



# 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!*



MGBs gather! St.  
Paddy's Day Tour,  
Photo: Andy Preston

## April 2022

Southern Marin  
Drive on April 29

## About *The Octagon* and the MG Owners Club

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

### DIRECTORY of MGOC OFFICERS for 2021

President: **Andy Preston**, [andypreston@att.net](mailto:andypreston@att.net)  
 Vice President: **Kirk Prentiss**, [kirkprentiss@gmail.com](mailto:kirkprentiss@gmail.com)  
 Treasurer: **Marla Preston**, [marlapreston@hotmail.com](mailto:marlapreston@hotmail.com)  
 Secretary: **Mike Jacobsen**, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

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 Member-at-Large: **John Hunt**, [huntsails@comcast.net](mailto:huntsails@comcast.net)  
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### CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.

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 MGB Early & Originality: **Don Scott**, 707-942-0546, [Don@napanet.net](mailto:Don@napanet.net)  
 MGB V8 Conversion: **Tony Bates**, 408-666-6174, [avbates@yahoo.com](mailto:avbates@yahoo.com)  
 MGC: **Tom Doyle**, 530-546-9924, [wtdoyleii@gmail.com](mailto:wtdoyleii@gmail.com)  
 M.G. Midget: **Christian Rowcliffe**, 415-359-6319, [Car@rowcliffe.com](mailto:Car@rowcliffe.com)  
 MGA Coupe: **Andy Preston**, [andypreston@att.net](mailto:andypreston@att.net)  
 MGA & Twin Cam: **George Steneberg**, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)

Z-Magnette Saloon: **Eric Baker**, 510-531-7032

[mgpb36@yahoo.com](mailto:mgpb36@yahoo.com)

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PA/PB Midget 1934-36: **Eric Baker**, 510-531-7032, [mgpb36@yahoo.com](mailto:mgpb36@yahoo.com)

### 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). 2022 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, 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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## April 29<sup>th</sup> Southern Marin Drive



Images above were photographed by Marty Rayman

**Date:** Friday, April 29, 2022

**Meeting Place & Time:** Bon Air in Greenbrae, at 9:30 with a hard departure time of 10:00

**Drive:** MGOC and Sorry Safari members are in for an unusual Southern Marin drive on Friday April 29th. It will include a backroads tour through Kentfield, Ross and San Anselmo before driving past the Frank Lloyd Wright designed Civic Center in San Rafael. This is the only public building that he built and also one of his last projects. We will then head on a scenic road along the bay (watch for cyclists) to China Camp Village. This was a thriving shrimping operation in the late 1800's until the middle of the last century. It was also used for filming [Blood Alley](#) in 1955 with *John Wayne and Lauren Bacall*. We will stop for a walkabout and avail ourselves to the volunteer run cafe and restrooms.

We will continue around the bay to 101 for a brief run south to the Paradise Drive exit in Corte Madera. Another nice backroads drive with views of the bay and into Tiburon. If we are on schedule, we will be able to include a drive around Belvedere Island (narrow roads, sometimes one lane) and ending at the Corinthian Yacht Club for lunch. The club manager wants us in as close to noon as possible to not interfere with a race planned for later in the day.

**Lunch Details:** We are limited to 20 for lunch because of staffing issues at the club but a great lunch is also available for any overflow at [Sam's Anchor Cafe](#) which is in the same block. **Bring cash for lunch.** Confirm with me if you are coming and want lunch at the Corinthian. The first 20 drivers and passengers to sign up are on the A list – please email Bob Bundy at [bundyworld@comcast.net](mailto:bundyworld@comcast.net) to sign up. *All vintage cars will be allowed to park in a dedicated paddock in the Corinthian lot, but any non-vintage cars will need to park in the commercial lot across the street.*



# From the Editor

Greetings, MG Lovers,

30 March 2022

April Fools is something of an 'All Saints Day' for me. May you have good humour this day and always. My photo is "In Spirit" since I missed the St. Paddy's Day Tour. I went on the SSTS wine tour on our visit to San Jose.

Clubber Jim Brady told me that there are two things a retired guy needs, a pickup truck and a wife that works. Thuy is still working for now, remotely from her job in Scotts Valley. But it does limit our travel.

The **BIG NEWS** is that my 1935 MG Midget has been repainted with much bodywork done. Thuy's brother Ricky has painted cars for 30 years but is taking a breather and offered to help me. What a gift! I debated what colours to use. I had a gallon of autumn red (1951 TD) and a gallon of ivory (TR3) never used from past projects. The red was 2<sup>nd</sup> hand from another wishful dreamer. Now I will start putting it back together with more restoration.

My nickname for the MG is "Mr. Toad," odd shades of green and covered in warts and wrinkles. Now that Mr. Toad has new clothes, it may need a new nickname. A cousin suggested Peppermint Patty but perhaps "Peppermint Annie" would be better for the model PA. But that would mean a gender change so I am not sure.... Peppermint Alfred?

Happy April!



