



THE OCTAGON

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



North American MGB Register



Since 1957!



Janet & Wayne Veatch in Cottage Grove, 2013; Photo: Mike Jacobsen

August 2021

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 2021

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Treasurer: **Marla Preston**, marlapreston@hotmail.com
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Member-at-Large: **Ken Gittings**
Member-at-Large: **George Steneberg**, 510-525-9125, j2george@pacbell.net

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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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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. Carburetters: **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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The 27th Annual

MGs by the Bay

Saturday, August 21, 2021

BON AIR

GREENBRAE

EST. 1952



Bon Air Center, Greenbrae

- under the large oak tree -

Registration: \$25 by August 1 - \$30 at the gate

Time: Opens 8:30am - Show starts at 10am

Popular Vote Awards: 1:30pm - Order T-shirts in advance

Free entry and parking for spectators

Registration: www.MGOCSF.org

From the Editor

Hello, Folks,

August 3, 2021

I am writing from the airport. I had to rush home from the GOF to catch a flight to visit my family in Illinois and Indiana. Dad turned 97 today. I had not seen him for 20 months due to the Covid.

I hauled the 1935 MG in the bed of my Ford pickup truck. It hauls the MG nicely and I don't have to worry about trailering "adventures" that way. But it is a little stressful and labor intensive to get it lifted up that high. I use 10' ramps plus some boards with a 12V winch. For shorter trips, it is easier to use a trailer or even my tow dolly. I was able to load the MG in less than an hour in Oregon prior to retuning.

I completed the drivetrain swap in the MGA. It is all back together and things work! It is a mix of parts from various MGA and MGB models. The shifter is not the correct one for the overdrive gearbox. I have only done minimal test drives so far and have not used the overdrive yet. I had to set it aside for other projects such as getting the PA to Oregon.

The shift lever is significantly further forward than the MGA standard gearbox. It is a bit of a reach to go into 2nd or 4th! I will try to get a bent shift lever.

Do come out for our **MGs by the Bay** show this month. This is a great time to reconnect and get the MG going again.

Y'all come!



Dan

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APR09



Dan with Mike Jacobsen on the Funkhana

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Protecting the Paint

By Mike Jacobsen

Earlier this year I decided to improve the alignment of my MGA's front bumper. It was pretty ragged, especially on the left side.

This is what the ends of the bumper looked like when I began, with the big gap on the left. That's what I wanted to fix. (Photo 1)

I began by taking off the bumper, the spring brackets, and valance panel. That's a lot of pieces! Counting the hardware there are over 40 parts to the front bumper assembly. The valance was full of chips, so I took the time to clean it and touch it up.

I was following the instructions in Bruce Woodson's article from



MGA! magazine volume 43, number 5. Bruce used a long jack handle to bend the bumper supports to improve the alignment, but I didn't have room for that where I was working. Instead, I enlarged the mounting holes in the spring brackets. (Photo 2)

That gave me enough wiggle room to adjust the bumper on the car. It turned out OK. (Photo 3)



This approach had a side benefit. I can now take the bumper off as a unit! (Photo 4)

Thanks to the larger holes in the brackets, there's enough play to get the bumper off without disassembly. (The driving light is apart so I could disconnect the wires.)



Since it's now (relatively) easy to take off the bumper, I did that the other day and then removed the valance panel. I had told my brother that I'd touched-up the paint chips, so he suggested applying a clear film to protect the paint from now on. He even sent me a 6x60" piece to use.



The film is peel-n-stick and was made by 3M. Apparently you can get it in various sizes from a variety of sources online. It stretches pretty easily, though heat helps. Not having a heat gun on hand, I used Elaine's hair dryer (Don't tell her!) and that worked fine. It was the nuts to stretch the film around the compound curves but I got it on... eventually. I used an awl to poke holes in the bubbles to get the air out. It's hard to see any difference because the stuff is clear, but this is how it looked (upside-down) after application: (Photo 5)

There are a couple of folds up behind the bumper but they won't show. Hopefully I'll never have to touch up the paint there again.

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Mike has owned his Alamo Beige MGA (see page 10) since he was age 17. It didn't always look this nice. Mike is now Registrar of the national **North American MGA Register.**



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

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President's Ponderings

MGs by the Bay

I have to start my column with a last push for our annual car show. Basically **"We need more cars!"** The venue at Bon Air is wonderful with lots of restaurants and shops. The weather in August is perfect and should be in the 70s to low 80s. So if you haven't signed up yet that's OK you can just show up on the day. Remember this is our club car show and not about perfect concours cars but cars like yours and mine that are driven every day. In fact we just came back from a 1600 mile drive from Mt. Hood in our MGB, so come on down.



GOF West 2020+1

We had a wonderful time at this event which was held at a resort near Mt. Hood, Oregon. There were lots of activities to keep anyone busy for the 4 days but the **best part was hanging out with our MG and Sorry Safari friends.** The area around Mt. Hood is spectacular and the drive to the Columbia River overlook was amazing. As was the drive to the Timberline Lodge at 6000' which will test the cooling system on any car especially an MG! There was the Car Show, Funkahna, rally and even lawn bowling. There was an auctions dinner and also an Awards Dinner. I'm pleased to say that MGOC/SSTS did very well. We won first place in our MGB, Kirk won 3rd. in his Magnette, and Rod Schweiger won 3rd in his TD. Mike and Dan won 3rd in the Funkana and Sorry Safari won the silver bowl for having the greatest percentage of club members present.

