



# 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!*



Photo and art by Barbara Tapp. Plein Aire painting at its finest. Glad she can do cars so well.



at Dixon, Sept,  
2021

## October 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.

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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.

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### COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Mike Jacobsen** at 415-333-9699 or [MikesMuseum@yahoo.com](mailto: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. 1<sup>st</sup>, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10<sup>th</sup> 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 15<sup>th</sup> of the month preceding the issue in which you want them to appear. Please email all contributions to [magnut\\_dan@hotmail.com](mailto: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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Welcome



*Virus Permitting*

## MGOC Annual Show & Picnic Saturday, October 23, 2021

11:30am-12:00pm: Club Meeting

12:00 -2:00pm: Picnic

Tilden Park in the Berkeley Hills, the Padre Picnic Area

The park is reached via Canon Drive, Shasta Road, or South Park Drive, all off Grizzly Peak Boulevard in Berkeley.

Come enjoy a day in a lovely park with old and new friends who share a love of MGs. Bring a picnic lunch or your favorite meats for grilling. George will fire up the BBQ\*. MGOC will supply charcoal, ice, drinks and cups. \* If the park permits fires this year



# From the Editor

Dear Hardy MG Folks,

30 September 2021

We do have to be very hardy to drive such old cars that were not that reliable when new. John Hunt surprised me by telling me his 1971 MGB/GT is now 50 years old. Many people consider 5-year-old cars as non-entities.

Of course we are also aging and coming up with hardy is tougher all the time. Now we are spoiled by air conditioning and power everything. Fortunately we live in a gentle climate.

It feels like we have a full slate of activities again with British car shows and other events happening. Of course, use your good judgment on what you should participate in. We want you to come to events but not at discomfort or risk.

I had been waiting for a Brit car swap meet for ages. Dixon has been canceled the last three springs but we were able to get it in this past month. I took a truckload of stuff and came back with a 1/3<sup>rd</sup> load of stuff. I gave away what I couldn't sell. I then took many things to the landfill. They take metal of all types without charge. Time I lighten the load.

It is tough to be realistic about what projects I will ever get to. It is also tough to give up parts that I may need some day, like cylinder heads and cranks. But they are heavy. One of each per car should be enough to hang onto! My 1500/1600 MGA motor went to a good home, to be rebuilt into a stock MGA. (It is a 1500 block that has been bored to 1600 spec +0.020.)

I hope to see you soon.



**Dan**

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APR09



Art by Phil Frank for a GOF West event.



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Mini Owners of America San Francisco (MOASF) and Blackhawk

### About this event

Mini Owners of America San Francisco (MOASF) and  
Blackhawk Museum present:

30th Annual All British Motor Show. This event is free for  
spectators!

British Motorcycles always welcome !

### Date and time

Sun, October 17, 2021  
8:00 AM – 2:00 PM PDT

[Add to calendar](#)

### Location

Blackhawk Museum  
3700 Blackhawk Plaza Circle  
Danville, CA 94506

### Refund policy

Refunds up to **7 days** before event

This is the 30th MOASF annual car show and the sixth year the event will be co-hosted by the Blackhawk Museum! Marque for the show this year is the Jaguar E-type marking the 60 year anniversary of this iconic car.

Please join us at the Blackhawk Museum to be part of the British Auto scene featuring beautiful marques from all of the isles. Please register early to show your car or motorcycle. Autos are placed by marque so early registration helps place autos with their marque.

- Show cars arrive 8:00 AM
- Open for public 9:00 AM
- Raffle Prizes/Awards 1:00 PM
- Show ends 2:00 PM

Motorcycle Registration is \$25. Automobile Registration is \$35.00 (includes Eventbrite fees).

To Register click on "Tickets". Pre-registration ends on Friday at 7PM, October 15, 2021. Day of Show Entry is available but fees increase to \$30 for motorcycles and \$45 for Automobiles.

We use PayPal processing (PCI compliant) for credit/debit card transactions. To pay with a credit/debit card 1)Checkout and Place Order, you will be directed to the PayPal screen. 2) at the bottom of the screen select "Pay with Debit or Credit Card", fill in information and 3) Continue as guest.



# New Members!

**Welcome Philip Strause of Richmond with a 1977 MGB.**

**Welcome Kevin Kemper of Meadow Vista with a 1968 MGB/GT among other British Classics.** Kevin also has a British Car Service and Restoration Shop - Sierra Classic Sportscar.  
<https://www.sierraclassicssportscar.com>

"Thanks! I am glad I finally joined, and look forward to you all at events, drives, etc. We keep pretty busy with MGs around here, among other British classics."