## Dan



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Geoffrey Locquenutte & Nelson: On the Road

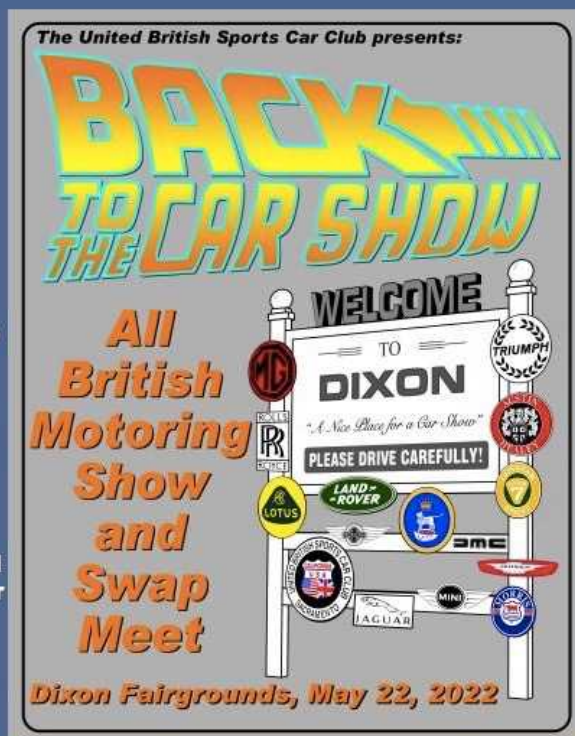


## **The Annual All British Motor Vehicle Show and Swap Meet May 22, 2022**

**Great Scott! The British Motor Show and Swap Meet is returning this May. We'll go back in time to see some of the greatest machines to ever come out of the British Isles. So jump in your time machine and join us!**

**After two cancellations (heavy rain and covid) and a restricted show in the fall, we're finally returning to an open show on our usual May timeline.**

**All entries must be made on-line or by mail in advance. There will be no day-of entries.**



**We ask that everyone please help advertise our show by making an announcement at their club meetings, posting the information on club web site and talking it up at car gatherings. We will not be mailing out flyers this year.**

**Social distancing and wearing of masks for non-vaccinated people *may* be required by the State and the Fairgrounds.**

**The event is FREE to the public to see the cars and attend the swap meet. Free parking is across the road from the fairgrounds entrance.**

### **A British Motor Vehicle Tradition**

#### **Participants' Choice Awards**

All registered entries will receive a dash plaque, goody bag and a ballot for voting in the Participants' Choice Awards. This is a show for the pleasure and company of others who share your interest in vintage British machinery. Judging is by popular vote of your peers, each of whom has a vehicle entered in the show. Each entrant receives one ballot and may cast one vote per class. There have been over 35 classes at past shows and classes will again be determined by pre registered vehicles. Three or more of the same vehicle type make a competition class, not including the Winners' Circle entrants. Based on early registration results, classes are created for each major marque, and certain subdivisions within marques. Where there are not sufficient early entries to justify a separate class, entries will be grouped by type of vehicle.

Vendors and participants set up at 7:00 AM. Gates open to the public at 8:00 AM. Final entries to the gate must be in by 10:00 AM. Voting closes at 12:00 PM. Awards Presentation: 1:30 PM. This is not a "concours" but a chance for British vehicle lovers to get together, display their vehicles and have a good time. Any vehicle could go home with a trophy. So bring your British "ride" and enjoy the camaraderie!

**The close dates for registration are May 4th for the mail-in form and May 7th for on-line.**

**[Click here for On-line Registration and Regalia](#)**

**A mail-in version of the registration form can be found [HERE](#)**

**All entries must be made in advance.**



# New Members!

**Welcome Jose Raul Ramirez of Berkeley**, with a 1976 MGB and also with a parts car he'd like to sell.

**Welcome Richard Gaul of Benicia** with a 1952 MGTD, who also wants to find a person or garage that can properly install seat belts into his just purchased LBC.



"Thank you for the welcome letter. I find it very interesting to know about other enthusiasts' exploits, and will gladly gin up a bit about my cars and myself.

"My 1952 MG TD is car number 18723 that has been off the road perhaps as long as 50 years,

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but I can't verify that. It is, however, licensed and fully operational and road-worthy now, since I purchased it on 31 January. But I won't take it on the road until the seat belts are installed.

"Meanwhile, I have tried unsuccessfully to find a place or someone who will install seat belts in my MG. Do you know of a specific place? I live in Benicia.

"I'm looking forward to meeting you soon, and appreciate that you reached out to me."  
- Dick Gaul



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## President's Ponderings

### Everyone needs Two MGs

It's long been said that if you own British cars you need to own 2 so you can drive one while the other one is in the shop. That adage proved to be true with our 74 MGB GT. I was washing the car in preparation for the St. Paddy's Day drive when I noticed some oil on the outside of the rear left wheel, (of course it shouldn't be there!). I looked on the inside of the wheel and sure enough the rear axle oil seal was leaking. I'd replaced this before about 18 months ago so I either need to buy better oil seals or find a better mechanic; I think the latter is probably true but I work for cheap! We're very fortunate to own more than one MG so the saying appears to be true. We drove our 1967 MGB on the drive instead, which is fun to drive and also my favorite car.

### Photo Shoot for MGs by the Bay

Last Saturday Kirk and I met at George's house in El Cerrito to photograph his 1952 MG TD for this year's poster for MGsbTB. I drove the car to the Berkeley Marina, which proved to be a perfect backdrop for the photo shoot. Kirk is a wonderful photographer and took some stunning pictures.

This year is the 70<sup>th</sup> Anniversary of the Bon Air shopping Center where we hold our annual car show. They asked me if we had any members who owned a car that was 70 years old, who would be willing to participate in their 70<sup>th</sup> Birthday Party on May 7<sup>th</sup> and George volunteered. So I thought it is only appropriate that we showcase his car on this year's poster. Kirk got some wonderful photos so we should be good to go.

### Marin Tour and the Corinthian Yacht Club

Bob Bundy and Marty Rayman have prepared a wonderful tour for us that show cases the 'History of Marin' and finishes up at the Corinthian Yacht Club in Tiburon for lunch on Friday April 29. Apart from the drive the views from the yacht club across the bay are spectacular. Please see the flyer in this edition for more information. Sign up early as space is limited at the yacht club.

