



THE OCTAGON



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



Since 1957!



The Gals of the MGOC. (A few of them.) They made *MGs by the Bay* another success!

June 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.

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CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.

MGB 1962-74: Steve Lilves, 415-924-3173, slilves@sbcglobal.net
 MGB 1974-1980: Ed Adams, 510-483-6821, AdamsEddie77@yahoo.com
 MGB V8 Conversion: Tony Bates, 408-666-6174, avbates@yahoo.com
 MGC: Kent Leech, 925-253-9757, kent@kentleech.com
 M.G. Midget: and Overall Auto Technician: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com
 MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125, j2george@pacbell.net
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Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

S.U. Carburettors: Craig Kuenzinger, 925-234-3313, mrcraigk@aol.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2005 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.ORG

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

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Davenport Roadhouse Run With Lundberg Studios Tour Saturday, June 16

Start: Starbucks 1291 S. Mary in Sunnyvale at the corner of Fremont Ave.

Time: Meet at 10:00 AM to sign in

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

Stops: No planned stop

Lunch: The Davenport Roadhouse, Restaurant and Inn, Davenport CA

(davenportroadhouse.com, phone: 831-426-8801)

Tour Leader: Dave Marsh h) 650-964-2341, c) 650-823-9938; email: marshes1@yahoo.com

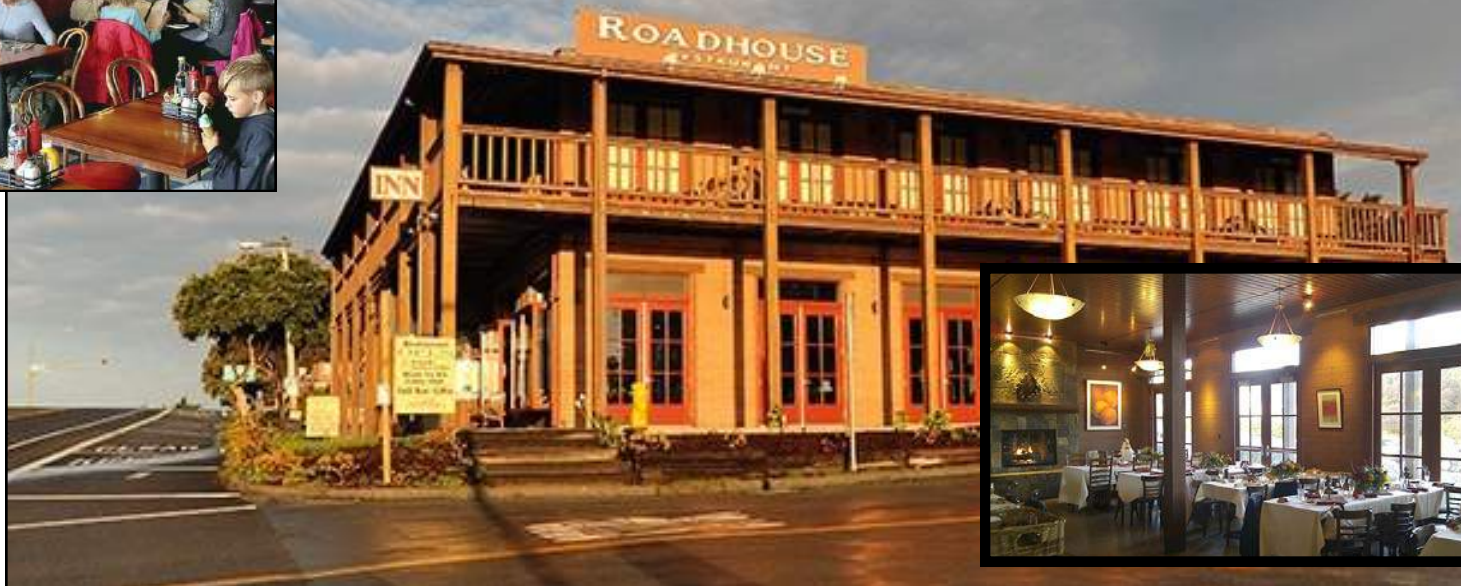
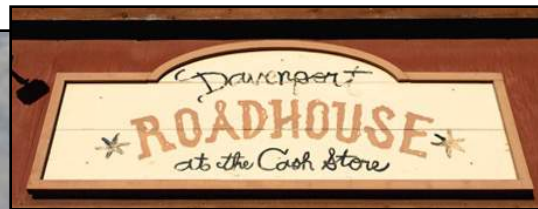
RSVP by June 9 so reservations can be made at the Davenport Roadhouse

While I make every effort to ensure the route is open and safe, route problems can come up.