Kevin

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bhiland@ontheroadagainclassics.com www.ontheroadagainclassics.com

**Welcome Ahmad Alaadel of Los Gatos with a 1958 MGA Coupe.**

"I have owned a 1958 MGA Coupe since 1991, which I fully restored at the time. Unfortunately I did not have a chance to enjoy driving it as much as I would like, Work and travel kept me away, so it sat covered in the garage for the last 30 years with the exception of short drives every couple of years after the dreaded battery change.

"I was newly retired when Covid hit - homebound and going through my toy box for entertainment I discovered how much fun it is playing with my MGA!

"And here we are... me and my grandkids."

Regards, Ahmad







## President's Ponderings

### Lions Club Car Show

Earlier this month I attended the inaugural Lion's Club Classic Car show in Corte Madera which attracted over 100 cars and I'd say over 1000 spectators, may be more. The show's co-organizer was our own Bob Bundy who did a fantastic job. MGs were well represented and many club members took the opportunity to showcase their cars.

It was a toss up between MGs and Jags to which marque was best represented but I think the Jags beat us by one car. It was great to see so many young people looking at all these old cars and taking a real interest in them. Perhaps there's hope for our hobby after all if this is anything to go by.

The Best of Show Award went to one of our club MG friends, Scott Pinsky who was showing his 1966 Jaguar XJ13 replica for the first time since it was finally completed after many years. Only one Jaguar XJ13 was ever made by Jaguar for competition in Le Mans in the 1960s. Unfortunately it took too long to develop and by the time it was finished it was no



longer competitive against Ferrari and Ford and so never raced.

The one owned by Scott is spectacular and finished in BRG and even has the rivets in the body! It's powered by the same V12 engine as the original. It was definitely the favorite of the show and drew the biggest crowd. Way to go, Scott!

### Up Coming Events

On Saturday October 23 we have our Annual Picnic in Tilden Park, many thanks to George and Marcia for organizing this. This is always a fun time and we have the picnic area reserved for our group which is covered by the club. I'm not sure yet if they will allow BBQs yet. See the flyer for more details.

On Wednesday November 10, Marla and I will be leading the Marin Tour (was the Sonoma Tour). We plan and driving up to the top of Mt. Tam and then down the other side to Rancho

Nicasio for lunch. See the flyer for more info. **BTW Vaccinations are required for this tour!**

Stay safe and remember that every day is "Drive your MG Day".

Andy



# Adding MG Storage

By Dan Shockey

Most of us MG enthusiasts in Northern California are faced with a perpetual shortage of space for our cars, spares and tools. Garage space is often limited and has to be shared with other family member needs. You might consider building a shed beside or behind your house. MGs are small and don't need a lot of room to get past a building so you may be able to add a gate to a fence to bring a car into your yard. Sometimes you can disguise the gate to still look like a solid fence. I did that in my San Jose house. A couple blocks of wood can get you over the curb.

The transitional Craftsman house (circa 1920) I grew up in had a very small frame garage that could only have fit a Model T. Dad called it a "lean to." It "leaned to the east," he said. He remembers one very cold January when I rebuilt the front suspension of my TR3 in that garage.

Nearly all cities allow a 'garden' shed to be added to your property of up to 120 or 125 sq. ft. without a permit. Some folks have built more than one such shed on their properties. It isn't clear if there are limitations on how many you can have. It helps to have a yard that is not too open to view by neighbors and to have sympathetic neighbors – or neighbors doing their own additions. Neighborhoods with an HOA are a special problem and can be very restrictive. I have seen HOA 'agreements' that do not even allow you to change oil inside your garage.

A small shed allows you to step into additions. Build one and wait to see if anyone complains. Then add a carport or an extension or even build a second one.

You need a hard shed with a solid floor to keep rodents from your prized MG. It is helpful to have electricity as well for lights and to be able to run rodent repellents, heaters or dehumidifiers. Cities can be very restrictive on that so you may have to be 'creative' in getting 'temporary' electricity to the units. It seems like Northern California cities have softened up on these restrictions in recent years but best to be cautious.