All of this made the drive up and from the event worthwhile which was challenging at times combating the heat. We took the coast route which took 2 days but avoids much of the inland temperatures such as 106° in Grants Pass. Even then we had some toasty times but survived with the rear window unzipped.

Our MGB survived the drive without incident even though on the long up hill grades the engine ran up to 215° but cooled down nicely on the downhill side. We had a wonderful time and look forward to the next one. Join us you'll have fun.

Sad news

I'm sorry to report that we recently lost Janet Veatch to her battle with metalastic breast cancer. She now joins her husband Wayne for their continued adventures in the astral planes. Wayne loved road trips in his MGB and I'm pleased to say that I had the good fortune to join him and Janet on several of them. Those cherished memories will always be with me.

Stay safe and keep driving your cherished MGs,

Andy



Janet Veatch with Wayne on another trip to Oregon, this time in Corvallis, 2013. See also pages 13-14.

Photos: Andy Preston

GoF West 2021

Stardate - July 26, 2021

Location - Mt. Hood Oregon Resort, Welches, OR

Good morning friends and family.

We made it to the resort yesterday afternoon around 3:30 pm. The resort so far is nice, and our room is very comfortable.

We started on Thursday, July 22 where Vicky and I drove up in the MGB and Lexus from Pebble Beach to Berkeley to stay at my dad's house. Took us 4 hours!!

Dad set up a room in the basement that was very nice for Vicky and I. (Thanks Dad.) The dogs liked it and the new Casper bed was very comfortable. (A little tight with both dogs on it though.)

On Friday, July 23, we met our travelling companions, Kirk and Amy Prentiss, and their Magnette and dog Maggie.

Didn't start out too well as Vicky was driving the Lexus and 2 dogs and got on the freeway heading to Sacramento instead of the Richmond Bridge! However, she masterfully used her Google maps app and got back behind us before we hit the bridge. We drove up 101 with our ultimate destination being Arcata, CA.

A little past Cloverdale, Vicky had had it with my sensible and safe driving (slow as hell) and decided to drive the B with the top down the rest of the way. It was a challenge to keep up with Kirk and Vicky as whenever they could they would drive 80 mph!!! I didn't know the B could drive that fast.

So, making good time we arrived in Arcata around 4 pm. We had a store-bought salad and a Round Table pizza for dinner at the motel.

The next morning, we set out for Coos Bay with Vicky driving the B and travelling with Harry (our dog). Harry kept wanting to sit in Vicky's lap and she kept bonking him on the head with the stick shift.

On the way to Coos Bay, we stopped in Brookings for lunch. We found the Hungry Clam that had outdoor seating and was dog friendly. A local band was playing badly near us with an arts and craft show in the area. (Get your telescoping flagpole here.)

The wait for food was 45 minutes and it was pretty good when it came. An occurring theme on this trip has been hospitality. Places are really hard pressed as they are all running short staffed. The Hungry Clam must close on Tuesdays and Wednesdays as they can't find enough employees to work there.

We got the hotel in Coos Bay and since there was a Safeway right across the parking lot, we had salads and sandwiches for dinner.

On Sunday morning we set out for the Mt. Hood Oregon Resort. Drove up to Reedsport and cut over to Eugene to hit I-5. I was in the B. The trip from Reedsport to Eugene along the Umpqua River was fun. The scenery and views were spectacular. Then we hit I-5 and drove on the straightest boring highway up to Salem. Vicky had had it with my safe driving habit (slow) and passed me like a dirty dollar bill. The Prentiss's and Vicky waited for me in Salem where we hooked back up and proceeded to Mt. Hood which we could see in the distance. We had lunch at a Starbucks. The Kiwi drinks were a little weird but refreshing and sweet. We then seemed to finagle our way to the resort by going south on 205 to get going north on 205. (Thanks, Google maps) and then hitting 212 then 26. Lots of stop lights and not very pretty scenery.

Steve's brother Brian made these with a scroll saw, paint and sandpaper. Wow! Meghan in background.



We got to the resort and since we were one of the first to arrive, we got primo rooms in the building closest to the lobby. The rooms are nice and big.

We had dinner at The Rathskeller in Government Camp (looks like "Gout" Camp on the freeway signs) and retired for the night. Thank goodness for air conditioning and earplugs. Now a note on my acquisition made before we left. Lately I have been making homemade dog food for the pups and so I needed a freezer to carry it in. Amazon had one that hooks up to the power in the car and in the hotel room. I think it works great much to the derision I get from Vicky.

We got a good laugh about Vicky bringing a bag of hangers on the trip but dammed if she wasn't right as there were not enough hangers in the hotel room for all her clothes. She even had a couple to spare for Amy.

Monday morning, we got up and went to Zig Zag and got breakfast to go. On the way we saw a bunch of MGBs by the side of the road that were no better than parts cars displayed for sale. If the price is right, I might consider getting a hard top for the B for which there were at least five or six on the cars we saw.

I also took the dogs for a walk around the property and (*pups*) Harry and Meghan were in dog heaven with all the trees and rocks to pee on. I think Harry tried to get them all marked.

