



THE OCTAGON

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



Since 1957!



Posed at the Picnic -
A Perfect Day in the
Neighborhood!

October 2025

Photo by
Andy Preston

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 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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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to

webmaster@mgocsf.org. 2024 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, 12632 Edith Dr., Garden Grove, CA 92841

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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MGOC & SSTS

Sonoma Tour

Saturday, Nov. 8, 2025

Date: Saturday, Nov 8, 2025

Tour leaders: Andy and Marla Preston
707 795 3480

Meeting Place: Bagel Street Café, 208
Northgate One, San Rafael

Time: Meet at 9:30 and leave at 10:00
departure

Tour: This is a Marin/Sonoma tour where we drive some of our more scenic back roads, including ones that we've rarely driven before. The tour starts at the Bagel Street Café in Northgate One in San Rafael 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 Marin French Cheese Factory where we can enjoy some wonderful cheeses and other refreshments. We'll be driving on some new roads and passing through San Geronimo, Lagunitas Forest Knolls, and the glorious redwoods in Samuel P. Taylor State Park.

We will leave the Cheese Factory and head out through the picturesque Chileno 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.

Lunch should be around 12:30 pm.

RSVP PLEASE: Andy or Marla Preston at: 707 795 3480 or
marlapreston@hotmail.com prior to Nov 2nd so we can confirm lunch reservations.

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



Mount Hamilton - Mines Road Tour

Saturday, October 18

Bad weather: Reschedule for the following Saturday the 25th

This tour will take you east on Hwy 130 to the James Lick Observatory and the eastern rural backcountry of Santa Clara and Alameda Counties. There is a rugged dry beauty to this area studded with oak trees, dry washes and cattle ranches.

Meet no later than 9:30 AM

Tour commences!at 10 AM

Meet at the Taco Bell parking lot!

2770 Alum Rock Avenue
San Jose, CA

Have a full tank of gas. There are gas stations on both sides of the Hwy 680 and Alum Rock exit

There is a Starbucks and Peters Bakery – a local icon – both further on at Alum!Rock and White Road.!However there is no off street parking for either

Two tour stops: Lick Observatory (mile 20) and Rainbow Junction Farm (mile 38.9)

The tour ends at Del Valle Winery (Mile 67)

4948 Tesla Road
Livermore, CA



Shockey photos



Sorry Safari
members
welcome!

I need an RSVP by Wednesday, October 15th, as there is a Wente Family Vineyards food pairing competition that weekend so I'll need a count for the winery kitchen.

Contact: Doug Hollander, cell 650-667-9005; hollander.douglas7@gmail.com



From the Editor

Greetings, Sports Car Fans,

27 September 2025

It is a busy fall for MG activities. I have missed most living so far away but plan to tow Mr. Toad to the TC clubs' Conclave (Oakhurst) and then the Sorry Safari Sea Air Tour (Paso Robles). Good chance to catch up with folks.

I have been struggling with the speedometer in my MGA for what seems like years. I changed the drivetrain to include a D type overdrive gearbox. (Early MGB unit) The speedometer gearing is quite different. I have purchased several speedometers (most cheap at swap meets and a couple from eBay) but have had ongoing trouble with them all. They work for a while then screech to a halt, or die quietly.

I found my cable was broken but worked part of the time – and didn't feel broken. The frayed ends linked together for a time. I replaced that but the new cable worked for about 2 blocks then it broke. I think it came apart rather than broke. A new cable is here so I will take things apart again. The speedometer I want to use, that is very close to the ideal ratio, works great on the bench. I drive it with an old cable and a power drill running in reverse.

I am nervous about driving the P (Mr. Toad) on long tours since I still only have 200 miles on the rebuilt engine. May MOWOG* be with us!

Safety Fast Forever!

Dan



Shockey photos



* The acronym MoWoG dates back to the time of the merger of Wolseley and MG into Morris Motors (1930s). It is accepted that Mo stands for Morris and Wo stands for Wolseley, but the G has 2 versions, one says it stands for Group, the other says it's for MG as the shorthand prefixes at the time were 'M' for Morris, 'W' for Wolseley, and 'G' for MG.



Cartoon by
Brian Sonner
of Placerville

MG Remarks

Anatomy of a Tour

There are many reasons people join car clubs. Besides the love of the automobile or specific marque, many started by racing and later as they aged moved to restoration. My particular interest is keeping my MG running and driving it. I especially enjoy long distance multi day trips and trips of discovery in areas I have not been. A good deal of my writing centers on encouraging members to plan and run a tour. Everyone has a special place or area they would like to share but are hesitant.

This year at the MGOC planning meeting, after committing to a May tour, I answered the question "Can anybody think of an additional tour we haven't discussed?" with "We haven't been to Mt. Hamilton in a while." Lo and behold, I had instant ownership of a second tour in October. It's OK, I wasn't trapped. It's an additional opportunity to get out on the road.

I completed the planning and drove the route yesterday and thought it would be useful to review the process for those members who are hesitant and might need some encouragement:

1. Where? – A special place or area, one that you are familiar with or can research.
2. Route – I always need a map and I have found Google Maps to be especially helpful. I was able to trace the entire route of Hwy 130 and Mines Road and additionally was able to click on various gas stations, stops and restaurants along the way.
3. Accommodations – Three concerns; gas stations near the start to provide full tanks, adequate off street parking to gather at the start and restroom facilities along the way. A fourth concern is a place for lunch.
4. Verification – Unless it's a main road that I am familiar with, I need to physically drive the route to make sure there are no surprises. Additionally, I like to record the mileage at every turn and stop. This is to insure stragglers or breakdowns can catch up in unfamiliar territory.
5. Tour Directions – My rough draft is done with pen and tablet during my verification run and then edited and printed soon after my return home.

