



THE OCTAGON

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



Since 1957!

MGs by the Bay - May 6!



Dixon Brit Meet - May 20

MGs on Track, April 2018
Photo: Marty Rayman

May 2018

About *The Octagon* and the MG Owners Club

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

DIRECTORY of MGOC OFFICERS for 2018

President: Andy Preston, andypreston@att.net
 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: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com
 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, mgjim@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

mgpb36@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,

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>.

INSIDE THIS ISSUE

<i>MGs by the Bay</i> May 6.....	3
From the Ed.....	4
<i>Dixon British Meet</i> May 20.....	5
Tidbits; The Rest of the Story.....	6
President's Ponderings.....	7
Weatherseal; Drive your MGA!.....	8
The Delicate Art.....	9
Sonoma Track Tour Photos.....	10-11
<i>Rendezvous 2018</i> , Bend, OR.....	12
Hardtop TDs	13
Barchetta MG	14-15
Planning Ahead; MGA Hardtop.....	16
Diablo College Car Show May 5.....	17
Meeting Minutes	18-19
Classifieds.....	19
San Juan Bautista Tour Report	20-21
<i>Nosh 'n Natter</i> May 5	22

The 25th Annual:

MGs by the Bay!

Sunday May 6, 2018

at the Danville Livery

400 Sycamore Valley Rd, Danville, Just West of I-680



**Peoples Choice Awards - Restaurants on Site
Regalia for Sale - Multiple Clubs Participation
Free Entry & Parking for Spectators
\$25 Entry Fee in Advance - \$30 day of event
Register by Mail or On-Line - MGOCsf.org**



From the Editor

April 25, 2018

Greetings, Race Fans! We've had a good April for MG events. The track tour worked out very well after a rain delay and a lot of scrambling. Then Dave Marsh's San Juan Bautista tour was a great success with 14-16 club cars and lots of enthusiastic folks. Thank you, Dave!

Coming soon is *MGs by the Bay*. Sorry if the earlier date caught you unprepared. The early June date had too many competitive activities so we tried going back to the time frame we used for 20 years. Hard to believe this is the 25th year that we have held this event, once called MGs at Jack London Square. That was a good venue that we have looked into using again. They want to charge us quite a bit for the privilege and they placed large planters that block car parking. We tried the



harbormaster parking lot on the south side of the Square one year but that was a hassle as well. I liked that it put us all together instead of all spread out.

I have gotten some work done to the PA though it remains on ramps in the back yard. It is all back together now but I have been trying to better align the fenders and running boards. Perhaps one day I will do a full restoration. Thankfully the MGA keeps plugging along so long as I keep the shock absorber and radiator filled.

I have located a possible venue for a revived British Field Meet on the Peninsula. I haven't found anyone interested to pursue it with me. That was a very popular event but perhaps it is better to support the events we have now.

I usually have a theme, and perhaps a song, running through me as I put these together. This month it is the old spiritual song, "May Be the Last Time." It is hard to see long time friends and club members fall away. Hope to see you out with the MG sometime soon. Make new friends!

With joy....

Dan



MG

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

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

BRAKES: sleeved and rebuilt

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

CARBURETORS: COMPLETE REBUILDING

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

CARB BODIES REBUSHED

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

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

Free catalog. www.applehydraulics.com

APPLE HYDRAULICS

1610 Middle Road, Calverton, NY 11933

631-369-9515, FAX: 631-369-9516

Toll Free 800-882-7753

VISA, MC, DISCOVER, PAYPAL, COD

OCT09

Dixon Field Meet



ALL BRITISH MOTORING SHOW AND SWAP MEET



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

May 20, 2018
Dixon Fairgrounds

This amazing show, held on the site of the Dixon fairgrounds, is a fantastic place to see and be seen with all forms of British cars and motorbikes! Stroll the grounds and bond with your fellow enthusiasts, as you peruse the finest offerings of British motoring. And you don't need to be a secret agent to find what you need in our swap meet, filled with all sorts of new and used parts, cars and accessories. So keep up the British end and register your vehicle now to join the largest gathering of British motoring in Northern California.

