



THE OCTAGON

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



North American MGB Register

Great Day for a Tour! St. Patrick's Day

Photo: Andy Preston



April 2017

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 subgroup 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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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: Position Open!
MGB 1974-1980: **Ed Adams**, 510-483-6821, AdamsEddie77@yahoo.com
MGB V8 Conversion: **Tony Bates**, 408-666-6174, Tony@BatesFamily.net
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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.

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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San Juan Bautista Tour

Saturday, April 22

Three Club Meet-Up



This is a three club event with MGOC, SSTS (Sorry Safari), and the Cypress MG Club of Monterey. We will meet at Jardines Mexican restaurant in San Juan Bautista for lunch.

RSVP: Dave Marsh 650 964 2341 by April 17 so reservations can be made at Jardines.

Date: Saturday, April 22

marshes1@yahoo.com

Time: Meet at 10:00 AM to sign in

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

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

Organizer: Dave Marsh 650 964 2341

marshes1@yahoo.com



Route Summary for Bay Area Participants:

The route starts at Starbucks/Safeway on Almaden Blvd. and ends in San Juan Bautista. We travel thru Almaden Valley, along Santa Teresa Blvd. to Gilroy then to San Juan via US101 and San Juan Hwy. The route has been designed for safety and enjoyment but unfortunately to get to San Juan we must travel about 8 miles on US101. Total route length is about 40 miles. If you bring a two-way radio, we will be on channel 5.

Lunch at Jardines at 115 3rd St. at corner of Washington

San Juan Bautista is a great little town, with charm, history and good shops and restaurants. It has an original California mission plus a state park with restored hotel, home and stables. Find the 2-story outhouse, restored at your expense.



**See the SJB
in your MGB!**



Jardines
De San Juan
EST. 1977



From the Editor...

The spring driving season is here! The warm sunshine and clear air inspire me to get the MG on the road. Looks like they had a great time on the St. Patrick's Day tour led by Marla and Pres Andy. We have another tour late in March led by Veep Keith and Sec Pam. Then we offer a 3-club tour to San Juan Bautista on April 22, plus a Sorry Safari tour on April 9.

I have some work done on the MGA. I got some things done also on the 1935 P-type but need to do so much more! It is work I enjoy but I do not have a shop or workbench. I drag out a Workmate folding bench or work on top the washing machine. I spend a lot of time sorting for parts and tools and fasteners.

My TD may make its way back to England. The new owner is considering shipping the MG to his father for his 75th birthday. I think the hope is that he will maintain and keep it for visits.

My father is 94 years old and still drives 4 to 7 hours a day making deliveries for a pharmacy. His secret? He says he works out "almost" every day of the week. He works out, "almost on Monday, almost on Tuesday..." Dad is fond of Studebakers and liked to paint them in his house garage. Photo of him below with a flat cap.

We have many activities planned but there is always room for more. Plan a tour and invite your new club friends along. Or organize a tech session where we will help you get unstuck at your own garage. Provide donuts and coffee and they will come!

The British car meet at the Dixon Fairgrounds is a good one. On grass and they have a large swap meet, too. There is Brit food and fun things going on. It isn't far from the Bay and the traffic is easy on Sunday morning. There is lots of parking across the street so you can attend for free if you aren't ready to show your car. We encourage you to show your car in whatever state it is in. The unrestored, in-process cars always get the most attention.

It appears we will stay with the large size newsletter format. I hope to develop and improve it.

"The road goes ever on and on ... and I must follow if I can." (Tolkien) - Dan



Dan's father Joe in the soft cap I got him with WWII vet patches.

MG		
TC-TD-TF-MGA-MGB-C-Midget		
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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)	Scall	
BRAKES: sleeved and rebuilt		
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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	
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Cylinders sleeved only, brass or SS.....	\$50-\$95	
Kingpin swivel axle rebushed.....	\$80-\$90	
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OCT05		



President's Ponderings

March 20th marked the Spring Equinox and also the First day of Spring, where we have equal hours of day and night and after that the days get longer up until the summer solstice on June 21. So in Solvang we'll enjoy the longest day of the year. It's now time for you dust off your cars tune up your engines and get them out there driving the back roads and byways. Those of you who attended Craig's tech session will have a heads start on the rest of us. Unfortunately we had a conflict with another car club and if anyone needs help it's me!

The first club drive in April, is the San Juan Batista tour lead by Dave Marsh on April 22. If you haven't been to this historic little town you need to go. In 1958 Alfred Hitchcock filmed his movie thriller "Vertigo" starring Jimmy Stewart and Kim Novak at the Mission in San Juan Batista. The mission is just the same now as it was then. Marla and I love this place and surrounding area and plan on signing up for the tour and maybe staying overnight. For further information see the flyer in this issue.

I was surprised to receive notification from Hemmings "Sports and Exotic Car" magazine that they are ceasing publication of this much loved magazine due to the rapid growth of digital media. This was one of my favorite monthly journals that mainly focused on European and British cars. I hope this isn't the beginning of things to come.

Back into my garage and running problems with my GT. I believe that I've fixed the problem and must admit to feeling pretty stupid. Over the last 3 months I replaced or swapped out everything on the car, including the distributor, plugs, points, condenser, rotor, cap and leads, coil, low tension wiring, rebuilt the carbs, drained the fuel tank, installed a new fuel pump and filter, cleaned the charcoal canister, checked the gulp valve, retimed the engine and carbs, replaced the smog pump and performed a compression check. Not much else to do is there?