6. Getting the word out – The good news is Dan Shockey provides that. I have no expertise with bulletins or most things computer driven. Dan is very helpful.



There is no rule that limits us to only one tour or event a month and I hope more will step forward this year at the planning meeting. I also want to emphasize that things happen and if for some reason you have to postpone or not complete a tour you have signed up for its OK. Nothing is written in stone.

Other club business: information for the **Gathering of the Faithful** 2026 is now available. Connie and I are attending and we should organize a committee of attendees at the planning meeting. Dates of May 11th through 15th at the Double Tree by Hilton in Flagstaff Arizona. This is high in the mountains (higher than Denver) with average May temperatures in the 40's to 70's. It looks like a two day trip to get there with an overnight stay in Barstow. Mrs. Hollander, however, is lobbying for a three day trip. May should be sufficiently cool enough for our "cold blooded" cars to make it.

Regarding my Pacheco Winery purchase, we just finished the third bottle of 2003 vintage, three final bottles of 2004 vintage to go!

Doug





Blackhawk Museum in Danville



~ Sun, Oct 19, 2025 ~

8:00AM TO 2:00PM, FREE TO THE PUBLIC

Mini Owners of America - San Francisco is excited to host the 35th annual All British Motor Show on Sunday, October 19, 2025 from 9am to 2pm. The show is held in honor of the late Nick Becker who conceived of and promoted the show for many decades.

The show will be held in the Blackhawk Museum parking lot in Danville.

Register your car or motorcycle online at motorsportreg.com beginning August 1st or go to the All British Motor Show website, download a pdf application and send us a check.

Since 2015 we've partnered with the Blackhawk Museum to support their Children's Education and Transportation Fund. Proceeds from our show and raffle are donated to the fund which are used to enrich the educational experience of local school children.

So come join us to celebrate all things British! The show is always fun and we look forward to seeing you there.

8-9 am

ENTRANT CHECK IN

From Camino Tassajara, drive up Blackhawk Plaza Circle to the southern mall entrance and receive your show packet with entry information. Haven't registered yet? You can if we have space available. We'll point out your assigned section for your marque.

9 am

SHOW STARTS

As an entrant you get to vote on your favorites in each class. Place your entry card on your windshield to make sure you get votes. Need a break? Enjoy the nearby restaurants or get some raffle tickets at Show Central in the center of the lot.

12 pm

BALLOTS DUE

Get your ballots completed and dropped off at the Show Central booth. Ogle the generous raffle prizes, but make sure you buy enough tickets. Proceeds of raffle sales go to the Blackhawk Museum's Children's Education and Transportation Fund as do major proceeds of the All British Motor Show.

1-2 pm

AWARDS AND PRIZES

Gather at the Show Central booth for awards presentations and raffle winners. Each class awards three places, and entrant classes may change depending on registrations. We hope your fine car is center stage.

THE INAUGURAL SEARS POINT CHALLENGE

OCTOBER 3-5 2025 at SONOMA RACEWAY

SEARS POINT CHALLENGE

SONOMA RACEWAY
OCTOBER 3-5, 2025

SPECTATORS FREE!

CSRG
Classic Sports Racing Group



We are very excited to announce an excellent lineup of feature groups and activities for our fall weekend at Sonoma Raceway. Please join us, and bring your family and friends to enjoy everything that vintage car racing in the heart of Northern California's wine country has to offer. **Spectators are FREE!** Participants load in on Thursday evening, Friday consists of practice & bonus qualifying, Saturday & Sunday are qualifying and races. Supporters of the club will be hosting a welcome dinner on Friday October 3rd at 5:30PM in the NASCAR garages. All participants, family, crew, and officials are invited to attend

Safety **MG** *fast!*



Join us as we host a reunion for all Elvas to celebrate the 70th Anniversary of the marque with racing, a special Elva car show on Saturday, and a designated paddock area for all Elvas. For more information contact Chris at pattersonmgrading@gmail.com.

The standard Elva used an MGA drivetrain and is considered an MGA 'variant' by the national MGA club - NAMGAR

Come and support them!

By Airline to Vienna

Author: G.B.A. Cowie (MGCC Auckland Club)

In 1934 I was the proud possessor of an MG M Sportsman's Coupe, well-termed the Mini Cooper of the 1930s. When we went to England in 1936, this was sold and at the Morris Works in Oxford we took delivery of a Morris 8 four door saloon. We toured Scotland in this, survived a winter in Edinburgh, and eventually returned safely to London.

One day, driving along Great Portland Street, that motorists' mecca where Bentleys, Aston Martins, Rileys and Bugattis reached eagerly to the footpath from every shop front, I saw the prettiest little coupe. It was an MG PA Airline coupe, one owner - Lord Avery or some such name - delivered in 1935. It was not long before I decided that our Morris 8 was rather dangerous on the congested bypasses, due to its low top speed and poor acceleration, and in no time the MG became ours for £35 plus the Morris.

We were not the only people who thought the MG was attractive, for after window shopping in Bond Street, it was not uncommon to come out and find the Coupe surrounded by admirers, although the street was littered with Rolls Royces.