### In my garage

I've just started on one of the biggest projects that I've ever tackled in my garage. I have bought a 5-speed gearbox for my 69 E-Type Jaguar, which I hope to install myself. This involves the removal of the massive 4.2 liter 6 cylinder engine and gearbox as one unit, which weigh a colossal 750 lbs.

Thankfully I have a 4 post lift which makes life a little easier but it's still a lot of work. At the same time I plan on replacing the cylinder head and installing air conditioning. I'm estimating 3 months for the project. I'll let you know how it goes.

Keep those MGs on the road, they love to be driven,

**Andy**

George Steneberg, Photo Kirk Prentiss





# MGOC (Zoom) Meeting at 9:30 am, Sat., Mar 5, 2022 - Minutes

**Call to Order:** Andy Preston at: 9:33

**Attending:** Andy & Marla, Kirk (for awhile), Dan, John, Mark, Mike, George & Marcia

**Approval of Minutes of Previous Meetings:** Dec 12, 2021: Approved

## REPORTS

**President's Report:** We have quite a few things to discuss so I thought it best to have a short meeting. Although things are going very well for the start of the year. The main item being MGsbB.

**Vice President's Report:** Kirk Prentiss: NTR

**Treasurer's Report:** Marla Preston:

Account	March 5, 2022	December 2021
Checking	12,319.16	10,281.23
Savings	9,821.59	9,846.35
Total	22,140.75	20,127.58

Since our last Treasurer's report we have had quite a bit of activity, payment for dues renewal, a few new members and the cost for subsidizing the Annual Brunch.

**Secretary's Report:** Mike Jacobsen: NTR

**Registrar's Report:** Steve Kellogg: By email:

I won't be able to make the meeting on Saturday but here's my report.

159	Number of Regular Members
41	Number of Regular Family Members
200	Total Regular and Family Members
7	Number of Corresponding Members
5	Number of Corresponding Family Members
12	Total Corresponding and Family Members
212	Total Membership

Removed from Mail Chimp (unsubscribed) 39 members with their 6 family members for non renewal.

**Corresponding Secretary's Report:** George Steneberg: Absent

**Members at Large Reports:** Mark McGothigan, John Hunt, George Steneburg. Mark has photos from the Oakland Air Museum tour and would like to make them available to the club. Andy suggested sending them to Steve to post on the website.

**Regalia Report:** Andy Preston: NTR

**The Octagon Report:** Dan Shockey: NTR

**Website Report:** Steve Kellogg: By email: Web site is fine. Little upgrades this year make the back of the house easier to manage.

**PAST EVENTS:** The Brunch at Moss Beach Distillery was a great success even though we had several cancellations at the last minute. Many thanks to Marla. Kirk and Amy organized a visit to the Oakland Aviation Museum with both clubs attending. It was great and really interesting; a wonderful time was had by all. Thanks Kirk.

## UPCOMING EVENTS:

March 12	SSTS Twining Vine Tour, Ray & Kristi
March 16	St. Paddy's Day Tour, Andy & Marla
April 29	Corinthian Yacht Club Drive, Bob Bundy and friends
April 29–May 1	SSTS Sierra Tour to Chico, Ben & Jan Lenci
May 22	Dixon All British Meet
June 6–10	NAMGAR GT in Colorado Springs
June 27–July 1	GOF West, Buellton near Solvang. 50th Anniversary (2023 will be in Stockton.)
July 16	MGs by the Bay, Bon Air, Greenbrae

Andy will send Mike the route from a mid-peninsula tour and Mike will turn it into an MGOC tour.

**OLD BUSINESS:** None

## NEW BUSINESS:

- John Hunt is our new Member at Large replacing Ken Gittings who retired.
- MG TD (1952 car) wanted for 70<sup>th</sup> Anniversary Party by Bon Air on May 7. George has a 52 TD and may be able to get it to Bon Air.
- MGs by the Bay – See attached Outline.
- John proposed making MGsbBay a fund raising event. Not approved.

**BUSINESS RESOLVED ONLINE SINCE LAST MEETING:** None

## ANNOUNCEMENTS:

St Paddy's Day tour coming up. 25 currently registered.

**NEXT MEETING:** TBD

Meeting adjourned at:

Submitted by: Mike Jacobsen



# St. Paddy's Day Tour

by Andy Preston

I think that the Chileno Valley is probably one of the best roads in Sonoma County for our little cars; especially when the drive started at the North end as we did on the St. Paddy's Day tour. I've driven this road many times but on this day, the sun was shining in a clear blue sky as we drove through the countryside dotted with farms, barns and old houses from another time. It reminded me a lot of England and the PBS show "All Creatures Great And Small," which is filmed in the Yorkshire Dales. At this time of year the grass is a verdant green with wildflowers everywhere. It was truly spectacular!

We all met in Northgate, San Rafael, and the total count was 11 MGs, 1 Alfa, 1 Miata and 3 sedans. It was nice to see some new members so I hope you enjoyed the drive. We drove out along Lucas Valley Road, which passes through wonderful countryside and redwood groves and past Nicasio reservoir, which thankfully is still full.

Our first stop was at the Petaluma Creamery and ice cream shop. They are always happy to see us and very welcoming. They even had some cheeses cut into cubes for tasting. I haven't seen that since pre-Covid so maybe things are returning to normal!

Lunch was at Moylan's Brewery and Pub in Novato who had everything set up for the 23 of us having lunch. We were seated all together in groups of 6 or 8 and able to order from the open menu. The food came up surprisingly quickly for a large group, which was great. Marla and I both had Corn Beef & Cabbage, which was delicious and could have served 2 more people easily. In fact we got another 2 meals from the left-overs.