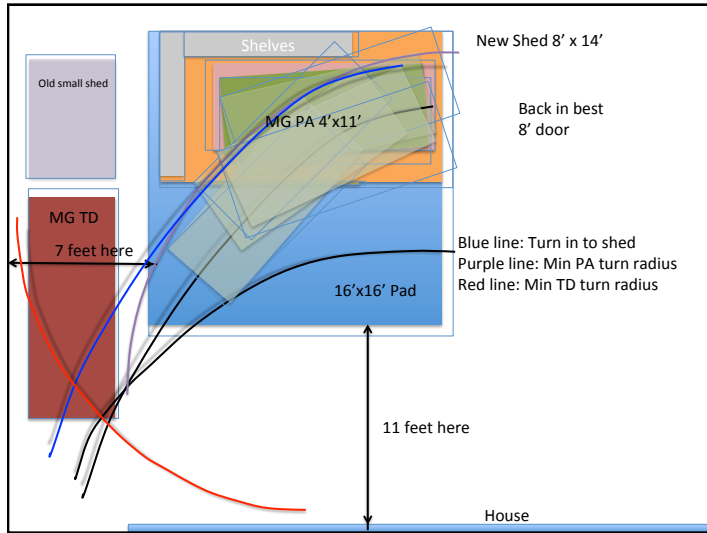
An active MG enthusiast in Orange County has 3 low metal sheds. These are large enough to hold an MG in each – though you have to remove the whole front of the shed to get them in or out. He used them for long-term storage. Where there is a will, there is a way.

I purchased my home with an eye to adding storage space. The house is on a ½ acre hillside and somewhat country. The prior resident had built a 16x16 rental in the back on a custom concrete pad. (Very ambitious for a renter!) He had to remove the structure when he left but the pad was there directly behind the 2-car garage. Also by removing and changing the fence beside the garage, there appeared to be enough space to move an MG along the side to the back.

Andy Preston has this shed in his back yard. "I constructed the shed myself with the help of a friend. It fits an MG very nicely and has lots of shelf space for spare parts. I place plywood over the grass to get the car out. I can't believe you can fit your PA in your new shed. It looks very tight."







There was a large, rusting old shed on the "RV pad" above my house. I planned to get rid of that so there would be no net shed increase. It was in poor shape; rather than keeping rodents out, I found two large rats living in it when I cleared it. Life is an adventure!

I spent a lot of time trying to decide what to do to utilize the pad and sidewalk "driveway." Originally I thought to add a door to the back of the garage and drive through to a new shed behind. But that meant giving up the laundry area that was in the garage space. I spent time at Tuff Shed and web sites looking at options. Tuff Shed builds sheds with plywood floors but I already had the nice concrete pad. I really needed a very small garage. They build garages but not in that small a size. I ended up hiring a friend of Thuy's to build a 120 sq. ft. shed (8' x 15') that I could access from the narrow sidewalk. He did exactly what I wanted and it was less expensive than the prefab sheds. He also built a carport cover on the side.

This has served me well. Until last fall, I put the tiny MG PA Midget in the shed. It required me to steer it back and forth or use a floor jack to get it in there but I used the carport for extended work. And I was able to store a lot of spares and things inside. It was fine.

Last fall, I decided to remove the 'pergo' type flooring in the garage (another renter addition so he could sublet the garage) so I could better work on the MG in there. Underneath pergo is plywood over 1x4 spacers and hard foam insulation. It was impossible to move a car on a jack over such an uneven, 'soft' floor.

I ended up with a lot of plywood, 1x4s and insulation panels. I then realized that I had the makings of a temporary 2<sup>nd</sup> shed. That would allow me to pull the MG straight in and free up space in the first shed. That would allow me to move stuff from the laundry area and remodel that area as well.

I only had to buy 2x2s for the shed walls and a roll of roofing. The 1x4s made the roof structure. I had very little plywood and insulation left over after insulating the walls and ceiling. This structure is just larger than the tiny Midget in all dimensions and can be readily dismantled or even rolled away when the time comes. I painted it with whatever exterior paint was marked down at the hardware store (\$5 a gallon.) This was a lovely shade of pink. I have picked up some \$5 gallon gray paint since that I plan to repaint it with to help it blend in with the concrete wall behind it.

You can add storage space to most house situations. The 120 sq. ft. shed is a great solution where you can use it. If you are in an HOA, you will



need to be very clever in your approach.

This was my shed right after construction and before I moved in. The TD went to the house garage where the MGA now lives in its place. The pink mini-shed fits where the TD sits near the concrete block wall. At left: loading the PA alongside the garage.