Finally I replaced the spark plugs with a **brand new set** of Champion N9YC plugs not the resistor ones that I had in the engine RN9YC and the car ran perfect with no stumbling or cutting out. I reinstalled the old resistor plugs and the stumbling returned so VOILA I'm back on the road again.

In retrospect I think the initially I had an ignition problem that was causing hard starting, cutting out and loss of power. This I fixed by replacing the points, condenser and rotor but at the same time installed a set of bad used resistor plugs that lead to the stumbling problem. It took me a long time to trace down my own mistake so the lesson learned here is to only use new parts when you're tracking down faults and even then you can't guarantee the new parts are always good.

Take care and drive safely,

Andy



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Andy with his Coupe as purchased.

Letter to the Editor

Dear Dan,

I have been enjoying *The Octagon* as it transitions under your editorship. Being one of the few remaining hold-outs who receives the printed version I do appreciate the enlarged size. I do not have my electronic device everywhere and do adore the printed page. For instance, on Thursday, I read your flat cap article to Naomi as well as the Preston description of the St. Pat's day drive as we were driving into San Francisco. I also read it on line for the color. They arrive about one day apart.

I think the MGOC needs to send a huge thank you to Felix for the fabulous MG Love book that he conceived, coerced contributions to and got published before he ended his tenure as editor. Masterful!

Marty Rayman, Kentfield

Marty's TD at right



New Member

I bought the TD in 1976 while still in school from a guy in Wisconsin. After graduation, I started to restore it only to find that it had been in a terrible wreck resulting in a bent frame and a front-half body tub replacement that was fastened to the rear-half by Bondo. After moving to California, I discovered good parts availability that enabled me to get it back together. It took from 1978 to about 2006 to get it done.

In addition to the TD, I have a 1964 Sunbeam Alpine, a Land Rover, a 1959 Ford Panel Delivery, a 1967 Triumph T100R Daytona motorcycle, several Bultacos and a 1949 Whizzer.

I am retired, having practiced law, public accounting and serving as a CFO for various companies. I do as much of the work on my vehicles as I can which is part of the fun of owning them. After all, one doesn't own a TD to commute in. One owns one to work on. Right?

-Bob

Robert Stoffregen of Moraga, 1953 TD

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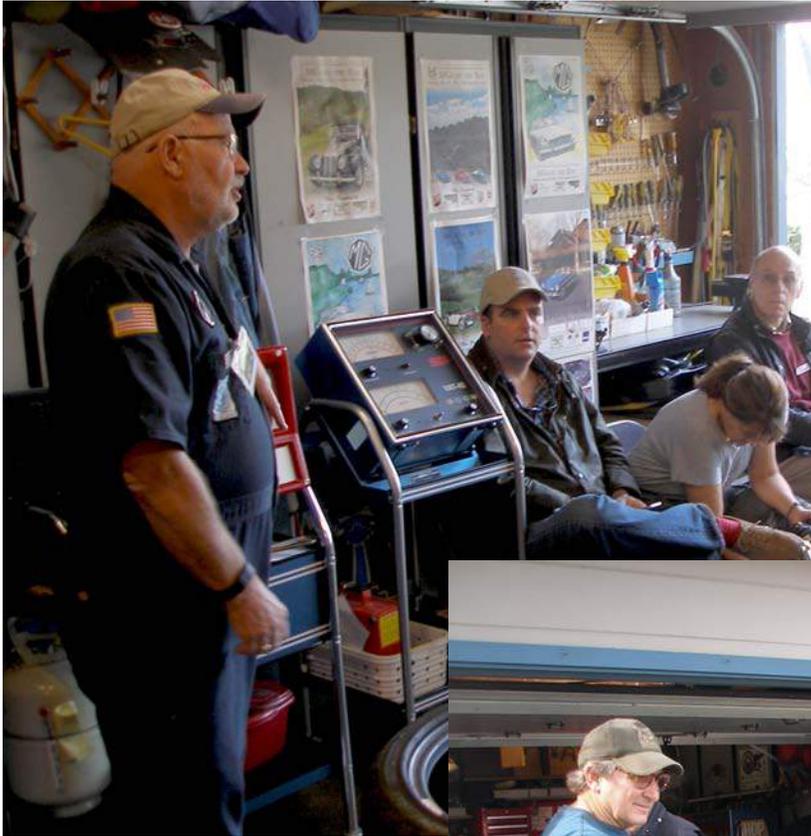
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Tech Session Pictures



Thank you to Craig!



Craig on point. Audience needs more coffee.

Getting to work on the Midget.