That's it for now. Looking forward to seeing Brian, my brother, today and getting on with the week. (*Brian brought his own MGB from Portland.*)

More to come.....

Steve (I drive safe) Kellogg

New Member!

Welcome Robert Eberhart of Palo Alto with a 1972 MGB Roadster:

I have owned my 1972 MGB roadster for 36 years. Originally purchased from its first owner for \$800 in Michigan, it was my car during grad school and even served to carry my wife and me through a sleet storm to a hospital for the birth of our first son. When we moved to California, we brought the car, but the years of salty roads, rain, and snow had rusted my MG to its core. So, I found a California 1972 MG that was not running yet had no rust and began a full-to-stock restoration by transferring the parts from my rusted body to the other - restoring each part along the way. After eight years, completed the stock restoration, down to decals on the engine. It is garaged at our Tahoe home. We enjoy it during the summer on the mountain roads.



MG Colours

By Dan Shockey

Marty Rayman recently sent me a photo of an early Austin-Healey he saw in something of a rose (light red) color. That reminded me of the unusual TR3 and MGA colors. One thing I most enjoy about 1950s cars is the bright and unusual colors. Earlier cars were mostly the ordinary green, red, blue, white and black.

Many guys have told me that a British sports car must be dark green or that a sports car must be red. We once had a tour in the Columbia Gorge club with six MGAs, all red. (I missed the tour with my white MGA.) We joked that it was a red MGA club.

The late 1960s and 1970s again saw unusual colors like orange, purple and neon green. Some were more unfortunate like the browns. A guy in the Columbia Gorge MGA Club had an all-original 1965 Shelby Cobra in a awful reddish-brown color that was not nice but he wanted to keep it original. However most MGAs that arrived in the States in the pink (Alamo Beige) color were repainted red to sell them.

Folks mostly choose to paint their MGs in red or green or maybe black or silver though sometimes they will go for a wild color especially if it was a color original to the car. I would encourage you to look at the whole palette of colors available to your car when new. MGs that are painted those colors can really stand out at a show. And they can look great paired with wide whitewall tires for the 50s cars. Think of those 1950s Chevys with their colorful two-tone exteriors and interiors. I really think the paint schemes are what have made those cars so popular today. Just sure the color is right. We had a member in the NorCal MGA club who repainted his coupe Alamo Beige but it came out very pink.

(I remember my grandfather's bright yellow, 4-door 1957 Chevy. However Dad says he kept it yellow with a house paint brush.)

The MGA is perhaps the best example of MGs offered with the 'pastel' colors. Here is what was available for MGAs over its life:

- The usual black, red (Orient Red or Chariot Red) and a nice creamy Old English White
- Pastels - Tyrolite Green, Island Green, Ash Green, Glacier Blue (blue-green), Iris Blue (light), Alamo Beige and Dove Grey

The Triumph TR2 and TR3 came with a wide range of unusual colors: Geranium (a shade of pink), Olive Yellow, Apple Green, Beige, Primrose Yellow, Ice Blue, Winchester Blue, Powder Blue, Salvador Blue, Pearl Grey, Silverstone Grey, Pearl White (a pale yellow)

It appears that the factories were trying to determine what colors the American market wanted in a small sports car. What is your favorite? Next: 1970s MG Colors.



At left: Glacier Blue MGA at MGOC Brunch. Below: Alamo Beige MGA at GT37. (Shockey photos)

Note from Mike Jacobsen: "I have one of those Alamo Beige-repainted-to-red cars. I've always thought that's why my car, which left the factory on January 4, 1960,



is registered as a 1961 model. My theory is that the dealer couldn't sell it and finally repainted it, and by then they said it was a '61."

MGOC (Zoom) Board Meeting at 5:00 pm, Tuesday July 13, 2021 MINUTES

Call to Order: Andy Preston at: 5:06

Attending: Marcia Crawford, Ken Gittings, John Hunt, Mike Jacobsen, Steve Kellogg, Kirk Prentiss, Andy & Marla Preston, Dan Shockey, George Stenberg

Approval of Minutes of Previous (Zoom)

Meetings: May 13, 2021: *Motion:* Kirk, *Second:* Marla.

REPORTS

President's Report: Andy Preston: Thanks to all for attending the meeting.

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

Treasurer's Report: Marla Preston:

Account	July 2021	May 2021
Checking	\$10,044.94	\$10,500.71
Savings	\$9,785.94	\$9,735.77
Total	\$19,830.88	\$20,236.48

Since our last Treasurer's report we have been receiving MGs by the Bay entry fees and have spent \$906.53 on awards.

Secretary's Report: Mike Jacobsen: Six MGs by the Bay posters printed. Returned Bill Young's entry as unnecessary since he's only attending to promote his new book.

Registrar's Report: Steve Kellogg:

220 Total Regular and Family members
16 Total Corresponding and Family members
236 Total Members

One request for a roster; Steve will send a printed roster.

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

Members at Large Reports: Mark McGothigan, Ken Gittings, George Steneburg. – Mark went to the all-MG show (and visited his home town!). His report is in the July *Octagon*.

Regalia Report: Andy Preston: Will bring regalia to MGsbTB.

The Octagon Report: Dan Shockey: Nothing to report.

Website Report: Steve Kellogg: Nothing to report. John asked how many hits the site gets, Steve didn't

know off the top of his head but will check. Craig Kuenzinger is still listed on the site (and in the *Octagon*) as tech advisor but the phone number doesn't work. Steve to check.

