



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!

Mozart Museum Tour - Feb. 23
Club Meeting - Feb. 9



Photo: Mike Jacobsen

Ken Gittings arriving at Bodega Bay. A great-looking MGB that is also a Road Warrior.



February 2019



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 2018

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

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-234-3313, mrcraigk@aol.com
 Member-at-Large: Ken Gittings
 Member-at-Large: George Steneberg, 510-525-9125, j2george@pacbell.net

APPOINTEES

Commercial Advertising: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com
 Corresponding Secretary: George Steneberg, j2george@pacbell.net
 Historian: George Steneberg, 510-525-9125, j2george@pacbell.net
 Photographer: Mindy Hungerman, 925-997-4410, MindyHungerman@yahoo.com
 Registrar: Steve Kellogg, 408-355-4125, webmaster@mgocsf.org
 T Register Director: Jim Carlson, 408-224-3992, mgjim@comcast.net
The Octagon Editor: Dan Shockey, 309-696-0803, magnut_dan@hotmail.com
 Webmaster: Steve Kellogg, 408-335-4125, webmaster@mgocsf.org
 Regalia: Andy Preston, 707-795-3480, andypreston@att.net

CLUB ADVISOR PROGRAM

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

MGB 1962-74: Steve Lilves, 415-924-3173, slilves@sbcglobal.net
 MGB 1974-1980: Ed Adams, 510-483-6821, AdamsEddie77@yahoo.com
 MGB V8 Conversion: Tony Bates, 408-666-6174, avbates@yahoo.com
 MGC: Kent Leech, 925-253-9757, kent@kentleech.com
 M.G. Midget: and Overall Auto Technician: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com
 MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125, j2george@pacbell.net
 Z-Magnette Saloon: Eric Baker, 510-531-7032

mgpb36@yahoo.com

T-types: George Steneberg, 510-525-9125,

j2george@pacbell.net

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

PA/PB Midget 1934-36: Eric Baker, 510-531-7032,

mgpb36@yahoo.com

S.U. Carburetters: Craig Kuenzinger, 925-234-3313, mrcraigk@aol.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2005 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to magnut_dan@hotmail.com or send them to: Dan Shockey, 10 Willis Rd., Scotts Valley, CA 95066.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? The club roster is available from Steve Kellogg upon request.

MGOCSE.ORG

Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at <http://mgocsf.org>.

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Welcome!



Mozart Museum Tour

Saturday, Feb. 23, 2019

10:00a.m. until Noon Only – RSVP Required

1325 Pear Avenue, Mountain View

Must RSVP by Feb. 15 to Mike at MikesMuseum@yahoo.com or (415) 333-9699

Lunch Following: Tied House Cafe & Brewery, 954 Villa St., Mountain View



John Mozart, an MGOC member, has kindly offered to open his private car collection to us.

Tour the Mozart Foundation Automobile Museum in Mountain View, California. This world class private collection of automobiles including Bugatti, Alfa Romeo, Duesenberg, Pierce Arrow, Packard, Ferrari, and more is a dream come true for antique, vintage, and classic car enthusiasts. The museum is not open to the public, so it is a unique opportunity

to see and learn about some of the world's rarest automobiles. No photos in Museum please!



Directions: N. Shoreline Blvd. north from 101. Turn right on Pear Ave.

East Caravan: You are welcome to meet at the Mission Blvd Park 'n Ride lot (next to McDonalds, 42800 Mission Blvd, exit off I-680) at 8:45 to 9:15a.m. The group will depart there at 9:15a.m.



From the Editor

Jan. 28, 2019

G'day, Mates! It is a good day when I have event reports and photos to include in *The Octagon*. It appears John Hunt's Bodega Bay tour was well attended including John's wife Sharon and daughter Emma. I was away and hated to miss it. The Planning Meeting and Annual Brunch were great fun, too. It is an excellent start to the year.

I compared notes recently with the Triumph Travelers club. They report they are growing and more active. That is encouraging since the three Bay Area MG clubs seem to be on a downward trend in terms of participation. Revive us again!

We have to report the loss of an active club member. Randy Grossman moved to Tucson in 2018 to be near wife Melissa's family. He planned to attend the Annual Brunch and was busy arranging for club members to tour to Tucson. I wondered why he stopped calling me about it! He appears to have passed the way he lived, with the pedal to the metal! We miss you, Randy.

Note the "cars & coffee" Saturday morning events. These have become very popular and may be a way to promote the hobby and the club. New ones (new to me) are in San Carlos (below) and at Laguna Seca raceway. We have one at Canepa in Scotts Valley. Send info on your local event.

