



THE OCTAGON

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



Since 1957!

Track Day at Sonoma Raceway - April 13
Club Meeting - April 6

St. Patrick's Day Tour
Photo by Thuy Nguyen

April 2019

About *The Octagon* and the MG Owners Club

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. The MGOC holds a business meeting each month at an event known as the "Natter and Noggin" in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the MG Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

DIRECTORY of MGOC OFFICERS for 2018

President: Andy Preston, andypreston@att.net
 Vice President: Kirk Prentiss, kirkprentiss@gmail.com
 Treasurer: Marla Preston, marlapreston@hotmail.com
 Secretary: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-234-3313, mrcraigk@aol.com
 Member-at-Large: Ken Gittings
 Member-at-Large: George Steneberg, 510-525-9125, j2george@pacbell.net

APPOINTEES

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

MGB 1974-1980: Ed Adams, 510-483-6821, AdamsEddie77@yahoo.com

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

MGC: Kent Leech, 925-253-9757, kent@kentleech.com

M.G. Midget: and Overall Auto Technician: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com

MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125, j2george@pacbell.net

Z-Magnette Saloon: Eric Baker, 510-531-7032

mgb36@yahoo.com

T-types: George Steneberg, 510-525-9125,

j2george@pacbell.net

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

PA/PB Midget 1934-36: Eric Baker, 510-531-7032,

mgb36@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>.

INSIDE THIS ISSUE

Track Day at Sonoma Raceway.....	3
From the Ed.....	4
Delta Tour; CSRG Race Info	5
Replacing Springs for MGB.....	6, 9
President's Ponderings.....	7
Mets at <i>MGs by the Bay?</i>	8
Elkhorn Slough Run	9
<i>MGs by the Bay</i>	10-11
Note from David, Train Spotting	12
British Cars, Soul and Spirit	13
St. Pat's Tour Report & Pics	14-15
Planning; Pub Night April 12.....	16
Dixon All British Field Meet	17
New Members; Member Notes.....	18
Classifieds	19
MG Super Bee!	20
Tranny Oil Formula; Blackhawk Show.....	21
Club Meeting April 6	22



Classic Sports Racing Group - Vintage Racing Since 1968



When: Saturday April 13 - Track opens at 8am

What: All-MG Club Corral in Paddock (also the Healey club)

Parade Laps (slow) at noon: No helmets required.

Costs: \$14 per adult for entry (\$20 weekend pass) Children 12 and under free! Students Free! Veterans Free! Info page 5

Parade Laps: \$25 per car separate donation fee. Limited number of free entry tickets available. First come, first serve at the Gate

Details: Dan Shockey, magnut_dan@hotmail.com, 309-696-0803

From the Editor

April 1, 2019

Happy April Fools! It is nice they have a special day for folk like me. I am also a little late this month. (A day delay and a synapse short.) I spent the weekend on a good cause – getting Mr. Toad, my 1935 MG P-type, on the road and driving it to Fremont for an installation ceremony. We installed Dave Gallagher's newly rebuilt engine in his 1933 MG J2. Some of us April 1st-ers had hopes of driving it around the parking lot but the brakes and suspension are disassembled, the transmission not yet installed and there are no floorboards. Details... They did fire up the engine after installing it. Rather loud with no exhaust system connected. Music to our ears.

PB-owner Eric Baker came but in his Magnette and MGOC member Ernest Roger was there. He is installing electric power in his own Z Magnette, getting advice from Dave, an engineer at Tesla. Dave has the perfect car-guy bachelor pad, a large garage with an apartment built in.

Ernest has restored his mother's MGA as well and is caretaker of an XK120. Dave's mother was 5' tall. They had to move the seat forward and raise it for her to drive. Kudos to her, clearly an adventuresome and courageous woman!

I hadn't driven the PA since New Years Day. The tires were very low, the fuel pump was stuck, the side and tail lights didn't work (a short in a tail light), and the starter only cranks about half the time. I have to get out and turn the starter shaft a bit and try it again. I suppose it has a bad segment or three. I'll need to get the starter rebuilt since getting in and out of the tiny car is nontrivial.

Since it was early Sunday morning, I risked driving the P on the freeways and over Hwy 17. It did okay. People waved and took photos. No one tried to run me off the road. The worst thing is the slow lane. Besides people cutting around to get on and off, that truck lane is often very bumpy. The P rides good except on bumps where only the lap belt keeps me in contact with the seat. "Mr. Toad's Wild Ride!"

It climbed 17 pretty-well in third gear, at 4500 rpm. The overhead cam 892cc engine likes to rev – its power doesn't come on until above 4000 rpm – but I worry about my econo-rebuild holding together. With the narrow tires, I also watch my speed on the curves. I drift around every corner. All-in-all I get a very exciting ride at 50mph! Life on the edge.

Hope to see many of you soon at Sears Point or elsewhere.

Dan



LEVER SHOCKS REBUILT BRAKES SLEEVED AND REBUILT

EXCHANGE OR YOURS REBUILT
BRAKES: SLEEVE ONLY OR
COMPLETE REBUILDING
FAST SERVICE

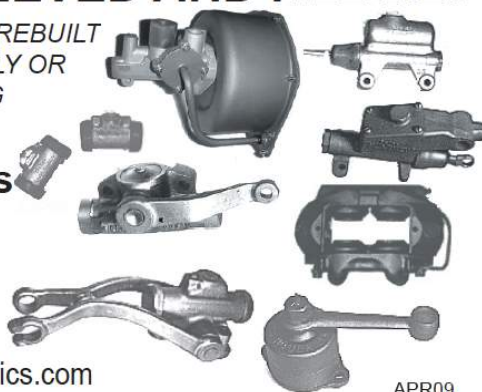
Apple Hydraulics

1610 Middle Road
Calverton, NY 11933

1-800-882-7753

(631)369-9515

<http://www.AppleHydraulics.com>



APR09



Photos: Allan Chalmers, at Dave Gallagher's




**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





DELTA TOUR

We'll head up CA-160 and some back roads, stopping at various points of interest, on our way to the Old (Beet) Sugar Mill. After lunch at Freeport Bar & Grill, we'll head for Bogle Winery and perhaps Stone Lakes National Wildlife Refuge.