It was not long before we found the Coupe also lacked power, for it was much heavier than the open two seater. The solution was a rebore and an Arnott Supercharger was fitted at the Works and



blowing at 7lbs. That really put some life into the beast. But there were two problems - oil for the supercharger was supplied from the pressurised tank under the dash, and it had the regrettable habit of dripping oil all over one's best trousers. More spectacular events were to follow. After a fast run, pressure built up in the oil tank and after a stop at traffic lights oil continued to be fed to the supercharger. As we accelerated away a vast cloud of smoke would issue and engulf all neighbouring cars. It was not uncommon to look back after 100 yards and see these vehicles either still stationary or slowly emerging from the smoke screen, and this in the middle of London. Strangely enough this

performance was not repeated in Cologne, Vienna or Paris which was probably just as well.

Soon we decided to go to Vienna for some Post Graduate work, forgetting it was the middle of winter. But first I had to undergo a driving test, my visitor's licence having expired. I picked up my AA Tester at Fanum House, and went for a tour of Westminster, an area I had been driving for months, so it was no problem.

Our preparations for Vienna were confined to purchasing some chains, a windscreen demister, a foot muff, and for some reason the dashboard was burdened with a Tapley Gradient Meter.

We had an uneventful trip through Belgium to Cologne where we arrived at night. A city of uniforms and activity and purpose, so different from lackadaisical England.

Bamboozled by the traffic we took refuge in the Dom Hotel, far beyond our means, but we luxuriated under huge bolsters for the night. We drove in wintry conditions down the Rhine, past Frankfurt, Stuttgart, Augsburg, Munich on great autobahns which stopped abruptly at the Austrian border. At each hotel we were greeted with the Hitler salute, and in Augsburg had a special suite said to have been occupied by Hitler recently; this was a great honour.

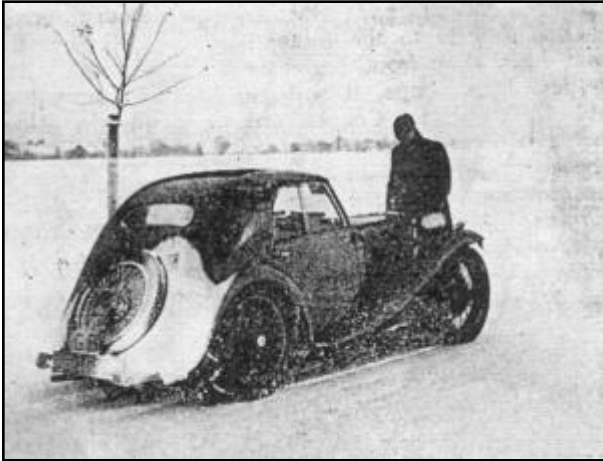
After one fast run, strange metallic noises issued from the region of the supercharger. Inspection showed a lack of oil. A thoughtful German stopped and led us to his home where his young daughter, who knew English, soon had us supplied with fresh oil. The southern Germans were very like us.

The roads were virtually deserted except for



huge lorries and some military vehicles. At that time, in part of Austria one drove on the left, and in other parts on the right. At the changeover point were signs for a kilometre or more saying "Rechts fahren" or "Links fahren" as the case might be.

We had thick snow now and enjoyed coping with this and trying out our chains, not to mention the foot muff and the windscreen demister. We reached Salsberg on Christmas Eve and enjoyed a delightful evening with the host of our guest house and his family round the Christmas tree.



In Vienna we got caught in some tram lines and hit a tramcar gently. Besides Schonbrun, the Hofberg and the Opera, we visited a Heuriger for a new wine festival. We reached our Pension at a late hour with some difficulty, but fortunately the breathalyser had not been invented then.

It was rather annoying to be passed on the rough hilly roads by small Steyrs whose independent suspension let them drive at some speed over roads which reduced us to a crawl. The flat four saloon must have been the inspiration for the Issigonis Morris Minor which did not arrive until about ten years later. This Type 550/1000 cc was designed Dr. Porsche. I had met Cecil Kimber at Brooklands one day and a friend asked him why all MGs did not have ISP, like the R Type. Cecil Kimber replied that this complication was quite unnecessary. He should have taken one of his cars to Austria.



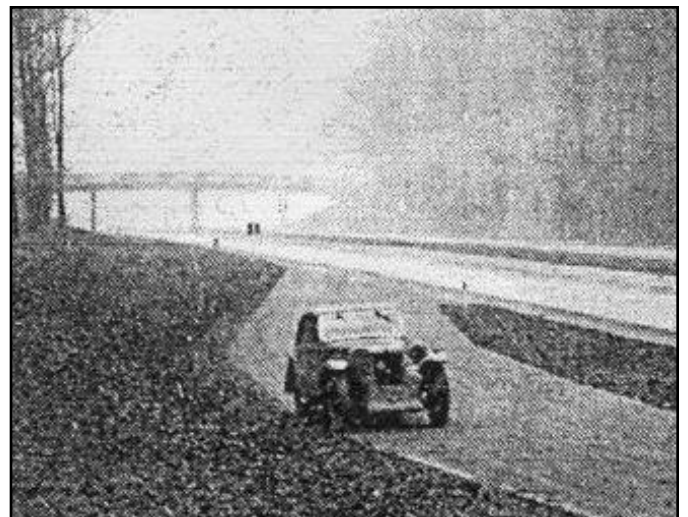
Vienna was full of people keeping warm in the many coffee houses, talking politics.

One day we set off for Budapest, but after 15 miles were completely bogged in deep snow, and were rescued by a pleasant Austrian who let us join his children's party, which was in progress. In Vienna we saw one large Graf un Stift and one Phantom, but most of the cars were quite mundane.

Soon we moved to Switzerland via the 6000ft Arlberg Pass, passing through walls of snow; what magnificent scenery.