I was surprised reading about WWII in North Africa that both sides repaired and used each other's tanks and trucks. British troops hated to retreat leaving behind damaged tanks knowing they would face their own tanks in the next battle. That implies a high level of mechanical ingenuity and enterprise in very difficult conditions. I am impressed. I think that is a type of craftsmanship that is under appreciated.

You don't need your MG to attend the Mozart Museum tour. Hope to see you there.



Dan



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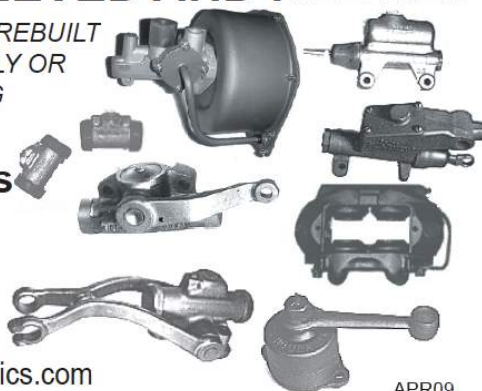
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CARS AT KAFFEEHAUS

San Mateo's Cars and Coffee Event

Every 2nd Sunday of the month: January 13th, February 10th, March 10th, April 14th, May 12th, June 9th, July 14th, August 11th, September 8th, October 13th, November 10th and December 8th

Bring your car, truck or motorcycle and mingle with other auto enthusiasts

Parking is available in the US Bank parking lot (corner of E. 3rd Avenue and San Mateo Drive) or on the street

Please no burnouts or side show activity. Respect the space so we do not lose this event

Any questions please contact us at carsatkafeehaus@gmail.com



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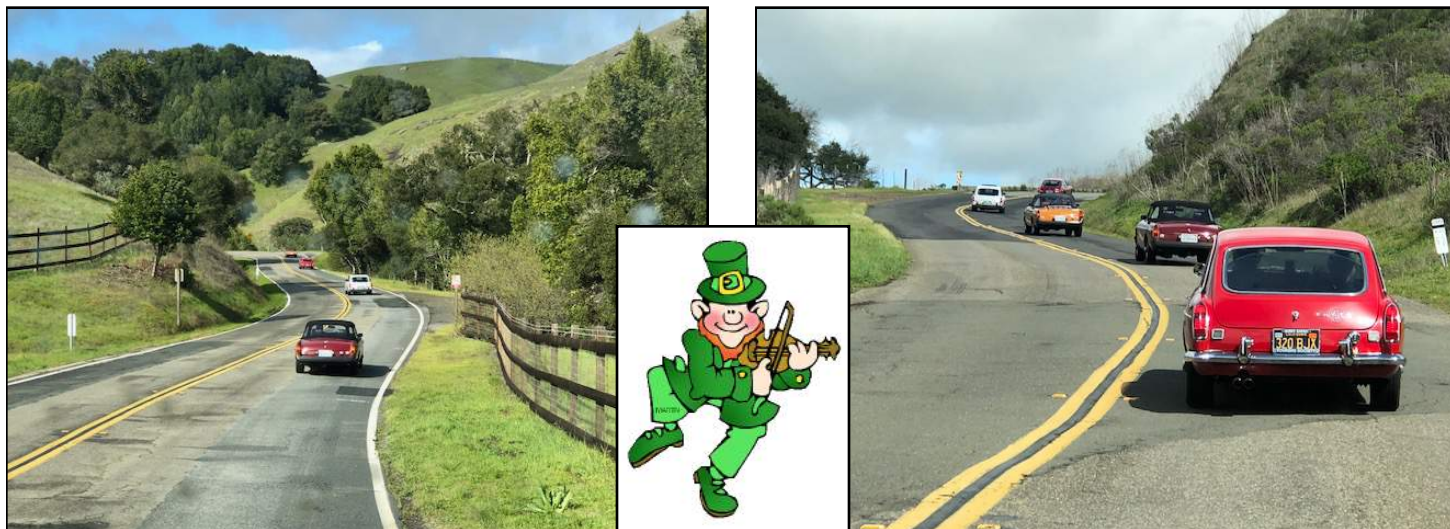


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St. Paddy's Day Tour Sunday March 17, 2019

The MGOC & SSTS welcome you to join us



Photos: Pam Shukait from last year's tour

This is a Rain or Shine tour so if raining please feel free to drive a modern car.