Date: Thursday April 18th

Meet: 9:00 am Jack-in-the-Box, Vasco Rd, Livermore
6020 Industrial Way
(2 blocks south off I-580 on the left)

Depart: 9:30 am

Bring: MG, Fast Track, Sunscreen, Binoculars

RSVP: Don Cowgill: 925-449-4013 or dfcowgill@yahoo.com
Jim Brady: 925-256-3685 or mgtdjab@gmail.com
Tour cells: 925-895-4911 and 925-899-9966



You are invited to join the Safarians on this Thursday tour! Let us know how you find a mid-week, work-day tour.



CSRG Race Info

For the spectator this is a chance to do a little time travel back to the '50s, '60s & early '70s to see the evolution of race car design & development in the wonderful environment of the Sonoma wine country. Bring a picnic or enjoy the excellent food and craft beer and wine that are available in the paddock.

The event is intended to be a family affair and children are enthusiastically welcomed. High school and college students as well as vets are admitted free with appropriate ID. You will find that the competitors are more than willing to put kids in their cars and let them try them on for size.

What You Need to Know:

There are 8-9 Race Groups, most containing two to three classes of cars.

The Saturday and Sunday schedules are more or less identical. There are 7-9 groups qualifying on Saturday morning, followed by 8 groups of races that start @ 11AM. On Sunday, instead of the morning qualifying, there's a race for each group, followed by afternoon races for each group.

Please engage the competitors in the paddock---unless of course they are about to go out on the track. The competitors love to talk about their cars.

Earplugs are not a requirement, though they are recommended, particularly for young children.

There will be an abundance and variety of food available for purchase in the paddock at the Race Track Café (near the main entrance). There is covered seating as well.

Bathrooms are available in a number of places in the paddock.

Though the paddock is where most tend to gather, you can drive the perimeter of the track and park at whatever corner you wish.

Admission tickets will be available for purchase at the gate.

Pets are allowed but they must be on a leash at all times. You are legally responsible if your pet harms anyone or anything on the premises.

Installing Rear Springs on an MGB

by Harry MacLean

TOOLS NEEDED

5/8-11/16 combination wrench - 2 if no ratchet available.

9/16 deep well socket and ratchet to operate it.

9/16 combination or end wrench for spring shackles. Ratcheting combination works best

5/8 socket. One larger center punch to line up holes for spring at front.

2 jack stands 3 preferred.

I large hammer, not carpenter's hammer

I did my springs on my 1980. I had to use a saws-all to cut one of the bolts out to drop the spring out. First jack up car and place jack stands in front of the front spring perch. Use another to place under the axle to hold in place. This is why I said 3 stands are preferred. But if only two, use one under front spring perch on whichever side you are doing and the other under the



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

axle. Unbolt from axle the front spring perches shackles holding the spring to axle & rear hangers. Also unbolt the shock link and move out of way. Once this is done jack the axle about an inch away from springs. DO NOT let the axle hang from straps they are rubber and can break even if new.

Once everything is unbolted, you can remove the rear hanger and let the spring lie on the floor. Use your hand to support the spring when removing the hanger. However make sure that the spring shackle is loose and disconnected especially from the lower spring plate. Then remove the front bolt from inside the car. You may need a punch to punch the bolt through the spring perch. If the bolt will not move then use a sawsall between spring and perch. Do not use a torch due to it will burn the rubber up but not the steel sleeve that has rusted to the bolt. Once this is done the spring should come out. Then it's a matter of replacing with a new spring. Repeat for the other side once the new spring is all bolted up.

There are several ways to do this. Being a mechanic all my life, I tried this and thought it was easiest to do. It is also easier with two people, one to handle the jack and get the tools you forgot .

TOOLS NEEDED:

Hydraulic floor jack that can go high enough to lift wishbone onto the jack stands.

Jack stands 2 required

2-1/2" box end wrench long one is best.

3/4" box or open end wrench or swivel socket if available.

1 pair diagonal plier

Optional 1/2" open end wrench and 3/4" open end wrench or ratchet/socket 1 pair of small vise grips under 6"

1 tapered punch

The easiest way that I have found as it doesn't require moving the tire unless you to.

Continued on page 9



President's Ponderings

The big news is that MGs by the Bay will be held this year at a new venue at the Bon Air shopping center in Greenbrae. Greenbrae is a small unincorporated community in Marin County, just one mile west of Larkspur Landing. It's easy to get to from the East Bay being located on Sir Francis Drake Blvd just west of the Richmond-San Rafael Bridge and from the South Bay and San Francisco, located just south of Sausalito.

The Bon Air shopping center folks are used to hosting car shows and host the American Vintage car show in October each year. They have been very helpful to work with and will be closing off the east end on their large parking lot for our show. There are lots shops and restaurants at the center so lots to do as well as looking at the cars.

This year we've also extended an invitation to the local Metropolitan Car Club to join us at the show. "Mets," as they are fondly known, were built in England by Austin (later British Leyland) from 1954 to 1962, roughly the same years as the MGA. The later cars shared the same 1500cc engine as the MGA so are "Brothers under the Bonnet" (Dan Shockey, 2019). They are super cute cars and will definitely add another dimension to the show. Many thanks to Marty Rayman for the initial contact with Bon Air management, Dan for preparing the flier and poster, Mike for preparing the registration form and Steve for preparing the online registration form at mgocsf.org. So let's have a big turnout this year!

Our next outing is to the race track at Sears Point for the CSRG races on Saturday April 13. Dan Shockey has been busy working with the organizers and has secured a limited number of free tickets for entry as well as parking in an area adjacent to the paddock and Parade Laps on the track at noon. These are moderately paced laps so no helmets or special equipment is required. If you've never done this before and even if you have its worth the experience and you can then appreciate how fast and talented the race car drivers have to be. Thanks, Dan for doing this.

