drove out of the forecourt towards 101 in a splendid line of UK automotive history.

The traffic signals on the short distance to 101 did a stellar job of dividing the line up into smaller groups. The groups progressed North on 101 in sunshine and moderate traffic to exit 101 onto Lucas Valley Road.

Lucas Valley Road traffic was Sunday morning light, and the group followed the byway to Nicasio through open farming land, Redwood groves and I am told passed George Lucas's Ranch. I missed seeing Lucas Ranch but then maybe I was avoiding some of the proliferation of weekend bi-cyclists as we shared the road.

We drove through Nicasio and wound past and over the Nicasio reservoir and turned onto the Point Reyes to Petaluma Rd and beyond. On our way we saw several dairies and cheese factories before we halted at the French Marin Cheese Factory. The great collection of cars, older and newer, filled the parking lot and their occupants spilled out to visit the factory and store. The group spent a while shopping and chatting in the very pleasant

parking lot, before forming up and continuing on the route towards Tomales. As we drove over the crest of hills we were treated to splendid panoramic views before passing through Valley Ford and continuing onto the Bohemian Highway. I must say, it would be fun to have a home on Bohemian Highway and tell people your address.

The Bohemian Highway climbed through the majestic redwoods to the small city of Occidental, our lunch destination. After some jockeying around we were able to find spaces to park our vehicles and immediately drew a small crowd of admirers. Trusting our vehicles to the locals we headed into the Union Hotel for a



M. Rayman



Andy Preston

great Italian family style lunch and soft drinks.

Following the delicious lunch Dorothy and Andy asked each member to introduce themselves and describe their ride. It was very interesting to hear the variety of car models and just how far people had driven to attend the event. Deborah had driven up from Fresno and one of the dedicated MG drivers had driven down from Medford, Oregon to join the drive. The MGs being some of the older cars on the drive, it was great to hear how long their owners had cared for their treasured transport.

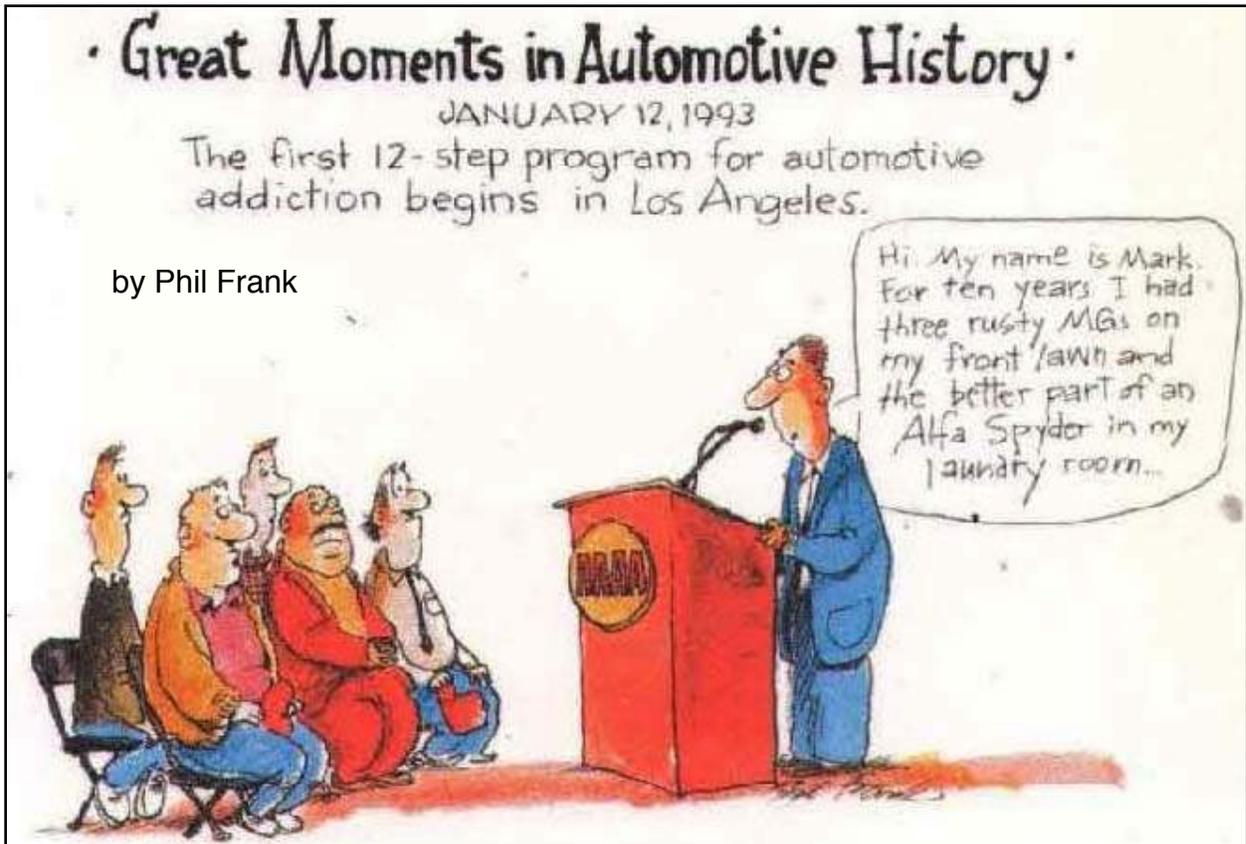
After more discussion and delicious cookies, the event wound up and we emerged back onto Occidental Main Street. After ending



