



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!

Mt. Hamilton Run!



New Member Stephan with his bright red MGB
It was a beautiful day in the neighborhood!

Shockey photo

October 2017

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 subgroup 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. 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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Join us for the Sixth Annual British Fall Classic!

The Sixth Annual British Fall Classic car show will be held downtown Morgan Hill on Sunday, October 15, 2017. The local Tour will be held the day before (Saturday, October 14th) and On the Road Again Classics will again be hosting a wine reception for show registrants and their guests.

This juried show will feature exquisite British classic cars represented by revered marques such as Rolls Royce, Aston Marten, Jaguar, MG, Morgans, Triumph, Austin Healeys and more. You don't want to miss out so be sure to put October 14-15th on your calendars now! **Pre-Registration Required**

Go here to register now: www.britishfallclassic.com

Or call: (408) 782-1100 (Bill Hiland)

Our Title Sponsors are again Ladera Grill Restaurant and On the Road Again Classics.

Other sponsors to date include Heritage Bank, Hagerty Insurance, and Guglielmo Winery. We welcome other sponsors and your ideas for sponsors we should approach.

This show would not be possible without all the help we receive from volunteers. We are assembling our teams now for: parking and judging - these are critical jobs!

We also need volunteers to help out Saturday with the tour - getting signatures on release forms, passing out water etc. And, we need volunteers to help set up, serve, and clean up for the reception Saturday.

If you are willing to help out please contact Mary: hiland641@gmail.com.

From the Editor...

Sept. 26, 2017

Readers, beautiful sports car weather. I hope you are able to get out the MG. We had such a great time on the tour up Mt. Hamilton, down the backside and through the valley north to Livermore. I rarely get my fill of winding roads in the sport car. That day I did. The MGA was running wonderfully, too.

"Almost Heaven... Country roads, take me Home... to the Place I belong..."

I took the PA on that same route a dozen years ago. I remember that the long section of rather fast (for that car!) downhill curves was scary in the PA with its marginal brakes and skinny tires. At one curve I was certain we were going over the side. I was mentally apologizing to my loved ones. The road seemed better this time. I remember a lot of loose pebbles making me skid.



I am looking forward to the Pebble Beach event this weekend. Steve asked me to put together a presentation about the Pebble Beach sport car races and the roads they used. I'll put that info into an article as well, for you who miss the drive and powerpoint. Did any of you attend those races before they ended in 1956?

Sports car racing grew up alongside the growth in interest in driving these cars on the street. When you bought a sports car in the 1940s, 1950s or 1960s, you were joining a fraternity of sporting people. You took the car on rallies, gymkhanas and races, and watched your heroes race.

A man approached us at The Junction on the back side of Mt. Hamilton. He purchased a new MGA Coupe in 1961, his first car after getting married, and was active in MG club events in Oakland. Probably our club though he wasn't sure the name of the club. He sold it a few years later and bought a new Porsche 356C coupe. You could still catch the gleam in his eyes.

Three decades ago, *Road & Track* published a story about a time to come when all the cars were largely protected from crashes and it was hazardous to drive your MGB for fear of being rammed off the road by one of these beasts. I feel it has come true for us in the heavily populated areas. Perhaps the club should rent a storage building out of the area to keep our cars for drives. But we like them close.

How about a British sports car focused retirement community? Large houses near the golf course for those with Rolls and Astons. Cozy bungalows for us MG folk.

Lots of events yet this year. Hope to see you!

Dan

Dan and PA

Mt. Hamilton, 2005



MG

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OCT09



President's Ponderings

Today, I'd like to talk about our first outing with the local Jaguar club. The reason for this is to try and encourage MGOC members who haven't attended any of our events to "Just do it". You'll have fun.

I've been a member of the local JAG (Jaguar Associates Group) for over 3 years and like many of you never attended any events, tours or lunches. I got the monthly newsletter and read it and thought about attending some event but never did. You're always a little nervous about trying something new and don't know how you'll be welcomed and treated.

A couple of weeks ago the JAG tour was in the North Bay starting in Marin and finishing in Napa. We live in Rohnert Park so decided to sign up and give it a go. We were close to home so if we had car troubles we could make it back easily. The only JAG person I knew was Les Hamilton whom I'd met a couple of times at car shows and he was the tour organizer and a very friendly outgoing person. So at least I'd know someone.

Something that Les did which I thought was a great idea was to send out the driving directions a couple of days before the tour. (I'll do this on all tours that I lead in the future). This made me feel far more comfortable so I could see we were going and not get lost and also how we'd get home.

This was a combination Jaguar and Ferrari drive and we met at the Jaguar Dealer in Corte Madera. WOW! We couldn't have been made to feel more welcome by everyone, especially the JAG President, Dorothy Smith. Ironically the Ferrari President was driving a Jag because his other car was in the shop!