See you at the track,

Andy

Photo below: Dan Shockey



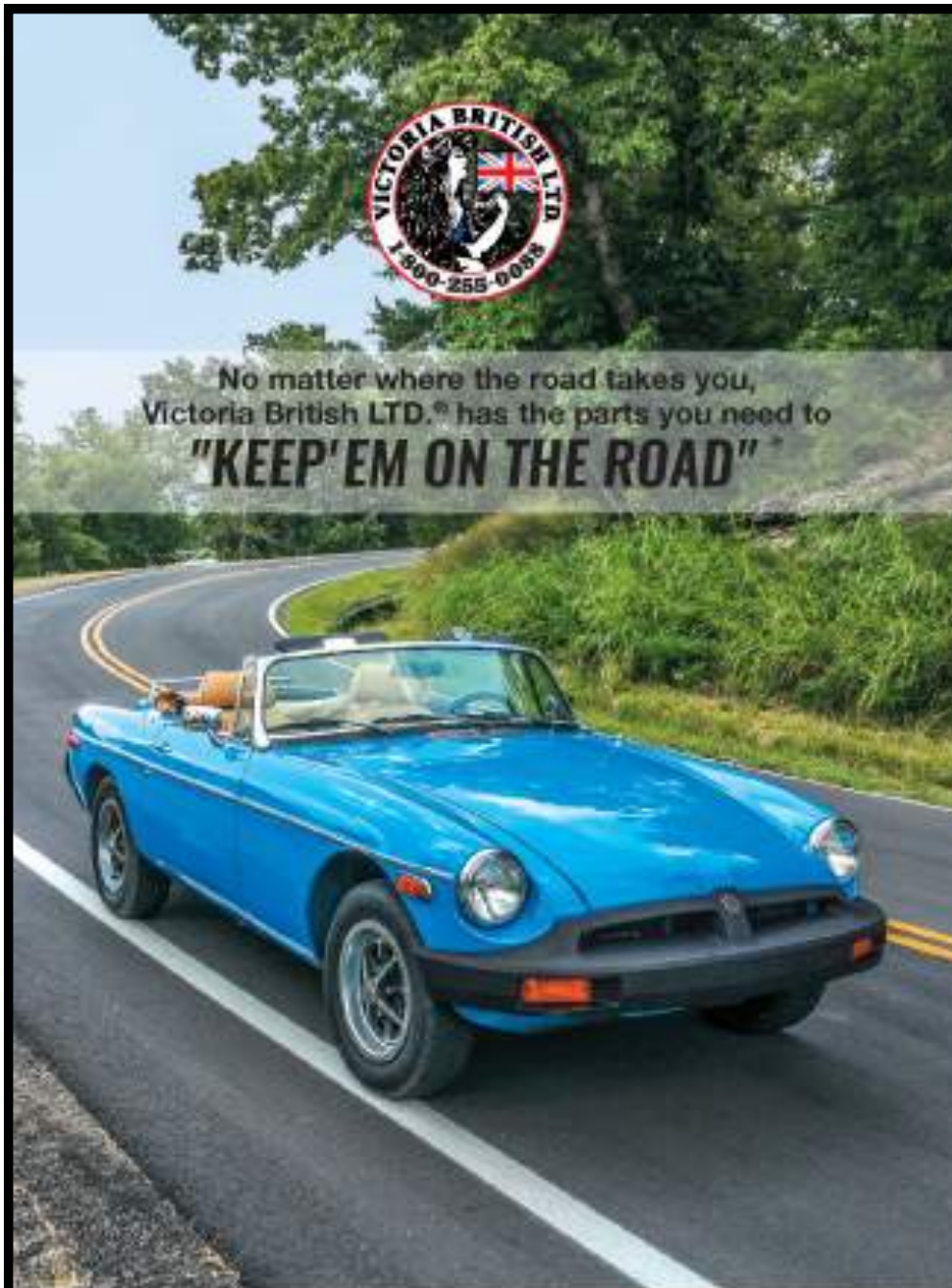
Metropolitans to Attend MGs by the Bay

The GBAM (Greater Bay Area Metropolitan club) plans on attending *MGs by the Bay* in June. I'm not sure how many Metropolitans will show - perhaps a half dozen or so, but there is great interest. Mets used MG/Austin B series motors, a 1500cc engine like used in MGAs. - Marja

Photos from Marja



Here are a few of Wayne Metz's many Metropolitans at his Antioch shop. This black and white coupe is the last Met ever built: 3 early Metropolitans - in the back shop 4 more Mets and then another half dozen-plus out back



No matter where the road takes you,
Victoria British LTD.® has the parts you need to
"KEEP'EM ON THE ROAD"

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



Elkhorn Slough Run



Date: Saturday, June 1, 2019

Tour Leader: Dave Marsh 650 964 2341

Route Summary: The route starts at Starbucks/Safeway on Almaden Blvd. and ends in Moss Landing. We travel thru Almaden Valley, over Hecker Pass to Moss Landing and have lunch at Haute Enchilada, 7902 Moss Landing Rd. Menu at hauteenchilada.com Tel: 831-633-5843. The route has been designed for safety and enjoyment and thus makes minimal use of highways. Total route length is about 56 miles. If you brought a two way radio, we will be on channel 5. **NOTE: Watch for bicycles especially on mountain roads.**

Elkhorn Slough Tours: After lunch those who care to can tour Elkhorn Slough on foot, in a boat with a guide, or in a kayak. **Walking tours** start at the visitor center - 1700 Elkhorn Rd. There is a \$4.12 trail fee payable by credit card only. Directions: go north on Hwy 1 and R on Dolan Rd. (just before the power plant) then 3.5 miles on Dolan Rd. and L on Elkhorn Rd. then 2.1 miles to the visitor center. More info at <https://www.elkhornslough.org/> Tel: 831-728-2822. **Boat tours** are available from Elkhorn Slough Safari, 7881 Sandholdt Rd. Tel: 831-633-5555 and cost \$39 (\$35 senior). Advance reservations strongly advised. More info at elkhornslough.com. **Kayaks** are available for rent from Monterey Bay Kayaks located in the parking lot next to Hwy 1 at the Elkhorn Slough bridge. Tel: 831-373-5357.

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

RSVP: Dave Marsh 650 964 2341



Spotted on the Royal Caribbean ship Harmony adorning their on-ship English Pub.

Continued from Page 6

Jack the car up and put on 2 jack stands to keep the car as high as you can get it to safely remove the springs. This depends on how high your hydraulic jack will go.

Remove the nuts at the back A-arm on the spring pan and the front A-arm. Remove the sway bar nut on the front A-arm. You may need small vise grips to hold the sway bar stud if there is no flattened area for a wrench. Put the nuts back on the sway stud a few turns and bolt nearest kingpin/tire. Remove the cotter pins on the front A-arms and loosen the nuts a little.

Now for the fun or can-be-dangerous part. Take the hydraulic jack and jack under the spring pan, leaving room to remove the bolts nearest engine. Then loosen front a-arm nuts more and pry a little ways away from wishbone. Lower the hydraulic jack slowly and the spring should come down with the wishbone. Let all pressure off of the jack and take a large screwdriver to pry out the spring. There won't be any pressure on spring, or shouldn't be, and the spring will fall to floor. Take new spring and put up to the top and in the pocket on the spring pan. Then take the hydraulic jack and jack the spring back into the pocket. If you hear a loud noise, it is just the spring going into place. Once the spring pan is back in place, take a small tapered punch and align holes for the spring pan to put bolts back in place. Once the bolts are in the holes in the A-arms/spring pan lower jack then install the nuts back to the bolts and tighten everything back up, including the front A-arm nuts and installing new cotter keys.