our parking lot discussion and some antique shopping, everybody dispersed for their various drives home. Everybody agreed that the Marin Jaguar hospitality, the splendid drive and the excellent lunch when added to the great group of car enthusiasts were the ingredients of a really fine and enjoyable day. Congratulations to Andy and Marla for an all-around exceptional event. Well Done and Thank You!

The drive home through San Francisco Sunday afternoon traffic was a slightly different matter. A 1940's Mercury had stalled just before the entry to the General McArthur Tunnel reduced traffic to one lane and impacting the traffic in the whole area. If only the owner had chosen an MG or a Jaguar.

*Photos by Marty Raymond and Andy Presto*



# Keep Planning for 2018 ...

Many UK police forces used MGs over the years.

Authentic Bobbie helmets are now available used at [sportsmansguide.com](http://sportsmansguide.com) for about \$25 plus shipping.



## SUMMER - FALL

Scottish Games MG Corral, Amy & Kirk Prentiss, 9/1-2  
Redwoods Brit Car Event; Roaring Camp, Santa Cruz  
British Car Club, 9/2 (see below.)

**Garage Tour, MGOc, John Bertolotti, Sat, 9/7**

**Gizdich Ranch Tour (Pies), Watsonville, Dave Marsh, 9/29**

CSRG Vintage Races, Sears Point, 10/6-7

This MG L1 was originally used by the Lancashire police dept in England. Now owned by Sarah & Bill Richie of Kentucky.



## FALL

**GOF West, South Lake Tahoe, Sept. 10-15. Register now**  
[GOFwest.org](http://GOFwest.org)

"Sea-Air Ahhh Tour", Sorry Safari, Pacific Grove, Shukaits, 10/12-14

**British Fall Classic Morgan Hill, Bill Hiland, 10/13-14**

**MGOc Marin Tour, Prestons, 11/10**

**MGOc Holiday Tea, 12/15**

## Fashionistas....

Marla has been shopping for new club regalia and found some classy personal items along the way!



Those are miniature MGB earrings at right! And she showed us some MG J2 ones.

Thuy Nguyen photo left  
Dan Shockey photo right



# Having Fun in the Sun!

Andy



## 2018 Marin Headlands Tour by John Hunt (Pics last issue)

On Saturday, July 7, we all met at Marin Mart (Old Larkspur Landing). Wonderful turn out with 11 MGs and 21 people joining us. Besides having an entertaining crowd, we also had a number of special MGs that joined us which included a very original 1961 MG Midget owned by Christian Rowcliffe, an exceptional 1967 MGB GT owned by Ken Gittings, a rare left-hand drive Twin Cam MGA owned by Paul Williams and an ultra-rare MG J3 from 1933 owned by Dan Roberts.

We had perfect weather that day; sunny and cool with a mild breeze. On the way to the Marin Headlands, we drove through Sausalito which has a wonderful history. Here are some fun facts related to this town. In 1967, legend has it that soul singer Otis Redding was staying on a houseboat and was inspired by the bay to write his famous song, Sittin on the Dock of the Bay. We passed a restaurant called the Trident which opened in 1966 as a bar-restaurant music venue by the Kingston Trio. We also passed by a famous seal lion sculptor in the water which was created by Benjamin Bufano.

The tour views from the Marin Headlands were wonderful as you can see in the pictures. We are very fortunate to have the Marin Headlands as park land. At some point in the 1960s the government sold 2,000 plus acres of this land to a developer who wanted to build a city called Marincello. This concept included plans for 30,000 people to live there. However, due to zoning issues and a lawsuit to overturn zoning challenges failed, which resulted in the land being sold to the government which led to this area becoming the Golden Gate National Recreation Area. The Bonita Light House was closed, however, we gathered at the parking area where you could still see the lighthouse and the Golden Gate Bridge. This light house was built in 1877 and was one of the last lighthouses to be automated which happened in 1980.