Counting camshafts. MGB with Miata engine

- Photos by Mike Jacobsen

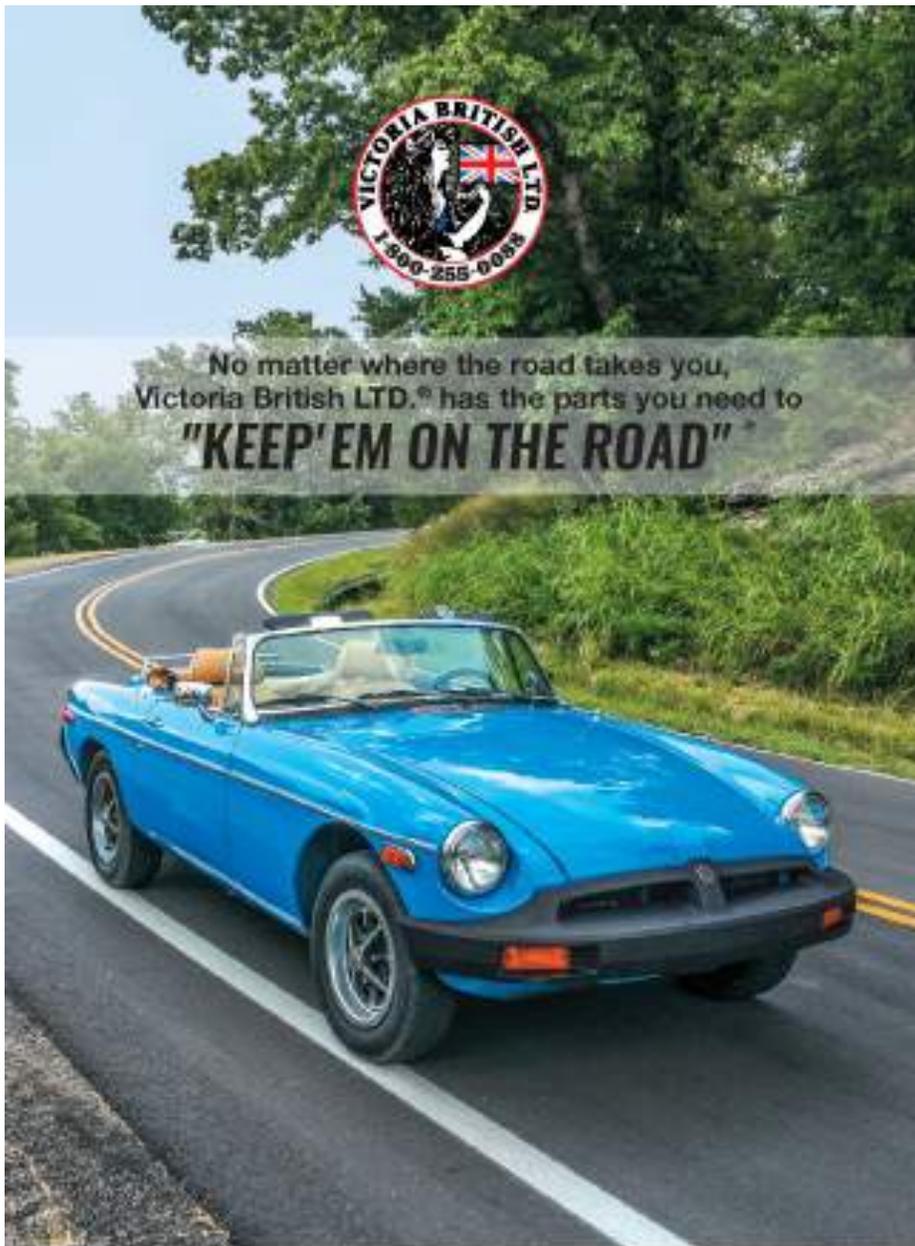
Another New Member!

I have had the '77 roadster from the early 90's and the '73 GT since '99. The roadster is PNO while I finish the engine rebuild (last rebuild was in the mid 90's). The GT is my daily driver. I formed friendships with Skip Kelsey and Hilary Reddy who were both very generous with their invaluable advice.

Over the New Year I performed much deferred maintenance on the GT following a blown Head gasket between cylinders 3 and 4 (I last replaced it 14 years ago). Payon head gasket, ARP studs, replaced both broken engine mounts, (I had the cracked exhaust re-welded then), leaky heater valve replaced, broken thermostat (car was running cold and very rich for a long time), new ball joints and steering rack boots. I had the elongated clutch pedal hole welded closed by someone else and then I re-drilled the hole. I installed a new Master Cylinder.

I finally static reset the timing by reinstalling mechanical points and this week stripped down the HiF4's and installed new jets and needles and reset the float levels. She is running much better now although I will need to replace the throttle spindle seals somewhere down the road as they are worn, and I believe are the source of a vacuum leak. I packed them with lithium grease, something Hilary Reddy suggested to me years ago. It seems to be helping. I also reconnected the Vacuum advance on the distributor after running it disconnected for a long time. I will probably re-install the Pertronix points.

Kindest regards, Serge Morel



MG People Sketch by Nancy Shane, MGOC regional meet, Petaluma, 2011

- Recognize anyone?

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More New Members

Colin and Sonia von Heijne

Hi,

I'd like to introduce my wife and I to the MGOC. We lived in the UK until 1999 when we moved to New Jersey. Now living in Clayton CA, we love the out doors and are keen cyclists.

I have been interested in restoring things for most of my life, cars and boats, and have owned many a LB; Minis, Morris Minors and MGs.

My first recollection of MG was early on in Grammar School, when walking home with friends we came across an early MG B GT - white. We stood around gawping at this amazing sports car - it was just beautiful! My first restoration project was a 1969 MG B GT in Old English White which belonged to my parents and they had let it go a bit and it needed lots of TLC.

We then bought a brand new black MG B GT in 1980 and I have to say it was a major disappointment. It was a time when the British motor industry was in free fall and the quality of motors was exceedingly poor. It was a nice looking car but not well built.

My proudest achievement was my lime green 1972 MG B GT which was a virtually total body rebuild. Fortunately, I had a friend who did almost all the welding for the price of a bottle of wine.

I did flirt with restoring a 1954 Alvis TA14 but didn't get too far. Having a young and very active family, there just didn't seem to be enough hours in the day. I ended up selling it on eBay.

Now I'm fast approaching retirement, and I will have plenty of time for a restoration project. This time, I thought I would go for something that dates me (only just). I have purchased nice white 1953 MG TD and can't wait to get started on it.

I'm really excited to join the MGOC and look forward to meeting and driving you all.