# How to Power the Coil – Let Us Count the Ways

By Mike Jacobsen

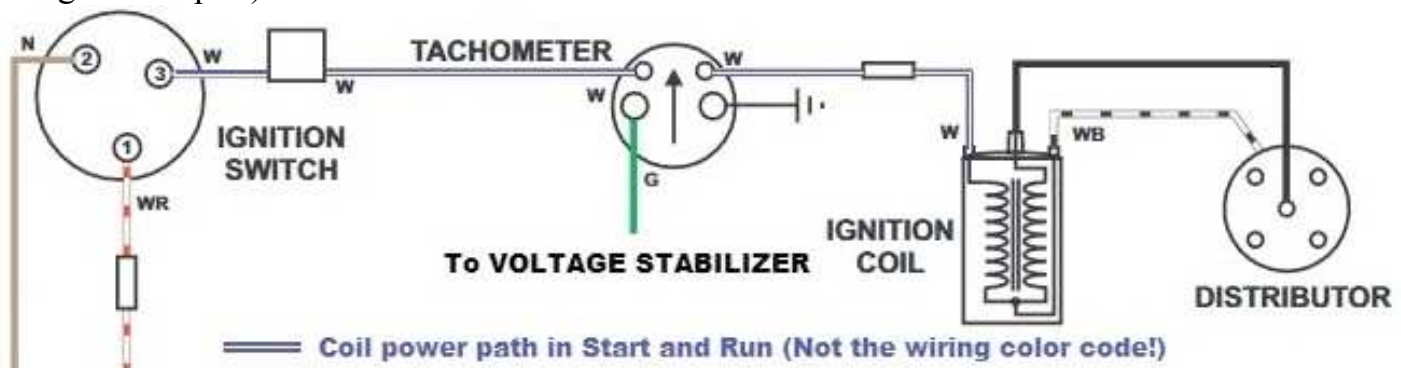
One day my GT's engine shut off on its own. No sputtering, so it wasn't out of gas, and no loud noises, so there was probably nothing broken. It was as if I'd turned it off with the key.

After coasting over to the side of the road, the first thing I tried was to restart it. Do the easiest thing first, right? The motor would start, but then stop as soon as the key moved from the Start to the Run position.

A little testing revealed that there was no power to the coil when the key was in the Run position, but there was power in the Start position. I didn't know why that would be, but a jumper to the coil from a switched 12V terminal made the car run so I could get back home, 120 miles away.

Back home, I started looking for what went wrong. This type of failure made no sense to me. The coil is powered when the ignition switch is in the Run or Start positions, right? It turned out that was right, but beginning sometime in 1974 the way the coil is powered changed.

Early cars sent power to the coil over the same wire when the ignition switch was in either Start or Run positions. Here's an example from the late sixties (I've removed some wiring to make the diagram simpler):