After enjoying the view near Point Bonita Lighthouse, we drove out to Tiburon to have lunch at the Corinthian Yacht Club which is a wonderful turn of the century clubhouse built on the tip of Tiburon Island. It was a real treat to be able to have lunch in this historic building which also has one the best views of the bay. The meal and service were excellent. Special thanks goes out to Bob Bundy who arranged lunch and parking for us at the Corinthian Yacht Club. I would also like to thank Kirk Prentiss who took wonderful pictures of this event and I would like to thank everyone that joined us that day to make it a fun and memorable event.



Andy received VP back-up at the Picnic.

Shockey Photo

## SEA - AIR - AAAH TOUR

### Save the date information!

**Who:** Shukaits are hosting!  
**Where:** A weekend on the beautiful coast between Half Moon Bay and Pacific Grove  
**When:** October 12th, 13th, and 14th  
**What:** A tour of three lighthouses

Accommodations may be made at the Sea Breeze Inn & Cottages in Pacific Grove  
 Call: 800-575-1805 - Ask for Sorry Safari Touring Society Rate!

Room rates are:  
 \$139/night for a queen  
 \$155/night for a queen cottage  
 \$165/night for two queens

Continental breakfast is included! Parking is free! Three blocks from the ocean! Rooms are limited, so please book NOW to ensure your room and rate!

# MGOC Minutes – Aug 25, 2018

*Padre Picnic Area, Tilden Park, Berkeley*

**Call to Order:** Andy Preston at: 11:46am

**Attending:** Marcia Crawford, Janet & Gary Germano, Ken Gittings, Jeanne Haslam, Thomas Johns, Bob Luebbert, Mark McGothigan, Kirk & Amy Prentiss, Andy & Marla Preston, Dan Shockey & Thuy Nguyen, George Steneberg

**Approval of Minutes of Previous Meeting:** June 2, 2018: *Motion:* Mike, *Second:* Kirk

## REPORTS

**President's Report:** Andy Preston: Many thanks to Marcia and George for planning and organizing the Picnic today.

**Vice President's Report:** Kirk Prentiss: This year's Scottish Games will be held in a new area. Sunday tickets are still available.

**Treasurers Report:** Marla Preston:

Account	August 2018	July 2018	June 2018
Checking	16,343.19	13,798.92	14,160.68
Savings	3,457.60	3,797.51	3,457.33
Total	19,800.79	17,596.43	17,618.01

Since the last Treasurer's Report we have paid for *Octagon* printing and mailing charges, made a donation in memory of David Wright, paid the member subsidy for the MGOC/JAG tour, and received this year's membership dues.

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

**Registrar's Report:** Steve Kellogg: Absent, report via email.

170	Regular Members
54	Regular Family Members
224	Total Regular and Family Members
13	Corresponding Members
4	Corresponding Family Members
17	Total Corresponding and Family

**241 Total Members**

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

**Regalia Report:** Andy bought two coffee mugs and one pair of MG earrings for the raffle today.

**The Octagon Report:** Dan Shockey: The September issue is in progress.

**Website Report:** Steve Kellogg: Absent, report from last month. Website is running well with up-to-date events being showcased on the home page.

**PAST EVENTS:** Marin Tour by John Hunt and joint North Bay tour with JAG club by Andy and Marla. We had great attendance for the joint drive with the JAG club with over 36 cars and 60 people with a 50/50 split.

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

Sept 1-2 Scottish Games, Kirk and Amy – see the Vice President's report.

**Sat Sept 8 Bertolotti Car Collection and Road tour to Livermore**

Sept 10-14 GOF West Lake Tahoe, Tom Doyle. Kirk is arranging a caravan.