PAST EVENTS: Skyline Mountain Tour – A well-done all around to Dan.

UPCOMING EVENTS: *We need more MGOC and SSTS events to fill the calendar.*

July 26-30 GOF West, Welches OR (610 miles).

Andy's driving in two days, stopping in Crescent City and then heading over to Grant's Pass and up I 5. So far the Hollanders are joining. 4 or 5 from SSTS, Lenci's leading. Dan & Mike will drive up on Monday, starting at 0-dark thirty.

Aug 14 Tech Session, Alameda

Aug 21 MGs by the Bay

Sept 19 Dixon Car show

Sept TBD Annual Picnic, Marcia

Oct TBD

Nov TBD Sonoma Tour, The Prestons

Dec 11 (Sat) Holiday Tea, Elaine and Mike

Jan 8, 2022 Planning Meeting, Marcia and George

Jan TBD Brunch, Moss Beach, Marla

OLD BUSINESS:

MGs by the Bay 2021. See Outline dated 7/11/21.

Tees: Waiting to determine quantities, Ken has quotes, tees will be delivered to Dan in Scott's Valley since he's closest to the vendor.

Packet stuffing: Mark will help Mike by doing printing. Stuffing will be Friday, 8/20, 10am at George's old house

NEW BUSINESS: None

BUSINESS RESOLVED ONLINE SINCE LAST MEETING: None

ANNOUNCEMENTS: Janet Veatch died yesterday, 7/12/21.

NEXT MEETING: Aug 10, 2021, 5pm

Meeting adjourned at: 5:54

Submitted by: Mike Jacobsen

Updated Oil Data

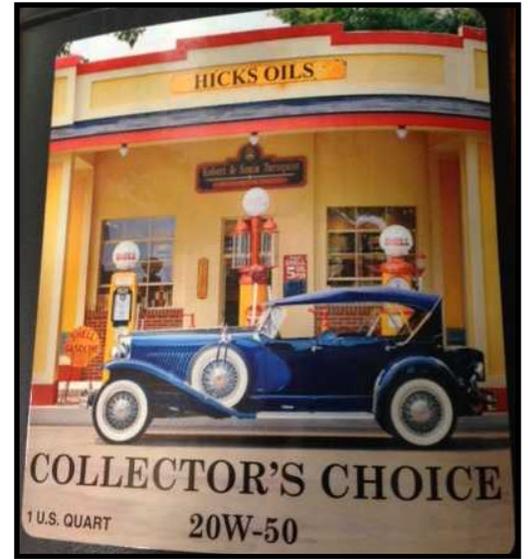
Another club member put together this updated chart of useful info in choosing oil for our "flat-tappet" cam MGs. Generally you want a Phosphorous (ZDDP) rating of 800ppm or more. Higher than 1400 is not needed.

I have been using Valvoline VR-1 available at competitive prices by the gallon at O'Reilly Auto Parts. My backup is the Rotella diesel oil. I have also used an additive like what Moss sells. There are other factors than just the ZDDP rating and weight.

Eric Baker bought a bulk shipment of Hicks Oil, good oil created for classic cars and sold by Moss. Check with Eric to get a good price while he has extra. (510) 517-2165

See also *The Octagon*, June 2017.

- the Ed



Oil	Weight	API Grade	Viscosity Index	P ppm	TBN	Base oil Grp.
NORMAL						
Castrol GTX	20W-50	SN	126	792	7.3	3
Havoline (Chevron)	10W-30	SP;GF6A	142	779	6.7	2
Hemmings Motor News	20W-50	SJ	?	1577	?	?
Hicks Oil (Sold by Moss)	20W-50	?	120	900	?	3
Kendal GT-1	10W-40	SN	152	760	8	3
Mobil 1	5W-30	SP;GF6A	170	689	9.7	4
Mobil Delvac 1300	15W-40	SN;CL4+	131	804	9.8	3
Pennzoil	10W-40	SN	154	670	8	2
Royal Purple	10W-40	?	163	?	10.1	3-4?
Xpress Lube Pro **	10W-40*	none*	108*	218*	.6*	?*
HIGH MILEAGE						
Castrol GTX High Mileage	20W-50	SN	126	? **	? **	3
Valvoline High Mileage	20W-50	SP	120	770	? **	3
Racing						
Valvoline VR1	20W-50	SN	124	1300	8.3	2/3
DIESEL						
Shell Rotella T4	15W-50	CK-4	135	1080	10.3	2?

* Petroleum Quality Institute chemical analysis shows Xpress Lube Pro to be absolutely unacceptable and even dangerous for use in an auto engine. It is not only inadequately formulated, it appears to contain used motor oil.