Back in Paris we had one anxious moment in the Champs Elysee. We came from a shop to find the MG surrounded by Gendarmes. They could not understand my English, and their french was nothing like the french I had been taught at school. Eventually it turned out they only wanted to know how fast it would go. They departed quite satisfied after viewing the Compresseur.

Now it was time to return to New Zealand. We went by Imperial Airways, and the MG by boat for £20. I had always looked forward to fast trips over the 2000 foot Rimutaka Range at speed, but to my disappointment third proved too high and second too low.



By this time many fumes were entering the cockpit from the oil breather, and there was barely room for the now necessary bassinet. So the MG departed to a new owner in Hawera, driven by Les Jones of Star fame, and was replaced by a Morris 12 saloon, and so the wheel turned full circle.

The fact that we had no mechanical trouble from this car, so often cruised at 70+ mph, says much for its overstressed 850 cc engine. But where it is now? Perhaps some reader may know its subsequent history.

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This article is a reprint from Beaded Wheels, issue #119, August/September 1979.

The Magnificent M.G. Airline Coupe'

By Lew Palmer of Minnesota, from *The Triple-M Yearbook*, 2012

Many consider it the most beautiful of all M.G.s ever made. The M.G. Airline Coupe was the inspiration of Mr. HW (Henry) Allingham, a noted designer of automobiles from the early to mid 1930s who worked from his offices in London.

We're talking of the end of the period which was marked by the "open coffin on wheels" school of automotive design. By that we mean the very simple boxy body mounted high up on top of the chassis, sometimes of closed design, but more often of an open two- or four-seater design. However, the Art Deco period was beginning and entering wide areas of industrial design. It was only a matter of time before this style would find its way into the more dramatic period of automobiles of the 1930s.

Enter Mr. HW Allingham. Allingham had been involved with automobiles since the early 1920s when he was employed by or a principal of firms that worked for Morris, Austin, Wolseley, and M.G. He was not strictly a coach-builder, but a designer of some note. In 1931 he formed his own company which designed the Vauxhall Airline Coupe, the Vauxhall Stratford Tourer, the Rover Six Drop Head Coupe and the M.G. Allingham Coupe. These were built by Whittingham and Mitchel. The Vauxhall Coupe de Ville, 'St. James,' was built by Carbodies, and of most interest to us, so too were the M.G. P-, N-, and TA-Airline Coupe bodies.

Although carrying the same name, the Airline Coupe sold by Jaguar bears little resemblance to its M.G. namesake. It is a much larger car and does not have the same lithe, graceful lines.

From the introduction of the PA in 1934 through the early days of the TA in 1936, a total of 51 M.G. Airline Coupes was manufactured. Of these, 28 were on the PA chassis, 14 on the PB chassis, seven were on N-type chassis, and two on the TA chassis. Owing to the introduction of the TA Tickford, the Airline was dropped.

Of the 51 M.G. Airline Coupes originally built, only about half that number still exist. A few had their original bodies replaced with more common two-seater, four-seater, or special custom built racing bodies.

At least one owner, liking the style and grace of the airline body, has made a very credible example out of carbon fiber which is now mounted on a TD chassis.

The Airline carried a premium over the price of the standard open models. For example the PB Airline sold for 290bp, the two-seater sold for 220bp and the four-seater for 240bp. The extra cost was the result of a very much more complicated body

structure. Some, too, was likely due to the quite luxurious interior appointments.

As was the case with many specialist-built M.G.s of the time, completed chassis would be shipped from the Works to the body builder, where they would be fitted with the enclosed body and subsequently distributed to the M.G. dealer network.

Although the M.G. Airline Coupe follows the characteristic styling cues of other cars of the Art Deco period (the falling waistline, pillar-less windows, two-toned colour schemes), few other cars carry it off as well as the Allingham-designed M.G. Airline Coupe. The recessed spare tyre, the large wire wheels, the distinctive triple-windowed sliding roof and the graceful sloping tail all come together in a way few others have achieved.



A member in San Francisco of the Abingdon Rough Riders owns an Airline Coupe that has had its top cut off. Wayne Carini restored his on his TV show. He did the M.G. in orange and black colors. Not a factory option but they are the favorite colors of Wayne's special-needs daughter who chose the car.



The Norbit Movie

A Bill Hiland Project (2007)

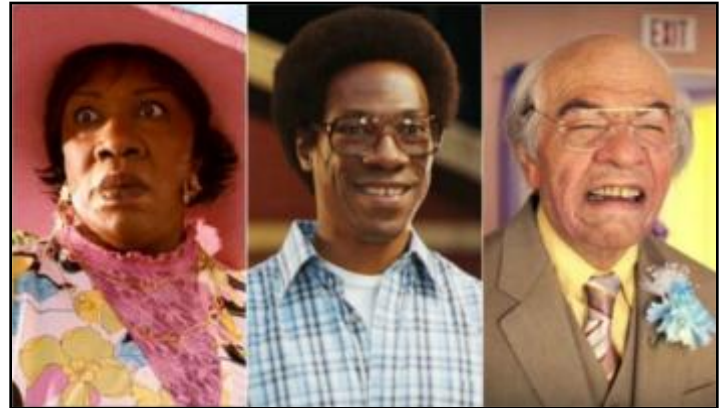
Summary: Norbit (Murphy) has never had it easy. As a baby, he was abandoned on the steps of a Chinese restaurant/orphanage and raised by Mr. Wong (Murphy). Things get worse when he's forced into marriage by the mean, junk food-chugging queen, Rasputia (Murphy). Just when Norbit's hanging by his last thread, his childhood sweetheart, Kate (Newton), moves back to town. In the comedy "Norbit", he'll show them all that nice guys sometimes finish first. (DreamWorks Pictures)