Update from Tom Doyle, Vice Chair of GOF West 2018:

*"Unfortunately, I will not be attending the picnic in Tilden Park. Too much GoF West stuff to do to get ready for the show.*

*A quick update—we have 124 registered entrants in 15 different classes. We have a range of cars entered from a 1932 MG J2 to a 1979 MGB.*

*We have over 150 signed for the Sand Harbor Sunset BBQ but we have room for a few more seats for the auction and awards banquets. So, if folks have not signed up for those meals the hotel cutoff has been extended to 1 Sept 2018. They can send me a check or pay on line at our web site <https://www.gofwest.org> if they wish to purchase meals.*

*The Vikingsholm tour on the 10<sup>th</sup> of September is sold out, but we still have availability on the 14<sup>th</sup> for the same tour. We also have space available for the Wild Goose II boat tours if anyone is interested.*

*For the auction banquet we will have a special guest speaker, pre-meal entertainment and we will have over 75 items for attendees to bid at the auction. Regalia items will be available on site with our mobile regalia sales truck. We will also have a seamstress available on-site for those who wish their patches sewn on to any garment of their choosing."*

**Sat Sept 29 Gizdich Ranch Tour, Dave Marsh**

Oct 12-14 Sierra Tour, Keith and Pam Shukait

Oct 13-14 British Fall Classic, Morgan Hill, Bill Hiland

Sat, Nov 10 Sonoma Tour, Andy and Marla Preston

Sat, Dec 15 Holiday tea and toy drive, Marcia and George, Kensington

**OLD BUSINESS:** None

### NEW BUSINESS

The January 2019 Annual Brunch will be at the Moss Beach Distillery. Marla will form a committee to determine the menu.

Thomas Johns made a proposal for MG memorabilia to include in a temporary display at the Castro Valley

Library. Bring any items you wish to display to the September SSTS meeting. Contact Thomas at themjeans2@gmail.com for additional information.

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

**ANNOUNCEMENTS:** None

**NEXT MEETING:** TBD

Meeting adjourned at: 12:10pm

Submitted by: Mike Jacobsen



## Classified Ads

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

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](mailto: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, [paulinewboyle@hotmail.com](mailto:paulinewboyle@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](mailto:wtdoyleii@gmail.com) Asking \$18,000. Purchased an MGC! (Posted 8/18)

1971 MGB/GT: Partially restored. Needs valves. \$3000.00 or best offer. British racing green, black interior. In Berkeley. Member Nina. 510-847-4568. (Posted 8/18)

1969 MGC: 6 cyl, 4 speed/overdrive. Green roadster. 55,411 original miles. One of the best. Non-Member Bill Hebal 920-823-2187 (posted 8/18)



MGA parts: Front frame extension, 5 Hoods (bonnets), 2 Trunk lids (boots), 4.88 rear end, Driveshaft for 1500 cc motor, Gas tank, Oil cooler, Fiberglass racing valance, Misc. "trinkets". Call Tom Morgan at 650-740-4116 for details. (Re-posted 6/18)

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.

## Annual Picnic at Tilden Park

**Best picnic ever!** Many thanks to Marcia and George for planning and organizing this year's picnic which was one of the best attended in many years with 28 members at the Padre Picnic Area in Tilden Park. There were 12 MGs, one Austin Mini, 6 other cars and one bicycle and one hiker.

I mention this because Mike Jacobsen's cars were both down so not to be deterred, he caught BART and then pedaled his bicycle from the nearest station 8 miles away and uphill to join the group and was only a little sweaty! Jennifer Orum visiting from Vancouver was also car less so she took MUNI to Tilden Park and then hiked in. Kudos to both of them for their resourcefulness!

The weather was warm and sunny and a perfect day for a picnic in a beautiful park setting. Marcia had covered the tables with tablecloths and provided soft drinks and cake so everyone could enjoy their picnic faire with lots of sharing.



We had enough cars to hold an impromptu car show which is always fun and a great way for everyone to mingle and chat about cars or other things. The popular choice (Car you'd most like to take home) was George Steneberg's spectacular Green MG TD. His reward was having first pick at the table covered in door prizes. After that we continued with a raffle until all the door prizes were gone. I'd like to thank everyone who attended which makes these events worth putting on and great fun. In fact everyone I spoke said they had a great time and glad they made the effort to attend.



Dan Shockey Photos

Andy Preston



Kirk Prentiss



Thuy Nguyen Photos

## Register Your MGA With NAMGAR!



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



## North American MGB Register



Specialists in the Repair of English Automobiles  
**(415) 457-1707**  
[www.britishcarrepair.com](http://www.britishcarrepair.com)

**British Car Repair**  
 Established 1960

142 Mill St. San Rafael



**SU Fuel Pumps**  
 1604 Harley St.  
 Calistoga CA. 94515  
**707-225-1336**

Mark Medynski

[www.sufuelump.com](http://www.sufuelump.com) [sufuelumps@aol.com](mailto:sufuelumps@aol.com)



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



**More Fashionistas - At least the MG never goes out of style**  
**The next best thing to having an MG at the beach in 1935**  
*The club needs one of these!*