We had a wonderful day with really nice and friendly people and believe it or not knew a couple from the Ferrari club (also MG owners) and a couple who I knew from work. In fact we've already signed up for their next drive in the Vallejo area and the overnight President's Rally in the Three Rivers, CA.

The reason I'm telling you this is that we were nervous and somewhat apprehensive about attending a new car club and had a great time. So to all of you out there who haven't been on an event yet please think about it; you'll be welcomed and hopefully have a fun time.

The next tour that Marla and I are running is in the North Bay on November 11. I know we have a lot of North Bay members so let's get together and do it. The flyer for the Sonoma Tour is in this *Octagon*.

Take care and drive safely! **Andy**





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MG is alive and well in the UK at the 2017 British Auto Show. Nice red color!

MGs at JLS poster art by John Blakemore



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Heights of Danger

A 1953 film called 'Heights of Danger' has recently been released on DVD. It's really a film for the older child and the star of it is, without doubt, the TD (GRX 960 I think). It's black and white but shows glimpses of some interesting places back in the 1950s including Prescott.

The film itself is only 57 minutes long but there are MG publicity films as bonus features after it, which are well worth having.

- Safety Fast 1948, 9 mins.
- Goldie Gardner EX-135 at Bonneville 1951, 3 mins.
- Stirling Moss EX-181 at Bonneville 1957, 3 mins.
- MGA Twin Cam Production Model 1958, 3 mins.

It was priced in one catalogue at £14.99 plus postage, but I (some net person) got mine ex-stock at Amazon, free postage, for £9.99!

Start: Starbucks Corner of Mission and Las Palmas, Fremont

Time: Meet at 10:00 AM to sign in

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

Stops: Robertson Park (rest stop)

End: Melo's Pizza 4433 1st St. Livermore (925-371-4499) soups, salads, sandwiches, and pizza – menu at: <http://www.melospizzapasta.com/livermore-1> (YELP gives Melo's 4 stars)

Route Summary: The route ends in Livermore after touring the windmill country east of town. We travel up Mission Blvd. through Niles Canyon (SR84) to Livermore, Vallecitos Rd., Concannon Blvd., and Tesla Rd. (becomes Corral Canyon Rd.) to Tracy, then Valpico Rd., S. Lammers Rd., W. Schulte Rd., and Patterson Pass Rd. ending at Melo's Pizza in Livermore. Total route length is about 71 miles. If you bring a two way radio, we will be on channel 5.

Windmill Run

Everyone Welcome!

Saturday Oct. 21

Shockey Photo

NOTE: Watch for bicycles especially on mountain roads.