Registration Form on page 15 of the April **Octagon**

Pre-Registration closes on May 3rd. Make sure to register by then to save on the registration price and to assure there are enough cars in your class to get your own trophies!



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.

A Vintage MG That Still Turns Heads in Hollywood

Inspired by the movie 'Rebecca,' a Los Angeles designer and her husband bought the stylish car she has enjoyed for over half a century

I regret overlooking a good part of the story last month. Here is the "Rest of the Story!" - Dan
Jean Clyde Mason, 84, an artist and designer from Los Angeles, on her 1937 MG SA, as told to A.J. Baime. "My late husband Spencer and I always loved cars. Soon after we married in 1955, we were on a game show called "You Bet Your Life," and Groucho Marx asked the questions. We won some money and bought our first car: a three-wheeled Morgan. Soon after, we bought a used Jaguar and while I loved the look of it, I always joked that it was like being in love with an actor. It never worked."

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



MG Info - Tidbits of Interest

The Rolls-Royce V12 Merlin was a very successful WWII fighter and bomber engine. (Think Spitfire, Hurricane and Mustang.) The Merlin was shadow-built at Abingdon during WWII for the big Lancaster bomber. I must admit that I had not heard that before. Isn't there a book about what was built during the War at the MG plant?

April 12 is Cecil Kimber's birthday. He was born in 1888 and died in a train accident in 1945. Here's to the founder! It is only now that I realize how "octagonal" that year was. (Even the 4/12 date averages to 8.) There is a thousand years between 1888 and the next with three 8s. Aha! That may partly explain his love for octagons.



President's Ponderings

First of all a “Big Shout Out and Thank You” to Dave Marsh for organizing and leading the San Juan Batista tour. It was fabulous. And what a turn out, there were at least 12 MGs, a Bugeye Sprite, bathtub Porsche and 26 members who joined Dave in his second running of this tour. So if your MG isn't running come in another car.

The weather was wonderful and Dave selected a picture perfect route through the Almaden Valley and other wonderful back roads and you could smell the garlic as we travelled through the farm lands around Gilroy. And Dave did this without using any freeways. Well done, Dave!

Marla and I travelled down from the North Bay to join the group and we met some members that we hadn't met before. It was great meeting and talking to new people and it reminded me what this club is all about and that's sharing our common interest in these classic cars and driving them. So get out your own MG and drive it.

In fact, I just drove my MGB Roadster to the local sandwich shop to pick up lunch today and would you believe that a High school girl shouted out “I like your car” so drive them and share them with the younger crowd.

If you're reading this at the beginning of May our signature event “MGs by the Bay” is just days away. If you haven't pre-registered, that's OK you can still come, don't worry about it. You can register at the show. We want you to come. As I've said before we have lots of engraved crystal glass awards for every MG model including: Pre-war, TC, TD, TF, Saloon, A, A Coupe, B (CB), B (RB), BGT, C, Midget, Special, Daily Driver, Most Modified, “Car you'd most like to take Home” and Premier. BTW this is a “Peoples Choice” so you are the judges and you can vote for your favorite cars. So just turn up on Sunday May 6th at Danville Livery Shopping Center and we'll see you there.

As many of you know I also own a Series 2 E-Type Jaguar so we belong to the local Jaguar Car Club JAG (Jaguar Associates Group). The JAG President asked me if our club would be interested in a joint drive and lunch with them later in the year. I brought this up at the last club meeting and everyone thought it would be a good idea. The drive and lunch will be in the North Bay and as we develop the idea, I'll keep you informed. It should be a lot of fun!