The route starts at Starbucks at the corner of Mary Ave. and Fremont in Sunnyvale and ends at Davenport Roadhouse Restaurant and Inn in Davenport. Lundberg Art Glass Studios, also in Davenport, makes and sells high end glass artwork – so good that it is given as gifts at the White House. Lundberg has a small retail store there too – bring lots of money!

We travel up Steven's Canyon, Mt. Eden Rd., Pierce Rd., SR9, Skyline Blvd., Bear Creek Rd., then back to SR9, Jameson Creek Rd., Empire Grade, Pine Flat Rd., Martin Rd., Bonny Doon Rd., and SR1 to Davenport. Total route length is about 59 miles. If you brought a two way radio, we will be on channel 5.

SUGGESTIONS: I'd like ideas for future runs (good restaurants and/or good roads). If you have any, or comments



May 29, 2018



From the Editor

My fellow MG lovers,

The newsletter is done except for my column. It has been a busy month. We had a really good **MGs by the Bay**. But we did not get the boost in attendance we hoped for by changing the date. The British Car Field Meet at Dixon was well attended and the weather was perfect. I sorted parts to sell and took in \$500 while clearing some space.

I got the 1935 MG back together and took it for a test drive through the redwoods. It had been apart since December. Now I have the MGA apart replacing water pump and radiator. Gotta get it back together in time for the Roadhouse Run on June 16. I see Mike and Jennifer will be driving from **GT43**

to **MG2018** that weekend. I envy being there with my MG but am not keen to drive all those miles. I plan to attend the **GOF Central** in Wisconsin while visiting family & friends in Illinois and Indiana. The prewar (WWII) MG folks will gather at that event this year.

The main job for the PA was body alignment. The DPO (darling prior owner) had assembled it with the taller front and shorter back body mounts swapped. I was not successful in getting it all corrected but it is better - or so I tell myself.

We have some good tours coming up this summer. Be sure to get the MG road ready. Then the picnic and car displays are in August and September. We see a lot of interest in the **GOF West** in Lake Tahoe in September. I can't take off a whole week but will go to a weekend event instead.

Have a great MG summer!

That's my selfie above under the MG PA this spring. It is the basis for a new novel, "The Old Man Under the MG," subtitled, "Will He Crawl Out Again?"

Dan



MG

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| MGTD & TF..... | 185.00 | 85.00 |
| MGA, MGB, MGC, Midget..... | 102.00 | 75.00 |
| HEAVY DUTY UPGRADE..... | 10.00 | 10.00 |
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| MGB, Midget caliper..... | \$85.00 |
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| MGB, Midget master 1968-80..... | \$125.00-145.00 |
| MGB brake booster servo..... | \$175.00 |
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| Kingpin swivel axle rebushed..... | \$80-\$90 |
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Marin Headlands Tour

Saturday, July 7, 2018

About: Join us and explore the famed Marin Headlands and Tiburon. The day will be filled with history, amazing views, and camaraderie.

Meeting Places time and location:

East Bay: 8:30 a.m. at Safeway parking area which is located at 3540 Mt Diablo Blvd, Lafayette, CA 94549. We will leave promptly at 8:45 a.m.

Marin: 9:45 a.m. at Bed Bath and Beyond parking area at 2601 Larkspur Landing Circle, Larkspur. We will leave promptly at 10:00 a.m.

Lunch: 12:30 p.m. at Sam's Anchor Café at 27 Main St, Tiburon, CA 94920. We have a reservation for 20 people, Space is limited, please RSVP ASAP. (Of course more folks may be able to get a table at Sam's or elsewhere.)



Organizer: John Hunt, Cell: 925-330-7849; huntsails@comcast.net

Lunch Parking: Main Street Parking Lot, located at 46 Main Street in Tiburon.

To reserve your spot and/or if you have any questions, please call John Hunt at 925-330-7849 or e-mail me at: huntsails@comcast.net

Looking forward to seeing you!



Ceramic Beads for Tire Balance

by Dan Shockey

I needed a better way to balance the tall skinny tires on my 1935 MG. I purchased my beads on Amazon. They are inexpensive and work to cure side-to-side wobble, too.

Dyna Beads (one brand available) are tiny, high-density ceramic spheres that roll freely around the inside of the tire. As the tire spins these beads roll to a position exactly opposite the tire's heavy points, thereby eliminating any out-of-balance motion.

Dyna Beads act as harmonic mass dampers. (Wikipedia) As the axle goes up, the beads at the bottom of the tire resist the upward movement (Physics 101 - a body at rest remains at rest until acted upon by some other force). As the axle goes down, the beads at the top of the tire resist the downward movement. Now put that into rotational

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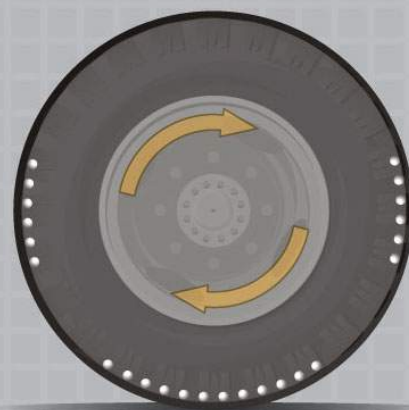


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The tire is vibration-free and the beads stay fixed in their position due to centripetal force.