I hope that everyone had a great time and several members said it was the "best tour ever" and I have to agree it was one our best.



Photo of Chileno Valley by Marty Rayman





Above: Marty Rayman

Right: Andy Preston

On the St. Paddy's Day Tour



Photos from Naomi and  
Marty Rayman







Photos: Andy Preston

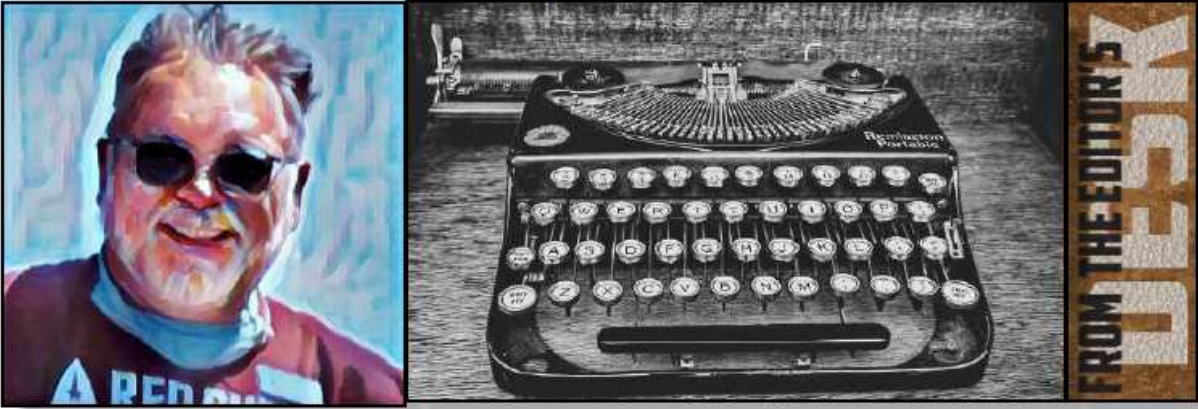
**The people make the event!**





## Big News from our Sister Club in the East Bay

Sorry Safari Touring Society - A Gathering of MG Enthusiasts



### Kirk Steps Down – Sorry Safari Touring Society Editor

I have announced my retirement as the newsletter editor. I have enjoyed my run as editor but it's now time for me to step down. Are you thinking, you would like to take on this role and each month put together a newsletter? If so, I welcome your volunteering to do the job! However, like the role of Secretary we have yet to have anyone knocking down the door to fill that role, so I'm thinking I'll not be getting a replacement for editor either.

Before making this decision to step down I "noodled" over the newsletter material with the objective of, "Is there an alternative" for the information to be presented? After careful consideration it is my opinion that much of this can be accomplished by some additions or changes to the club webpage. We already have an "events" page and I am working on some revisions to that section. I am revising the "links" page to include graphics from our sponsors. I am considering an additional page that will be "bulletin board." I'm looking at options and I am certainly happy to keep the webmaster responsibilities.

Whew! There, it's done.

*Yeah, it just feels like "it's time" for it to evolve. Even webpages are seeing a change to social media. I'm not yet ready for the push in that direction and will hold out for the webpage for now. It's still a useful tool for our age group!*

**Kirk continues to contribute so much to the Bay Area MG experience. Thank you, Kirk!**  
- Dan



How true it is! Another contribution from Marla Preston

One of our long-time members insisted that "MG" stands for "Mighty Good."



## The BIG GoF West 50th Event June 27-July 1, 2022

Folks, you may not realize it but the GoF West event for 2022 will be the 50th yearly event for GoF West. **WOW!! 50 YEARS!!** That is something that we should all be proud of. So to celebrate this special event, we tried to find a venue in Santa Barbara, CA, where the very first GoF West event was held, but prices at this time precluded us from doing that. However, we are doing the next best thing: We will be holding the 2022 event only 30 miles from there, at the same venue where we held the 2005 and 2012 events: the **Santa Ynez Valley Marriott Hotel**, just off Highway 101 in Buellton, in the beautiful Santa Ynez Valley only three hours from the Los Angeles area and five hours from San Francisco. This area is an ideal choice for GoF West 2022. In addition to its natural beauty, the Central Coast and the Santa Ynez Valley offer many major tourist attractions and have come into their own as one of the finest wine producing regions in the country.

We have reserved 78 rooms at a significantly reduced rate of \$169.00 per night. Additional rooms may be available, depending on the registrations. This price includes a full American breakfast-ordered from the menu-for two! That is an outstanding value!

We will have our routine GoF West functions starting with orientation and the **first timers' car display** on Monday evening, and the **car display** on Tuesday. The park we will use for the car display is only 0.7 miles from the hotel, and offers shade, picnic tables, and a nice grassy area for the display. At this time, we may have a picnic BBQ lunch, but that is still in the planning stages. *continued on page 2*

On Wednesday we will hold the **rally/tour**. The back roads of the Santa Ynez Valley are unsurpassed for driving pleasure in an open-top vintage MG, and we plan to take full advantage of that again for our rally/tour, perhaps taking you through some areas that you may not have seen in the past. There may be stops at some of the wineries, and the printed tour guide will mention some of the historic facts for your entertainment as you travel on the tour. The rally/tour will take place on Wednesday morning, and the remainder of the day, from around noon until 4:00 PM, will be free of GoF activities, so you can plan on seeing more of the valley attractions on your own. **Tech sessions** will be held at 4:00 PM. In the evening we will hold our annual **auction dinner and auction of MG related parts and memorabilia**. This event will be held at the hotel.