Take care and drive safely,

Andy



Andy's E-Type



UNION JACK

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

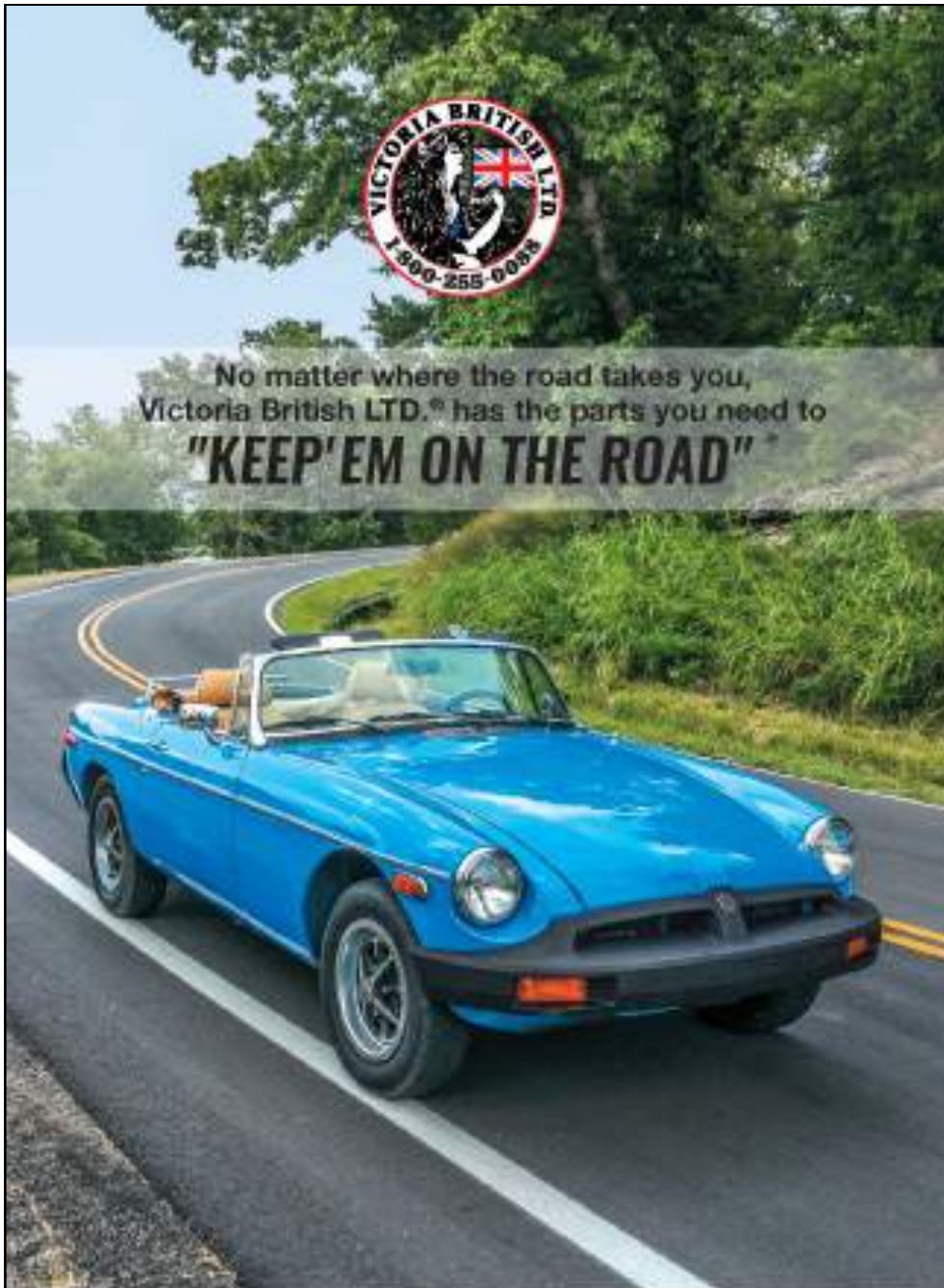
Expandable Foam Weatherseal

M-D Bldg Products, mdteam.com, Made in Canada

by Dan Shockey

My 1935 MG was made to be inexpensive. The transmission has no cover other than carpet so the plywood floorboards just stop near the irregularly shaped transmission and near other edges as well. I needed to try to seal these joints against dirt, water, noise, smell and critters. Carpet helps but it is not good to have it unprotected.