Colin

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.**




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St. Paddy's Day Tour

Andy Preston

"The tour was wonderful, the vistas spectacular, the restaurant lovely and delicious. In other words a perfect tour! And the cookies were delicious and the St. Patrick's Day tags a nice addition to our beads." Marcia Crawford, 3-20-17.

Marcia many thanks for those kind words and you've summed up the tour perfectly.

The weather couldn't have been more perfect for a St. Paddy's day drive around the spectacular Marin countryside and coastline, sunny and warm. We had 26 people from both clubs and 14 cars which turned out to be the perfect number for both the drive and lunch at the Farmhouse restaurant.

Before we left the parking lot, Marla handed out bags of green cookies and St. Paddy's day chains and tags to everyone to celebrate the day. Don Livingood drove down all the way from Medford, Oregon to join "his favorite Northern California car club".

We all set out from Terra Linda and headed down Lucas Valley Rd and through rural farms to our first stop at the Marin French cheese factory in Nicasio. Here everyone had the chance to take a break and taste and buy some of their wonderful cheeses. Full of cheese we headed out through Chileno Valley and enjoyed spectacular views of hills and valleys as we drove down to CA1 (Shoreline Hwy). We drove along the edge of Tomales Bay enjoying dazzling views as the sun bounced off the bay waters and finished up at our lunch stop at the Farmhouse in Olema. We had a wonderful lunch in their recently refurbished private dining room where many of us enjoyed the special of the day, "Corn beef and cabbage."





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“Corned Beef & Cabbage Tour”

“Show the Green Tour”

Photos by Marty Rayman

Left bottom photo by Andy Preston

(This spot intentionally left blank - surprisingly!)

Pedal Cars – Toys or ‘Formative Devices?’

By Dan Shockey

Recently two stars crossed for me in the part of the astrological sky that influences an inbred love of small automobiles. A friend sent a photo of her daughter in an electric car given by her car-guy grandfather. And I saw an Austin pedal car featured at the Blackhawk Museum. I have long loved those.

We bemoan that the younger generations do not seem to share our love for MGs and other sports cars. Yet some folks have been able to pass along this genetic disorder. I propose that an early exposure will have a significant impact.

In my case, I received an American pedal car at age 3. It was something of an Oldsmobile shape. A later photo shows it with replacement (spoke!) front wheels so I must have run the wheels off of it. In the 1980s I found a (really) beat-up pedal car and a pedal boat at a garage sale for \$10 each and restored those for my twin nieces. They now seem to like smaller, sportier cars.

The Austin J40

Austin pedal cars were made in England by Austin Motor Company. The J40 Roadster was based on the 1948 A40 Devon and Dorset. The Pathfinder Special was based on an Austin Seven racing car of the late 1930's.

From the sales brochure for the Austin J40 Pedal Car: "Austin J40 cars are made in a specially constructed factory in South Wales. Here, in good conditions with the guidance of an experienced rehabilitation officer and under the supervision of a doctor, disabled Welsh miners are able to find a new interest in life and do a job of work that is both useful and congenial."

The pedal car factory opened in 1949. It was paid for by Government funds and was run on a not-for-profit basis for the employment of the disabled coal miners. Production started off with the Pathfinder and it was planned to build 250 a week, but this figure was never reached. The cars were made from scrap metal from the Longbridge Austin motorcar factory and were built and painted the same way as motorcars. The J40 was a very well equipped toy of good quality and was probably the best pedal car on the market. It featured real working headlights and horn, detachable wheels

Pub Night!

April 21

On The Road
Again

Morgan Hill

16840 Joleen Way, Unit G4

We want to thank each and every one of you for being a friend to us and especially those of you who have trusted us to work on your car(s). We appreciate your friendship and your business! Join us for an evening of fun and fellowship! Please bring some wine or beer to share and we will provide snacks.

Where: On the Road
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with Dunlop tires, fascia panel and vinyl seating. It had an opening bonnet (with engine), boot and good quality chrome, namely bumpers, hubcaps, grille, and boot handle.

The J40 sold for 27 pounds plus 6 pounds added purchase tax. At the time the average working man would have to save 2 or 3 weeks wages to buy a J40. The J40 was primarily intended for the American market.

The Austin pedal cars were used to teach road safety to children and appeared in many road safety films. As fitted to roundabouts, some versions had two steering wheels and no pedals. Some were single-mounted on coin-operated rides. Others were later converted to gas engine power. Search online for more pictures.

There was a total production of 32,098 Austin J40 pedal cars before production stopped in 1971.

Cars Available Today

Quite a few pedal and electric children's cars are available, some at very low prices. For under \$200, you can get classic shapes including VW Bug's, '57 Chevy's, shapes like mine from 1955, and generalized old cars. There are more expensive copies available of other collector cars. I have seen classic MGs but I believe these are all custom made.

We know that children have fertile imaginations and that exposure to things at an early age can influence them greatly. You sired these young'uns, make sure your interests are stuck in there, too. And be a hero at the same time.



Clockwise from left:

Homemade K3 pedal car
purchased by Dan

Dan's 1st Car!

Austin J40 Pedal at the
Blackhawk Museum

New generation
enthusiast

Shockey photos





Announcing the 24th Annual

MGs By The Bay

Sunday, June 4

Danville Livery
400 Sycamore Valley Rd,
Danville, CA 94526

Advanced registration - \$25
Day of show - \$30

Announcing the 24th Annual MGs by the Bay

Sunday June 4, 2017 at The Livery in Danville

400 Sycamore Valley Road, Danville, 94526 – One block west from the I-680 exit

All MGs are welcome, from daily drivers to complete restorations. Advance registration is \$25 and \$30 on the day of the show. Additional cars registered to the same owner are \$10 each. Event T-shirts are \$10 and must be pre-ordered. The deadline for advanced registration and pre-ordering T-shirts is May 26. The show starts at 10:00 a.m., rain or shine, and awards are presented at 2 p.m. Popular vote judging, with awards for People’s Choice, Best Daily Driver, Most Customized, and others. The class awards are determined by the number of cars registered.