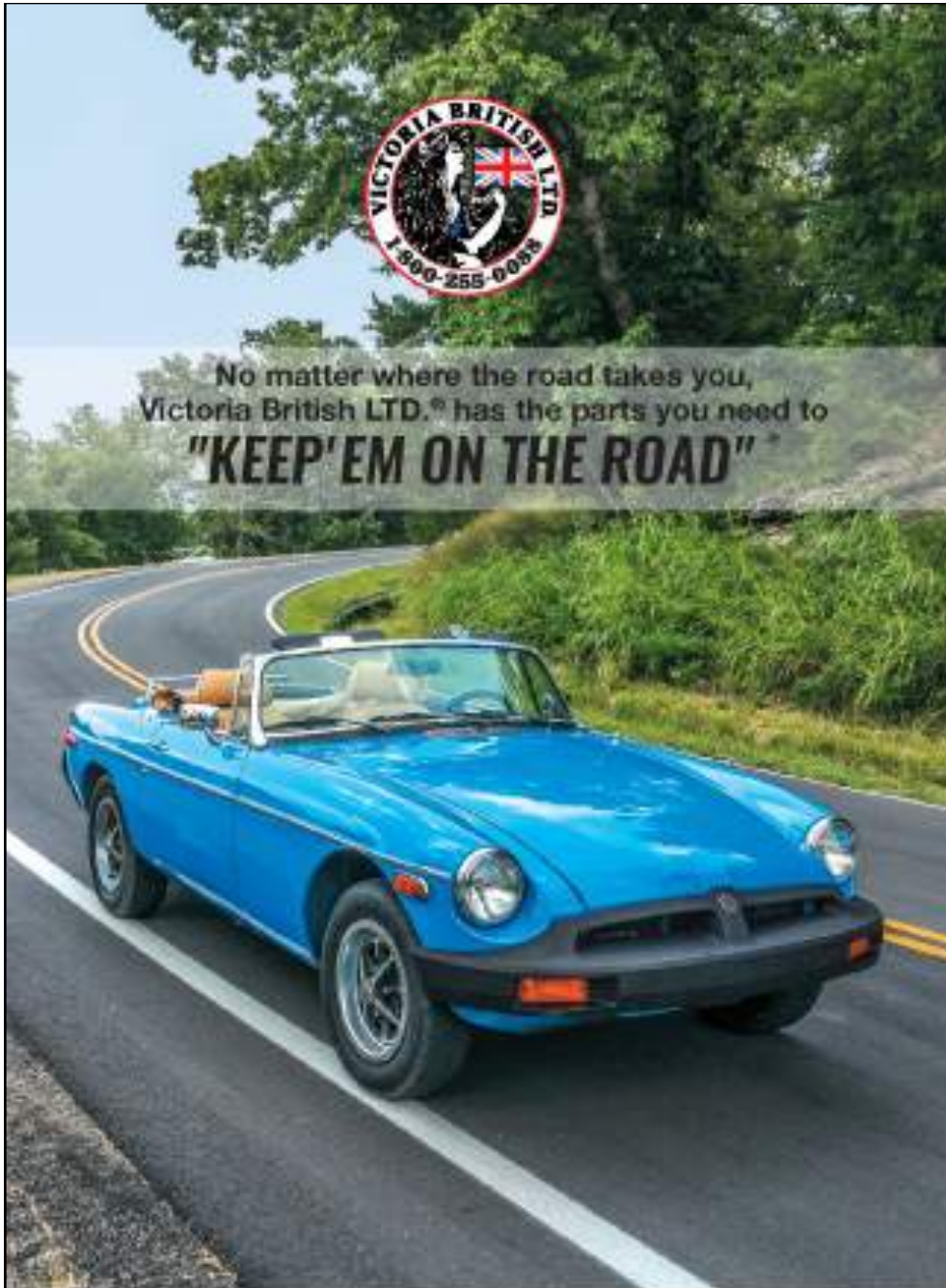


Tour Leader: Dave Marsh 650 964 2341

email: marshes1@yahoo.com

Let Dave know you plan to participate

It was inexpensive Lindberg plastic models that drew me to sports cars. I never saw any real ones growing up. There was a TR3, an XK120, a 300SL and a Sprite as well. Pretty good models despite their low cost. I remember pushing them around my bed. It was partly the airplane glue, I think... I painted this one to match the 1600 roadster I restored in 1984. - Dan



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Save the Date!

The MGOC annual dinner will be at lunchtime on Saturday, January 20, 2018. We will gather again at Hs Lordships on the Marina in Berkeley.

Not quite a free lunch but a very good lunch at a cost moderated by the club. All you can eat at the buffet. This is a fun event that is well attended.

We want you there!



Formal dress optional!
 (Kilts accepted)



In Good Company: Italian MGCC trip to Croatia

Seventy-three MGs, a beautiful SA, K1, VA's, various T's, lots of A's from around Europe, one very famous MGA from Oz (Australia), quite a few B's, a few Midgets and one Frog-eye, and a few modern MGFs and TFs. Plus a lot of very very nice people from all over the world, and a great trip involving lots of long lunches and great driving and filling a few ferries on the travels.

(Note the hoods up and the wet deck.)

from Dominic Clancy, Switzerland,
June 2017

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Mt. Hamilton Poker Run

by Dan Shockey

A fabulous time was had by all! Especially by me. Thanks to Ken Gittings for organizing this tour and for creating the handsome trophy. Ken found a good place to meet, near Starbucks and Taco Bell, close to the freeway, and arranged perfect weather for this drive. We had MGB roadsters, Ken's MGB/GT, Vern's 1964 Midget and my MGA Coupe. Marcia Crawford used this opportunity to test out her new car, just picked up the evening before. She let George ride along. Ken let us draw the first of our playing cards for our poker hand. Exciting!

Shockey Photos

Club members Coni and Doug Hollander, Dave Marsh and new member Stephan Meier brought the MGB tourers. Joanne and Vern Lindsey brought Vern's 1964 Midget that he purchased brand new in the last century. What a treasure! What a man!

Tops down (where possible), Ken led us on back roads to the Mt. Hamilton Road. The day was clear with warm sunshine but perfect temperatures. Not too many bicycles on the drive. Not too



crowded at the Observatory, just enough bicyclists and motorcyclists to appreciate our MGs. We heard that the BMW (car) club had been there earlier. The views were great and it was just a little chilly out of the sun. What a day!

New member Stephan Meier had his bonnet up checking things over. The bikers were very friendly. One leather-clad lady wanted to check out each MG and learn what each button did. The gift shop opened but we didn't wait for a tour of the observatory from 1889.

Ken led us down the Backside with more great roads to The Junction where some folks ordered burgers. They smelled so good! There is not a straight section of road on these 40 miles. I got my fill of curves for once.



Mt Ham Poker Run (continued)

Marcia kept her foot down in the new car to be sure to give it a good workout. What fun!

From The Junction we headed north toward Livermore with even more curves, these a bit faster and scarier. The roads were nicely paved all the way. The MGA was running perfectly. No one had any problems that I heard of. How perfect!