Metacritic; 53% audience score; Reviewers: 9%

Like all of Murphy's recent films, there's also a sweet-if-predictable heart beating beneath the discount jokes. – Luke Goodsell

Although it wasn't the absolute funniest movie I've ever seen, Norbit turned out to be a fun filled movie with lots of big names appearing throughout the flick. The plot is rather obvious, but the characters in the movie create a great comedy setting that can be enjoyed by all, regardless of race and stereotyping. (On-line review)

Bill Hiland supplied MGBs to the movie makers to be used in this movie. I was working part-time for Bill at the time and did most of the work preparing these MGs. They wanted three identical MGBs but only one needed to be fully operational. We chose three red rubber-bumper MGs. We did not know they planned to repaint them purple with gold bumpers and trim! Later they offered to sell back the running car but Bill didn't buy it. Would it have value now as a movie car? – Dan Shockey



MGs to Hollywood!

Loading on truck photos by Dan Shockey
(March, 2007)

I hope the other MGBs may have survived as well. I am not sure now where we got the main car. Someone owned an MG used in a big star movie!



MGOC Picnic 2025

By Andy Preston

Many thanks to Kirk and Amy who hosted another wonderful picnic at the Padre Picnic area in Tilden Park. This is a lovely spot for the annual club picnic with plenty of picnic tables in the shade, plenty of parking and most important of all proper bathrooms. It can be a little tricky to find but it's almost next door to Tilden Park golf course.

The weather was warm and sunny, and the turn out was wonderful with 25 members in attendance including some new members who we love to see and welcome. In attendance were; Kirk & Amy Prentiss, George Steneberg & Marcia Crawford, Mike Jacobsen & Elaine Chan, Ray Davis & Kristi Woerz, Suzy Savage & Brian Linke, Will & Susan Mooser, Roger & Sadie Canfield, Andy & Dan Gluesenkamp, Alan Harvey, Andy Hunt, Mark McGothigan, Barbara Tapp, Max Heim, Lynn Bryant, Jan Lenci, and Andy & Marla Preston.

Kirk and Amy brought decorative table cloths to cover the picnic tables. That was a really nice touch and they picked up the box lunches from Whole Foods on their way to the picnic. Once again the club paid for all the box lunches, which worked out very well and was much appreciated by everyone.

We had a short "meet and greet" where everyone got to introduce themselves and talk a little about their selves and their cars. I think Ray Davis had the largest collection of eclectic cars which was somewhere around eight. Where do you keep them all Ray? Afterwards Kirk handed out the lunches that were very fresh and tasty, and we all got to dig in. The thing I like the most about picnics is that you get to move around and talk to everyone and catch up with new and old friends, which is really nice.

Once again many thanks to Kirk and Amy for all their hard work putting this together and they have even offered to do it again next year, which is great news for all of us.



Minutes of the Short Meeting at the Picnic

Since President Doug Hollander couldn't attend, VP Andy Preston ran the meeting. He first thanked Marcia Crawford for reserving the picnic site in *January* so that we'd be sure to have it today, and then thanked Kirk & Amy Prentiss for handling the lunch orders and delivery.

Treasurer Marla Preston asked those assembled if they thought we should return to the Moss Beach Distillery for next year's Brunch and the response was overwhelmingly in favor.

We then went "around the room" for self-introductions and brief background stories. Besides the Prestons and Prentisses, attending were: John Hunt, Ray Davis & Kristi Woerz, Barbara Tapp, Brian Linke & Suzy

Savage, Will & Susan Mooser, George Steneberg & Marcia Crawford, Mike Jacobsen & Elaine Chan, Mark & Mala McGothigan, Alan Havey, Roger & Sadie Canfield, Brothers Dan & Andy Gluesenkamp, Lynn Bryant, Jan Lenci

And then the meeting was over and it was time for lunch! A good time was had by all.
From Mike Jacobsen



Amy and Kirk above
Photos by Andy Preston



Box Lunches one
and all!

Picnic Revelers!

Photos: Andy Preston



Continued on
page 17



Keep Planning for 2025!

SUMMER



Bill Hiland's YA at GOF

Oct. 1-3: Sea-Air-Ah Tour, SSTs, See last issue, MGOC invited

Oct. 3-5: CSRG at Sears Point, Spectators free!

Sat., Oct. 18: Mt. Hamilton Run, Doug Hollander

Sun., Oct. 19: All-Brit Show at Blackhawk. Major event

FALL



Bill Hiland's TA Tickford

Sat., Nov. 8: Sonoma Tour, Marla & Andy Preston

Sat., Dec. 6, MGOC Holiday Tea, Elaine Chen, Mike Jacobsen

Sat., Jan. 24, 2026, MGOC Planning Party!

May 11-15, 2026: GOF West, Flagstaff, AZ

Coker Tire Sale - Suitable for our British sports cars



**Firestone F560 Radial
Tire | 155R14**

Special Price: **\$68.29**
Regular Price: **\$140.00**



**BFGoodrich Silvertown
Radial | 2.25 Inch
Whitewall | 175/80R13**

Special Price: **\$98.82**
Regular Price: **\$354.00**



**BFGoodrich Silvertown
Radial | 2.25 Inch
Whitewall | 165/80R13**

Special Price: **\$94.11**
Regular Price: **\$346.00**



**BFGoodrich Silvertown
Radial | 2.25 Inch
Whitewall | 185/70R15**

Special Price: **\$106.57**
Regular Price: **\$417.00**



Yes, Virginia, there is a
free lunch and it comes
in a plain large box!