Return the form below with the entry fee, or fill it out and pay online at www.MGOCSF.org.

One form is required for each MG.



Mail before Friday May 26, 2017 to:

MGs by the Bay
320 B Monterey Blvd.
San Francisco, CA 94131-3141

Make checks payable to **MGOC** or use PayPal on our website

For information call
415-333-9699
or visit www.MGOCSF.org

Show Use Only		
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Please print:

Name: _____

MG model: _____ Year: _____

Address: _____

Body style: Coupe Roadster

City: _____

Saloon Race car

State: _____ Zip code: _____

Other: _____

Email address: _____

Car color: _____

Daytime phone: (____) _____ T-shirt size: M L XL XXL

T-shirts are \$10 each. There will only be a limited number of shirts available at the show.

Short description of your car: _____

Has this car ever won First in Class at *MGs by the Bay*? Yes No

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

Signature: _____ Date: _____

Signature: _____ Date: _____

Keep Planning for 2017 ...



SPRING

MGOC Nosh & Natter, Alameda, 4/1
 Ruth Bancroft Gardens Tour, SSTS, 4/9
 San Juan Bautista Tour, MGOC/SSTS, 4/22
 Pacific Coast Dream Machines, 4/30
 MGOC Nosh & Natter, 5/6
 Windy Roads Tour, SSTS, 5/20
 Dixon British Show & Swap Meet, 5/21
 MGs by the Bay, Danville Livery, 6/4



SUMMER

Sonoma Historics Festival, Sears Point, 6/2-4
 Half Moon Bay Run, MGOC, 6/10
 NAMGAR GT-42, Solvang, 6/19 - 6/23
 NAMGBR MG2017, San Diego, 6/25 - 6/28
 GOF West, Santa Maria, 7/10 - 7/14
 Aptos BBQ Run, from Sunnyvale, MGOC, 7/22
 Rendezvous, Club T, Otter Rock, OR, 8/10-13
 Annual Picnic, MGOC, Tilden Park, 8/19



Fashionistas!

Amy Prentiss has taken to appearing only in costume since winning the Burnt Spark Plug

Seen with a dashing Army officer at the Dickens Fair. 2016

Photo: Thuy Nguyen

War Correspondent Clare Hollingworth

Died: British war correspondent Clare Hollingworth, who broke the news of the second world starting in Poland, died aged 105. (Story condensed from The Telegraph.)

Ms. Hollingworth was the first correspondent to report the outbreak of World War II, described as "the scoop of the century." As a reporter for The Daily Telegraph in 1939, Hollingworth had been working for less than a week when she was sent to Poland to cover worsening tensions.

"I was staying with the British consul-general in Katowice, who was an old friend, and I knew the border was closed, but it was open to flagged cars, to enable the Germans to get into Poland. So I said to him, 'May I borrow your car?' And he said, 'Where do you want to go, old girl?' and I said, 'I want to go into Germany'. And he said, 'Aren't you a funny old girl. Of course you can borrow my car'.

"The border guard was a bit surprised when they saw the Union flag flying on the car, but they let me in. I stopped to buy aspirin and white wine and things you couldn't get inside Poland. And then I was driving back along a valley and there was a hessian screen up so you couldn't look down into the valley. Suddenly, there was a great gust of wind which blew the sacking from its moorings, and I looked into the valley and saw scores, if not hundreds, of tanks.

"So when I got back I said, 'Thank you for lending me your car'. And he said 'Where did you go, old girl?' So I said, 'I went into Germany'. He said, 'Stop being funny'. And I said, 'What's more, I got a very good story: the tanks are already lined up for invasion of Poland.' He went upstairs and sent a top secret message to the Foreign Office." Three days later, on September 1, the panzers rolled into Poland.

In 1940, working for the Daily Express, she went to Bucharest, where she reported on King Carol II's forced abdication and the ensuing unrest. Her telephoned reports ignored censorship rules and she is reported to have once avoided arrest by stripping naked. In 1941 she went to Egypt, and subsequently reported from Turkey, Greece and Cairo. Her efforts were hampered by the fact that women war correspondents did not receive formal accreditation. After Field Marshal Bernard Montgomery took Tripoli in 1943, she was ordered to return to Cairo. Wishing to remain at the front lines, she went on to cover General Eisenhower's forces in Algiers, writing for the Chicago Daily News. She subsequently reported from Palestine, Iraq and Persia.

The New York Times described her as "the undisputed doyenne of war correspondents." She amassed considerable expertise in military technology and – after pilot training during the 1940s – was particularly knowledgeable about aircraft.

In 1946, she was at the scene of the King David Hotel bombing in Jerusalem, which killed 91 people. By 1950, she had moved from her base in Cairo to Paris, working for The Guardian.