Beads not required for counterbalance are distributed equally on either side.

terms, inside a spinning wheel. Each up/down movement of the tire is met with a small amount of nulling mass, and each rotation distributes the beads, increasing the amount of nulling mass at the point opposite the "heavy point of the tire", until a state of equilibrium is reached. The tire comes into balance and the oscillation of the axle is eliminated.

Dyna Beads are harmless to the tire, inert and unaffected by moisture. Tire is vibration free and beads stay in fixed position due to centripetal force. Any extra beads are distributed evenly on either side of the tire. When the tire stops spinning the beads roll to the bottom of the tire. When the tire starts spinning the balancing process starts all over again.

Customer reviews:

- I'm impressed on how well this item works. Much better than expected and would definitely purchase again. The ride is now glass smooth.

Continued on Page 8



President's Ponderings

First of all a "Big Shout Out and Thank You" to Mike Jacobsen for his work in organizing the 25th Anniversary of MGs by the Bay. I know it's a group effort but most of the heavy lifting was done by Mike who handled contacting the Danville Livery, registration, preparing the packages, setting up the car show at the crack of dawn, registration at the show, and counting the ballots. So thank you Mike! BTW also thanks to George and Marcia, Elaine, Marla, Gary and Janet Germano, and everyone who attended, it was great to see you all.

BTW we had our newest MGOC member and youngest member ever to attend the show this year and it was our first grandchild Maxton Andrew Moder who was only 5 weeks old and is now part of the MG community.

I must note that attendance was down again this year from previous years. We seem to lose about 10 cars every year and this year we had around 50 cars. However that being said it was a great success and I received many positive comments about the show. We've made the quarter century - which is an achievement in itself.

The next car drive is in the South Bay lead by Dave Marsh and it's down to Lundberg Studios with lunch at the Davenport Roadhouse. Every time Marla and I drive down to Monterey we always stop for lunch in Davenport at the Roadhouse which has some of the best clam chowder you'll ever find. And then in July we're back in the North Bay where we tour the Marin Headlands with John Hunt. Sign up early for this one because seating is limited for lunch.

Two of our more fearless members are driving their MGs to the NAMGAR GT43 in Richmond, VA. Yes that's just less than 3000 miles away! The intrepid travelers are Mike Jacobsen driving his MGA (top down all the way) and Jennifer Orum in her MGB (BTW Jennifer is starting her journey in Vancouver, BC and joining Mike in SF). They anticipate making the journey in 6 days which is around 500 miles a day in 50 year old cars! After that they plan on driving onto Gettysburg, PA for a couple of days at NAMGB 2018. Good luck to them both and Safety Fast. I expect to read a detailed report in a future Octagon about their travels and travails.

I've been able to finalize details about the joint tour with the JAG club and we will meet at the Marin Jaguar Dealer in Corte Madera for refreshments and head out on our North Bay drive finishing up at the Union Hotel in Occidental for a family style lunch. The lunch includes salad, bread and butter, bruschetta, pesto cheese tortellini, house ravioli, roasted chicken, cookies and coffee and soda. This is going to be a fixed price lunch costing \$25 incl. tax and tip for MGOC member and \$35 for non members because MGOC is subsidizing the lunch by \$10. I guarantee you won't go home hungry. See flyer in this issue for more information.