Photos this page by
Kirk Prentiss



Boys and Their Toys

Robert Paulson, MG Owners Club

It all began with my grandson Ander expressing a desire to learn to work on cars. We started with his Ford Sports Track and rebuilt the disc brakes. Then we began looking for project cars on Facebook Market Place. We found a 1974 MG Midget advertised in San Jose and it looked like a good project. Marti funded the project as a means to seeing more of her grandson. Ander and I drove his Sports Track to San Jose, rented a U-Haul trailer, loaded the little car up and drove it to Pleasant Hill. The body was in great shape having been stored in a barn for fourteen years but the top was shredded to a million pieces by the time we got home. A compression check revealed low pressure in cylinder number one. We took off the head and left it with a machinist to rebuild. Three months later the head is still sitting on the machinist's bench waiting for him to get time to work on it. So, in the meantime we cooled our heels rebuilding the SU carburetors and pulling the radiator and oil cooler.

While looking at cars on Market Place I spotted an XK8 Jaguar that looked to be in excellent condition. Reflecting on my selling Marti's XK-140 Roadster out from under her and gaining her undying wrath, I checked it out and decided to purchase it for her as a makeup. A few months later a friend expressed a desire to buy an MG TD. As I belong to the MG Forum that posts all things MG including cars for sale I casually scrolled through listings of MG TDs. I found a likely candidate in Novato, CA, and began corresponding with the seller of a Canary Yellow 1952 TD in great shape but not running. When I informed my friend of the availability of this beautiful car he got cold feet and declined my invitation to check it out. On the other hand, I had spotted a modified MG TD that a guy had salvaged from parts and having stripped the body parts to bare metal and lacquer painted and primed it, replaced 90% of the wood with ash, fitted an MGB five main bearing engine, synchronized transmission and differential, equipped it with disc brakes, Weber carburetor, 60 spoke chrome wire wheels with stainless steel spokes and knock off hubs, brake master cylinder and lines, fuel pump and lines, and many other upgrades had me salivating.

Of course these modifications greatly reduced the value of the car but I wasn't interested in an investment but rather a fun car to tour and occasionally show.

I asked Marti, on bended knee, if I could buy the car and she replied, "Use your own good judgement," resignation obvious in her voice. With the green light and my ever present impulsiveness I began to arrange for financing. I was literally buying the car sight unseen! And though I had reservations, the owner struck me as honest and forthright with all the details he shared regarding building the car and the reason he was selling.

"Best laid plans of mice and men." Ander was onboard from the very start and enthusiastically volunteered his truck. We planned to drive up to Ashland and stay with my nephew Jeff Westergaard and his son Jax. We took turns driving and I was reminded of what a serviceable vehicle the Sports Track was and what a pleasure to drive. We arrived in Ashland in time to take Jeff out to dinner for his birthday. The next morning Jeff made us breakfast and Jax joined us in what would become an odyssey.

We arrived in Tualatin, Oregon near Portland and met Cliff Behrend and his wife Gayle. Cliff ran us through some drills including how to install the knock off hub and eventually got around to how to start the TD. I got behind the wheel with some difficulty and found that my shoes were too broad to operate the tiny pedals. Gayle supplied an old pair of shoes Cliff used to drive with and after some practice I was able to apply the brakes without



depressing the accelerator at the same time. After flooding the carburetor a few times "Freddy" fired up. I backed up the driveway without killing the engine and Ander and Jax followed me to the U-Haul dealer. U-Haul refused to rent a trailer as they considered the Sports Trac an Explorer SUV. We were dismayed, to say the least, as we had no problem renting in San Jose. On to plan "B." We would drive the car to Ashland and from there take turns driving home. Our only concern was that Ander had never driven a stick shift.....

I started driving with Jax as co-pilot and the little car outperformed my expectation, proving equal to keeping up with 70 to 80 mph traffic. As we approached Roseburg and with a blood red sun setting in the West we switched on the lights and I found the high beam switch on the firewall. The high beams provided just enough illumination to see the road ahead and yet not blind oncoming traffic. That's when the lights started to flicker and blink on and off with every bump in the road. Finally, they went out all together.

Jax expressed concern and called Ander to let him know what was going on. But, I had a plan "C." We would follow a semi-tractor trailer and Ander followed closely behind providing illumination. On those occasions when the tractor trailer passed a slower moving vehicle Jax would let me know when it was clear to pull out and catch the semi. We continued on like that all the way to Ashland.

Sunday morning Jeff cooked us breakfast and had formulated a plan of where to go to teach Ander to drive a stick shift. We drove to a lonely road and I had Ander perform many stops and starts during which he progressed in consistency even having him practice backing up. Jeff noted that there was a parallel road that was equally lightly traveled and had a 50 mph speed limit where Ander could learn to upshift through the gears, but warned that it led to the freeway and that we were to turn around at the entrance to the onramp. Ander and I were celebrating his successful mastering of the gearbox and missed the turnaround. Next thing we knew we were on the onramp and headed for the freeway. Ander accelerated through the gears with aplomb, just like he knew what he was doing! We would drive to the next exit and get off. The next exit would be 10

miles up Mount Ashland! By the time we got back to Ashland Jeff was waiting for us with bottles of ice water to keep us hydrated and a white shirt to soak and wear in the California Central Valley. He also called Jim Wilcox and Jenny Underwood to be on the alert if we encountered physical distress on my part being an 81 year old who thinks he's 61! This would prove prescient down the road.