The date and location of the photo is unknown but may have been in the Middle East in the late 1940s. "I spent a bit of time recently studying that photo, and if I had to guess I'd say it's a TC. Center laced wheels eliminates early TA. Body tub also looks wide and the car behind looks more 40's to me than 30's." (Steve Simmons, TC Motoring Guild. Southern California)



MGOC Meeting Minutes – March 4, 2017

Nation's Hamburgers – El Cerrito, CA

Call to order: By Andy Preston at 10:03am

Attending: Ken Gittings, Elaine Chan, Marcia Crawford, Mike Jacobsen, Dennis Link, Marla and Andy Preston, George Steneberg, Pam and Keith Shukait

Mileage Winner: Ken Gittings

Approval of Minutes of previous Meeting (Feb. 4 2017): Motion by Mike, Second by Keith. Passed unanimously.

Reports

President's Report: Andy Preston: No progress to date on updating the by-laws. There were no MGOC events in February but March is going to be a very busy month with three events planned so there should be something for everyone. Thanks to Dan who is working to get the *Octagon* newsletter into an easier to read format.

Vice-President's Report: Keith, Pam, and Amy & Kirk Prentiss checked out a potential new meeting spot, The 1400 Restaurant in Alameda. There is plenty of parking at the bank next door (which is not open on Saturday) and plenty of room for us inside. Andy suggested we try it out for the April meeting. 9am breakfast with the 10am meeting start.

Treasurer's Report:

Account	March 2017	February 2017
Checking	11,671.78	11,623.39
Savings	3,464.60	3,464.43
Total	15,136.38	15,087.82

Since the last Treasurer's Report we have had *Octagon* expenses, and income from a commercial ad.

Secretary's Report: Happy to be secretary. I will be trying to fill some big shoes!

Registrar's Report:

172Number of regular members
 55Number of Regular Family Members
227Total Regular and Family Members
 13Number of corresponding members
 3Number of corresponding family members
16Total corresponding and family members
243Total members

Corresponding Secretary's Report: George Steneberg
 Nothing to report

Regalia Report: Andy Preston Nothing to report

The Octagon Report: Dan Shockey Report presented by email. "The March issue was done with a new 8½×11

format. We'd like feedback on this and any other newsletter subject. I want to continue to improve the format and content. We always can use articles, photos, and art. Member stories and backgrounds are well liked, whether you are a "new" member or not."

Mike talked about the 21¢ (40%) increase in postage due to the increase in size. This increased the cost \$100 to make the copies.

In 2016 the *Octagon* cost \$1,395 a year to produce. This included postage, supplies, labels, envelopes and seals. In 2017 the cost is estimated to increase to almost \$2,000.

A discussion took place on ways we could reduce those costs. An idea was to contact those who receive the *Octagon* by mail and ask if they still want to receive by mail or would be happy via email.

Mike discussed the changes in the dimensions for the advertisers. He will draft a letter to advertisers letting them know about our new format and what it means to them.

Everyone agreed the new format was very nice and easy to read. Dan did a fantastic job with the new *Octagon*! Thank you, Dan!

Website Report: Steve Kellogg: report by email, nothing to report.

NAMGAR GT-42: Mike Jacobsen: Dates are June 19-23. There are 52 registrations from all over the US, Australia, Canada, and England. Block rooms are almost filled and they are looking to Buellton for back-up. John Twist wants to set up an all-day tech session. Tech sessions are being set up.

Marla presented samples for name badge holders and bags to hand out. The bag with the Velcro closure and pocket was preferred and cost \$1.59 each. The name badge holders are \$1.94 each. Dennis said he had a contact for bags that could be a possibility. Mike says the budget is in good shape and we could spend a little more. Marla will do more shopping for options.

We are set up for PayPal...Randy is wrong!

A vegetarian salad options was added to the car show lunch options.

Andy was a fine runway-type model showing off the polo shirt and hat with the final event logo.

MGs by the Bay: Kirk Prentiss has compiled the flyer and registration sheet for the event which was handed out at the meeting. Andy passed the flyer around for us to see. Kirk's picture will be used for the T-shirt.

We revisited giving T-shirts away instead of charging for them. In 2016 the cost of shirts was \$540. A motion was made to charge \$10 for T-shirts this year, instead of giving them away. Motion was seconded by Keith. All were for except for Ken, who was against but I think that was because he was sleeping during the motion as evidenced by his very vocal yawning!

Past Events: There were no club events in February.

Upcoming events: (MGOC sponsored events are in bold text)

Sat Mar 11 Tech session Walnut Creek “Getting your LBC ready for the driving season”. Craig Kuenzinger’s garage, see flyer for more info.

Fri Mar 17 St. Paddy’s Day tour, Marin. Andy and Marla Preston, see flyer for more info.

Sat Mar 25 A Trip thru the Past tour, Pam and Keith Shukait. See flyer for more info.

Sat Apr 1 Club meeting 1400 Restaurant, 1400 Webster (corner of Webster and Central). Look for the big Beefeater outside. Breakfast at 9:00, meeting at 10:00.

Sun Apr 9 Ruth Bancroft Garden Tour, SSTS, Sue and Bob Engelhart.

Sat Apr 22 San Juan Bautista three-club tour, MGOC< SSTS and Cypress CC, led by Dan Marsh.

Old Business: None

New Business: Updates on the *Octagon* advertising. See notes above.

Marla made a motion for the club to pay the \$75 docent fee at Filoli for the Shukait’s ride on 3/25. Motion was approved.

Dennis talked about needing a partner for a rally with the Empire Sports Car Club in Santa Rosa on April 2. The starting point is the Charles Schulz Museum in Santa Rosa. Anyone interested may contact him.

Business resolved online since last meeting: None

Announcements: April Fool’s Rallye in Santa Rosa on 4/2.

Next Meeting: 1400 Restaurant, 1400 Webster (corner of Webster and Central) in Alameda. Look for the big Beefeater outside. Breakfast at 9:00, meeting at 10:00. Parking on street or at the bank next door.