We do hope that you will consider coming to this 50th GoF West event. This promises to be a good one, filled with a lot of fun throughout the week, and you will have to look hard to find a better venue that offers first-class accommodations, great driving roads, and a beautiful setting for the car display. We hope to see you here. Reminder: this event is open to all models of vintage MGs.



The correct number to call is the Marriott central reservation line. They DO have GoF West 2022 listed as a group that has reservations. The number to call is **1-888-236-2427** and ask for **GoF West 2022**. It may take them a minute to find our group, but I know they have it.

A large number of Bay Area MG enthusiasts are making plans to attend this event. Buellton isn't far. If the weather looks hot for the drive down, plan for an early morning departure. We will announce caravan plans as we get closer to the event.

For budget minded folks, the Motel 6 is next door to the Marriott and a very nice one with larger rooms than most:

**333 McMurray Rd, Buellton, CA, 93427**

**(805) 688-7797**



# Keep Planning for 2022



## SPRING

April 2-3: CSRG Vintage Races at Sonoma Raceway

April 15: Pub Night, Morgan Hill (See below)

April 22-24: Sierra Tour (Sorry Safari Club)

**Fri, Apr. 29: Marin Drive, Bundy/DeMayo/Rayman**

**May 1: Drive your MGA Day - NAMGAR**

May 22: Dixon All British Meet



## SUMMER

June 6-10: NAMGAR GT in Colorado Springs

**June 27 - July 1: GOF West, Buellton near Solvang.  
50th Anniversary. (2023 will be in Stockton.)**

**July 16: MGs by the Bay, Bon Air, Greenbrae**

July 11-15. GOF Central & NAMMMR Annual Meet, La Crosse, Wisconsin

Tour Pics: Naomi and Marty Rayman

## Pub Night! April 15 - *Virus permitting!* On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, April 15th. Please join us for an evening of fun and fellowship. (6pm to 9pm)

Please bring some wine or beer to share and we will provide snacks. Please confirm the event on our web site.

Thanks, Rachel



# Motor Tramp

## by John Heygate, 1935

*To whet the appetite of the MG enthusiast: 'Birth' - the first chapter of a book published in 1935 by a journalist describing his travels around pre-WWII Europe in an MG 'F' type Magna Tourer.*

A WOMAN is delivered by a doctor of a baby; fish or furniture is delivered to you in a van; but of a car you take delivery. It is ready born, ready to be weaned. You have only to go there and take delivery. (from *MG at Abingdon*)

In a long quiet hall the new cars were echeloned up, awaiting owners. There must have been thirty or forty, all of them four-seater open models with their hoods up, black with red upholstery, and the flat caps of their radiators made a straight silver line down the hall. A tester in brown overalls jumped into a car and drove it from the line. The sharp high note of the new engine beat against the roof. The mechanic swung around the pillars of the place and left the car revving in short bursts by the office.

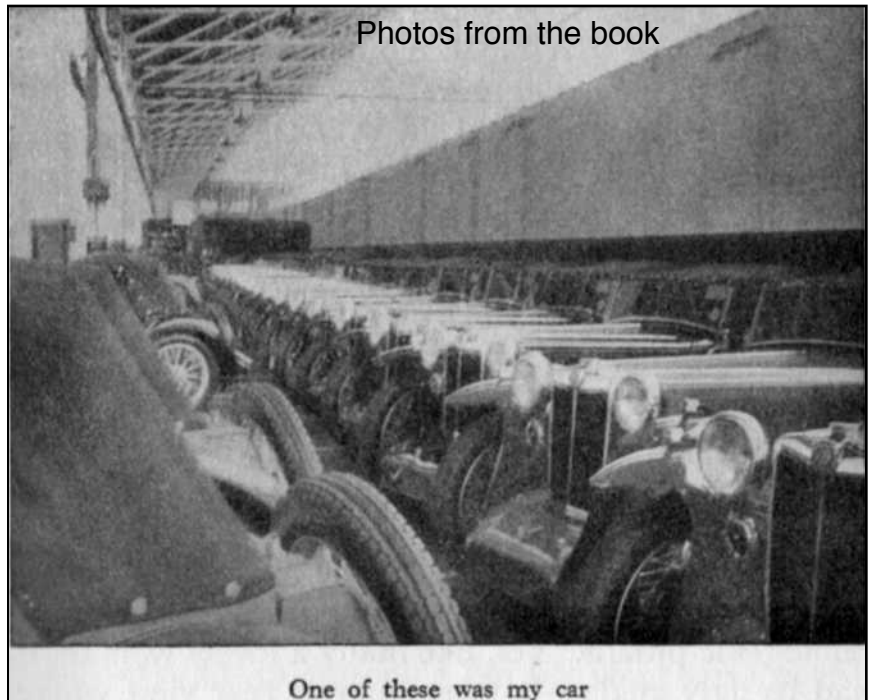
There were forms to be signed, equipment to be checked, all very calmly with a little casual conversation about the weather, rate of production, about anything but cars and this car. Then it was mine. I asked the way to Wallingford, and said 'Thanks; thanks very much; thank you' not listening to the answer. I drove it in third gear from the works, down Abingdon High Street and into the country somewhere. At the first signpost I turned left into a lane, clipped down the hand brake, switched off the motor and got out and looked at it.

It was a long narrow deep lying car, underslung front and rear so that it looked built up from the ground it stood on; a cat could just about crawl in underneath without singeing its fur on the exhaust piping. It was a small car, built down from a model that had won fame on the race track. But I saw at once that it had the dignity and the sizelessness of great works of art. Like the Mauretania, the Parthenon, or one of the Great Western 'Castle' locomotives, its line and proportions were so good that one could tell its size only by comparison. It did not feel like a small car or a big car, it did not look like one. It looked a dignified and lonely work of art. I went right away and sat on a gate and contemplated it.