I chose to drive the first leg through the mountains to Redding and Ander the Central Valley. We departed and all was well until I noticed a vibration developing at around 62 mph and also 75. It grew progressively worse until the cowl was shaking so bad I couldn't read the gauges or speedometer. We pulled over to check the wheels and especially the knock-off hubs. Everything appeared okay so we drove on. The vibration grew increasingly severe, and I could only travel between 50 and 55 mph. We pulled off again and called Jim Wilcox who had already put a day's work in helping his neighbor but dropped everything and hooked up his trailer. The plan was for me to limp along at 50 to 55 with Ander following with his hazard lights flashing. It worked and we pulled into an In and Out Burger where we ordered three double doubles for Ander and I and a cheeseburger animal style for Jim. Jim arrived, inhaled the cheeseburger and had the TD loaded and secured with little help from Ander and I.

I promised them I'd take them to Yan Can for dinner, but Marti was way ahead of me and called Ander to see what he wanted for dinner and he reflexively answered, "Chinese Food." When we got close Emily ordered DoorDash from Yan Can and the food was waiting for us when we got home.

The adventure over, we ate dinner and then unloaded the TD.

I'm inviting all those who participated in this adventure to add their perspective of the events and reply to all in the address. Or, if you'd like to comment regarding the folly of an old man's dream to own a 1951 MG TD, be my guest.

Photos from the author



Lions Club Show at Corte Madera

From Marty Rayman

Nomi & I loved inviting kids to sit in the A. Future aficionados of vintage cars? I was talking to the guy who was wearing this hat. He said, "Let's exchange hats & I'll take your photo." Done.

My fractured leg handled the clutch quite nicely. I was happy to be able to drive myself there – a big step in my recovery.



Photos this page by Marty Rayman - **"MG Girl"**

Andy Preston
and Scott
Pinsky above

Marty above
them



"MG Boy" too

Photos at top from Marty Rayman



Other photos by
Andy Preston



Barbara's Points of Change Tour **MGs to Toby's Feed Barn & Chimney Rock**

From Marty Rayman

We had such a lovely day enjoying Barbara's enchanting first tour. It was wonderful for us to get out of the house, on the back roads of Marin, meeting with old friends & getting the chance to buy a piece of beautiful artwork. Plus, I enjoyed some of the driving, albeit not in our MGA.

Naomi & I started the tour at Toby's where we awaited the arrival of the MGs & Barbara's discussion of the exhibit.

The show was described as, "*Point of Change A New Art Exhibit, Exploring the Transition of Point Reyes*. Three artists. One region. From working ranches to wide horizons, see the beauty and history of a place in transition." That was our destination with Barbara being one of the three artists involved.

Barbara's knowledge of the Pt. Reyes Peninsula was great. We were enlightened about the closure of the farms on the Point Reyes National Seashore & the displacement of so many families & cows. As of March 2026, there'll no longer be cattle out here.

As one of the ranchers noted, while watching Barbara paint, "She's really good!" We all agreed, as were the other two painters whose work was

displayed.

Following Barbara's talk, several of us followed her down to the tip of the peninsula, at Chimney Rock. There were so many bicyclists. That was very surprising for a weekday.

And from Barbara

it went really well. I'm so glad I did it Marty took photos as did Kristy and Kirk. It was a lovely day but the fog was out at at chimney rock .

Today I'm taking George and Marcia out there and we will have lunch, too. I'm loving all these extra trips related to it

Cheers, Barbara



Photos this page by Marty Rayman





Photos this page by Marty Rayman

Tour Report from Ray Davis

Our very own Barbara Tapp led her first tour though to the Marin County Headlands. One stop on the tour was at Point Reyes Station to see her Points Of Change art exhibit, and a private discussion with the artist... BARBARA TAPP! The farms and ranches in the Point Reyes National Seashore have lost their leases are being required to relocate outside of the area. Many have farmed or ranched the area for over 100 years. To help ease their transition, Barbara Tapp has been doing watercolors of each of the ranch/farms and gifting them to the families. The Points of Change art exhibit featured 3 artist including Barbara.

The tour contiued along back roads in Marin County to Chimney Rock. A beautiful drive. Then back for lunch at the Side Street Inn in Point Reyes Station. We had 4 MGs and 3 other vehicles participate in the drive. We all agreed that it was a great driving tour as well as viewing the Points of Change art exhibit.

Ray Davis

President, SSTS



Photo: Marty Rayman

Classified Ads

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

1972 MGB/GT: Rebuilt engine & 5-speed gearbox. Ready for paint prep and paint. Pictures on request. Member Ray Davis at iredavisiii@gmail.com (Posted 9/25)

1972 TR6: Pristine original condition, 2nd owner, 53,600 miles, \$25,000/BO. Belonged to Doug's brother, Doug Hollander, 650-667-9005; hollander.douglas7@gmail.com (Posted 10/25)

1969 MGB: 2000cc big bore engine with new Vitesse 5- speed transmission; both with less than 3,500 miles. 15" Panasport wheels, canvas convertible top, Miata seats, new carpeting, mostly original yellow paint. \$13,000.00. Dave Pelton @ 510-886-2266 (Reposted 9/25)

1969 MGB: Owned 26 years. Very reliable. BRG, chrome wires wheels, \$15,000. Club member Mark Cederborg: 707-975-3105, mscederborg@gmail.com (Reposted 9/25)

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt electric winch. Reasonable. 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



William A. "Bill" Hiland, 1943–2025

MGOC Club Member and Parts & Service Provider

William "Bill" Hiland passed away peacefully on August 15, 2025. He was born in San Jose, California, on November 20, 1943. Bill graduated from Camden High School in 1961.