We ended up at a pizza joint in Livermore. By then we had 5 cards in our hands. Ken let us trade cards before we laid them down. I had gathered 3 kings and 2 jacks and won with a full house. Doug and Coni came a close second with a flush. Two of my kings were both diamonds but Ken said he put 4 decks of cards into

the bag. Ken assembled a wonderful trophy prize with a functional clock. (Obviously not an authentic MG clock. See photos.) What a tour leader!

Thanks again, Ken.





Marcia looming large in my rear view mirror in her new Toyo-MG. The MGB tourers out front. A rare nearly-straight section of the road. So close and yet so far from San Jose. You missed a good one.

Photos: Dan Shockey

Below: Another view of Ken's handiwork

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Pebble Beach Races, 1950 to 1956

by Dan Shockey

Right after WWII, a thriving sports car racing scene was established across the country, most active on the two coasts. The level of cars and racing developed very rapidly. MGs and MG clubs were the mainstays at the beginning of this phenomena.

Our own MG Owners Club has a strong relation to these times. The original MG Car Club for the Bay Area became the foundation for the SF Region SCCA. By 1957, the need for an MG-only club was apparent and the MG Owners Club was formed from the nucleus of the older club.

The early races, racing cars and racetracks were rather homespun and low-tech affairs, using whatever roads or paved surfaces were available. Surplus WWII airport runways were sometimes utilized such as Sebring. The MG Car Club organized early races at Buchanan Field.

Into the 1950s, the races were club racing, like our SCCA regional races or vintage races. Gradually a high-end professional class emerged with European racecars ran by those with money to win it. In the 1950s, an interesting mix of the Ferrari, Maserati, Porsche and Jaguar racecars mixed with production cars and home-built specials. Some of the specials were very successful. We saw all that at the Pebble Beach races.



Burt Levy Descriptions

Burt Levy described the racing scene of the 1940s and 1950s in his fictional series. He described Pebble Beach in his book, *Toly's Ghost*:

“The west coast had a hell of a selection of tracks, too. Even if a lot of them were pretty makeshift: Torrey Pines in the fall - Road racing at the Sacramento Fairgrounds - Then at the Glendale Airport - Palm Springs in December - Back to Torrey Pines again - Followed by Palm Springs in February”

“Races damn near every two weeks. There was sportycar racing around Hansen Dam, near Los Angeles. (Clark Gable was honorary Grand Marshall). A new racetrack called Willow Springs out in the desert near Palmdale. Airport racing at Santa Barbara, not to mention events at Stockton, Bakersfield, Santa Maria, Seattle, San Diego & Pomona. Why, they’d even had racing right through the middle of Golden Gate Park in San Francisco!”

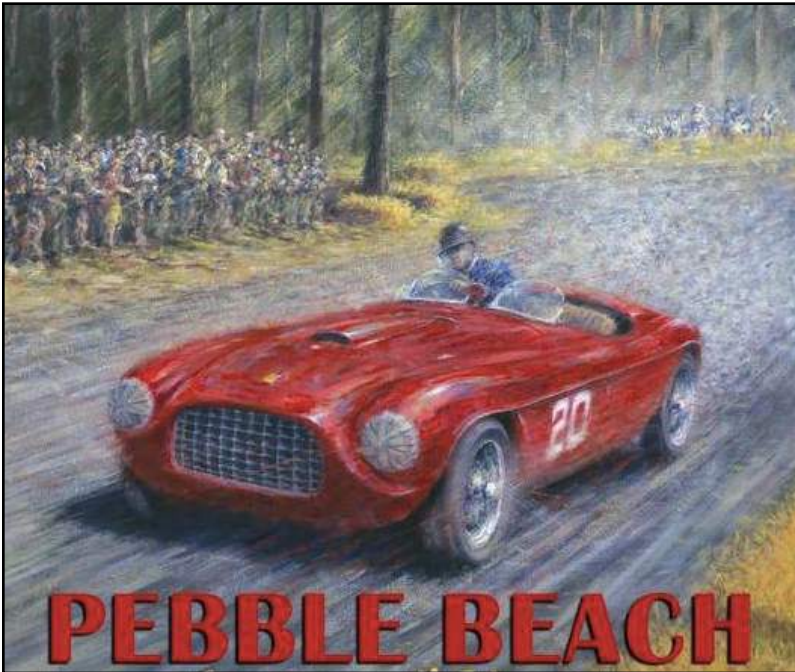
“But the real jewel in the crown of California road racing had to be Pebble Beach out on the Monterey Peninsula.

“Some sharp property developers connected with the Del Monte money were busy creating a very exclusive resort and residential area in the dramatic, handsomely forested hills along the Pacific coastline, They saw the kind of people – and bank accounts! – road racing attracted to places like Bridgehampton and Palm Beach. So they rightly reasoned that a set of road races might be just the ticket when it comes to pumping up the local real estate business.”