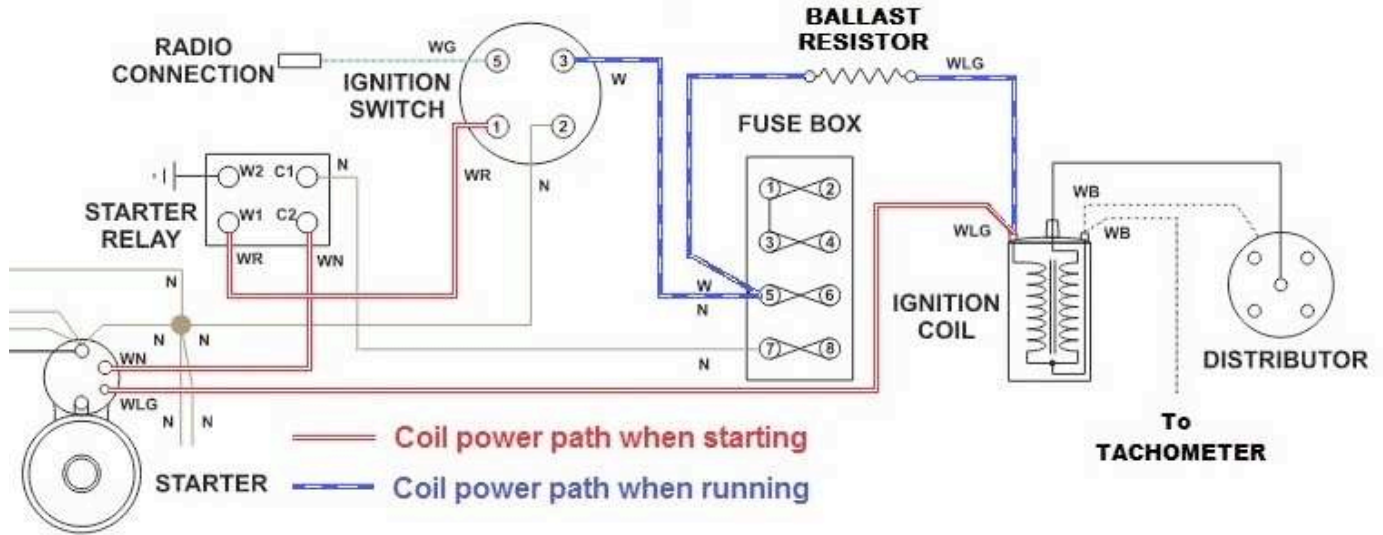


My 74½ GT has an ignition system that uses an unballasted coil. This type of coil requires less than 12V. There's a resistor in the circuit to the coil, and it drops the voltage to something like 8V. Power for that circuit comes from the ignition switch when the key is in the Run position.

However, when starting, the coil gets a full 12V from the battery. The brief overload isn't harmful and the extra voltage to the coil results in higher voltage to the plugs, making the car easier to start. The power for that circuit comes from the starter solenoid when the key is in the Start position.

So there are two circuits feeding the coil: one for running and one for starting. When running, the coil gets a lower voltage from the ignition circuit with the key in the Run position. This circuit includes a ballast resistor inside the harness. But when starting, the coil gets a full 12V from the starter solenoid, which is only powered when the key is in the Start position. The lower voltage circuit for normal running isn't powered when the key is in the Start position. I modified a section of a wiring diagram to try and show this:





I don't know when MG began using this system. My 74½ has it, but it doesn't show up in the wiring diagrams until 1975.

As nearly as I could tell, the ballast resistor (or ballast wire) failed in my car. Since rewiring the car is a future project and the new harness is on the shelf, I've left the coil at a constant 12V for now. I know that's not good and could overheat the coil, but it's been fine so far.

This happened awhile ago. What prompted this article was that a friend's 1971 MGB ignition switch failed and was replaced with a new switch a second friend had. After the switch was installed, the car wouldn't "catch" in the Start position but would in Run. The problem turned out to be the switch – it was meant for a newer MGB, one with two circuits to the coil. The fix was to run a wire from the starter relay's switched terminal (the one between the relay & the solenoid, C2 in the diagram above) to the coil's supply terminal. Then the car would start normally. A better fix would have been to install the correct ignition switch, but one wasn't available.

And don't ask how they run the fuel pump in the Start position...



Friends don't let friends drive with the wrong ignition switch.

Dan Shockey working at left.

At right, John Hunt headed for the hills to test the new switch.

Hunt photos



# Lion's Club Show Pictures



The red Brit car show!

Promoted by our member Bob Bundy.



Andy and Marty get their red MGAs set up for the show.

Marty said it appeared the Bugeye was no longer than the hood of the Lincoln.

Photos: Marty Rayman





## ***MARIN TOUR 2021 - Mt. Tam to Rancho Nicasio***

**Rancho Nicasio is a fully vaccinated restaurant and proof of vaccination is required.**



***View from top of Mt. Tam***



***Rancho Nicasio Restaurant - Marin***

**Date: Wednesday, Nov 10, 2021**

**Tour leaders:** Andy and Marla Preston 707 795 3480

**Meeting Place:** Safeway Parking Lot, 1 Camino Alto, Mill Valley. Take 101 north or south and exit at E. Blithdale Ave and head west for ¾ mile, then turn left onto Camino Alto and the Safeway Parking lot will be on your right after ½ mile. There is a Starbucks next to Safeway for refreshments.

**Time:** Meet at 9:30 for a 10:00 departure

**Tour:** We will be driving to the top of Mount Tam which is a fairly easy and gradual climb. On a clear day the views are spectacular and on a cloudy day surreal as you are above the clouds. You can see San Francisco, the Bay Bridge, the Golden Gate bridge towers, Tiburon, Belvedere and the Pacific. There is a visitor's center, look out point and bathrooms. There is a parking fee of \$7 per car.

After enjoying the views we will continue north along Shoreline Highway to Rancho Nicasio Restaurant for lunch. If the weather is pleasant we can eat outside in the gardens otherwise we can eat in the dining room. Face masks are required. Select your lunch choice from below:

Cheese burger w/fries 16

Fried chicken sandwich w/fries 16

Fish and Chips 18

Butter lettuce salad, blue cheese, dried cranberries, apples, walnuts, Italian dressing 12

Prices do not include drinks or tax and tip.