Remembering Janet Veatch

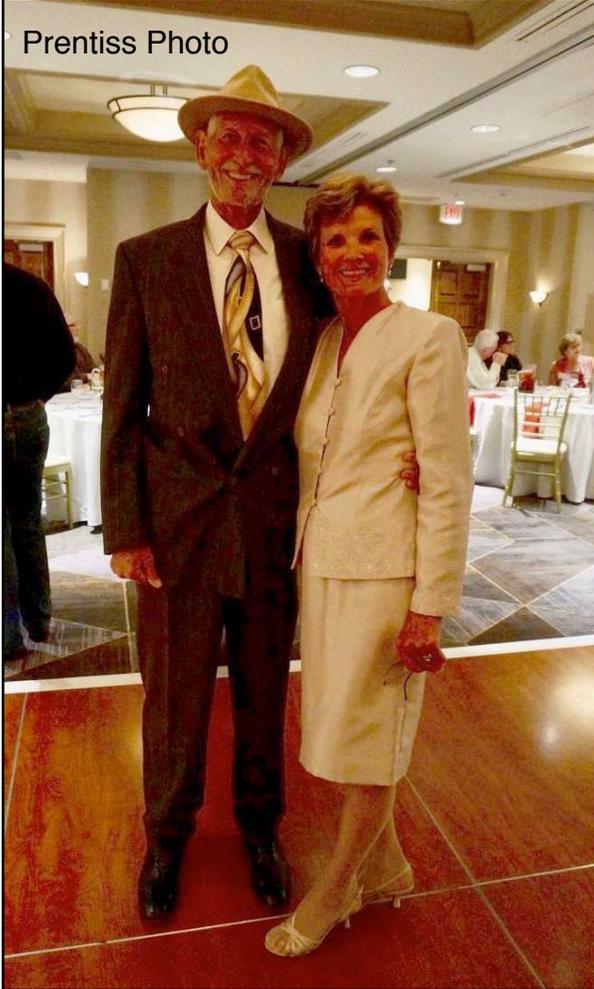
Janet Veatch, long time member of the MG Owners Club and the Sorry Safari Touring Society, passed away last week to join her husband Wayne to begin the next great adventure. She waged a valiant fight against metastatic breast cancer. She was a great lady and a dear friend.

Rod Schweiger



Clockwise from top right: 2012 Annual Banquet, 2019 Annual Brunch, San Francisco Tour 2014, North-South Meet Costume Contest 2016

Prentiss Photo



Shockey Photo



Prentiss Photo

Celebration of Life for Janet Veatch

From Will Veatch

Dear supporters of Janet,

CJ, Emily, and I would like to invite you to attend a memorial for our mother Janet on Sunday, September 12th, 2021 from 11am - 4pm at the South San Francisco Elks Club, 920 Stonegate Dr., South San Francisco, CA, 94080. Those of you who were able to join us for Wayne's memorial in 2016 will recognize this as the same venue. The location is easily accessible by car and there is plenty of parking. We will provide lunch, there will be a bar (mom was very clear on this point), and all supporters of Janet are invited.

If you think you will be able to attend, please send me an email at will.veatch@gmail.com so we can get a rough idea of headcount. If you don't email and still end up coming, that's fine too. We will have opportunities for supporters to share their memories of Janet, and we will share a slideshow, so if you'd like to make some remarks or contribute photos for the slideshow, please also use my email address above.

Thank you, and see you all September 12th.

A Note from Janet

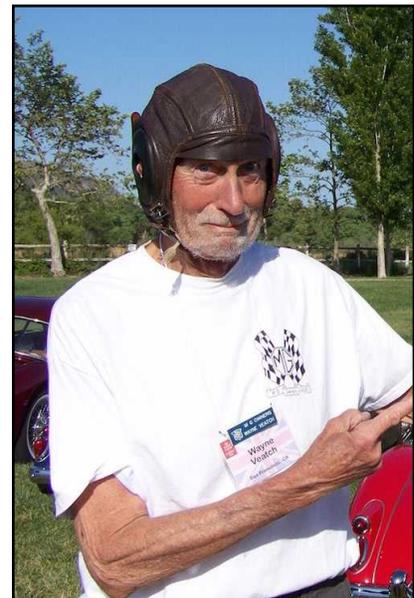
I think the picture is great and I would be delighted to see it in the Octagon. I love seeing pictures of Wayne in all of his wacky glory and I would say this one was pretty wacky and glorious.

Wayne and I had a wonderful love affair for nearly 50 years. We had 10 years of foreshadowing and 7 months of certainty about how life was going to unfold for us. We took every advantage of all of those times to appreciate the value of every day, never wasted a moment on petty issues, spoke all of our truths with one another, family and friends. And, had it not been for the last three weeks that included a lot of unnecessary suffering for him, me and our boys, we could not have asked for a better life or a more meaningful, poignant conclusion to a wonderful man who lived a charmed, gracious and full life.

I miss him terribly. But, seeing his pictures and associating with our mutual friends are some of the simple pleasures in life that remind me of how lucky I am to have had him in my life and raised two wonderful sons with him.

Looking forward to the next Octagon.

Safety Fast,
Janet



Keep Planning for 2021



SUMMER



Wed., Aug. 11, Little Car Show, Pacific Grove

Sat., Aug. 14, Concours d'Lemons, Seaside

Aug. 14 Tech Session will be rescheduled

Sat., Aug. 14, San Francisco Old Car Picnic, Golden Gate Park, www.sfcarpicnic.com

Sat., Aug. 21, MGs by the Bay, Greenbrae



FALL

TBD: MGOc Club Picnic

Sept 4-5, MG Display, Highland Games, Pleasanton, SSTS

Sunday, Sept. 19, Dixon All British Show & Swap Meet

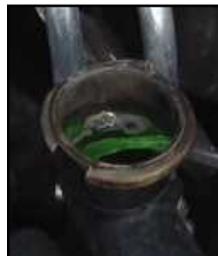
Oct 15-16, Sierra Tour, Chico, SSTS

Nov. 10, Sonoma Tour, MGOc, Marla & Andy Preston



Mike J. orally recovers coolant from his overflow tank after the climb up Mt. Hood. See the green flow. Shockey photos.