Pebble Beach Races

Burt goes on to tell us about the last race at Pebble Beach in 1956: “The pole position was taken by experienced west coast Allard star Bill Pollack in the iffy-handling but bullet-fast-out-of-the-corners HWM-Chevrolet. And – ahem – ahead of established hot-shoes like Phil Hill, Carroll Shelby and Jack and Ernie McAfee (who, by the way, were not related) in four of the best and fastest Ferraris in America. But the qualifying results said as much about the racetrack as anything else.” (Burt Levy Quotes)





Art from a Pebble Beach Concours poster



A youthful Kjell Qvale was a prime mover to establish the Pebble Beach races. Shown with starter Al Torres. Dried straw better than tobacco?

MGs at speed on the Pebble Beach course. I like the Chevy wagon. Is it a 1953/4 model? Is that a Jeepster?



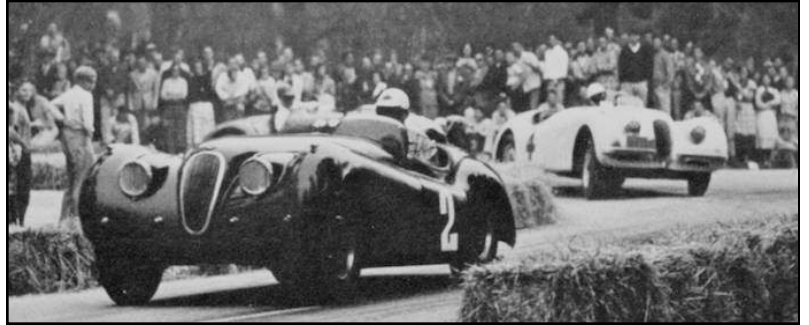
Race Track Conditions

Parts of the track were not paved initially, but were dirt roads. “The road was narrow, bumpy, up- and downhill lined with trees, the corners were mostly tight, claustrophobic right- or left-handers and there was only one straightaway anywhere long enough to let the long-legged, LeMans geared Ferraris and such into top. And then only for a moment before it was time to haul them down again for the next tight, twisty section.”

(Burt Levy)

The Racers

“Pollack’s HWM-Chevy was basically a raw, stout, cycle-fendered contraption originally built by two Brit racers and intended for 2.0-liter competition with a four-banger Alta engine under the hood. The HWM cars ran pretty well in Europe in 1950 thanks to being reasonably light and straight-forward and having a young gent by the name of Stirling Moss as one of the team drivers.” (Burt Levy)



Pollack won two earlier Pebble Beach races in his Allard-Cadillac, in 1951 and 1952.

“Typical west coast procedure – spiff it up a little cosmetically, put oval-track hardware here and there underneath and stuff a hot-rodged Chevy V-8 between the frame rails.

“Eventually it kind of earned itself the nickname, ‘The Stovebolt Special.’ One driver who watched it from behind said it ‘handled like a wet eel on a hot plate!’ but the damn thing sure could *squirt* when the road straightened.

“Besides, once the light, tightly-gearred Chevy special got in front, just where the heck were you going to pass the blessed thing? I mean, it was usually full-tilt sideways through the corners and off like a short-fused rocket down the next straightaway. Plus Bill Pollack was a tough, experienced take-no-prisoners kind of driver...” (Burt Levy)

1956 Race Report

“As expected, Pollack smoked away from everybody at the start, but soon he was being chased down by Phil Hill and the two unrelated McAfees in 3 Ferraris and Bill Murphy and Lou Brero in Kurtis Buicks. Hill found a way around Pollack, and quickly started pulling away. He was driving the exact same, “ex-works” Ferrari 860 Monza we’d watched Fangio and Castellotti win Sebring with just a month before.” (Burt Levy)



(Did Pollack lose power?)

“Meanwhile Carroll Shelby was clawing his way up through the field in another Ferrari Monza (the same one Phil Hill used to win the Pebble Beach race the year before) after starting way back thanks to car problems during qualifying.

“Later Ernie McAfee came barreling downhill towards corner six in his Ferrari, left it maybe a hair too late (or maybe there was something funny with his brakes?), slithered off the road on

Continued p. 17



Keep Planning for 2017 ...



FALL- WINTER

Sierra Tour, SSTS, 10/7-9

British Fall Classic, Morgan Hill, 10/14-15

Windmill Tour, MGO, Dave Marsh, 10/21/17

All British Car Show, Blackhawk Museum, 10/22

Sonoma Tour, Marla & Andy Preston, 11/11/17

**MGO Holiday Tea & Toy Drive, Elaine's House
- San Francisco, 12/9/17**



2018

**MGO Annual Dinner, Hs Lordships, Berkeley,
1/20/18**

NAMGAR GT-43, Richmond, VA, 6/13-17

NAMGBR MG2018, Gettysburg, PA, 6/17-22

GOF West, South Lake Tahoe, Sept. 10-15, 2018

Above: Fun times at the GOF

Right: That RAF pilots were enthusiastic about MGs is no myth. At least four of these five have earned their wings. This appears to be an early M type Midget with the fabric body, 10 years old by then. Reportedly taken during WWII.