Bill dedicated six years of his life to service in the U.S. Navy (1962–1968), during which time he served aboard the **USS Providence** guided missile cruiser. His naval service reinforced his lifelong love of the sea.

Bill forged a career as a yacht broker and professional sailor. He raced in the Swiftsure International Yacht Race 19 times. It's a long-distance sailing race in British Columbia, Canada. Swiftsure is the largest yacht race of its kind on the West Coast. One year Bill won first place in all five categories awarded.

Bill moved to Sydney and was project director for the building of **Casiopia** in New Zealand, a 70-foot yacht he would later captain in the Sydney to Hobart race. The Sydney to Hobart race is one of the most challenging global sailing events.

In 1995 Bill moved back to San Jose and founded Semispares, a company specializing in remarketing excess semiconductor manufacturing equipment, especially for Lam Research.

Bill met Mary Williams in 1997, and they married on February 27, 1999. Bill had two children: Nicole and Devin.

In 2007 he created **On the Road Again** - a British classic car restoration business in Morgan Hill. For 14 years he and his team restored and maintained many beautiful classics from MGBs to Jaguars. Over the years, Bill won many awards at several Bay Area car shows. He retired and sold On the Road Again in 2021.

A Celebration of Life will be held on October 12th at Mama Mia's in Morgan Hill.

Bill's special pride was his Super B with supercharged MGB engine and 4-wheel disk brakes. Publisher of **Grassroots Motorsports**, Tim Suddard, tested Bill's MGB at an autocross at a national event a few years ago and took fastest time of the day against strong competition. See **The Octagon**, April 2019.

Photos and info from Mary Hiland. Thank you.



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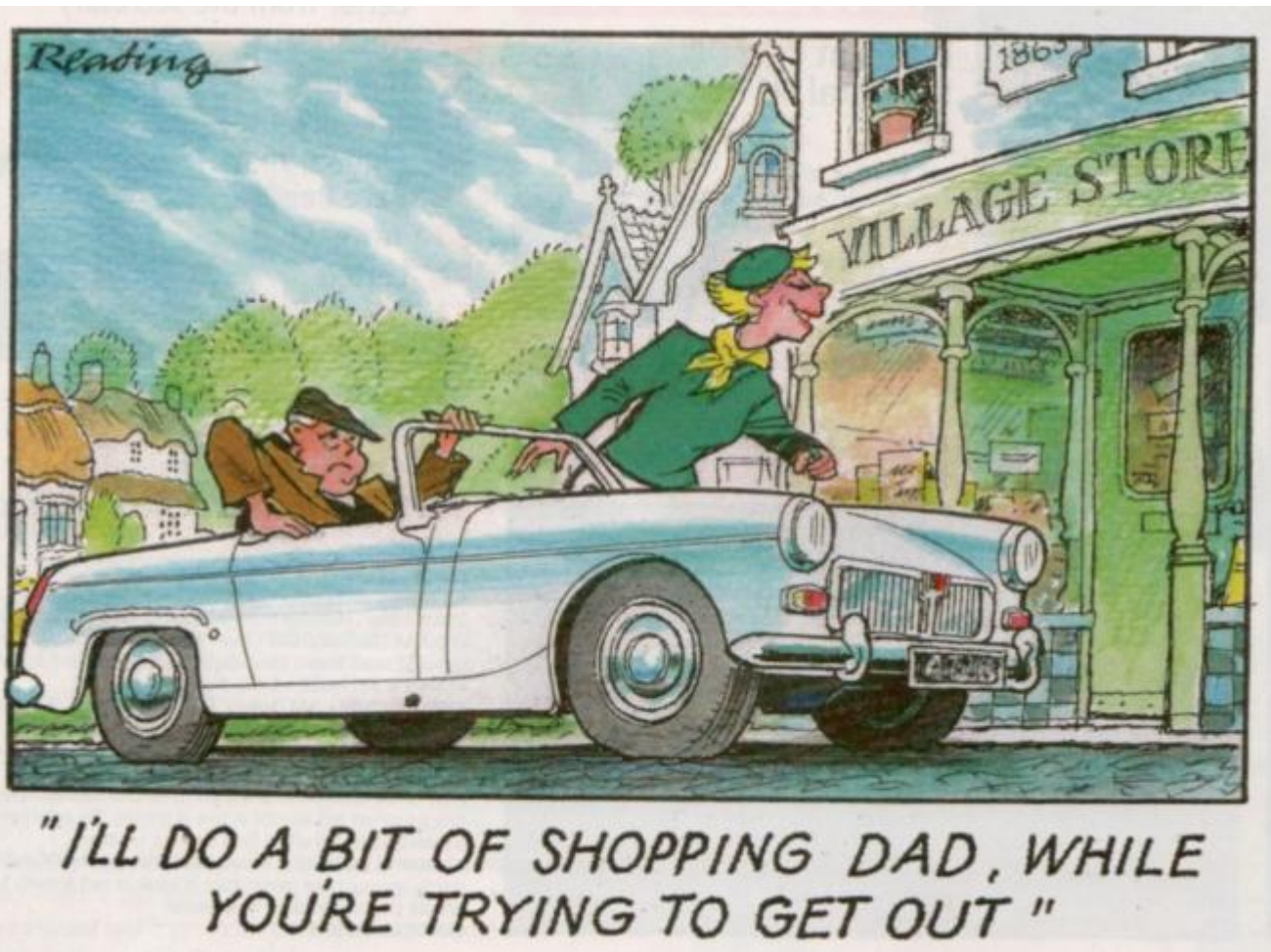
Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the 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 registrars@namgar.com.

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Lion's Club Show, Scott Pinsky's MGA, by Andy Preston