Take care and drive safely,

Andy



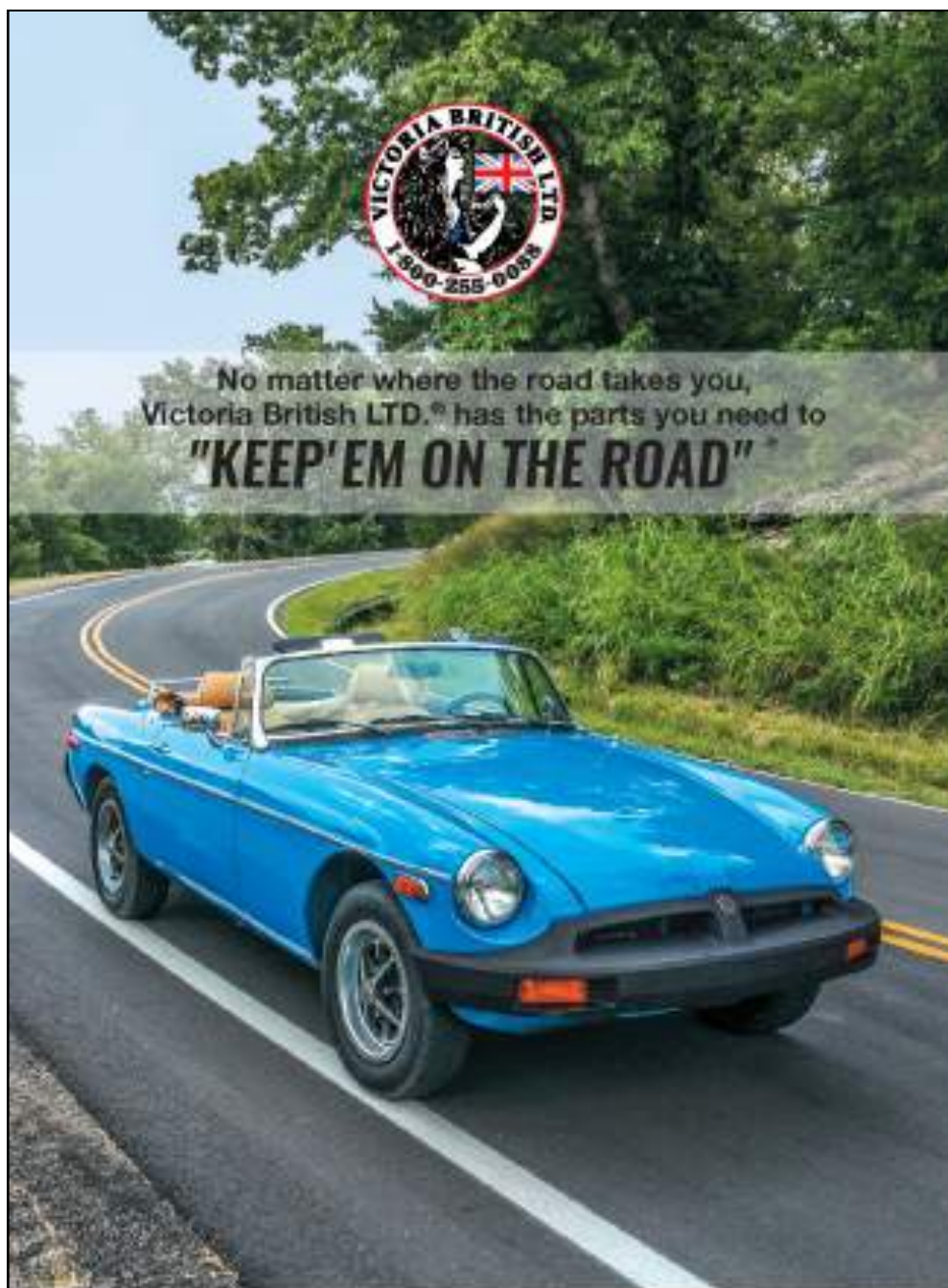
Andy's Coupe at Dixon



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Tire Beads - Continued

- I decided to give these a try. For balancing of the front and rear tire of my 95 Honda, the bike is completely smooth from takeoff to 110mph so I am a completely satisfied customer and I recommend them to anyone.
- Been using them for a few years now, 5 different tires. Makes mounting and balancing your own tires an option!
- These worked right out of the parking lot! Half of a bag in each new tire and the ride is smooth and wobble free.
- When we where stopped by the side of the road in our RV with a blown tire, the repair shop used these ceramic beads. We were told that many trucking companies use these versus using lead weights to balance tires. Just throw them in the tire when mounting. Well, they work. 20K miles later



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- I use these on my motorcycle and on both my trailers. I am getting more miles out of my tires and a smoother ride since I started using them.
- As soon as I pulled out on the road, the difference in feel was immediate. The bike just felt more solid and connected to the road than it ever had. Cornering was now smooth and stable with no wobble in the handlebars. Even at speeds up to 120 mph, where the new tires nearly shook the bike out from under me, the bike was now smooth and stable.
- Installation of the Dyna Beads was a cinch, and took about 10 minutes with the slick 4 oz. pre-filled tubes. All I needed was a little tool to remove the valve stem core, and my air compressor to air the tires back up! Piece of cake.

One way to install Dyna Beads is to use an air hose with a nozzle. Attach the Dyna Hose to the valve stem, put the air nozzle on the other end of the Dyna Hose, and give it a short blast of air. The beads will quickly move thru the valve stem and into the tire. Control the amount of beads with the air nozzle. Using this method takes only a few seconds.

I found that the beads dropped into the valve pretty easily by a steady tapping on the bottle. I used these with inner tubes.



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New Event!



MGOC and J.A.G. present a
Joint North Bay Drive with MGs and Jaguars
Sunday August 5th

Hosted by Andy & Marla Preston (MG) and by Dorothy Smith (JAG)

This is a joint drive with JAG (Jaguar Associates Group) club of the Bay Area. We will drive some of the fabulous backroads on Marin and Sonoma County finishing up in Occidental for a group lunch.