Right: Mike and Kirk tackle the funkhana in the ZB Magnette





Member Notes

From Bill Trail:

Employee found a TD on Craigs List, Gilroy area. "MGTD, '51, PARTS." That is the heading exactly.

Route from Andy:

Hi Dan this is the route that we are taking avoiding the 100F weather in Redding/Redbluff. The Hollanders will probably be joining us. We're leaving Rohnert Park on Sunday July 25 and arriving at Mt. Hood Oregon Resort on Monday July 26.

Sunday July 25

I think the easiest place to meet is at Starbucks 6277 Commerce Blvd at 9:30.

Stop for lunch in Garberville around 12:15.

Arrive in Crescent City around 4:00. We're staying at the Ocean Front Lodge in Crescent City

Monday July 26

Leave Crescent City at 8:00

Stop for lunch in Cottage Grove around 12:15 (or perhaps further north)

Arrive in Mt. Hood Oregon Resort around 4:00

That's my plan so far but we're flexible.

Travel plans from Mike:

I'll meet you for Dawn Patrol Monday morning in Fairfield as planned. I will have a small cooler in the passenger footwell for water to drink. Going to Welches ought to be easier than going to Denver and I've done that several times. If Elaine was coming, we'd definitely be taking the Preston Scenic Cruise Route.

Jack Ford here and still kickin:

For the past eight years, or so, I have shown my TD at an event in Los Altos Hills, Ca. It is The Los Altos Hills Family Picnic on July 25. It is held in La Purissima Park in Los Altos Hills and features games, BBQ, Music, etc. It is always well-attended. The car show is well organized and participants receive two tickets for a BBQ Chicken Dinner along with beverages and dessert. It is fun and the attendees truly appreciate the cars. The cars occupy a separate field adjacent to the fun, games and food.

I plan on showing my TD as well as leading the band. The organizers are hoping to show some new (old) cars to mix in with the usual Detroit Oldies.

The event is for residents only. However, car owners and one guest are invited to participate. Upon check-in (between 9:30AM and 10:00AM), owners are given two meal tickets for an outstanding BBQ lunch, beverages and dessert. The car show uses a separate entrance to the grounds and residency is not required. Make plans for next year!

From Former Member Steffi Rollins:

Paul and I just got a copy of The Octagon through the Magnette Group—great newsletter! We belonged to the SF club before moving up to the Pacific NW. We ran into George Steneberg in Reno when they had the big MG event and were so glad to his J2 all finished—a labor of love and many years in the coming. Anyway, hope you are doing well. I noticed you're not in the database for a comp'ed newsletter from the old club, so added you back.

Info from Marja:

Wayne Metz from the Greater Bay Area Metropolitan club was asking about MGs by the bay. Is there a flyer I can forward to that group? I realize the registration is on the website.

From Carl Brown:

We didn't have plans for GoF and we tried to see if the trip could work. Mt Hood is a beautiful spot. Dian retires at the end of the year so no commitments after that. Future GoF should be a go then. We still have the 66 GT but it is down with a burned valve and I've neglected opening that can of worms to repair it. You know how it goes, engines out rebuild it, clean up the engine bay, paint it, do the interior... I take it around in the neighborhood occasionally to keep it oiled, it's a fun car. Our fiddle jams and other musical outings, like MGing, came to a halt last year but we may get music going in a limited fashion in September, we hope. See you on the road,

Update from Marja:

I've been getting the Metropolitan engine broken in... just over 300 miles driven so far. Yesterday I tried to drive it to Camp and found I have issues with the clutch. Reservoir is very low and I'm now trying to find the leak. Not fun working on the gravel driveway in the blazing sun. (It's 90F in the shade and this is not urgent.)

I've got the car jacked up a bit and on stands and I'll go out again this evening to see what's what. I hope to resolve the Met issue swiftly.

The bees are thriving: 30 gallons of honey in jars and another 40 or gallons on the hive I have yet to extract. I have not signed up for the Little Car Show this year. (I'm leery with the Delta variant running rampant.) And I've not yet decided about MGs by the Bay. The Santa Cruz British Motorcar Club is planning a show in Boulder Creek in the fall.

From Rye Livingston, Activities Chairman, Triumph Travelers Sports Car Club:

If you want to show your car to the masses, and this is free sponsored by Hagerty and eBay Motors, sign up for this event in Pacific Grove during Monterey Car Week. <https://montereykickoff.com>

If you can take a LONG day, Concours on the Avenue in Carmel is the same day.

It goes from 10AM to 5PM, and this Monterey kickoff is from 3pm to 7pm, so leave Carmel about 2pm you can do both!

From Marty Rayman:

Thanks for the 100,000th MGA article. It was enjoyable to read just now with my afternoon macchiato. Here's almost 6 year old Luca going for an illegal drive (can't be in the car 'til 12) around the neighborhood.



Below: From the Abingdon Rough Riders, TC club newsletter.