Make sure when the springs are out that you inspect everything for worn parts, or if a hack has worked on your car and you find missing parts that need to be replaced. IF YOU DO NOT HAVE A HYDRAULIC FLOOR JACK THAT IS SIMILAR TO A PROFESSIONAL MODEL IT IS NOT RECOMMENDED TO TRY DOING THIS. THE POST TYPE JACKS WILL NOT WORK BECAUSE THERE IS MOVEMENT WHEN YOU DO THIS. There are other ways to do this and it should work on all B's, you can find them all over the internet. **Final note: do this at your own risk.**

from The Can-Am Connection, March 2019

Announcing the 26th Annual

MGs by the Bay

Saturday June 8, 2019 in a *NEW LOCATION* at

Bon Air Center in Greenbrae

From US 101 exit at Sir Francis Drake Blvd. heading west. Bon Air Center is ½ mile on the left, opposite La Cuesta Drive, near the Wells Fargo Bank. 401 Sir Francis Drake Blvd, 94904



All MGs and Metropolitans are welcome, from daily drivers to complete restorations. Advance registration is \$25 or \$30 on the day of the show. Additional cars registered to the same owner are \$10 each. Event T-shirts are \$12 and must be pre-ordered. The deadline for advanced registration and pre-ordering T-shirts is June 1.

Entry starts at 8AM and the show starts at 10, rain or shine, and awards are presented at 2PM. Popular vote judging, with awards for People's Choice, Best Daily Driver, Most Customized, and individual classes will be presented. 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.MGOCFSF.org. One form is required for each MG.

Mail before June 1, 2019 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.MGOCFSF.org

Show Use Only		
\$	/	#

Please print:

Name: _____

MG model: _____ Year: _____

Address: _____

Body style: ☐ Roadster ☐ Coupe

City: _____

☐ Metropolitan ☐ Saloon ☐ Racer

State: _____ Zip code: _____

☐ Other: _____

Email address: _____

Car color: _____

Daytime phone: () _____

T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL

T-shirts are \$12 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

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

Signature: _____ Date: _____

Signature: _____ Date: _____

The 26th Annual

MGs by the Bay

Photo: Mindy Hungerman



Saturday, June 8, 2019
Bon Air Center, Greenbrae

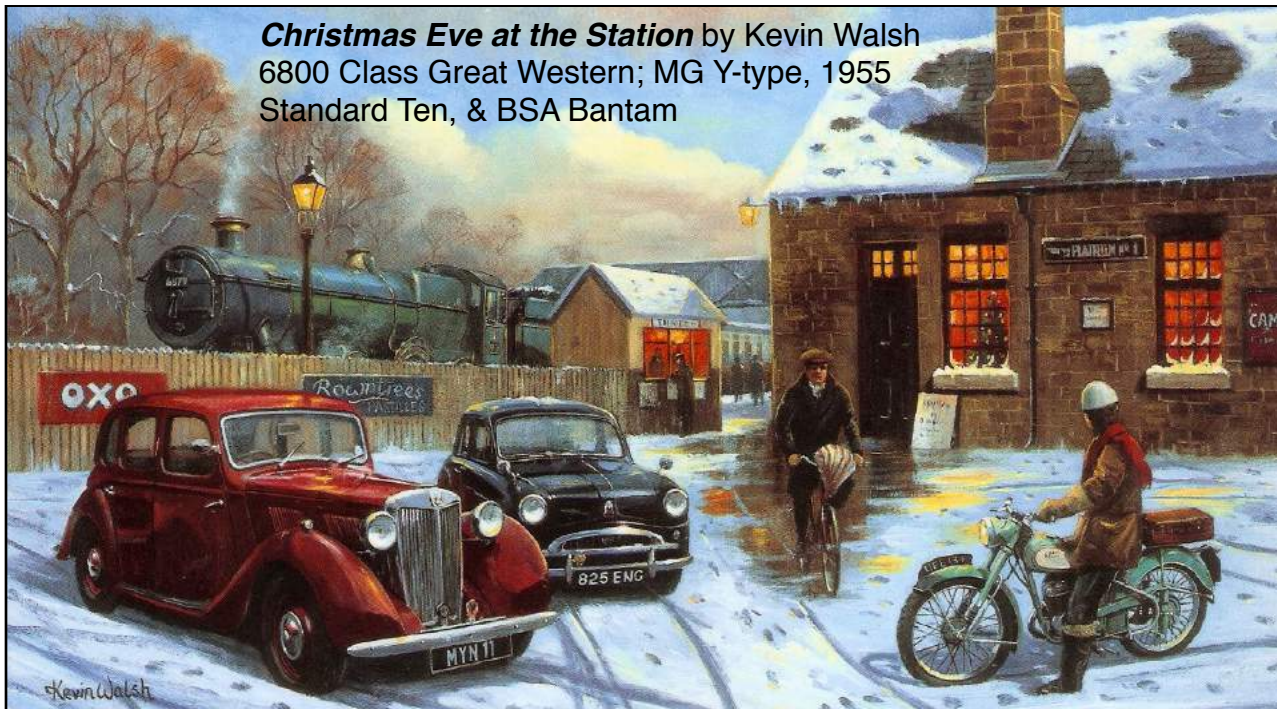
Welcoming the Nash Metropolitan Club
"Brothers under the Bonnet!"



401 Sir Francis Drake Blvd
Registration: \$25 by June 1, \$30 at gate
Time: Entry opens at 8am, Show starts at 10am
Popular Vote Awards at 2pm
Commemorative T-shirts: Order in advance
Free entry and parking for spectators

See registration form at www.MGOCSF.org





Christmas Eve at the Station by Kevin Walsh
6800 Class Great Western; MG Y-type, 1955
Standard Ten, & BSA Bantam

Memories from David Wright

I came across a Christmas card from David. I sent him a card from England that featured a steam train, a motorcycle and English cars. Turns out to have been the perfect image for David. I found I saved another copy of the card above. From David:

"Where did you get that card? Just delightful. It brought back a number of memories for me.