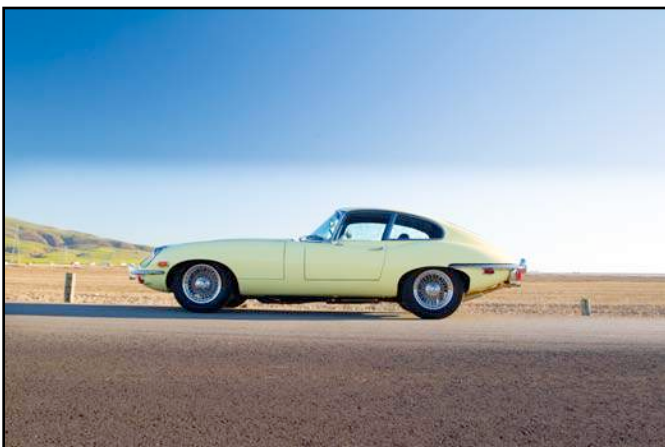
The joint gathering of MGs and Jaguars and will meet at the Marin Jaguar Dealership, 195 Casa Buena Drive, Corte Madera, at 9:00 and after meetings and greeting will depart at 10:00am. We will head off North on 101 and exit at Lucas Valley Rd and head west towards Nicasio. This is a great drive that takes you through pasture lands, groves of Redwoods and past George Lucas's Ranch.

We will continue past Nicasio and past the reservoirs to our first stop at the French Marin Cheese Factory for a rest break, and cheese tasting.

After the break we will head west through the Chilen Valley and through Tomales to our lunch stop at the Union Hotel in Occidental. The drive is spectacular and the views on top of some of the hills are unparalleled. On reaching our destination at the Union Hotel we will enjoy a generous family style lunch.

After lunch, the community of Occidental provides a great opportunity to check out the local antique and craft stores.

The total drive is around 1 hr 45 mins and is split in the middle for the break at the Cheese Factory. All of the roads are country roads and normally quiet except for cyclist so we should be able to stay together as a group.



The cost for MGOC members is \$25 per person paid in advance. (MGOC are subsidizing the lunch by \$10 so the cost for non MGOC members is \$35 per person).

Please RSVP to Marla Preston at: marlapreston@hotmail.com or (707-795-3480) before Aug 1st so we can confirm numbers and send a check to:

Marla Preston (MGOC Treasurer),
7305 Rebas Way, Rohnert Park, CA 94928.

Spring Thaw Tour

by Mike Jacobsen

This past April I got to participate in the Spring Thaw, an annual tour through the southern part of British Columbia. Jennifer Orum, an MGOC member, lives up there and runs the tour every year. This year her regular navigator couldn't attend, so she asked me if I could come up instead. Of course I could!

The Spring Thaw bills itself as a budget-minded tour. Think of the California Mille meeting the 24 Hours of LeMons. (Yes, LeMons as in lemons, not LeMans.) The eighty-car field is limited to pre-1979 touring and sports cars, though they did make a couple of exceptions. They also encourage bringing cars that are, how to say, in less than mint condition.

The cars alone made the trip interesting. There was a Pantera, two Mini-Mokes, a DeLorean, a Lancia, a Citroen, a VW Beetle, and more. The styles varied

too, with sedans, convertibles, and two-seaters, and from all decades since the forties. I especially liked the original Mini that had a big four-cylinder motorcycle engine in the back and rear wheel drive; a kind of poor man's R5 Turbo.

Jennifer and I took a day to get from her home in the Vancouver area to Kamloops for the Friday start. There was a big dinner for everyone that night at the host hotel, a drivers' meeting the next morning, and of course lots of time in-between spent in the parking lot. After the drivers' meeting we were on our way to Revelstoke. The Trans-Canada Highway runs directly to Revelstoke from Kamloops, but that's too easy for the Spring Thaw, so we went south to Vernon and then north to Revelstoke. At least, that was the plan. All the places were new to me, and you may want to get

out a map of British Columbia to follow along.

About an hour before the group was to arrive in Revelstoke, there was a fatal accident on our route, and the road was closed from 4pm to 10pm. We probably doubled the population of Sicamous, the last town before the road closure. We were faced with either a six-hour delay, or a five and a half hour detour. (There aren't a lot of roads through the Canadian Rockies.) Luckily for us, Jennifer had friends a few miles back down the road in Enderby, so we called them up and invited ourselves to dinner. We got back on the route with an hour still to wait, and it was past midnight before any of us reached the hotel in Revelstoke. The people that opted for the detour arrived about 15 minutes earlier, so it was a moot choice.