Adjourned at 11:00am.

Submitted by: Pam Shukait

Ruth Bancroft Garden Tour

Sunday, April 9

The Safarians invite you on a tour through the hinterlands of Alameda and Contra Costa counties and a visit to The Ruth Bancroft Garden in Walnut Creek.

Date: Sunday, April 9th, 2017. Tour leaders: Susan & Bob Engelhart

Time: Meet at Jack in the Box on Industrial Ave in Livermore at 9:00 am for a 9:30 departure.

We’ll take a backroads tour to Walnut Creek where we will tour the beautiful succulent garden created by Ruth Bancroft back in 1972. The garden is located at 1552 Bancroft Road in Walnut Creek.

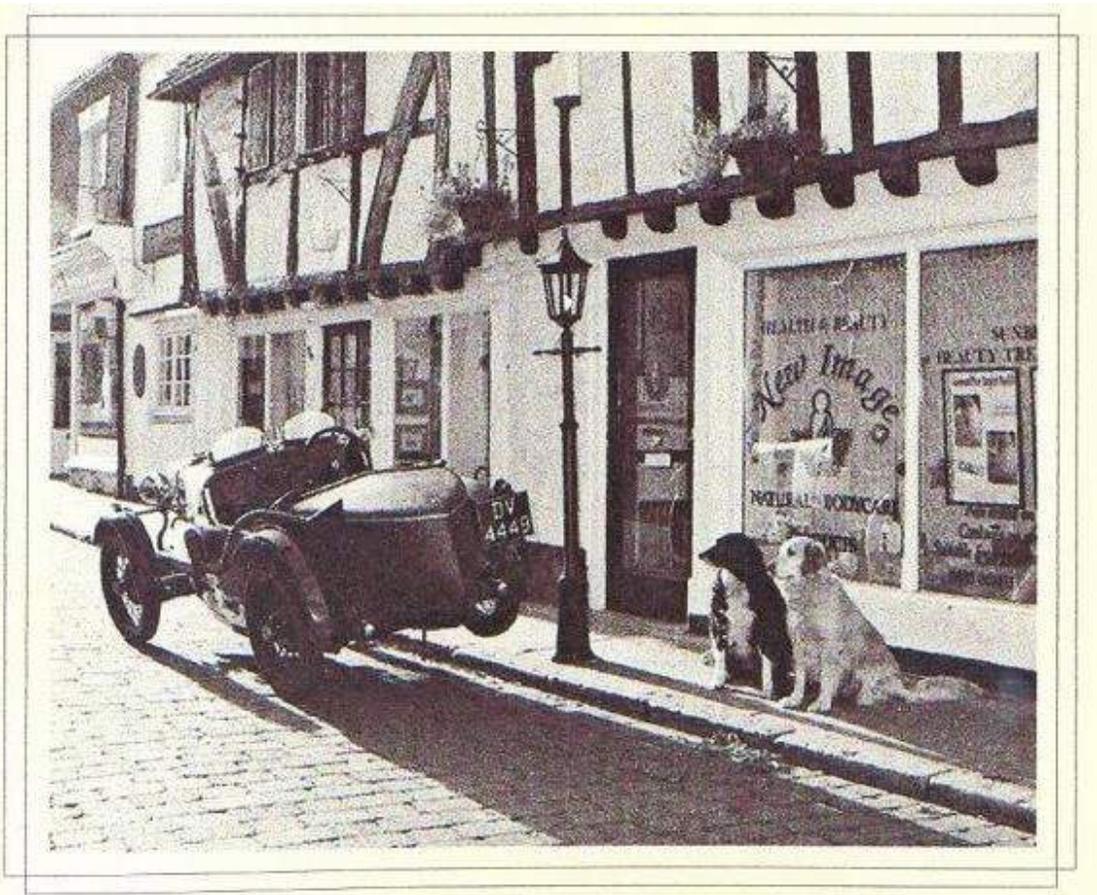
Admission fee for the garden tour is \$8.00 per person for seniors and \$10.00 for non-seniors.

The tour will be followed by a drive to our yet to be determined lunch spot.

If planning to attend, please RSVP to Susan at sme1950@aol.com, or call at 510-895-8926 by April 3rd.

Caption Contest

email the Editor with your humor!



MG M-type (the original) Midget, Photo source very old & unknown

Classified Ads

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

1952 MGTD Mark II Roadster. Have complete history, 5 speed transmission, higher ratio rear axle, racing windshield, cream with black leather interior, wood dash and wood steering wheel, in Vancouver, B.C. Canada. Asking \$33K.

Pauline, Vancouver, B.C. Canada 604-325-9252 (Posted 4/17)

Posted at the request of member Jennifer Orum. This car was at their show last year.

1972 MGB. Very nice MGB you can drive anywhere. Blue with gray top & interior. Overdrive, roll bar. new tires; engine overhauled 5 years ago; replaced clutch 3 years ago. Recent: alternator, exhaust, starter, top, Pertronix. \$15,000 or offer. Contact Bob Luebbert at 510-912-4239 or r.luebbert@sbcglobal.net (Posted 2/17)

1967 MGB. Red. Completely gone through – new wheels, exhaust system, improved front brakes, new battery, new Weber carburetor (old SU carbs come with it too) and many more new parts. \$14,000. Contact Bruce, 707-762-4107. [Posted 12/16]

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. Randy Grossman (415-518-5210) or Eric Baker (510-517-2165)

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, mgocsf.org

Better MGA Wiper Arms – MG Midget!