I found this product at the hardware store. The black foam adheres on one side and sticks in place every well. It expands from 1/4" to 1". It can also be pressed into joints. The foam compresses well without breaking apart. The 13' roll is not cheap at \$29. It is rated for high (attic/sunshine) temperatures. How will it hold up?



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



Drive Your MGA and Magnette Day!

NAMGAR Chairman, Carol Shamonsky, has announced that the 2018 Drive Your MGA Day will be held on Saturday, May 5th. Below: from Tareyton ad



The Delicate Art Of Entering An MG Without Injury To Pride Or Person

By Bob Clare

The following humorous treatise, written by Bob Clare some 10 years ago, was provided by Dick Morbey. Dick explains that Bob sent it to Peter Meyer in Australia when he acquired a PA Midget and it re-emerged with the records of the car.

For the better-built driver (like us) the approved method for entry and exit of a P Type (or any MG for that matter) is as follows.

ENTRY

1. Put on old trousers (then you won't spoil the new ones either by tearing the backside on a protruding panel pin in the door post cladding or from oil dripping from the rev counter drive onto your knees).
2. Put on shoes that will allow you to operate the pedals. However, P Types get hot and it is advisable NOT to wear sandals or other footwear that exposes bare skin to the hot blast. This applies to a passenger also.
3. Pack multiple layers of thin outer clothing behind the seats for you and passenger - it's always colder than you think, except for the feet. (in England)
4. Place the left hand on the back of the bench seat (right-hand-drive MG) or, if buckets, then on the right side of the left seat back. Thrust the left leg, knee slightly bent, around (not under) the left side of the steering wheel, whilst gripping the wing nut on the right of the wind-screen support (not the support itself) to allow graceful subsiding of the buttocks onto the seat with a gentle clockwise twisting motion.
5. Beware of catching the left trouser leg on the gear lever or the reverse toggle on the remote turret. If you have trouble getting your right leg into the car, then you're either too large, or too arthritic to contemplate long-term Midget ownership.

EXIT

6. Ensure that the hand brake is on and that the car is in gear (they're not called "fly-off" handbrakes for nothing).
7. Grasping the same screen wing nut with the right hand and placing the left on the same seat-back as for entry, place the right leg outside the car on the ground (DO NOT STAND ON THE RUNNING BOARD, THE SUPPORTS ARE NOT STRONG ENOUGH - I SPEAK FROM EXPERIENCE)
8. Elegantly rotate the body and buttocks anticlockwise whilst pushing the body upwards by pressing on the seat back and pulling on the wing nut.

The above procedure should ensure that you don't break any bones, displace any knee cartilages, destroy your steering wheel or windscreen or tear any clothing -I hope!

From the Triple-M Register

I have found that some MGs must be entered butt-first then legs hoisted in. I think modern Midgets may be like that. What tips do you have? - Ed

My father maintains that you don't get into a sports car - you put it on!



MG Clubs Track Tour - Sonoma Raceway



Photos left & right:
By Professional
Allan Rosenberg,
San Francisco,
With permission

Marty Rayman leads
Paul Williams at left

At right, Steven
Rogers with Susan &
Bob Engelhart
chasing



Photo: Colleen Stobbe



Photos at right by
Marty Rayman.

We had about 20
cars on track from
the three MG clubs.

Club member Bev
Morgan sang the
anthem beautifully
for us.



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



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



Rendezvous 2018

This is a really good event. The Sorry Safari Club often caravans to join in. The Oregon club does a great job of choosing affordable scenic locations with superb tours and activities.