There will only be one check for the entire group, so **please bring cash.**

**Please RSVP:** to Andy or Marla Preston at 707 795 3480 or [marlapreston@hotmail.com](mailto:marlapreston@hotmail.com) by Nov 3, **with your lunch selection**, so we can confirm lunch reservations.



# Member Notes

From Mike Jacobsen regarding **MGs by the Bay** photo:

Dan, I let the little guy of a "tender age" on the bottom of page 10 sit in my car. What a hoot - I don't think he could see over the dash.

From President Andy – see flier for the tour

We need to find a restaurant with both indoor and outdoor dining just in case it rains. We're working on it but have several ideas.

Note: Alan Campbell is looking for a supercharger for an XPAG. If anyone has a lead please email or call him. email opisgroup@aol.com or call Mobile: (818) 437-7100

From Mike in Morgan Hill:

So I was aiming to get the 64 Midget done for the fall British car show (in Morgan Hill). But I guess that's cancelled. Alas, I have been working on a tonneau cover. The RHD and the roll bar means a lot of custom work. I've also been working on a sunshade. As you know open top cars in CA can be scorching in the sun. Cheers

Fire update from Tom Doyle:

We're out of Tahoe and enjoying Utah. Glad we left when we did .. wish my MGC/GT was here but what are you going to do? This is such an amazingly place to escape to. We look forward to tomorrow's adventures in Zion

Thanks from Andy Preston:

Hi Marty (Rayman.) It was very kind and thoughtful of you to send a gift in the amount of \$100 to the MGOC in appreciation of all the help and advice you received while acquiring your 1962 MGA.

It is very difficult to find a really good MGA in great condition that runs as good as it looks and yours is one of those rare finds. Congratulations and we'll see you on the road in the near future.

Move info from Dan Shockey:

I towed the MGA to Orange County yesterday. It arrived with the front wheels splayed out. (They were strapped to the dolly and I use a safety chain also holding the car to the dolly.) The left side hemisphere had unscrewed from the steering rack. I am glad it didn't happen while I was cruising at 75mph. I have had some rattle from the steering (on bumps) and suspect this has been loose forever.

From Dave Gallagher:

Yep, we're moved down into south San Jose now geeze for almost a year now. The J2 is still on jack stands at the moment but Bill and I did manage to get the tires mounted at least. Before I moved I did a lot of work on the hubs etc. to get it rolling again so I could move it and while I was doing that there were a few things where I was missing parts and couldn't quite do it perfectly correctly. Of course I didn't write them down and so the first step is going to be digging back in and figuring out what exactly I skipped. Fortunately I'm currently two weeks into a six-week sabbatical from work so I should have the time if I can find the motivation, haha.

From Amy Prentiss:

I just got around to reading the newsletter and thoroughly enjoyed it! Thank you for ALL you do each month to keep us together and moving forward! Great publication!

From former Peninsula T Register member:

I was contacted by the late Lew Reader family about the sale of his two SAs and an L type. There is an incredibly detailed web site with 1100 pictures. They want to sell the collection intact, with a huge number of parts. The web site is [3mgs.org](http://3mgs.org)

Update from Marty Rayman:

We displayed our MGA in three car shows this Summer. It was a delight. Today there was a car & motorcycle show at Bon Air Shopping Center. One MGA was entered, the grey MGA that won 1st place in MGA's at the MGOC August show.

I've been driving the MGA a.k.a. Gary, a lot & smiling. On Thursday night I drove it out to W. Marin & drove back after dark with the almost full moon lighting. On Friday I drove out to W. Marin again, this time with my Rivendell bike on the rack. Today I drove to the Bon Air show & around. Take care. Cheers,

My 36 y.o. son is visiting from Brooklyn. He really admired the new MGA much more than my other son. Today he got to take it for a drive in West Marin.



# Keep Planning for 2021

## FALL



**Sat, Oct. 2, Drive Your Midget Day!**

**Oct 15-16, Sierra Tour, Chico, SSTS**

**Sun., Oct. 17, All British Motor Show at Blackhawk Museum, Danville. See page 5.**

**Sat., Oct. 23. MGOC Club Picnic, Tilden Park, Marcia and George, See page 3**

## WINTER



**Wed., Nov. 10, Sonoma Tour, MGOC, Marla & Andy Preston. See page 13**

**Sat., Dec. 11, MGOC Holiday Tea, Elaine and Mike, San Francisco**

**Jan. 8, 2022. MGOC Planning Meeting, Marcia and George, Berkeley**

The Rough Riders (TC club) organized a small group to visit MGOC member Robert Ford's garage in San Jose. He is creating a second MG TA special to a very high standard of work. Photos from Jim Carlson.