Dropped in to Jim Silva's shop, with Norman and Bill Traill. Jim is doing upholstery for Sorry Safari's Rod Schweiger for his very cool hot rod. It's a Chevy V8, automatic trans 32 Ford. Body is very correct looking aftermarket but frame original. Forgot to photo them, but rear shocks are TD! Note brake drums – there are disc brakes inside.



Vikingsholm Tour Sept. 23

Tom Doyle has confirmed with his wife, Heidi, that she will be offering a rolling Vikingsholm tour on Thursday, 23 September 2021. Tour group members will meet in the upper parking lot of DL Bliss State Park (CA 89 and the west shore of Lake Tahoe) at 3:30pm and will caravan down to the Vikingsholm mansion on the shores of Emerald Bay, Lake Tahoe. The cost is \$65 per person which includes a drive down to the mansion from CA89, a tour of the mansion, Q&A with the tour guide, and a wine & cheese event in the courtyard of the mansion. The tour will finish around 7pm. Only 15 cars will be allowed on the tour due to limited parking down by the mansion.

This is a fund raiser for the Sierra State Parks Foundation which is a 503c3 organization <https://sierrastateparks.org/>

Payment can be made by check to the Sierra State Parks Foundation, PO Box 28, Tahoe City CA 96145 and write Vikingsholm Tour 9/23 in the memo section of the check.

Please let Tom Doyle know you will be attending so he can manage the number of cars signed up for the tour. If you need hotel/motel recommendations contact Tom Doyle.

RSVP to Tom Doyle: wtdoyleii@gmail.com; 520-220-6228

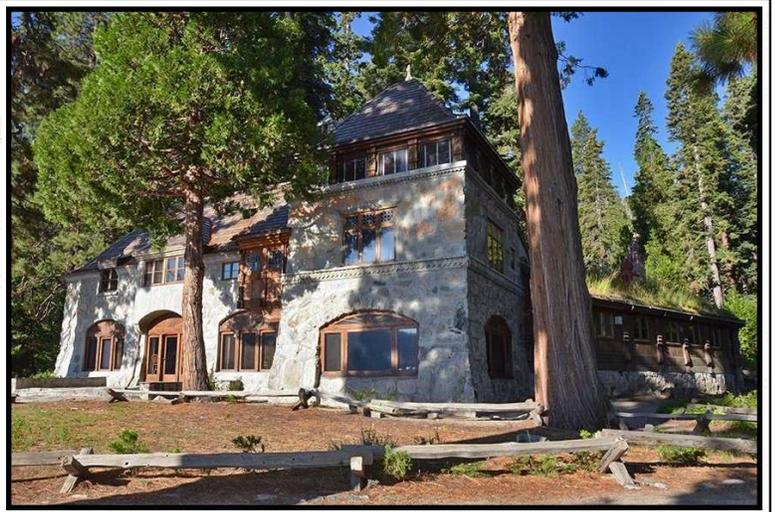


Sierra State Parks Foundation

The Sierra State Parks Foundation believes that the Lake Tahoe-Donner area California State Parks are unique treasures worthy of our support. Join Us We fund projects and educational programs that connect visitors with our rich cultural heritage and natural resources. Events Because of our work and advocacy, our parks will continue to be places of inspiration [...]

sierrastateparks.org

Vikingsholm is located at the head of Emerald Bay, one of the most photographed spots in the United States. This magnificent structure, now a national and California landmark, is considered one of the finest examples of Scandinavian architecture outside of the Nordic countries. The property on which Vikingsholm is built includes 232 acres of Tahoe's most beautiful vistas, the only island in Lake Tahoe, and the only waterfall that flows directly into the lake. It is a great destination for a day of sightseeing, hiking, boating, and swimming.



Spotted carved into a main lenthil beam at Timberline Lodge. The symbol for "Snow Moon." Native American origin of the Happy Face? - Ed.

Lifted from the *Rough Rider Review*

How to sell a TC

This is a nice, frame-up compassionately fully restored 1946 MG TC with Right Hand Drive. Possibly imported to the USA after WW2 by an American GI. Most everything has been rebuilt to like new including the engine, clutch, transmission, rear axle, brakes, gauges, etc. Many new OEM replacement parts like Carburetors, Fuel Pump, Exhaust System, etc. Plus a few nice nice hidden upgrades like the sealed roller bearing rear axle kit, Lucas digitl replica fuel pump, etc.

A few minor items remain for the weekend restorer like hooking up the windshield wiper wiring, bolting down the seat cushions to the floorboards, but nothing difficult or expensive.

Not overly restored, with most chrome and the wooden dash show the original patina. Not a concours queen, but looks and drives like new. It starts easy and I drive it about once a month to a car show or enthusiast gathering location, or enjoy a Sunday day drive in the Hollywood Hills. It is regularly invited major collector car events like the Graystone Mansion Concours in Beverly Hills. Has been featured in Magazines and Wall Calendars, and is registered with Hollywood Pictures cars for movie prop rental.

Registered as a Collector Car in California.

SOLD 7/11/2021 - Car sold to Mike Colwell, Morgan Hill, CA, after being owned for 15 years by motojournalist Jim Gianatsis.



With that photo, he got his \$35,000! Does anyone know the new owner, Mike Colwell in Morgan Hill?