August 9-12, 2018

Seventh Mountain Resort

Bend, Oregon

SEVENTH MOUNTAIN RESORT

Tucked inside the Deschutes National Forest, this scenic resort with wood-accented lodging is 6.5 miles from downtown Bend. Seventh Mountain is Central Oregon's premier location for recreational activities, including biking, hiking, and whitewater rafting in summer. The heated pools and hot tubs are open all year long, as are many outdoor games and activities. Your stay here will have you encircled by peaks, lakes, meadows, culture, adventure, breweries, festivals, family fun, shopping and more.

Join us to show off your cars with this nature-filled backdrop.



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

A Hardtop TD?

Before I sold my TD and bought the MGA coupe, I seriously considered trying to make the TD more of a closed touring car. I wanted that for more comfortable use on freeways and for longer distances. I researched what has been done with TD hardtops. My first step was the conversion to an MGA rear axle gearing, built into the TD rear axle. This helped a lot and allowed me to cruise at a higher speed, and enabled me to get out of the slowest lane on the freeways. The TD pulled it just fine, even over highway 17.



allows you to just use the front side screens for a bit more sound-proofing and lesser draft.

The primo model was made in Holland as a hardtop sedan option. This car replaced the windshield as well and featured glass side windows. Not many of these were built. One was for sale a few years ago. Some folks have built their own hardtops including one that copies the Airline Coupe style from the P and N model prewar MGs. I like that!

A TD often seen at the GOF West is made to look as a yellow cab with hardtop and cabbie light. It certainly stands out. I had a home-made top that fit a TF but not my TD so I scrapped it when I moved to

HOLLAND. An ordinary M.G. but unusual in that Nuffield Dealers Fr. Roeloffzen, in Enschede, have made it into a saloon for the winter months by fixing on a convertible steel cover with safety glass all round. The car is completely draughtproof and soundproof.



I had a factory hardtop for the TR3 I had in college. It really helped when it came to removing a half-inch of ice or 12 inches of snow from the car. I remember the TR once completely buried by a snow bank. I found it by the radio antenna.

The most common hardtop style was built by Glasspar, Runyon, Plasticon and others. Some were designed to use the standard side screens, front and back. Some used short rear screens. Another common version is called the "Elvis" by some. It has "side burns" behind the doors. This

allows you to just use the front side screens for a bit more sound-proofing and lesser draft.

A local guy offered me a TD hardtop – but the shed that housed it collapsed in the storms last year. I then gave up on my air-conditioning plans as well and traded the TD for the MGA.

- Dan Shockey

The Elvis!



HARD TOP COUPE
... or **OPEN ROADSTER**
in 3 minutes' time



Now you may enjoy continental styling in an American version of a hard top with a Glasspar fiberglass detachable top for MG TD sports cars. Attached or removed in three minutes' time, the 23 lb. streamlined hard top is delivered complete with chrome attachment fittings ready for painting. Factory side curtains fit. Jaguar hard tops also available.

From your MG dealer or the factory, Dept. AS-6, only \$185.

Glasspar Company
19101 NEWPORT AVE., SANTA ANA, CALIFORNIA

JUNE 1953

The Barchetta MG of 1955

With sports cars rapidly gaining in popularity cars like the Triumph TR2, Austin Healey 100 and Corvette made the traditionally-styled TD look rather dated. The aftermarket industry was growing as owners personalized their cars to stand out from the crowd. A number of independent designers and hop-up shops began using fiberglass to make new bodies for a wide array of chassis. Fiberglass was inexpensive forgiving to work with and capable of being formed into virtually any shape possible.

A number of enthusiasts turned to these aftermarket companies to source stylish new bodywork to keep their sporty cars looking fresh. A few such as the young David Hawks of Los Angeles went so far as to build their own personal interpretation of the perfect sports car.

Our featured car is David Hawks' creation; the 1955 Hawk-MG Special a 1952 MG TD wearing a one-off fiberglass body designed and built by David and his father the famous Hollywood director Howard Hawks.