## It was a British Invasion...

The Santa Cruz British Motorcar Club and the Boulder Creek Business Association hosted the first **Ramble to the Redwoods**. More than 40 British vehicles participated.

The SCBMC hosted two tours - one met up in Los Gatos the other started in Watsonville and the groups converged on Boulder Creek this past Sunday for this first car show I have ever seen here. It was a lovely day in the Santa Cruz Mountains for displaying our classic cars. there was live music, plenty of locals, and the usual Santa Cruz Mountain weekend tourist crowd.

My globally dispersed family meets up via Zoom every Sunday and I joined them from the show and walked along the cars describing them to my uncle in the Netherlands, my brothers and their families in New Jersey, and my Dad in Texas. This was their first ever car show - ya gotta love technology!

It's always difficult to choose a favorite, but the '39 Jaguar that took seven years to complete due to WW2 was impressive. This car is owned by a Boulder Creek resident and is driven regularly.

I was kept busy chatting with friends and neighbors as well as many strangers asking questions not just about the TF, but also the Metropolitan - which I was showing for the first time.... and yes it is British made! Rick would be thrilled to know his nearly 30 year old restoration still has what it takes: the TF took "Best MG".

The local photographer took this great photo after the awards...

The **Ramble to the Redwoods** was a great success and may become an annual event -I'll keep you posted!

from member Marja van den Hende

More notes: Good turnout and many spectators. A good day. Hopefully to be repeated in the future. The Metropolitan had lots of admirers - I was little surprised. I came home with "Best MG." Rick would be happy to know the car still has what it takes...







SLV Steve was the paid photographer for the event. His photos are those at bottom here. See:

<https://slv-steve.smugmug.com/>





# Dixon All-British Show & Swap

Some of our members made it out to the Dixon Fairgrounds for this event. I am not sure how many went but I saw Kirk and Amy and heard that Barbara Tapp and Eric Baker were there. I was very busy selling in my swap space. I didn't get away until the awards were well underway. Some folks had left by then.

Most the folks I met at my space were from the Central Valley or the Foothills. I was fun to meet folks and hear about their cars and stories. I needed to clear out a lot of extra parts that I have accumulated. I did pretty well, getting rid of the large items like my 1500/1600 engine and my wooden pedal MG. I took in about \$400. I gave away many items.

Dan Shockey



Dan's swap space at left. Author's photo.

MG 1100 below by Barbara Tapp

MGA row by Dan





## At Dixon....



Shockey photos.

Unfortunately many of the cars had already left. The people were seeking shade at the awards ceremony.







## Special Midget in Morgan Hill

Mike M. has been having a creative time with his Midget during the long Covid hours. He added a "Bimini" top to provide some shade from the hot sun. The wild bonnet (hood) is of fibreglass. Needs a shark fin and a tail on back!

- Dan



## Classified Ads

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

**MG TA Tickford:** Member Bill Hiland is selling his very special coach-built MG. Fewer than 40 are believed to still exist. Finished in the 'Cream Crackers' paint scheme, the MG is in excellent condition. In Morgan Hill. \$75k. (409) 314-2675, [bill.otrc@gmail.com](mailto:bill.otrc@gmail.com) (Posted 10/21)

**1959 MGA 1500 for sale:** Running and partly restored. Owned since 1970s. Valued at \$20k. Will accept best offer. In Danville. Carole 925-786-7746, [Caroleschmitt@comcast.net](mailto:Caroleschmitt@comcast.net) (Posted 10/21)

**MGA Parts:** As a service to members, I am passing along a source of MGA parts, including gearboxes, engine, radiators, rear end, disk wheels, fenders, door, removable hardtop, axles, hubs, and a new short tonneau. In Modesto. I have no info as to the seller. Leave message at 209-765-8989 (posted 10/21)

**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](mailto:john.snider@cox.net) (Posted 8/21)

**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)

**TD Luggage Rack** Great shape! Member Marty Rayman, 415-250-6299 (Posted 10/21)

**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](http://MGOCSE.org)





## Member Notes - Continued

Last Saturday was a car show in Corte Madera. Bob Bundy invited five MGs & grouped us together. The tall blonde lady was with the Mercedes dealership. Gotta love the Bugeye Sprite that's about the length of the Lincoln's bonnet.

This Saturday is the Tiburon Classic Car Show. Once again we'll be showing the MGA. This show will have 90 autos, with Ford the special marque. We'll will be outclassed but its location is magnificent. Bob Bundy got me into this one too.