The next step was to examine the car from all angles as a film producer might prowl round a star-to-be for photogenic pitfalls. Yes, like many a lovely woman, it had its ugly angle--a three-quarter rear view where it looked suddenly shorn off, front-heavy. For a moment it seemed as if I had made a horrible error, as if I loved a mean ungraceful woman; then I moved a couple of inches forward and the car was again beautiful. It was all right, its character was sweet and noble. The best and loveliest women have just one movement or mood where it is better not to know them.

But if they have some moods or movements that are better forgotten, they have also a look, a sudden turn of the head, the surprise of a smile that in a flash contains their whole lovable nature. So too had my car. As the six-cylinder double carburettored engine drove it forward, it had a way of shrugging the long bonnet from the radiator cap up along in a quiver to the windscreen; it shrugged, then settled down to the grey road, where it ran so low and steady that a child could have held the steering wheel and at the bends and corners it went round with the road, the road and the car and I all going round together and coming out straight again in one rhythm.

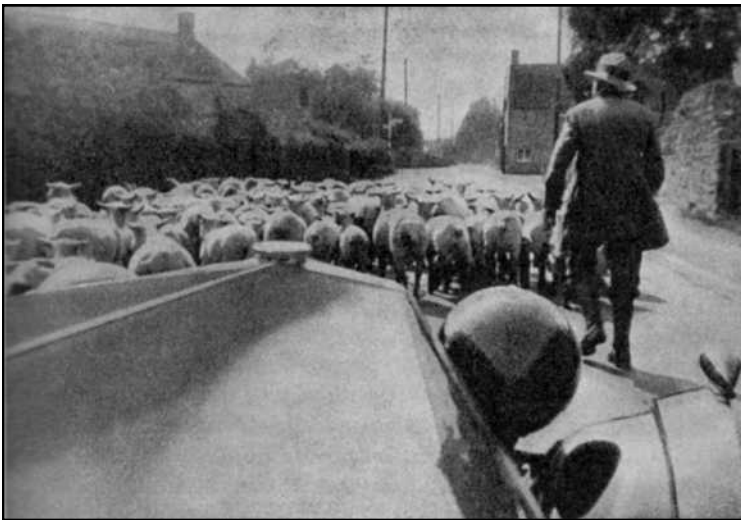
But not at first; for we were not yet wedded. I got in again and held the wheel in a number of ways, explored the controls, pressed buttons, turned switches. I was at the wheel of a strange and powerful machinery. I could make it go and I could make it do things; but I had no feeling as yet how it preferred to run and climb and corner. I just drove along the motor.





On the windscreen was pasted a paper instruction not to exceed forty m.p.h. for the first thousand miles running. This was one reason why I took delivery from the works in person. I did not want some bored mechanic to let out the new engine and probably ruin its future sweetness and crispness. Purring along at thirty miles an hour seemed an insult to such a motor; but it had compensations. For the first time for many years I saw England. I saw the beauties of the English countryside in mid-May. I saw petrol palaces, advertisements for the French Riviera, and the back of one overtaking car after another. I obtained a front view of a few bicycles and a woman and children watching a man in a bowler hat trying to change his offside front wheel without losing an important part of his anatomy to the passing traffic.

It was now approaching lunch time, so I turned off the

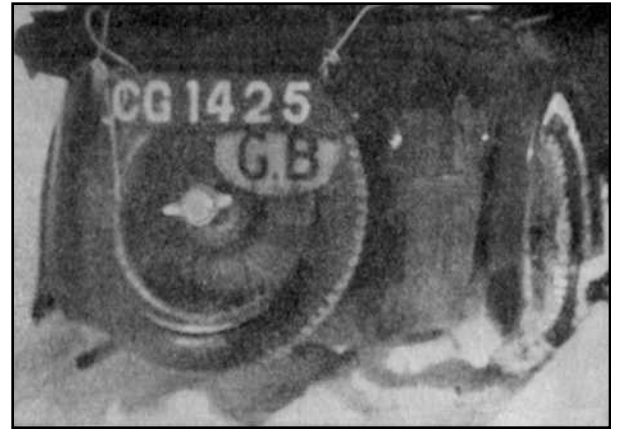


Reading road and went down a steep lane to the Thames and there in the yard of the Beetle and Wedge hotel I parked the car for the first time among its fledged fellows. I hoped it would be remarked upon and professional motorists would be stalking round it in my absence and peering at the gears and dashboard. But there seemed no one. At any other time, particularly if I were in a hurry or had some life's problem to solve in silence, I could have depended on meeting in the bar a man who would describe in detail a motor run from London to Llandudno, his average speed (allowing for stops), petrol, oil, and beer consumption and what did I think of the new fluid flywheel?

On the one occasion when I should have astonished such a man by my sympathy and interest he was not present. No one was present. Life never loses its sense of the ridiculous even if the livers do at moments. I sipped sherry which I did not want and moments. I sipped sherry which I did not want and

do not like in the hope that the barman would start a conversation, about anything, Irish sweepstakes, the decline or increase of drunkenness--I would have conversed about absolutely anything with my whole intelligence, for my whole heart was with my car. But he was a non-conversing barman. It was very sad. I was in a mood to invite the plainest woman to lunch, tea or dinner or make friends with bores and bounders. The day, strung up tight with anticipation, threatened to snap. I had lunch alone in a corner of the restaurant where it so chanced there was a mirror facing me. In the mirror I could scarcely help observing the cars in the courtyard.