These appear to be "Flying Sergeants" not officers, thus the old model not a J, K, L, P or N?



screaming tires and slammed head-first into a tree. He was killed instantly.” (Burt Levy)

1956 Race: The End

“The balance of the race ran out with, as often happens, most people not even aware of what has happened.

“Carroll Shelby took a tough win over Phil Hill (whose “trick” relocated fuel tank actually made the car handle worse and worse as the fuel load lightened) but by then news of the fatality had filtered through the paddock and everybody felt sick, betrayed, disgusted and disillusioned because of it.” (Burt Levy Quotes)

“A lot of people – including reporter Hank Lyons – thought that the new crop of cars were simply too fast for a makeshift, narrow, bumpy and claustrophobic natural road circuit like Pebble Beach. Hanks’ race report noted that ‘expensive cars, petty club bickering and the lengthening shadow of professionalism’ were screwing things up, making things dangerous and spoiling all the fun.

“Hank quoted some MG regular in the paddock who shook his head and said, ‘I remember the old days (*this in 1956!*), when we all drove TCs and actually liked each other!’” (Burt Levy)

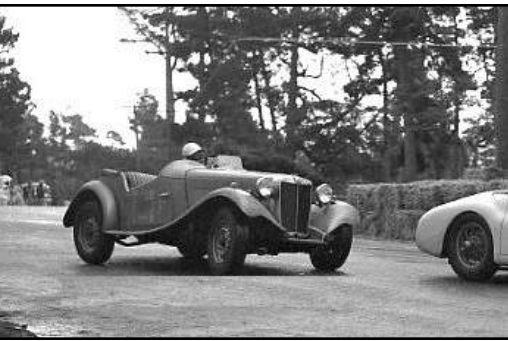
Races Epilogue

The fatality forced the decision to end the Pebble Beach races. The premier racing cars were much too fast for the narrow, tree-lined course. 1955 was the year of the bad crash at LeMans as well causing everyone to reevaluate the safety of this dangerous sport.

Fortunately for us, Laguna Seca was built in its place.

Pebble Beach Race Cars

It is interesting to see what cars ran at Pebble Beach, particularly our favorite car that America loved first – and road raced first!



Many classes raced roughly divided into Production vs. Modified Race Cars. And Big Bore vs. Small Bore engine size. MG started with TCs and TDs then TFs and a few MGAs at the end.

Pebble Beach November 1950

Allard Cadillac won in front of 3 XK120s, Phil Hill in 2nd. An MG TC with a Ford flathead V8 came 6th Small-Bore: John von Neumann won in a TD. Other racers: 8 TCs, 4 TDs, 2 Crosley Hotshots Short circuit: 10,000 spectators.

Pebble Beach April 1951

Winner was again an Allard J2 Cadillac, driven by Bill Pollack. Other big bore racers: XK120, Ferrari 166, Phil Hill in Alfa 8C Jack McAfee won Class 5 with a supercharged MG TC. A total of 17 MGs raced, plus 2 Singers and 3 Crosley Hotshots. Cars started in reverse order! The race was on the longer circuit, with 25,000 in attendance

Pebble Beach April 1952

Bill Pollack won again in a Allard Cadillac. Other racers: Mercury Special, XK120 Special, Ferrari 212, Cooper Mk IV in F3 race. Class 5 was again won by a supercharged TC. A TD Special was on the Pole. 14 MGs raced. The race was 100 miles over the long course. 60,000 attended!\

Pebble Beach April 1953

Phil Hill beat the Allards with a Ferrari 250MM Spyder though Pollack again took the pole. Allard took Class B and a Ferrari 340 Mexico, Class C. Ken Miles in his MG R1 “Shingle 1” won the small bore race ahead of 5 MG

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MGOC Minutes – Sept 9, 2017

Nations Giant Burgers, 6060 Central Ave, El Cerrito, CA

Call to Order: Andy Preston at: 10:02 am

Attending: Marcia Crawford, Ken Gittings, Mike Jacobsen, Amy Prentiss, Kirk Prentiss, Andy Preston, Marla Preston, Bob Shaheen, Edie Shaheen, Keith Shukait, Pam Shukait, and George Steneberg.

Mileage Winner (and recipient of a free breakfast): Ken Gittings

Approval of Minutes of Previous Meeting: Aug 19, 2017: *Motion:* Mike Jacobsen *Second:* Kirk Prentiss Passed unanimously.

REPORTS

President's Report: Andy Preston: Marla and I have been members of the JAG club for several years and like many of our members haven't participated much. But tomorrow we're going on our first drive with them so we'll be the first timers for a change.

Vice President's Report: Keith Shukait: Nothing

Treasurer's Report: Marla Preston:

Account	September 2017	August 2017
Checking	15,845.83	15,031.22
Savings	3,456.64	3,456.55
Total	19,302.47	18,487.77

Since the last Treasurer's Report we have paid Annual Picnic expenses, and the September *Octagon* printing and mailing charges. We had a few more renewals but the main income item was our share of the GT-42 2017 profits in the amount of \$1070.59.