"The steam train in the station is a Great Western Railway "Hall" class locomotive. When I was 9 or 10 one of my great enthusiasms was train spotting, and passenger trains at my local station were often pulled by "Hall" class locomotives and their names were duly recorded in my train spotters book.

"When I was about 18 I went on a tour of North Wales on the back of a friend's 125cc BSA Bantam motorcycle rolling along at about 50mph on the flat bits and a lot slower up the many hills.

"The rear shocks were only nominal and the whole journey left a deep impression on my back side.

"A friend in college had a Standard 10 and we had some fun rallying in it occasionally.

"Thanks for the great reminder card." – David & Christine (from Dan)

Another card below for David to Train Spot! This with a P-type MG. "A Brief Stop" by Don Breckon



noto motors
British Car Specialist
Andrew Noto







vintage to modern
service repair restoration
now in palo alto

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

British Sports Cars, Soul and Spirit

By Dan Shockey

We are at a stage in this hobby/sport when we are losing many long-time members. Having them die “in the saddle” is one thing but, like cowboys, more often they just fade away. Older members get rid of their cars or stop driving them. They often drop out of the clubs at that point. It is a loss without mourning or closure. It makes me wonder what will become of me and mine. My back and knees are not what they were.

I greatly admire those who change from a T-series MG to an MGB then get an automatic transmission in the MGB in order to keep going. And I am happy to see them come in their other car.

Can we not still love the cars despite infirmity, or inability to bend our knees anymore? Do we even need to own one to be part of the hobby? I say ‘hobby,’ but it was more of a movement back in the 1950s and 1960s. And we were true believers.

Christians talk about the trinity of God and also the trinity of persons, body, soul and spirit. I think there is a trinity to most things. Consider a book. Its body is the binding, the paper, the ink on the paper, even the words themselves. It has a feel, a smell, a history, perhaps pictures, an attraction by itself. But a book also has a soul, the story and thoughts conveyed. It evokes emotions and ideas. Those continue even without the body of the book. Beyond the soul a book also has a spirit, the meanings, beings, aspirations and inspirations beyond the story and the expressed thoughts.

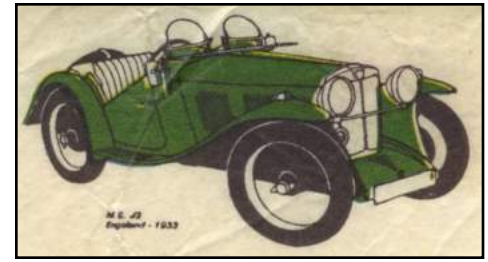
As an aside, I wonder if that is why vinyl albums and covers have resurged. We miss the ‘body’ of the recorded music.

British sports cars also have that trinity, all tied up together of course. The body is obvious and is a big part of the attraction to us. The colors, the sounds, the chrome, the folding top, the feel of the leather. Even the “bad” things contribute, the oil smells, the mold in that leather and wool carpet, the physical discomforts. Sometimes I think it is smells more than anything that I love about British roadsters.

Do they also have a soul and spirit? Are they like the Velveteen Rabbit in that we have given them life? Their soul is the new thing created by the designers and leaders of this movement that we follow. Their spirit is the connection to the times, of a new heady freedom of the road, of a connection to the famous race drivers and races. Remember how the car mags were once filled with discussions about what is a real sports car? That was about soul and spirit as much as body. All three were being lost during those days.

We lament the loss of British sports cars but Jaguar and others still make lovely 2-seater cars. Used ones are affordable. What has been lost? How? Why? It must be a soul and spirit loss, perhaps more related to the times than to the cars and their designers. The new sports cars are more like re-creations of the past, meeting modern requirements, than the once pioneering and adventuresome thing we seek and love.

There are still cars that come along and inspire. I think of the New Mini, of the Miata, even of the PT Cruiser. I once heard of an enthusiastic tour of 300 PT Cruisers to Big Sur. Of course, each of these examples is itself partly a re-creation. Is it us who have spoiled the ever-marching movement by clinging to past victories and achievements? Hot rod folks still make cars like those of the 1940s and 1950s but are always changing to create new things on new “canvases.” They honor the old and





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

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



create the shining new, sustaining their hobby, for now at least.

For me, I unashamedly cling to the past with regard to British sports cars. I love the old cars, their foibles and great simplicity, the old tech, their connection to my youth and what we perceive as “simpler” times. That is not dependent upon me owning even the most modest of one of these cars. I may become blind and crippled but the spirit of these cars will always live on in me. I hope it also lives in those others who have given up their participation with the cars and clubs.

Amen.

Above MG J2 art from a sugar pack (1970s, source unknown)

St. Paddy's Day Tour

Andy Preston

It had rained all week, in fact it had rained all month and the month before but the long range weather forecast showed an overcast and sunny day for our drive. This was enough to tempt lots of MG owners to get out their cars and join us for this annual drive. In fact this was the biggest turnout ever with 24 cars (20 MGs) and 45 people from both clubs.

Once again our good friend Don Livingood drove down from Medford, Oregon, and new members John and Martha Cole of Santa Rosa joined us for the inaugural run in their 1952 MG TD. I'm pleased to say that their car ran perfectly and made the grades with no problems. Well done!

Before we left the parking lot, Marla handed out green goodie bags with chocolates, cookies and St. Paddy's day necklaces for everyone. We all set out from Terra Linda and headed west on Lucas Valley Rd and past rural farms in the lush green countryside of Marin County. I think this is the best time of year to drive these backroads that never disappoint, but at this time of year it's a vibrant deep green and stunning. Our first stop was the Marin French cheese factory in Nicasio where we joined by a couple of other MGs. Here everyone had the chance to take a break and taste and buy some of their wonderful cheeses. I think the gals at the cheese factory were pleased to see us because it had been a quiet day so far due to the recent weather. They couldn't have been more pleasant and helpful.