Classified Ads

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

Import Car Mags: almost a complete Hemmings Sports and Exotic and British mags from the early aughts. Free to pick up in Pinole. Text or call member Brian at 415-350-3365. brianappraiser@gmail.com (Posted 7/21)

1972 MGB: In Arizona club. Red, overdrive, pack-away top, service records, purchased in Placerville 20 years ago. John at 480-227-2395, john.snider@cox.net (Posted 8/21)

MGA Engine: Free! 1500cc. Runs well. Just pulled from my coupe. Can deliver. Also many MGA and MGB spares for sale. Dan Shockey. 309-696-0803, magnut_dan@hotmail.com (Posted 6/21)

MG TD for sale: 32,000 original miles with new paint and interior. It's red. Purchased new by Carole's uncle who let Carole drive it to University. It's a Vancouver, BC, car. Rear end pumpkin was switched which allows you to go 65mph easily. We drove it 1000 miles recently with no problems. Member Walter, (408) 768-0214 (Posted 08/21)

1978 MGB: Red with tan interior, Wires, \$8,000. Dee, deepark36@gmail.com (AZ, Posted 06/21)

TD Stuff: Pair bumpers, bumperette, good chrome, see pic above, T literature, Shelly Jack - best offer. Member Marty Rayman, 415-250-6299 (Posted 6/21)

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* or MGOCSE.org

Buying and Selling

By Michael King, Editor, *Spark & Spanner*, South Alabama British Car Club, April 2021

Last month, I wrote that I sold my Corvette and bought a 2011 Jaguar XFR, so we could get my wife a new truck. I've had no regrets, but buying and selling four cars was more complicated than I expected.

Let's start with the "easiest" purchase—my wife's new Ram 1500 pickup. We spent one Saturday afternoon visiting several dealerships to confirm our preference for the Ram, and bought it the following Saturday at the dealer in Milton, Fla., who had a truck in the trim level and color scheme she wanted. I made what I thought was a fair offer, they countered, and we reached a compromise closer to my number than theirs. The finance manager made all the paperwork very easy (they actually use a touchscreen system) and we were in and out in a couple of hours.

Buying the Jaguar was also relatively easy. I found the car on eBay, asked the seller a few questions through the site, made an offer, and was accepted. Paying for the car was a bit more complicated—eBay likes PayPal, which I have, but after an attempted fraud, I no longer have my bank account linked to PayPal, so everything was going through my credit card. I paid in part via PayPal and wired the rest.

I mentioned last month that I sold the Corvette to a dealer in Ohio. They really did their best to make that transaction go well, but since I still owed money on the car, they had to pay it off, wait for the lien to be released, get a paper copy of the Florida electronic title sent to me, and arrange to pick up the car. The dealer's representative arrived on April 20, nearly seven weeks after I agreed to sell them the car.

Finally, perhaps the most complicated transaction was selling my wife's old vehicle, a Chevy Avalanche. I'd had poor results the last time I tried to sell a car on Craigslist, but sold that car quickly through Facebook Marketplace. That's where I started with the Avalanche, and I had someone very interested, but they did not pan out, and new leads stopped coming. I then turned to eBay, and sold it in an auction format, achieving my reserve. The fee was just \$55.

With Facebook and eBay, I had several scam attempts. Watch out for "buyers" who offer a cash price if you will end the auction early, especially if they ask you if you have a payment account.

Since I've not used "Bring a Trailer," I reached out to two members who have.

Scott Paradise sold a 1974 Triumph TR6 there, and said this:

I am convinced that Bring a Trailer is the best way to get top dollar for your car. That said you have to be patient. It takes weeks after you submit the car for it to come to auction. Take good pictures. If you can't take good pictures hire someone that can. And lots of them. There will be lots of questions about the car. Answer every one of them and do not get snippy. If someone ask for a better picture of your particular part of the car, take it and get it posted. In other words, be patient and accommodating. Finally, do not be too worried about the bids being low, because as you know the real fun doesn't start till the last 5 minutes.

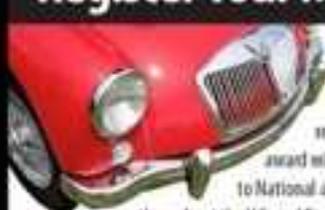
Jim O'Brien, who recently sold his 1965 Sunbeam Tiger on Bring a Trailer, added this:

I would echo everything Scott said. I like the format because you get scrutiny from all sorts of folks and it gives an opportunity to fully describe the car: good and bad. I was pleased with the outcome and the buyer is happy as well.

Happy sellers and happy buyers—I'm sold.



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



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

***The Annual All British Motor
Vehicle Show and Swap Meet
September 19, 2021***

***Due to attendance limitations, there will
NO be day-of Registration***

Current Covid-19 restrictions prevented us from holding the Dixon Car Show in May of this year, but we are happy to announce that we have secured the date of Sunday, September 19, 2021 at the Dixon Fairgrounds in Dixon, CA!

We hope to return to our May date in 2022.

All reservations must be made in advance, either online or by downloading a flyer and mailing it.

Come See the Evolution of British Cars



All British Motoring Show and Swap Meet

Presented by the
United British Sports Car Club
www.ubsc.org

Dixon Fairgrounds September 19, 2021

<http://www.ubsc.org/Registration2021.html>



Dan and Mike in their 3rd Place Funkhana finish - GOF West
Photo: Rod Schweiger