What pleasure and relief to climb into my new car again! All of a new world with new innumerable roads and hills and valleys lay under the shining bonnet. And this time as I slumped down in the driving seat and threw in the gear I felt that I knew it. I knew my car. I let the wheel spin as I reversed on the gravel; I swung it up the lane. I had the feel of what it would do and what it wanted. This was to be the companion and the thread through the next three years of ragged aimless living. With my head full of lovely emptiness, I drove to London.



# Member Notes

## Report from Mindy:

My oldest son (David) deployed with his F35 squadron to Lithuania last Saturday to assist in the Ukraine / Russia thing.

## Thanks from Felix Wong:

Hi Dan, thanks for the blurb in the Octagon! Andrea was tickled that she is in the newsletter. We had a great time in London. I enjoyed looking through some of the older Octagons as well on the mgocsf.org site and was amazed at all the names I recognized in there. It's so great that so many people have stayed active in the club for so long. Kudos to you for continuing to edit the Octagon, too!

## Update from Jeff Stobbe:

Thanks for running the ad for the TC for me. I sold the car this week and it will remain in the area with a new owner Keith Simon who lives near Palo Alto. Hope you are now enjoying the B engine. I am tracing a leak in the air conditioning and hope to solve it soon. Best Wishes

## Yes from Marty Rayman:

Thanks Dan, red & white were truly the colours of the day at the Oakland Aviation Museum. Cheers,

## Hopes from Andy P.:

I hope you have no plans to follow in Kirk's footsteps. I always think that the newsletter is the heart and soul of the club. And it's what attracts new members and retains old ones. I have no social media presence at all although Felix Lee is still maintaining our platform. BTW, Felix Lee phoned me a couple of days ago and we had a good chat but not long enough. He had lots of questions about his XK 140 Roadster.

## Distributors from Don Scott:

On my '65 MGB, I had Rob Medynski redo my distributor and put on a new vacuum advance. It really made my car run multiple times better.

## Projects from Tom Doyle:

I have those projects (LED headlamps and spin-on oil filter) on the schedule once Spring hits....It is too cold to work in the garage right now. Later,

## From Marja vdH.:

I have not been able to get out in the TF. I'm on mobility restrictions for another month as my back heals. It's very frustrating as I feel fine and so want (and need!) to do things. But the bumping and jarring and the twisting needed while driving the old car is not allowed - yet. The Met sits in the garage; it only has 350 miles on the restoration and I'm tempted to give up and get rid of it. I have no need of 3 cars... The car lugs under load - I've done the carb , replaced the cracked vacuum line and just have no clue.

## John Hunt Noted Joe Huffaker:

Unfortunately, he has passed. However, he did live a full life in many ways. Below is a good link.

<https://www.scca.com/articles/2015886-joe-huffaker-sr-1927-2022>

## Travel from Barbara T.:

I can't go on the tour as I'm here in New Iberia, Louisiana, painting in a weeklong event. Haven't seen any MGs but I feel like I've found a town of normalcy. It is an oasis compared to California. People care about each other. Tons to paint related to life on a bayou, oil industry and fishing. My eyes and heart are being opened to something good here.





### Rendezvous in Oregon:

Club T MG is hosting **Rendezvous 38**, July 28 - 31 at Florence, Oregon. Registration is now open.

### No MG from Mike Jacobsen:

Andy & Marla's tour yesterday was nice. The weather was perfect and everything was green. Lunch at Moylan's was good too. I ended up taking the Integra. Though I got the MGA's motor back together & running, I also wanted to bleed the brakes since the pedal had gotten really soft. Pumping the pedal didn't move any fluid out the brake bleeders! My less-than-a-year-old Chinese reproduction master cylinder seems to have failed.

### MGB/GT in Boulder Creek:

Looks like a nice example, has overdrive, even has the smog equipment all intact and in place. If I was in the market, I sure would go look at it!

<https://sfbay.craigslist.org/scz/cto/d/ben-lomond-mgb-gt/7459889080.html>

Also an MGC/GT with a V6 in the same ad.

### Thanks from Bob Bundy:

Andy, great drive on Wednesday, perfect weather and the perfect time to drive through the countryside. Moylan's is one of my go to places in Marin, everyone at my table was over-served and headed out with food boxes. The St. Pat's goodie bag was a special treat.

### From Tom Wilson In Indiana:

As Mike Sherrill so aptly quoted in **TCs Forever**, "Polish it 'til it gleams, drive it 'til it smokes!"

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## CSRG Vintage Races at Sears Point – Sonoma Raceway

As was the case with last year's Charity Challenge, admission to CSRG's David Love Vintage Races at Sonoma Raceway, April 1-3 will be a free admission event to spectators & car clubs. A contribution to the Speedway Children's Charities that benefits multiple charities in Sonoma County would be a nice gesture, but is not required.

Locke de Bretteville

The race in Sept will include "hot laps" in a race car that you can buy at lunch time and parade laps after the racing is over but that would be late in the pm and I expect everyone will have gone by then.

Is there any interest just to watch the racing in April?

Andy Preston

Note that the October event will feature our own MGB, celebrating 60 years. Wow!



## Don't Dwell on It...

Driving my '65 MGB home several weeks ago to Andy's in Rohnert Park, it would misfire at times. Foolish me, prior to going to Andy's I thought I'd reset the points, thinking I hadn't adjusted them in a long time. And over time, I know the plastic block on them can wear, making the points barely open, or not open at all. But I did the adjustment with distributor in car, rushed for time. On the road driving to Andy's, it ran poorly, where previously, it ran OK.