We saved a lot of money with the MGbtB trophies.

Since the club has a lot of money saved, Marla had a suggestion that to celebrate our 60th Anniversary, we grant free membership to any members who has been with the club for 10 or more years. A said motion was made by Keith Shukait, seconded by Pam Shukait. All approved with Ken Gittings not approving. Motion was approved.

Secretary's Report: Pam Shukait: Nothing to report!

Registrar's Report: Steve Kellogg: absent; report by email.

158	Regular Members
58	Regular Family Members
216	Total Regular and Family Members
11	Corresponding Members
2	Corresponding Family Members
13	Total Corresponding and Family
229	Total Members

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

Regalia Report: Andy Preston: I took one grille badge and 2 60th Anniversary mugs to the picnic raffle.

The Octagon Report: Dan Shockey: Absent but wanted to remind everyone of the Autumn Classic and the need for volunteers to help out Bill Hyland.

Website Report: Steve Kellogg: absent report by email: All is well.

The Eclipse: Mike Jacobsen: Mike shared great pictures taken of the eclipse through a colander. He shared his camping experience that was Elaine's first ever camping trip! Elaine said was in charge of meals next time! Thank you, Mike, for sharing what so many of us wished we could have experienced first hand!

PAST EVENTS: The Annual Picnic: The grounds for the Annual Picnic were lovely this year!

Highland Games: Given the unusually HOT weather, we threw in the towel for attending the Highland Games this year. Next year we are hoping for cooler weather.

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

Sat Sept 23, MGOC Mt. Hamilton Poker run, Ken Gittings (Andy will send out email blast)

Fri-Sat Sept 30-Oct 1, Pebble Beach Tour, Steve Kellogg

Oct 6-8, Sierra Tour, SSTs Kirk and Amy Prentiss (Payments due Sept. 22)

Oct 14-15, British Fall Classic, Morgan Hill, Bill Hiland

Sat Oct 21 Windmill tour, Dave Marsh

Sun Oct 22, All British Car Show, Blackhawk Museum

Sat Nov 11, Sonoma Tour, Andy, Marla Preston

NEW BUSINESS Keith had an idea for offering a pin for participating in different events. He is hoping this might encourage participation. Low participation seems to be prevalent in most clubs. Keith has agreed to write an article for the newsletter asking what it would take for more to participate.

No OLD BUSINESS or ISSUES RESOLVED ONLINE

NEXT MEETING: Nov 11 on the Sonoma tour (no club meeting in October because all Saturdays are booked!)

Meeting adjourned at: 10:47am

Submitted by: Pam Shukait

Classified Ads

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

1972 MGB. Lovely MGB you can drive anywhere. (Bottom left) Blue with gray top & interior. Overdrive, roll bar. new tires; engine overhauled 5 years ago; replaced clutch 3 years ago. Recent: alternator, exhaust, starter, top, Pertronix. \$15,000 or offer. Contact Bob Luebbert at 510-912-4239 or r.luebbert@sbcglobal.net (Re-Posted 10/17)

1967 MGB: Roadster, green, wire wheels, original condition, 125,000 miles, BRG, bought from first owner in 1978, \$5000. Non-member Mike Aubin at michaেলাubin@sbcglobal.net or 925-754-4541 (Posted 8/17)

TF1500: Yellow. Contact Ed Browder, 408-268-9682, ednbettyb@sbcglobal.net for details and history. Trailer may be included. (posted 8/17)

1972 MGB: (Below left) Blue. Pretty much needs everything. Been sitting covered a good 20 years or so. I'm the second owner, since 1977. Speedometer says 26k miles. I'm asking \$3k, OBO. Needs to be picked up with trailer. It's a sweet ride but she's a dirty girl! Lori Holetz, Boulder Creek, 415-444 6505, onetribespirit@gmail.com (Posted 7/17)

1976 Midget: Time to part with my beloved Midget. Owned since 1994, 2nd owner. 38,000 original miles. All original including paint and interior. Passes smog. To a good home. \$7900. David Richardson, San Francisco, 415 699-4934. dnr1169@hotmail.com (Posted 7/17)

1995 Camaro 3.4L Engine and 5-Speed to sell. Also several hard tops for MGB's, a roll bar and miscellaneous parts. Diane, Napa, 707.287.8866, dianekramer@sbcglobal.net (Posted 7/17)

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, mgocsf.org



TDs and 4 MG TCs. A supercharged TC won Class E. 26 MGs ran in the Novice race won by a 356.

Pebble Beach April 1954

A Ferrari 340MM took the win with an Allard Cadillac taking Class B. A Kurtis-Mercury had the fastest lap and led half the race. The race was stopped at lap 47 due to a blocked track. Brakes gone away, von Neumann ran into a 356 that stopped for a car that ran into a tree. A Porsche 356 Coupe won the small bore race ahead of 10 MGs. Ken Miles' MG Special led the first 34 laps. Attendance was 35,000.