The story of this car is nearly as intriguing as the gorgeous Ferrari-like styling. It begins with the 1952 film "Monkey Business" starring Cary Grant Marilyn Monroe Ginger Rogers and Charles Coburn. The film was directed by Howard Hawks and the MG, then a standard TD was featured in several scenes.

After filming had wrapped Howard Hawks acquired the car and offered it to his son David. But David would have none of it. He had seen a new Ferrari parked on the showroom floor of a Beverly Hills sports car dealer and his heart was set on the svelte Italian beauty. We can only imagine the conversation that took place when David refused the offer of a nearly-new car from his father but a father-son "compromise" was ultimately reached and young David took possession of the MG.

As part of the deal a new body for the TD would be designed fitted to the chassis so David could have the Ferrari looks without the expense. So using resources at the movie studio a small team consisting of David and Howard Hawks one of David's friends and some prop builders got to work constructing a new body out of fiberglass.

Starting with a drawing the team made a wood and plaster buck that they used to refine the shape. A female mold was built on top of it and the body was built up inside that mold using fiberglass cloth. The team was skilled enough to add additional layers of matting in high-stress areas and the body (minus the aluminum hood) was built in one piece.

The finished body was a gorgeous creation – one that gracefully combined the best elements of the Touring and Vignale styles of the Ferrari 166 Barchetta. The front end features a lovely egg-crate grille while the slab-sided simple flanks are dotted with Vignale-esque oval port holes. The body has no doors which keeps the body very rigid and gives it a clean look – with flanks that invoke the Touring-built Barchetta.

Even special enamel Hawk badges were made for the front and rear body. David Hawks enjoyed the car for a while but just like many of us in our exuberant youth he soon tired of it and moved on to something more modern. But subsequent owners recognized the aesthetic beauty remarkably high quality construction and historical importance of the car and ensured its story lived on. The most notable of those enthusiasts was Gene Ponder who



Our May Centerfold Photo



kept a large collection of important sports and GT cars from the 1930s through the 1960s. He had a love for Ferraris as well as for MGs so he was naturally attracted to the Hawk MG.

Ponder restored the car in 2007 enlisting the help of David Hawks to fine tune the details. Today the Hawk MG remains in beautiful condition. Repainted in Romany Red as original, the paint is beautiful and the car features many fine details such as Lucas Tri-Bar headlamps polished alloy grille and port-hole vents and a set of sparkling Borrani wire wheels shod

with period-correct Michelin radials complete the look. The interior is trimmed in new tan leather and floors lined in German squareweave carpet maintaining a wonderful period feel.

Performance lives up to the looks thanks to the 1250cc XPAG engine which was fully rebuilt by Ponder and fitted with a period Marshall Rootes-type supercharger. The engine is beautifully detailed with a polished alloy valve cover polished and detailed blower and period correct fittings.

Louvered alloy inner fenders show the

attention to detail given the construction of the Hawk. The chassis mechanicals are all MG TD and have been highly detailed to match the sparkle of the beautiful coachwork.

This unique and stylish special is a fascinating example of what could be done in period with some desire a bit of creativity and the help of a professional Hollywood studio prop department! This wonderful car is loaded with character and a charming history; sure to be a welcome sight on any driving event or concours.

Source: Hyman Ltd., This car is for sale!

<https://hymanltd.com/vehicles/6102-1955-mg-hawk-barchetta/>



More TD
hardtops
Hotrod at
left; Airline
Coupe at
right



Keep Planning for 2018 ...

Dan's MGA
at Sonoma



SPRING - SUMMER

Club Stuffing Meeting, George's Pub, Sat., 5/5

MGs by the Bay, Danville, Sun 5/6

Dixon All-British Show & Swap, Sun 5/20

Friendship Day, Redwood City, Sun 5/20 (See info in April Octagon) Rough Riders attending.

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

**Lundberg Studios, Davenport Road House, Hwy 1
Tour, Dave Marsh, Sat. 6/16**

Photos:
Allan
Rosenberg



SUMMER - FALL

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

Joint Tour with Jag Club, MGOc, Aug. TBD, Andy P.