Full of cheese we headed out through Hicks Valley and this year turned west down the rural Marshall-Petaluma Rd towards Marshall (famous for oysters). This winding country road passes by old farms and barns and gradually ascends towards Tomales Bay and the Pacific. From the top of the climb the view is truly spectacular especially on a clear day like we had. You are treated to a vast panorama of lush green countryside spotted with farm animals and a view of Tomales Bay and the vast deep blue of the Pacific on the horizon. We drove along the edge of Tomales Bay enjoying dazzling views as the sun bounced off the bay waters and then through the village of Tomales onto

o u r

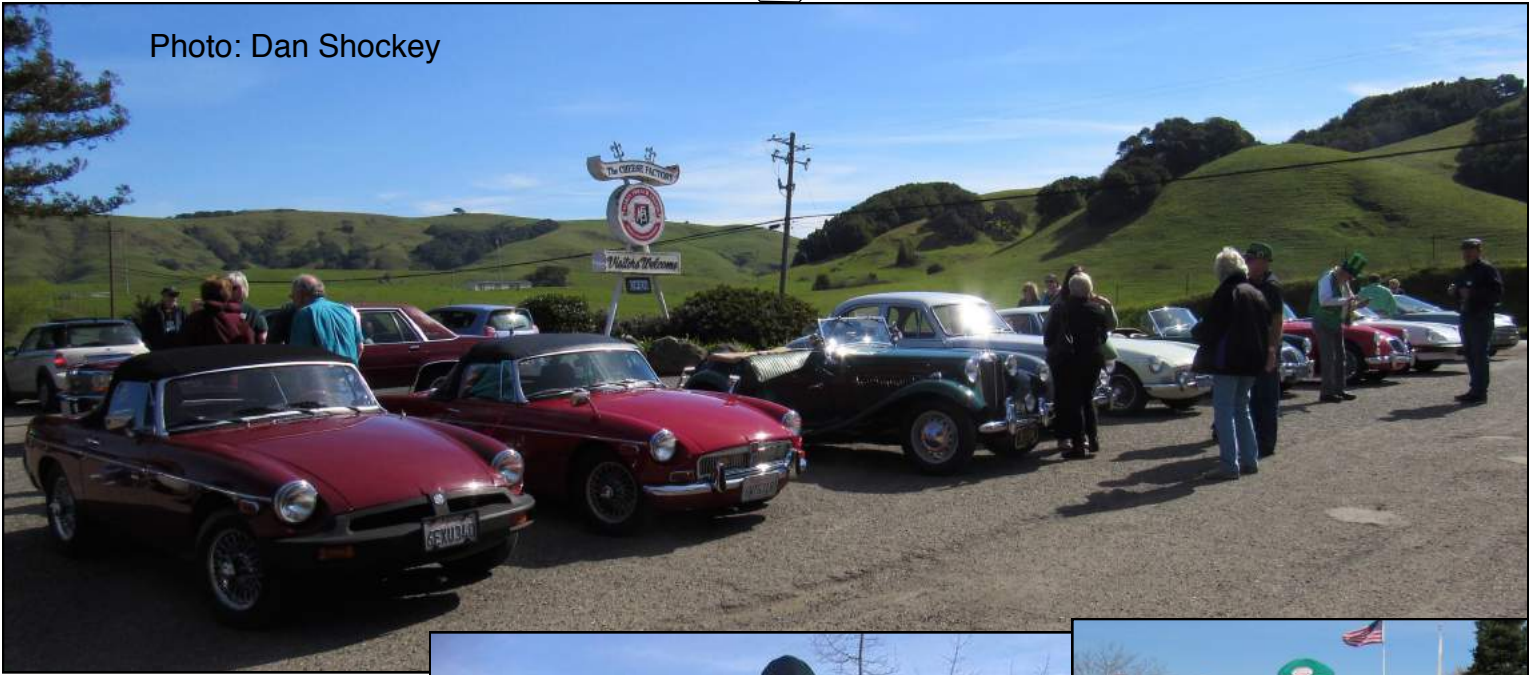
lunch stop at Dinucci's Italian Restaurant in Valley Ford.

Dinucci's were expecting us and had 2 large tables set up for our large group. Obviously with over 40 people lunch was on the slow side but it gave everyone more time to chat and catch up with everyone. Thanks to everyone who made the effort to drive many miles to join us on our St. Paddy's Day tour; we hope to see you all next year.

Martha & John Cole with their TD at left. Don Livingood with his MGA at right. Photos: Andy Preston



Photo: Dan Shockey



Photos: Shockey, Prentiss, Rayman



Keep Planning for 2019 ...



SPRING

MGOC Club Meeting, Sat. Nations, April 6

Pub Night, Friday, April 2, On the Road Again

CSRG Vintage Races, Club Paddock, Sat., April 13

SSTS Delta Tour, Thurs., April 18, MGOC welcome

Pacific Coast Dream Machines, April 28

Dixon All British Meet, Sunday, May 19, Club Caravan

Elkhorn Slough Tour, Sat., June 1, Dave Marsh



SUMMER

Stuffing Party, El Cerrito, Friday, June 7

MGs by the Bay, Greenbrae, Saturday, June 8

Kirigin Cellars Tour Show, MGOC invited, Gilroy, June 30

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

MGOC Picnic, Tilden Park, Sat., Aug 24

Pebble Beach Weekend, Kelloggs, Sept. 6-8

Photos: Thuy Nguyen, Dan Shockey

Pub Night! April 12

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, April 12th. Please join us for an evening of fun and fellowship.

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

By Bill & Mary Hiland



A British Motor Vehicle Tradition

Participants' Choice Awards

All entries will receive a dash plaque, goody bag and a ballot for voting in the Participants' Choice Awards. This is a show for the pleasure and company of others who share your interest in vintage British machinery. Judging is by popular vote of your peers, each of whom has a vehicle entered in the show. Each entrant receives one ballot and may cast one vote per class. There have been over 35 classes at past shows and classes will again be determined by preregistered vehicles. Three or more of the same vehicle type make a competition class, not including the Winners' Circle entrants. Based on early registration results, classes are created for each major marque, and certain subdivisions within marques. Where there are not sufficient early entries to justify a separate class, entries will be grouped by type of vehicle.

Vendors and participants set up at 7:00 AM. Gates open to the public at 8:00 AM. Final registration: 10:00 AM. Voting closes at 12:00 PM. Awards Presentation: 1:30 PM. This is not a "concours" but a chance for British vehicle lovers to get together, display their vehicles and have a good time. Any vehicle could go home with a trophy. So bring your British "ride" and enjoy the camaraderie!