Date: Sunday, March 17, 2019 **Green is the color of the day.**

Organizers: Andy and Marla Preston 707-795-3480

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

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



Tour: This year St. Patrick's Day falls on a Sunday so we're holding the tour on the actual day so we'll have to be aware of cyclists who also love these backroads. We will be driving the backroads of Marin and Sonoma and finishing up at the Historic Irish-Italian venue of Dinucci's in Valley Ford for lunch. The tour starts at the Bagel Street Café, in San Rafael so it's an easy meeting point from the East or South Bay.

We will head out along Lucas Valley Road, past Sky Walker Ranch and through the small hamlet of Nicasio. Our first stop will be at the Marin Cheese Factory where we will take a short break and enjoy coffee, snacks and of course sample some wonderful cheeses.

We will leave the Cheese Factory, heading Northwest through Chilen Valley, which one of the most scenic areas of West Sonoma and Marin especially at this time of year. We will join Hwy1 in Marshall and then follow the Tomales Bay shoreline north and then through Tomales and into Valley Ford from the west side. We will be able to order from the open menu but please bring cash for the check.

Please RSVP: to Andy or Marla Preston at 707-795-3480 or marlapreston@hotmail.com by March 12th so we can confirm lunch reservations.

The Burnt Spark Plug Award

It was a Dark and Stormy Night The Rest of the Story by Kirk Prentiss

Here is the story as I remember it...

At GoF this year, in the picturesque surroundings of Lake Tahoe – *sounds fictional already* - we were getting ready to take a drive to the event picnic. All of the participants cars were parked in the covered garage of the Hard Rock Hotel.

Walking out to get the Magnette ready for the drive, I noticed that George was standing by his J2 with the hood up. Apparently the car would not start and indications were that the



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battery had run down. Hey! I have one of those portable jump-start batteries in the boot, let's use that! There under the hood, I asked, "Is your car positive or negative ground?" George said that it had been changed to negative ground. Well, OK then.

I take the cables from the battery and connect the positive to the RED cable and the black to the ground cable. In a matter of seconds my jump—start battery popped open with a violent SNAP sound.

Hurriedly I yanked the cables off and tossed the jump-battery on the ground, fearing it was seconds before it spewed out acid or something. Needless to say it trashed the device and did not start George's MG.

He later got a jump from the hotel staff as they had one of those devices in their valet booth. Clearly they have done this before.

My lesson in this explosive situation: "Never mind what color the cables are, connect to the battery cables with the same polarity!!!"

George being the gentleman that he is, purchased a new unit to replace mine. And that one is charged up, just waiting to be used ... on the correct terminals!



President's Ponderings



When did washing machines become so complicated? I realize that new cars have become complex and computerized and you need a code scanner and computer just to diagnose what's wrong but when did that happen to washing machines? Our previous machine was great; you filled it with water, put in the clothes added detergent, pressed the one and only button "Start" and it washed, rinsed and spin dried the laundry. How much easier can it get and why make it any complicated? All it does is one job and that's to wash clothes.

Our new machine is not so simple. You have the control panel, rotary dial with 12 laundry settings and another panel with another 15 options. You don't have to add water because it has a sensor that senses the weight of the load and adds the appropriate quantity of water. This all sounds wonderful until after only 3 years it doesn't work properly anymore.

Well, not to be outsmarted by a washing machine how hard can it be to find the problem and fix it? After several hours on line, watching numerous You Tube videos I found there's a diagnostic routine. You turn the control knob anti clockwise one complete turn, 3 clicks to the right, back 1 click and forward 1 click and providing you've done this in 8 seconds all the 6 LED control lights flash. You're now in "diagnostic mode", lucky me! Now to find out the fault codes I turn the knob 1 click right, press the start button and 1 more click right and the LED lights start flashing, like morse code. You write down the flashing sequence and then refer to the label on the front of the machine to read the code. However there's no label on the front of the machine or anywhere else so back online I go. After several more hours I finally find the magical missing label and find I have a code F7 E1. What does this mean? More research and I found out that there is a transmission fault. Since when did washing machines have transmissions? This one isn't switching from the rinse to the spin cycle so needs to be replaced. The tranny on my last Jag lasted 150,000 miles before it started slipping the washing machine hasn't even lasted 150 hours!

Maybe that's why I like the simplicity of MGs. They're basic cars with no computers or code readers and easy to fix. I bet you I could swap the gearbox on my MGB quicker than the one on the washing machine, and also have more fun. Maybe a service call is in order; I've given up.

We had a very productive Planning Meeting at Elaine's house; thank you very much Elaine, and have events planned for every month of the year. So we have lots to do.