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

**Annual Picnic at Joaquin Miller Park, Oakland,
Marcia and George, 8/11**

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

New member Christian Rowcliffe above in his very-original early Midget. Christian is a true Anglo-American, born in the US of A to an English father, and raised in England. He recently attended the MG Silverstone event - in the snow this year!

Below: Early original factory hardtop & matching side screens. Photo: Member Mark Darley





Bill Hiland shipped three matching rubber-bumper MGBs to Hollywood that were used to make the Eddie Murphy movie **Norbit**. Only one was a running car that was later resold. These were all red but the movie folks repainted them purple and put on gold color bumpers and trim. One car was for interior shots and one was crashed for the movie. Check it out for a totally non-PC movie escape!



DVC's CAR SHOW

MAY
05

DVC's Advanced Manufacturing Car Show

by Jeffrey Smith - Engineering
Technology & Industrial Design

\$5 - \$25

TICKETS

DESCRIPTION

DVC's Advanced Manufacturing Car Show & Facility Tours

Proceeds Benefit DVC's Engineering Technology programs that provide students with the skills needed for careers in the technical side of engineering, including CNC & manual machining, computer drafting, technical drawing, 3D CAD modeling, civil engineering and machinery maintenance for the industrial and automotive fields.

The expected attendance is well over 1,000 people. Proceeds from DVC's Car Show are used to pay for student projects, such as this year's Remotely Operated Vehicle (ROV) underwater competition, upgrading equipment and assisting with the costs of DVC engineering summer camps for high school students.

DATE AND TIME

Sat, May 5, 2018
10:00 AM - 2:00 PM PDT
[Add to Calendar](#)

LOCATION

Diablo Valley College
201 Viking Dr, Pleasant Hill, CA
94523
Parking Lot 1 & 2
Pleasant Hill, CA 94523
[View Map](#)

Jeffrey Smith - Engineering Technology & Industrial Design, Organizer

For questions & reservations: jsmith@dvc.edu

\$25 show fee + \$2.28 fee (on-line service fee?)

Diablo Valley College, 201 Viking Dr., Pleasant Hill, CA 94523 Parking Lot 1 & 2, Pleasant Hill, CA

MGOC Minutes – April 14, 2018

Nation's Burgers, El Cerrito

Call to Order: Andy Preston at 10:02

Attending: Marcia Crawford, Ken Gittings, Mike Jacobsen, Tom Johns, Kirk & Amy Prentiss, Andy Preston, George Steneberg

Approval of Minutes of Previous Meeting: Feb 10, 2018: *Motion:* Marcia Crawford, *Second:* Kirk Prentiss

REPORTS

President's Report: Andy Preston: It seems like a long time since our last meeting even though it was only 2 months ago. The St. Paddy's Day tour was well attended even though the weather was overcast and cloudy.

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

Treasurer's Report: Marla Preston: Absent but report by email.

Account	April 2018	February 2018
Checking	12,714.36	13,112.58
Savings	3,457.25	3,457.08
Total	16,171.61	16,569.66

Since the last Treasurer's Report we have paid for the March and April *Octagon* charges, the MGs by the Bay awards in the amount of \$735.97, and a tax filing fee of \$20.00.

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

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

172	Regular Members
57	Regular Family Members
229	Total Regular and Family Members
11	Corresponding Members
2	Corresponding Family Members
13	Total Corresponding and Family

242 Total Members

Four new members added since March

Corresponding Secretary's Report: George Steneberg: Received a package from Great America encouraging car clubs to hold shows

there. It was expensive at \$69 per person, so we won't be taking them up on it.

Regalia Report: Regalia will be available at MGsbTB for sale. Andy needs to get Dan Shockey to run an advert in the *Octagon* for regalia.

The Octagon Report: Dan Shockey: Absent.

Website Report: Steve Kellogg: Absent but report by email: Website going well.

PAST EVENTS: St. Paddy's Day Tour. MG Car Corral and Track laps at Sear's Pt was a huge success.