From the MG Cars BBS by Colyn Firth

I had so much trouble keeping the standard wiper arms on the MGA spindles (I lost a couple of arms), that I switched to the MG Midget design arms. They have a screw clamp that firmly grips the spindle and they cannot fall off. They look slightly different to the standard arms but most people don't notice. They also work great with my 2-speed wipers.

Unlike the standard MGA push-on wiper arms that have a small leaf spring, the Midget arms have a coil spring to apply pressure onto the wiper blades. I suppose, in theory, it would be possible to fit a stronger spring to the Midget wiper arms. I re-drilled the arms to lengthen them a little (you can see this in the picture) and this did apply a little more tension onto the wiper blades.

The arm has a spoon shaped end like my original push on MGA arms. The picture shows the inside of the arm with the coil spring and the clever splined spindle clamp. Apparently these arms were fitted on the Midget and Sprite up to 1971 and Moss supply them. After 1971 they had a flat end at the wiper blade.



Cheers, Colin
Pics by Colin

Mike Jacobsen won the long distance award for his drive to GT-41 last summer.

San Francisco to Louisville, Kentucky - 5000 miles round trip.

You can do it, too!

Photo from GT-41 organizers



Fingerprints . . .

Midget, Magna, and Magnette... ("MMM") Three little words that describe MG in its most exciting and formative years, from the 1928 London Motor show which saw the launch of the first M type Midget, to 1936 when the last overhead cam car came out of the Works. These were the Cecil Kimber years... golden years for automobiles and MG in particular. Kimber was in his prime, an innovative, feisty task master, and a dogged and enthusiastic proponent of automobile excellence through competition. It is said that the early Midget and its following brethren would scarcely have made quite such an impact without the tremendous boost furnished by MG's racing and record breaking achievements.

Early successes in the Brooklands 12/12 races propelled MG into the forefront of light car racing in the 30's.... the men, women, and cars were legendary and the accomplishments were legion. Through the 1930's MG won more motoring competitions of all sorts than any other marque! In terms of sports cars and sports racing cars, MG was "Porsche" long before there was a Porsche car.

Of the 11,500+ MMM cars produced between 1928 and 1936 there is one common thread: the strong, small displacement, single OHC engines that were the heart of these four cylinder Midgets and six cylinder Magnas and Magnettes. They are marked by a unique vertical dynamo/bevel gear cam-drive train and range from 746cc to 1271cc.

Today nearly 4000 of these historic MGs are in the hands of enthusiastic MMM Register members worldwide, and as it is the mission of the Register to preserve and foster the use and enjoyment of these historic prewar MGs, the North American MMM Register welcomes you to come see, up close and personal, the only MGs that bear Cecil Kimber's finger prints!

- from the NAMMMR web site

The 1933 J2 Midget of George Steneberg at left. The PB Midget owned by Eric Baker dates from 1936.

J2 photo; Mindy Hungerman
PB photo: Dan Shockey



"Once in a great while someone makes an automobile that is a thing apart from all others, an impersonal machine possessing a definite personality... ..many a man competent to know will argue that the most completely appealing and unforgettable personality ever built into a car was put into the smallest of them all: The MG Midget." - Ken W. Purdy

NAMGBR National Convention:

MG 2017 - San Diego, June 25 -28

The North American MGB/Midget Register's 2017 annual convention will be in San Diego and is being hosted with the support of the San Diego MG Club (a great local club). We have a fantastic event in store for everyone and you'll hopefully find all the information you need on the event website <https://mg2017.namgbr.org>.

Plan your **MG 2017** adventure and don't forget about ordering regalia in addition to your registration for the convention itself. We hope you will join us for this unique convention location. You can keep up with the latest information by liking the event's dedicated Facebook page. Click this link to visit it <https://www.facebook.com/NAMGBRMG2017>.

Want a place to chat and make plans with your fellow MG enthusiasts for **MG 2017**? Don't do Facebook? We have the perfect place and are partnering with **The MG Experience** to provide a dedicated forum for all things **MG 2017**. You'll then be set to take advantage of the MG 2017 forum and all the discussions, tech tips, reference materials and MG camaraderie the site provides. <http://www.mgexp.com/mg2017>

The **MG 2017** begins just two days after the end of NAMGAR's **GT-42** in Solvang. Many folks coming from back east are planning to join both events - and you can, too.

2017 MG Coast-to-Coast Adventure

Although this is not a NAMGBR organized event, our members Dick Lunney and PJ Lenihan are organizing a drive from the east coast to San Diego. If you would like more information, please contact either Dick (704) 578-4616 or PJ (336) 462-1147.

Put a tire in the Atlantic and a tire in Pacific at the beginning and end of a historic MG road trip of 8 days taking us across the southern United States to NAMGBR's **MG 2017**. MG fans across the nation can join in anywhere. Our model is the Rally to Reno in 2011 but with a more southern/southwestern flair. More information: mg2017.namgbr.org/events/2017-mg-coast-coast-adventure/



*See the MGBs in
your own MG.*

*Photo:
Marty Rayman
'Corn Beef 'Tour*



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

Club Meeting
‘Nosh ‘n Natter’

Date: Saturday, April 1, 2017

9 a.m.: Breakfast

10 a.m.: MGOC Club Meeting

1400 Bar, Grill and Pizza

1400 Webster Street
Alameda, CA. 94501

1(510) 263- 9651

<http://1400barandgrill.com/>

More Info: Andy Preston
andypreston@att.net

We look forward to seeing you!



In the 1879 Croll's Bldg, at Neptune Beach, Alameda
Eggs Benedict