This was the third time that I participated in the Tiburon Show, this time with our MGA. Having been in two other car shows in the past two months, I thought that prep'ing the MGA would take no time at all. Wrong! When I looked at the whitewalls, I knew I was in for it. Now I know why my dad said never to get whitewall tires. Gary, who sold me MGA, told me the whitewall cleaner to use. I had it & it worked great. Sure glad that I didn't have sixty spokes/wheel to clean as well! There was a heavy drizzle as we drove to Tiburon & I learned that the windshield wipers worked well enough to get me there! Cheers, Marty

### Show report from Barbara Tapp:

Hi Dan, I did not see you today. I recognized a few people and thoroughly enjoyed seeing the variety of cars. Lots in the 60's decade .

Loved the MG 1100, I was familiar with the Morris 1100 but not an MG. They look similar from the tail end. The MG Varitone Magnette was in mint condition and club member Rich was there with his MG Midget.

I sat in the shade listening to retro sixties British songs playing over the loud speakers to sketch Dave Hicks and his 1969 Primrose MGB/GT. I was a bit rusty but it gave me a chance to study the beautifully designed lines of his MG. A great fun day spent as an MG enthusiast. Cheers,

### 'Just putting this out there' from Marja:

If you might like to see a small collection of British vehicles, there will be a small (~40-vehicle) car show courtesy of the Santa Cruz British Motorcar Club and BCBA

in Boulder Creek this Sunday, Sept 26, between 10 and 2. Cars will be lined up along northbound Hwy9 between Scarborough and BC Pizza. I'll be there with the TF and will have the Met on show also.

### Danville Show from John Hunt:

The All British Car Show in Danville is back on Sunday, October 17. It's always a fun one, below is a link: <http://www.allbritishmotorshow.com/#/home>

### Response from Andy:

Hi John, I plan on attending this year. E-type Jags are the featured model so I'll take mine.

### Request from Wali Sultani:

Just following up to see if there is still interest to set up any training or troubleshooting sessions. I still haven't been able to move my car due to concerns that I might damage it if it hasn't been given the once over after storage.

Any chance I can get some help from an experienced member to help go over the vehicle and ensure it's mechanically safe to drive. I plan to move it to SF once it's ok to drive. Thanks for your help.

### Robert Ford Tour from Jim Carlson:

The tour was fun. I got to see some guys I have not seen in years. Thanks for inviting me. Here are a few photos if you want for the newsletter.



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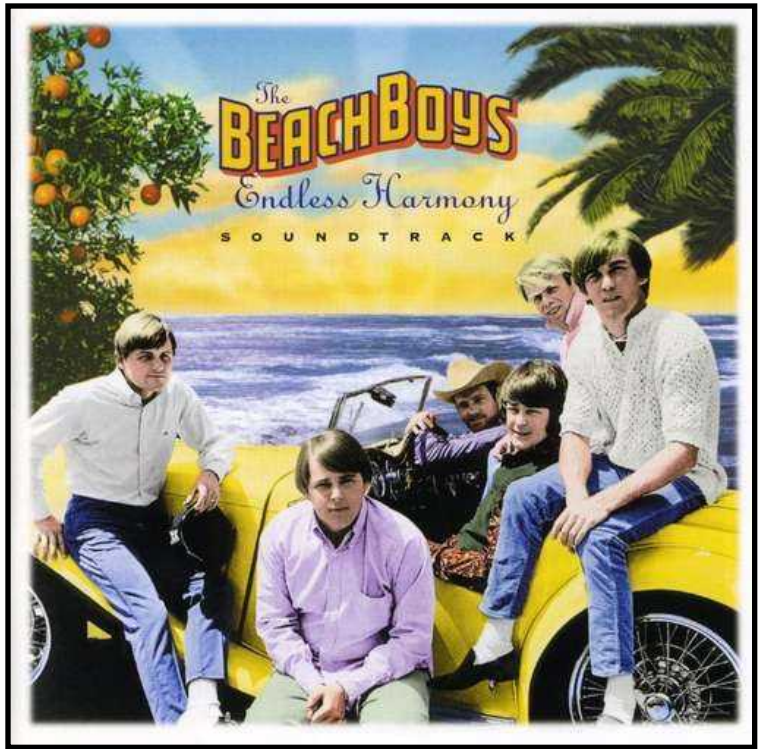


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MG Magnette ZB Varitone at Dixon. Photo: Barbara Tapp