But everyone was out for the drivers' meeting at 8:15 the next morning. The Thaw was going back to Kamloops, but by a different route. I was surprised to learn that the province has found it cheaper to provide ferries instead of building bridges

in some locations where a highway is blocked by a lake. Because of that, the morning's drive involved two ferry crossings of the Arrowhead Lakes. I hadn't been on a car ferry since NAMGAR's GT-25 in 2000, and to be on a ferry filled with classic cars made it even better. After that we had a long drive on Highway 6 to Vernon, and from there up to Kamloops on Highway 97.



On Saturday the organizers told us that they weren't sure where we'd be driving on Sunday, since many of the roads were flooded, but by Sunday morning everything was OK. We headed west out of Kamloops on the Trans-Canada Highway to Cache Creek, where we could see that the road had recently been more like a canal. At Cache Creek we picked up Highway 99 to Lillooet and finally Pemberton. There was a little snow on the road in places, and



two cars gently slid into a barrier at the same spot on the route. The XK120 was able to continue on, but the Cobra had to go home on a flatbed. Those two, plus a '66 Corvette that blew a tire on the first day, were the only casualties of the trip.

Awards were presented at the finish in Pemberton. Since this wasn't a timed or scored drive, there were no first/second/third type of awards. Instead, the awards were more about how folks drove on the trip. The Hard Luck award (think MGOC Burnt Sparkplug) went to the Mini with the motorcycle engine. It was flat-towed the last three dozen miles by a 3500 Rover, so the Rover driver received the Spirit of the Thaw award. Unfortunately there was no

award for my favorite sight during the drive, when one of the Mokes (heavily modified) pulled out and passed the Pantera. OK, the Pantera driver wasn't trying, but it still looked comic.

You can read more here:

Classic Car Adventures: <http://www.classiccaradventures.com/category/1-events/spring-thaw-classic-car-adventure/>



Photos by Mike



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Another Royal Sportscar

After the royal wedding ceremony on Saturday, Prince Harry and Meghan Markle made a stylish entrance to their private wedding reception on the grounds of Windsor Castle. Decked out in brand-new outfits, the two stepped into a vintage Jaguar E-Type convertible and made their way to the Frogmore House venue.

According to Road & Track, the car started as a Series 1.5 E-Type, and then was given an electric engine at the Jaguar Land Rover Classic Works in Coventry.

But there's one odd detail about the car, and that's the steering wheel. It's on the left side. According to the Daily Mail, that's likely because the car was originally built to be exported. At one point, the car had been fitted with an American V8 engine, according to Auto Classics, so perhaps it was a U.S.

model, a fitting tribute to Meghan's home country.

The Sun reported the couple rented the car specifically for the day, and the car sells for a whopping £350,000 (\$471,000). The fact that it was a left-hand drive model probably didn't affect them too much, since they were possibly only using it for the day.

Another detail you might have missed? The license plate, which features their wedding date. Since the car was only being driven on private property and not on public roads, they were allowed to get a bit creative.



Pub Lights!

Did you notice the "pub light" at *MGs by the Bay*? Janet Smith, the original owner of this lovely MGB featured an accessory rare in the States. To avoid the hazard of cars parked along lanes near the pub, these lights were used. According to Janet, they also made finding pubs easier due to the row of twinkling lights nearby. Shockey photo.



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MGs by the Bay - Photos



MGOC Member #1 Lance Klokkevold. Wow!

The all-knowing but unseen Event Coordinator at left. (Mike Jacobsen)

Peter Boot drove his beautiful MG PA restoration (below)

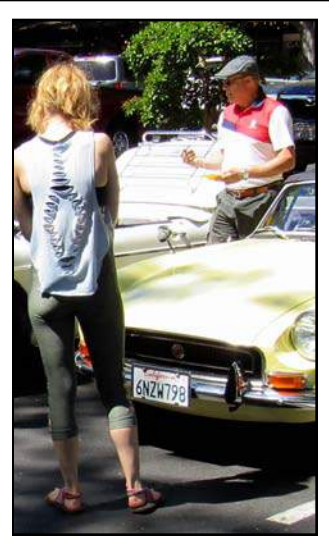
Shockey Photos

More long-time members: George Steneberg and Gerald Martin





Midget People above. MG Midgets, that is. Below: Andy Preston presides over the Awards





People and Patterns - Shockey photos



Keep Planning for 2018 ...

The show brought out a Swiss-German farmer...

- Randy Grossman



SPRING - SUMMER

Sonoma Historics Festival, Fr-Su, 6/1 - 6/3

Lundberg Studios, Davenport Roadhouse Run, Hwy 1 Tour, Dave Marsh, MGOC, Sat. 6/16

Marin Headlands Tour, Nike Missile Site, John Hunt, MGOC, Sat. 7/7

SSTS Tune & Spoon Tour & Potluck, 7/21

Joint Tour with Jag Club, MGOC, 8/5, Andy P.