The Brunch at Moss Beach Distillery was one of best we've ever had with 44 members in attendance and several members drove their MGs despite the typical British weather. The service was wonderful and you're greeted at the door with a glass of champagne. The view is spectacular, overlooking the Pacific, and the food is great, so it doesn't get much better than this.

Take care and drive safely,

Andy



Monterey Cars & Coffee

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**WeatherTech
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Happy New Year to all and welcome to this year's
season kick off of Monterey Cars & Coffee at
WeatherTech Raceway Laguna Seca.

Saturday January 12 at WeatherTech Raceway Laguna Seca

On the BBQ Island

1021 Monterey-Salinas Hwy, Salinas

8 a.m. start time to 10 a.m.

We welcome vehicles of all types, from classics to modern day machines, two wheeled or four, bring what you got! We will start at 8:00 and wrap at 10:00. Below are the dates for the rest of the year (dates may change). And as always hope to see you all there.

Saturday March 9

Saturday May 18

Saturday July 20

Saturday September 7

Saturday November 9

Dave Gallagher's J2

Reprinted from the Abingdon Rough Riders newsletter. Dave is also an MGOC member.


After nearly 50 years of lying dormant in various family garages across the country followed by nearly 4 years of intermittent restoration efforts, the J2 engine that my father used to cruise around in the late 60's, in Manhattan has been given new life and recently fired up again at Bill Traill's shop in Santa Clara with my father present.

Interestingly, the rebuild never yielded a smoking gun as to why the engine quit all those years ago but it did have plenty of small issues that needed attention. The cylinder walls were gouged from unretained wrist pins, the

crank sounded dull when rung but was unclear if cracked, and at least one rod was bent among a myriad of other small issues. Also during the rebuild we discovered that the original block had been replaced with one from a Morris Minor which I now understand to be a common practice after the weak J2 crank would break and destroy the original block along with it. Never the less it is running again and I'm looking forward to dropping it back into the chassis and continuing on with it.

While it took me longer than I could ever have imagined to complete the engine rebuild I know without any doubt that it would have taken me immeasurably longer without the guidance, assistance, and generous donation of parts from fellow member and friend Bill Traill. The oil pump also features some of the last repair work from the late John Palmer who passed in June at 96 years of age and it's an honor knowing that among all of the amazing things he has done that some of his last work was in helping this engine come back to life.

Photo: Special brass plate made to age gracefully under the valve cover.



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Bodega Bay Tour Report

by Leader John Hunt

Saturday, December 29, 2018 was a perfect day for an MG drive. Sunny, green rolling hills from recent rain and a comfortable temperature of around 60 degrees. Where else in the country can you do this in winter?

We had a great turn out that included: Andy and Marla Preston, Michael & Mary Sindicic, Doug and Connie Hollander, Mike Jacobsen, Bob Bundy, Ken Gittings, Ed, Rowena, and Enzo DeMayo. Besides me, my wife Sharon and Emma joined the tour as well. A special thanks goes out to Mike for being the sweeper to make sure everyone was on track and got there and also for the event photos.



In town, traffic was light and flowed well. Once we passed the town of Fairfax, you start to get into rural Marin. After Lagunitas, you get to enjoy the towering redwoods around Samuel P. Taylor Park and after that the rolling country hills of West Marin, then along Hwy 1 where we enjoyed wonderful views of Tomales Bay. After Nick's Cove, we toured inland again passing the town of Tomales, Fallon and Valley Ford, then onto Bodega Bay.

Some fun facts from Wikipedia: "Present day Bodega Bay was first charted in 1775 by the Spanish Peruvian explorer of the Spanish Navy Juan Francisco de la Bodega y Quadra, but the bay that was originally

named for him was not present day Bodega, but Tomales Bay. Russians landed here for otter hunting in 1807. *Zaliv Rumyantsev* (Rumyantsev Bay) appears on the earliest Russian charts of Bodega Bay (1817–1819) identifying present day Bodega Bay and Bodega Harbor. By 1817 sea otter in the area were practically eliminated by international over-hunting. *Zaliv Rumyantsev* continued to be the main *entrepôt* for the Russian Colony until January 1842, and the earliest European structures built at Bodega Bay were the wharf, warehouse and barracks of the Russian-American Company. Bodega Bay remained an active harbor for shipping lumber until the 1870s, when the North Pacific Coast Railroad was built, bypassing the coast in favor of a more inland route."

We had a Sorry Safari moment, "Now we are lost." Google maps has its limitations. Bay Flat road is one way and only out. So, we ended up driving up to Salmon Creek and then doubling back through Bodega Bay to get East Shore road that lead us to Bay Flat road to Westshore road and our lunch place.