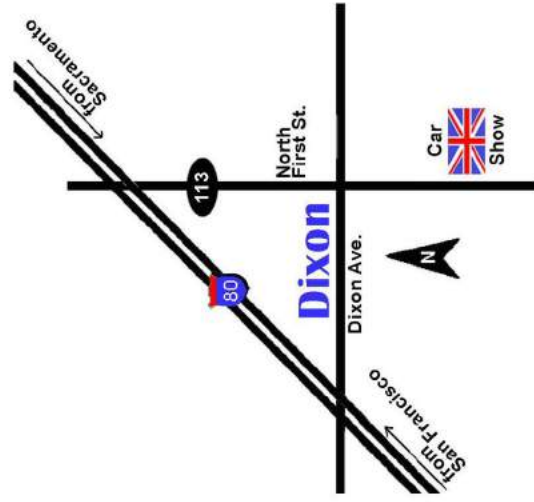
Driving Directions:

From Sacramento: Take I-80 West to exit 66A to merge onto CA-113 South toward Dixon/Currey Rd. Stay on 113 South (which becomes First Street) for 2 miles and enter at the marked gate on the left.

From the Bay Area:

Take I-80 East toward Sacramento and take exit 63 - Dixon Ave. and go east on West A Street for 2.2 miles. Go right on North First Street for 2 miles and enter at the marked gate on the left.

Free visitor parking is available across the street from the event.



The Annual All British Motoring Show and Swap Meet

Dixon Fairgrounds May 19, 2019



Presented by
The United British Sports Car Club
<http://www.ubsc.org>

Come to Dixon California for a nostalgic drive back in time with some of the finest in British motoring.

Not only do we offer the largest all British car show in Northern California, but in our swap meet you'll find all sorts of new and used parts to help you get your British car fix.

So pop on your bowler and register your vehicle now to join us for this amazing tribute to British cars and motorcycles.

New Members!

Welcome Erik Wickstrom of Napa with a 1953 MGTD.

Welcome back Raymond Bresnan of Santa Rosa with a 1967 British Racing Green MGB.



Member Notes

See Stirling Moss in his MGB at:

<https://bringatrailer.com/2019/03/16/bat-video-inspiration-fantastic-forgotten-1963-stirling-moss-interview/>

Enjoy! - **John Hunt**

Yes, I am the chairman for Club T MG's organizing the GOF West in 2020 in Oregon. I will be happy to keep you informed so you can bring a group to Oregon. We would also love to see you at Rendezvous sometime! - **Donna McNabb**

I saw Andrea (owner of Bon Air) yesterday. She's very excited about our show. She just loves automobiles. - **Martin Rayman, Kentfield**

My Buick V-8 powered 1973 MGB/GT is fixed now. But I will be doing more work on it. The gas tank was compromised by previous modifications and now only holds about twelve gallons. Functional, but the engine goes through that in about two hundred miles. The new tank holds eighteen gallons.

My current plan is to put that in in April, then take the car on the hot rod power tour in June. If you want to use it in July, it should be ready to go.

I was figuring on leaving on the fourth and visiting a few museums. I'm not sure exactly which ones yet. - **Dave McCann**

Well the MGB is back in the garage and I'm working on a few projects to pretty her up a bit. The MGB was entered in the 2019 Snowfest Parade last weekend in Kings Beach on the North Shore of Lake Tahoe. The Tahoe City Rotary sponsored me. Had lots of fun driving the parade route but it was way too cold to put the top down. There were even a few snow flurries going on. So I stayed toasty warm inside the B.

Believe it or not, the 1976 B was painted at MACCO in Richmond, but it was a top of the line job, with clear coat and a 5/10 year guarantee.

The MGC is still at Collins Classic in San Mateo and is waiting for the re-spray to be done. That's the last major work that has to be done. I registered both cars for the Dixon show.

Right now I don't have a painter locked in. Collins Classics in San Mateo has the car and their owner, Tyrone, (Tom Collins passed away last year sometime) recommends a firm in San Leonardo.

The good news is that the previous owner, John Rogers, painted the MGC engine bay in the original color so that job doesn't need to be done. The original hood I got was vented and I didn't like that look. But the replacement was badly "bondo-ed." MGC hoods are very difficult to find and are not cheap. - **William T. Doyle, "Tom"**



Could you please send out an email to the club members to see if anybody has a car trailer we can borrow the last week of March. If so, could they please either email us at: bjlenci@comcast.net, or call us at 510-651-0808.

Thanks a lot! Ben is doing much better and looking forward to seeing everyone again. - **Jan & Ben Lenci**

Classified Ads

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

5 Wire Wheels: Original from my '67 MGB-GT. These are 14x4.5x60 spokes and all tires have been removed. In Los Gatos. \$250 OBO. Member Larry G., LSGITT@yahoo.com (Posted 2/19)

MGB Parts for sale and FREE: 1) NOS Jack and lug wrench still in jute bag and covered with paper never used!! 2) Need to pass the SMOG TEST? All smog equipment off 1979 B, Carb, exhaust Manifold, Smog Pump, Air Cleaner, EGR valve with head injection lines etc 3) 1976 radiator 4) 2 Alternators 5) another smog pump 6) new rubber bumper motor mounts 7) complete 1976 motor in pieces 8) Snug Top Hardtop. Plus more, make me an offer and take it all John Hutchison, 925 788-5962, jrhutchisoniii@comcast.net (Posted 4/19)

Two "Vintage Style" Luggage Cases. These are 1950's style with imitation leather edges and are perfect for your MG. Use the large one (20" x 11" x 6") on the luggage rack and the small one (18" x 9" x 5") inside your car for jumper cables, tools and spares (that every MG owner needs to carry), \$35. – Don Davis, fstcobra@hotmail.com (Posted 4/19)

Whitworth/ BS Wrenches: Seven (7) Open-End Wrenches: Elora – W. Germany – Flat Chrome -\$28; Don Davis (Posted 3/19)

1930's Model Cars: Great addition to your workshop, den or "man cave". Blue Bugatti replica is 15" long, made of metal and has authentic folding windscreen, side mounted spare and side exhaust. - \$12; Yellow Mercedes replica is 15" long, made of metal and cast resin and has authentic trunk mounted spare and side exhaust. - \$12. Don David (Posted 4/19)

1938 MG TA Tickford: Said to be one of 206 Tickford drophead coupes produced and was originally sold in England. Restored in Nova Scotia. Power comes from the original 1292cc OHV inline-four paired with a 4-speed manual gearbox. Clean California title. Painted in its current "crackers and cream" scheme, it has been an award winner at several Concours events. The Tickford drophead is an insulated 3-position convertible top. The interior is trimmed in beige and includes a telescopic steering column, wind-up windows, a wooden dash and a fixed windshield. Bill Hiland, cell 408.314.2675 (posted 4/19)

Super MGB: See page 21. Bill Hiland (posted 4/19)

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.