Club T MG Rendezvous, Bend, OR, 8/9-12, SSTS caravan

and an eager RAF pilot heading to the Western Desert

- Dan Shockey



SUMMER - FALL

Little Car Show, Pacific Grove, (under 1500cc), 8/22

MGOC Annual Picnic at Joaquin Miller Park, Oakland, Marcia and George, MGOC, 8/25

Scottish Games MG Corral, Amy & Kirk Prentiss, 9/1-2

GOF West, South Lake Tahoe, Sept. 10-15. Register now GOFwest.org

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

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



A tailgate can be very handy.
Peter Boot below.



MG by the Bay 2018 Grill Badges



Collage by Tom Doyle

MGOC Minutes – May 5, 2018

George's Pub, 9 Pomona Ave., El Cerrito

Call to Order: Andy Preston at 9:40

Attending: Elaine Chan, Marcia Crawford, Ken Gittings, Mike Jacobsen, Kirk & Amy Prentiss, Andy & Marla Preston, Dan Shockey, George Steneberg

Approval of Minutes of Previous Meeting:

April 14, 2018: *Motion:* Kirk Prentiss, *Second:* Marla Preston

REPORTS

President's Report: Andy Preston: The San Juan Bautista tour was well organized and well attended. Kudos to Dave Marsh.

Vice President's Report: Kirk Prentiss: Nothing to report.

Treasurer's Report: Marla Preston:

| Account | May 2018 | April 2018 |
|----------|-----------|------------|
| Checking | 13,689.28 | 12,714.36 |
| Savings | 3,457.33 | 3,457.25 |
| Total | 17,146.61 | 16,171.61 |

Since the last Treasurer's Report we have deposited money for MGs by the Bay and membership dues.

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

Registrar's Report: Steve Kellogg: Absent but report by email.

| | |
|-----|----------------------------------|
| 173 | Regular Members |
| 53 | Regular Family Members |
| 226 | Total Regular and Family Members |
| 9 | Corresponding Members |
| 2 | Corresponding Family Members |
| 11 | Total Corresponding and Family |

237 Total Members

One new member added since last month.

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

Regalia Report: Regalia will be available at MGsbTB for sale.

The Octagon Report: Dan Shockey: Noted that the Annual Picnic is actually on August 25, and that he will try to get the July issue out early due to his vacation plans.

Website Report: Steve Kellogg: Absent; no update from last month. Website going well.

PAST EVENTS: The San Juan Bautista tour was a huge success.

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

Sun May 6, MGs by the Bay, Danville Livery

Sun May 20, UBSCC Dixon Car show

Sat June 16, Lundberg Studios and Davenport Road House, Dave Marsh

June 13-17, NAMGAR GT-43

June 17-22, NAMGBR MG2018

Sat July 7, Marin Headlands, John Hunt

Sun Aug 5, Joint tour with JAG club to Union Hotel in Occidental, Andy & Marla

Sat Aug 25, Annual Picnic Tilden Park, George & Marcia

Aug 20-26, Monterey Car Week

Sept 1-2, Scottish Games Kirk & Amy

Sept 10-14 GOF West, South Lake Tahoe, Tom Doyle

Sat Sept 29, Gizdich Ranch Tour, Dave Marsh

Oct 6-7, Sierra Tour, Keith & Pam Shukait

OLD BUSINESS

MGsbTB 2018 25th Anniversary Edition

Location: Danville Livery

Date: May 6, 2018

Registration: Mike Jacobsen, 39 registrations to date.

Layout: We'll be using approximately the same area as last year.

Awards: Andy Preston 30 glass awards like last year were ordered and have arrived. Need help taking them to show.

Tee shirts: Ken Gittings reports the tees are ready.

Setup: Mike, Elaine, and the Gennaros will be working to set up on Sunday morning.

PA system: We have the PA system and Craig Kuenzinger's generator.

Joint tour with JAG club

Andy has prepared a tour that starts at the Marin Jaguar dealer and ends in Occidental at the Union Hotel for lunch. It will be a fixed-price menu with several entree choices. There was a discussion

about the club subsidizing lunch for MGOC members. It was moved that the MGOC subsidize the lunch cost up to \$10 per member if the lunch is no more than \$35 per person. The goal is to have the member cost be no more than \$25. Motion passed.

NEW BUSINESS

After receiving many enquiries, Marla requested that we add earrings to our regalia. A motion was made to authorize the purchase of MG earrings for sale as regalia, up to a cost of \$150. Motion passed.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING

None

ANNOUNCEMENTS

We should consider new places for the Annual Awards Brunch. Some suggestions were Horatio's and Chevy's. Send your suggestions to Andy.

NEXT MEETING

The next Club meeting will be Saturday, June 2, at Nation's in El Cerrito. Breakfast 9:00, meeting 10:00am.