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

Sat April 21 San Juan Batista Tour, Dave Marsh

Sat April 28 SSTs "What's In Your Backyard" Mystery Tour, Lenci and Pesek

Sat May 5 Club Meeting at George's Pub and envelope stuffing for MGsbTB

Sun May 6 MGs by the Bay, Danville Livery

Sun May 20 UBSCC Dixon Car show

June 13-17 NAMGAR GT 43

June 17-22 NAMGBR 2018

July 7 Marin Headlands John Hunt

Aug 25 Annual Picnic Tilden Park, George and Marcia

Aug 20-26 Monterey Car week

Sept 1-2 Scottish Games Kirk and Amy

OLD BUSINESS

MGsbTB 2018 25th Anniversary Edition

Location: Danville Livery

Date: May 6, 2018

Registration: Mike Jacobsen, 16 registrations to date – low.

Publicity and contact other clubs: Dan created a flyer and Mike sent out invites to past attendees and local clubs.

Layout: Mike has had trouble getting hold of Craig for reviewing the layout.

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

Dash Plaques: No dash plaques and no pins, since they cost more than plaques.

Tee shirts: Ken Gittings reports the tee design is ready..

Set up: Mike and Gennaros will be working to set up on Sunday morning.

P.A. system: We have the PA system, but not the power supply/generator. Marcia & George will contact Craig about his generator and find an alternate.

NEW BUSINESS

Andy described a possible joint tour with the JAG (Jaguar Associates Group) Club in August. It would be in the North Bay with a possible meeting location at the Jaguar Dealership in Corte Madera. Andy would be the tour organizer. The tour was approved by those present.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING

None

ANNOUNCEMENTS

Tom Johns came to ask about the MGOC participating in a sports car-related display for the Castro Valley Library. Andy asked him to write up something for placement in the *Octagon*.

NEXT MEETING

George's Pub Room, 9 Pomona Ave, El Cerrito. **Use the back door at the rear of the house.** 9:00 donuts and coffee, 9:30 short club meeting, 10:00 envelope stuffing for MGsbTB.

Meeting adjourned at: 10:45

Submitted by: Mike Jacobsen

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: 1¾" SU carbs w/ manifold, 1½" 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: (Photos 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)

1975 Midget: In storage since 1977. Only 21,000 miles. New tires, top & brake parts. Engine frozen. Body repainted, has minor damage. Marysville, CA. Non-member George Fisher, 703-232-9175 (Posted 4/18)

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,



San Juan Bautista Run 2

The San Juan Run began in South San Jose. We drove south thru the beautiful rolling hills of Almaden Valley then passed two reservoirs and around the west side of Gilroy on Santa Teresa Blvd. We passed under highway 101 and drove out thru the farmland south and east of Gilroy and back to San Juan on Highway 156. The trip was very pleasant and uneventful – no detours or breakdowns although we did see a bit of traffic backup on 156. There was a record number of MGs on the tour along with a Porsche and a Sprite. We ate lunch at Jardine's in San Juan – very good as always. After lunch some members stayed to enjoy the sights of San Juan while others headed home. Great day wonderful people and beautiful weather!

By Tour Leader Dave Marsh

Photos: Kirk Prentiss





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.



British Car Repair

Established 1960



Specialists in the Repair
of English Automobiles

(415) 457-1707

www.britishcarrepair.com

142 Mill St. San Rafael

North American MGB Register

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

Meeting & Show Prep *‘Nosh ’n Natter’*

Date: Saturday, May 5, 2018

9 a.m.: Donuts & Coffee

9:30 a.m.: Short Club Meeting

10 a.m.: Envelope Stuffing

George Steneberg’s Pub/Home:

9 Pomona Ave., El Cerrito,

*Please enter the side yard at left to the
side door. Don’t block drives.*

More Info: Andy Preston

andypreston@att.net

(707) 799-2257

We look forward to seeing you!