Pebble Beach April 1955

Phil Hill won this wet race flag-to-flag in a Ferrari. Kurtis Cadillac won Class B. A XK120 won the large-bore Production race over 3 A-H 100s and 3 TR2s (and other cars). A Porsche 356 Speedster took the small bore Production race over 5 TDs and 3 TFs. Ken Miles' MG R2 'Shingle 2' Special won the small-bore Modified race over Porsche, OSCA, and Devin.

Pebble Beach April 1956

Carroll Shelby took the win this year over Phil Hill, both in Ferraris. Kurtis Cadillac won Class B. A 300SL won the production class race with a Corvette (Dick Thompson) taking Class C. A Morgan Plus 4 won Class E. A Porsche 550 Spyder took the small bore Modified race over 6 modified MGs. A Porsche 356 Carrera won the under-1500cc Production race with an MG TD winning Class G. Racers included 12 Jaguars; 12 Austin-Healeys, 5 TR3s, 12 MGs - 3 MGAs, 5 MG TFs and 4 MG TDs. (Was there a 12-car limit?) The race was 100 miles. 30,000 spectators.



Pebble Beach Course

1950 Course: 1.8mi, saggy rectangular layout. Later: 2.1mi, added north hairpin section. Many changes made to roads and even road names since then. Some roads are now blocked with trees, gates and houses.

North Hairpin Section

Where exactly did it lay? The "Bristol Curve" is where we can drive today. Location of North Hairpin now appears to go through one family's driveway and garage.

Pebble Beach Races – R.I.P.

The dust has settled but what was done here is not forgotten!



Ken Miles' Shingle 2 in 1955 above. Ran in the wet. Wild ride!

Left: From the poster for the 1956 Races. Photo also from the 1955 race? This photo looks altered and colored.

The Poster art often featured British cars due to the sponsors and Mr. Qvale.



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Sonoma Tour 2017

Saturday, Nov. 11

Tour leaders: Andy and Marla Preston, (707) 795-3480

This is a Rain or Shine tour so if raining bring an umbrella and drive a car with wipers.



Meeting Place: Starbuck's - 127 San Marin Dr, Novato. Just North of Novato, take the San Marin Drive exit from Hwy 101 and head west. A couple miles later, turn right into the Harvest Market parking lot.

Time: Meet at 10:00. Leave at 10:30

Tour: This is a Marin/Sonoma tour where we drive some of our more scenic back roads, including one that I don't think we've driven before. The tour starts at Starbucks on Marin Drive in Novato and ends up at Dinucci's in Valley Ford for lunch. Dinucci's is an Old Italian style family restaurant in a converted 1900s Hotel.

Our first stop will be at the Petaluma Creamery which is on the northwest side of Petaluma where you can enjoy coffee, snacks and of course sample some of their wonderful cheeses. We will **not** be driving through Petaluma but driving around it on country roads.

We will leave Petaluma and head out through the picturesque Chiono Valley and out towards Dillon Beach. There are some incredible panoramic views of Sonoma County countryside and even the Pacific Ocean.

Our final destination and lunch stop will be at Dinucci's Italian Restaurant in Valley Ford and we will be able to order off the open menu. Lunch should be around 12:30 pm.

RSVP PLEASE: Andy or Marla Preston at: 707 795 3480 or

marlapreston@hotmail.com prior to Nov 7th so we can confirm lunch reservations.

Please bring cash because there will be one check for the entire group.



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

Club Meeting *‘Nosh ‘n Natter’*

Date: Saturday, Nov. 11, 2017

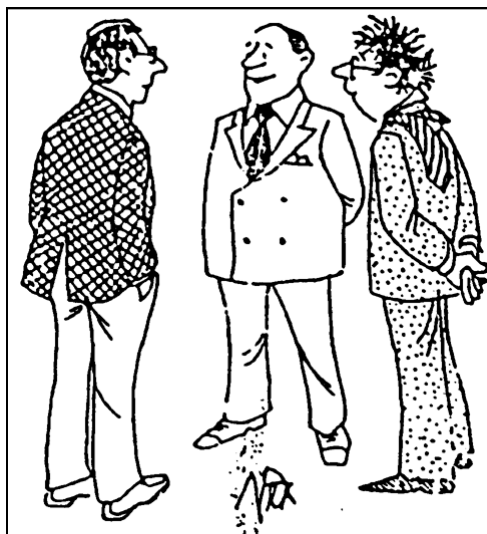
After Lunch on the Sonoma
Tour

at Dinucci's Italian Restaurant
in Valley Ford

a Unique and Unusual spot for
the Natter!

More Info: Andy Preston
andypreston@att.net

We look forward to seeing you!



“By the way,
whose nifty little
convertible is
that parked
outside.”

From *New
Yorker* magazine