Meeting adjourned at: 10:20

Submitted by: Mike Jacobsen

Caption Contest, anyone?



Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Some ads this month are from other clubs. May be of interest to members:

Parts for Sale MGB: 1 3/4" SU carbs w/ manifold, 1 1/2" SUs, water pump for a B series, starter motors, crankshafts, heater motor, trunk luggage rack, differential (1:3.9), rear light covers, bullet mirrors, assorted cylinder heads. E Type Jag: dashboard, instrument label strip (new). Valve spring compressor. 510 653-3831 for appointment. Priced to move! Member David Wright, Oakland Rockridge area (Posted 5/18)

1979 Midget: (Photo below.) 44k original miles, sold by the original owner. Body is straight. Engine and induction (carb and manifolds) are original. CA registration is current and it passed smog last October. Top is replacement NOS type and window is very clear. Interior worn. Nice car that runs. Ken Smyth (408 748-1306), ken_smyth@sbcglobal.net (Posted 5/18)

MG-TD - Moss Motors Red Interior. Leather seat kit, panel & trim kit. New in the box. Make offer. Also used tan color tonneau cover. 209-723-7465. Non-Member Roy, Merced, rcdettling@att.net (posted 5/18)

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.



MGs by the Bay - Voting Results

| Class | Place | Owner | Car Type | Comment |
|--------------|--------------|------------------------------------|-----------------|--|
| TD | 3 | Bob & Susan Engelhart | 52 TD Mk II | Yellow |
| TD | 2 | Rod & Sue Schweiger | 52 TD | Green/Green - Owned since 1974 - Recent re-restoration |
| TD | 1 | Bob Luebbert | 53 TD | Clipper Blue - Show car |
| TF | 1 | Richard Baez | 54 TF | Red - Car has had the same owner for over 50 years |
| MGA | 3 | George Steneberg & Marcia Crawford | 56 MGA | Red |
| MGA | 2 | Lance & Carole Klokkevold | 60 MGA | OEW - Family member since 1961 |
| MGA | 1 | Randy Grossman & Melissa Johnson | 62 MGA Mk II | Red - New top, steering wheel, wire wheels |
| MGA Coupe | 1 | Daniel & Thuy Shockey | 57 MGA Coupe | Merlot - Rough & ready! |
| Early MGB | 4 | Steve Rogers | 71 MGB | Red - complete frame-off restoration |
| Early MGB | 3 | Lou Figone | 66 MGB | White |
| Early MGB | 2 | Gerald Martin | 65 MGB | Iris Blue - With chrome wires |
| Early MGB | 1 | Donald & Janet Smith | 66 MGB | BRG - Frame-off restoration by OTRA in 2010, 4500 miles since, original owner car |
| Late MGB | 2 | Douglas Hollander | 76 MGB | Bracken Autumn |
| Late MGB | 1 | Ben & Jan Lenci | 79 MGB-LE | Black - LE model driven on car club events |
| MGB/GT | 3 | Jim Brady | 73 MGB/GT | Orange |
| MGB/GT | 2 | Ken Gittings | 67 MGB/GT | Green - Supercharged, power windows, 5-speed |
| MGB/GT | 1 | Andy & Marla Preston | 74 MGB/GT | Damask Red - Purchased the car from original owner 22 years ago. |
| Midget | 2 | Richard & Rose Butler | 72 Midget | Blue - with black stripes, black interior, and walnut dash |
| Midget | 1 | Vic Perrella | 66 Midget | Tartan Red - Fully restored by current owner, down to every nut & bolt, better than factory original |
| Saloon | 1 | Kirk & Amy Prentiss | 58 ZB Varitone | Old English White / Light Birch Grey - Varitone model w/ larger rear window |
| Prewar | 1 | Peter Boot | 34 PA | Red |
| Special | 1 | Mindy Hungerman | 71 MGB | Red - MGB V8 conversion |
| Most | 1 | Ed & Rowena DeMayo | 73 MGB/GT | BRG - MGB GT mercilessly attacked by Sawzall wielding drunken buddies. |
| Customized | | | Pickup | |
| Daily Driver | 1 | Lou Figone | 66 MGB | White |
| CYMLTTH | 1 | Peter Boot | 34 PA | Red |
| Premier | 1 | Tom Doyle | 76 Premier | Orange - the MGB Giants car |



Dixon 2018

MGs on the Field at Dixon. It was a beautiful day with many club members attending. Andy won with his MGA coupe. Dan Shockley was there selling spare parts at the swap meet.

Shockley Photo

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



MGOC Meeting *Nosh 'n 'Natter* Saturday, June 2



Andy, no!

Date: Sat, June 2

9am: Breakfast

10am: Meeting

Nation's Giant Hamburgers

6060 Central Ave., El Cerrito

510-528-8888

More Info: Andy Preston

andypreston@att.net

We look forward to seeing you!