Bill Hiland's Super MG Bee

With quotes from an article in *Classic Motorsports* magazine, Sept, 2011
 “Everybody has a favorite car, and for many, many Americans who came of age in the '60s and '70s that machine is the ubiquitous MGB. This honest, simple roadster introduced a generation of Americans to the sports car world. One of these enthusiasts is Bill Hiland.

“As far as MGBs go, Bill's particular car wasn't anything special. It was a tired late-model MGB that sported wire wheels and faded paint. But Bill saw its true beauty. His car offered open-air motoring and got him from Point A to Point B. It served him well.

“Bill took great care in restoring his MGB, and the attention to detail wasn't limited to the exterior. Bill gave the MGB a complete makeover from stem to stern. The goals for the restoration were simple: modernize the MG without spoiling the original lines or losing its character. A resto-mod project, Bill calls it.

“While the Porsche Speed Yellow paint is hard to miss and the original rubber bumpers have been cast aside, some of the modifications are subtle—even MGB enthusiasts may need to take a second look to identify them. For example, there's the artful way Bill flared the fenders, integrated air ducts, and added nerf bars.

“The engine room contains more modifications, some understated and some not. While the 0.040-inch-over Arias pistons are well hidden, the reason for the rather low 8.4:1 compression ratio is hard to miss: a powerful High Performance Products supercharger. High Performance Products, an Australian firm, offers bolt-on supercharger kits for the MGB and MGA. Their kit promises “massive torque” plus a 30-to-50-percent horsepower increase.

“The gleaming engine pumps out more ponies than stock thanks to the supercharger and a 2 1/2-inch exhaust system. In early testing, Bill's B pulled 125 horsepower at the wheels—he figures around 80 more than a stock late-model MGB would produce. Further tweaking and the addition of a Pierce Manifolds aluminum head, 2-inch SU carburetor and PerTronix ignition system have bumped that figure to 133 at 8 psi of boost. And the torque curve? The max is 133 lb.-ft., and the curve is as flat as the West Lancashire Coastal Plain. Behind this very smooth, very tractable and very powerful engine is a Ford Sierra five-speed gearbox conversion.

“The tail end of the driveline has been modified, too, as Bill's MGB has been fitted with a narrowed 8.8-inch Ford rear end that has received Mustang Cobra disc brakes. The front brakes are upscale products as well. “Inside, the details continue. A Moss leather interior kit offers comfort and an upscale aesthetic, while a Lecarra steering wheel looks and feels like it was made for the car. Nisonger rebuilt the gauges with unique, old-English white faces that match the car's subtly customized nature. A wide-band air/fuel ratio gauge helps make sure the car is running properly.

“There are always those who argue that a classic sports car like an MGB should be left as God and the Queen intended. Bill Hiland presents a convincing argument for adding a dash of spice, as he manages to jazz up the flavor without overpowering the dish.” With all the changes, the custom brakes, wide wheels, engine mods, does it all work well together? Publisher of *Grassroots Motorsports*, Tim Suddard, tested Bill's MGB at an autocross at a national event a few years ago and took fastest time of the day against strong competition.

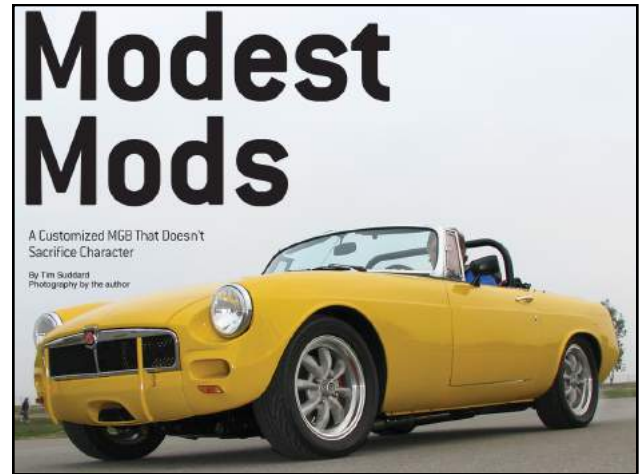
Bill has decided to sell the Super Bee to focus on the Jag E-type he found at an estate sale in San Jose: Custom body work and paint. Stripped to bare metal, Sebring front end with brake cooling vents, custom Sebring rear end with all four wheels flared one inch. Custom grill allowing better cooling, custom cold air intake.

A T9 5 speed transmission, mated up to a Blue Printed MGB engine, bored 40 over (8.3) compression, with roller rockers, custom cam, flowed aluminum head, rim flow valves, lightened and hardened custom lifters. Block was line bored with nitrided crankshaft and forged pistons, lightened flywheel. Custom electric fans and extra heavy duty 3 row radiator. There is an extra capacity oil sump. 140 horsepower at the wheels with just 8lbs boost.



The total car is 400 lbs. lighter than stock with a lowered suspension and fast road springs, negative camber adjustment on front end, up rated bushings, as well as a 7/8" front sway bar. Racing wheels with H rated Yokohama tires. Heavy duty valved stock lever arm shocks. Rear Cobra disc brakes, on a Ford 8" 3.5:1, limited slip rear end and the front end has 4 pot Wilwood calipers and larger vented discs.

Custom burl wood dash, with all new custom instruments including a boost gauge for the Supercharger. The cockpit is trimmed in black leather with red piping. 5 point seat belts with a proper roll bar. Bill Hiland, cell 408.314.2675



Tranny Oils Tip

(I lost track of where this came from.)

As my transmission was very noisy in first gear, I was talking about it to a friend who is deep in car racing, NASCAR and Formula 1. You should see his Formula one car, he has both. He told me that all racing transmissions are straight cut gears because they're much stronger than the helical cut gears.

He told me there has been a tremendous amount of research on their transmissions on what oils they use and gave me the formula he uses to not only quiet the gears but shifting is easier and the transmissions last longer.

I mixed 70% of 80/85/90 API rated GL-3-4 & 5 with 30% Lucas oil stabilizer. Drained my Red Line 90 out and added his mixture, the results are amazing! Smoother shifting in all gears and first gear is only half as noisy, hardly any whine to it at all.



BLACKHAWK MUSEUM
DANVILLE, CALIFORNIA

**FATHER'S DAY
CAR SHOW
SUNDAY
JUNE 16, 2019**

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.




North American MGB Register



Specialists in the Repair
of English Automobiles
(415) 457-1707
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 sufuelumps@aol.com



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



MGOC Meeting *Nosh 'n 'Natter* Saturday, April 6



Date: Saturday, April 6

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!