When I got to Andy's, we took out distributor and attempted to set points, and checked them with a dwell meter. We got them set to 60 degrees of dwell, took car to restaurant for lunch, and it ran even worse. On the way home it continued to run poorly.

Having lost patience, I just parked it until yesterday. So I removed distributor, found the points were open way too much. I carefully reset them with a feeler gauge, even compensating for any distributor cam lobe irregularity, to get them just right (putting feeler gauge in at each of the four cam high points to kinda find a sweet spot). I then put distributor back in, drove car, no miss. Then I adjusted the carbs one flat richer, which made it run even better.

I wonder if dwell meters can be inaccurate.

MGOC member Don Scott

Any suggestions for Don? How many of you still use points?

Left: Contributed by Marla Preston who has cause to know...



## Classified Ads

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

**MGB Parts:** Two new bumpers; chrome valve cover. Lots of other parts. Member Ken Gittings, 341-206-0156 (Posted 4/22)

**1968 MGB:** It's disassembled, many new and reconditioned parts, roll bar, o/d transmission. I have books, tools (I'm putting together a list) and a new engine hoist. Steven Patton, [steven\\_patton@hotmail.com](mailto:steven_patton@hotmail.com) (Posted 4/22)

**MG Paint:** I have a full gallon of Red for a 1971 MGB in acrylic enamel. I also have 2 quarts of Ivory for an MG TD or a TR3 in Valspar polyurethane. I have 2 quarts of Autumn Red (1951 TD) also in PPG polyurethane. Single stage. \$75 each? Dan Shockey (Posted 4/22)

**1951 MG TD Mk II:** Owned for 30 years. Last ran 20 years ago but starting to burn oil. The body is straight. It has a new top. \$15,000. And...

**1967 MGB GT:** Modified for vintage racing by Nick Martin. Fuel cell, overdrive, new tires, modified suspension and brakes. With a second engine & second overdrive. Needs paint. \$2,000. Contact: [jnlhunter@gmail.com](mailto:jnlhunter@gmail.com) (Posted 2/22)

**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)**



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- ENJOY HIGH TEA AT A HIGHFALUTIN' MANSION
- CONQUER PIKES PEAK
- TAKE ADVANTAGE OF NUMEROUS TOURS AND SIDE TRIPS TO JAW DROPPING, INSPIRING LOCATIONS
- SAMPLE LOCAL CRAFT BEER AND DISTILLED SPIRITS. REPEAT.
- VISIT COOL MUSEUMS: THE AIR FORCE ACADEMY AND THE U.S. OLYMPIC TRAINING CENTER
- BASK IN THE GLOW OF COLORADO SPRINGS, THE "LONDON OF THE WEST"

The Flying W. Wrangler Ranch

### Convoy to GT-47

Several MGA owners from the CCMGC, and others from Vancouver Island and Washington, have shown an interest in going to this event, so we are putting together a selection of routes and itineraries to Colorado for consideration at this time. We expect it to take about 6 days to drive from Vancouver to Colorado Springs. If you are interested in getting copies of the routes, please email Anne Tilbury on [eeaytee@gmail.com](mailto:eeaytee@gmail.com).

We will also be putting people who want to join a single driver in touch with car owners who have an empty seat. Some MGB owners will also be going to the GT as it is open to all MGs. Event and registration information is now on the GT-47 website. Call Peter and Anne Tilbury at 604 889 5067, for more information.

It's so hard to find that one bedroom, five-car garage that guys are always looking for



Geoffrey Locquenutte & Nelson: MG 2011 • Reno

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North American MGB Register

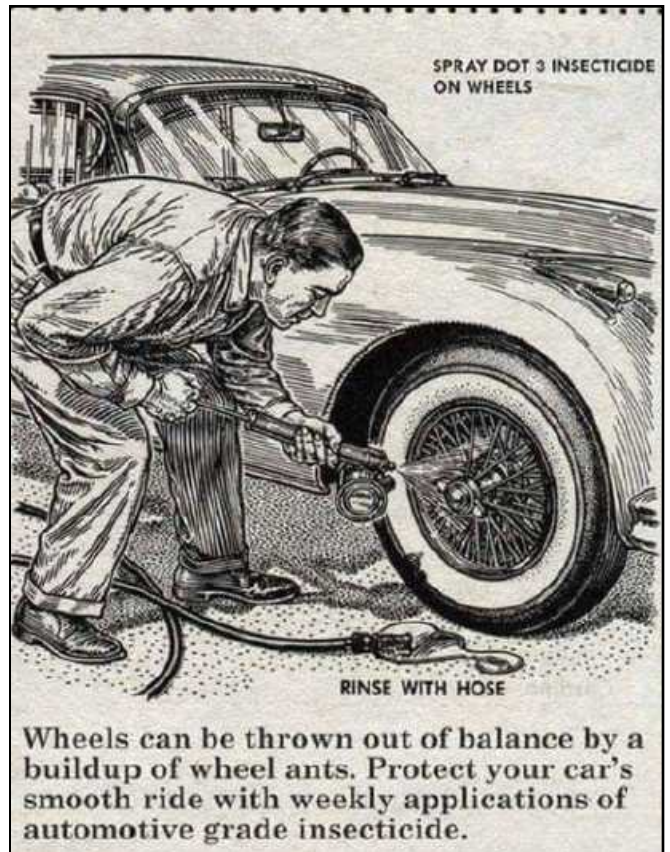




MGOC The Octagon  
320 B Monterey Blvd.  
San Francisco, CA 94131-3141



Linda, why can't I take my TC to this shop?



Naomi and friends, St. Paddy's Tour,  
by Marty Rayman