Spud Point Crab Company was a hit. Every weekend in crab season with good weather, you will find a line of 20-30 people going nonstop starting around 11:30 a.m. Well worth the wait, their crab sandwiches are a taste sensation and their clam chowder are among the best around. Seating is



Photos: Mike Jacobsen

limited, however, everything worked well and our group was able to find a table.

After lunch, we headed out to Doran Regional Beach that is right in the heart of Bodega Bay. From the beach, you get a great view of the bay. It is also known for its sand dollar shells. On the way back, we opted for a different way back and drove down Valley Ford road and stopped at Bodega Bay Oyster Company for a few Miyagi oysters. Here's a link to their website and an interesting story about their company: <http://bodegabayoyster.com/about-us/> There are a number of great oyster options in West Marin and this is one of them.

All in all, it was a great day of nature, camaraderie, food and of course driving! Looking forward to seeing everyone at future club events. Safety Fast!



Photos: Mike Jacobsen

Cheryl & Steve
Glenn at the
Brunch

Shockey pic



MGOC Annual Brunch

Photos Thuy Nguyen & Dan Shockey

Men in Black III



President Andy at left - Pacific Ocean behind!





Our Vice Pres Kirk above
Note all the great smiles!
Makes us look younger...



Photos: Dan Shockey



The last Peninsula T Register
President Jim Carlson at right



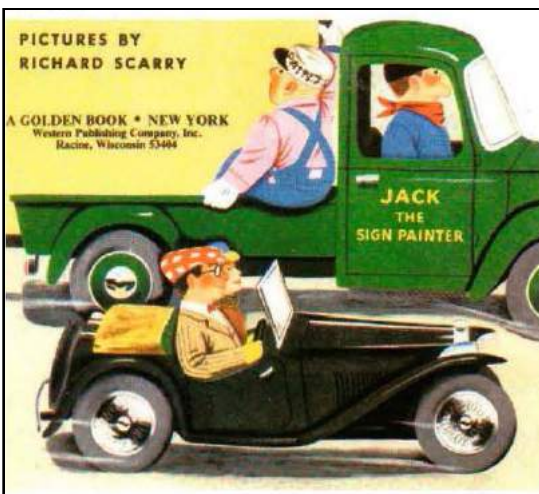
Andy leads the proceedings with Able Assistance from Ken

Kids Love MGs

by Dan Shockey

Have you ever noticed how excited children get to see any of our MGs? They seem programmed to like them immediately. Of course, kids love small, “their size” cars. And they often belong to grandma and grandpa. I have collected a few children’s books that feature cars. The books are usually very worn but the graphics are great to keep. Some of them date to when I was a child. Looking at these books I see why kids seem to recognize our cars. They have seen them before! Often from the youngest and most impressionable age. It may also explain why we love our cars despite all they do to us.

Art below from *Cars and Trucks*, A Golden Book, Western Publishing Co. Racine WI 1951



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Randy Grossman Passes Away at Age 70

Sadly, it was learned recently that Dr. Randy Grossman, NAMGAR's former Marketing and Advertising Manager, died unexpectedly of a heart attack at his home in Tucson, AZ on New Year's Day. Randy and his wife, Melissa Johnson, had recently relocated to Tucson from San Leandro, CA to enjoy a leisurely retirement soaking up the warm rays of the desert sun.

Randy served enthusiastically as Advertising and Marketing Manager from 2014-2017, more than doubling advertising revenues and drawing new advertisers to NAMGAR, many of whom still support **MGA!** magazine and NAMGAR's website.

One of his proudest achievements was when he signed up Green King Brewery, producers of Old Speckled Hen, a premium British bitter originally brewed to celebrate the 50th anniversary of the MG.



Randy was a NAMGAR member for seventeen years and active in the Northern California MG Owners Club.

Mike Jacobsen, the club's Secretary writes, "One of his nicknames up here was Captain Fun because whenever he hosted an event, he tried to make it be as much fun as possible. He participated in a lot of events and actions, everything from hosting events to organizing the only really comprehensive membership survey the club's ever had. He was also known for donning a Santa suit and delivering the toys the club had gathered for Toys for Tots."

Randy was also an enthusiastic supporter of the University of Michigan. •



The above article is a preview from **MGA!**, magazine of NAMGAR.

Photos: Mike J., Dan S., others



**Randy will always be our
Captain of Fun**



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Remembering Randy - Captain of Fun

by Andy Preston



When I received the news that Randy did not survive a heart attack on New Years Day I was shocked to say the least. I attended his 70th Birthday party last summer shortly before Randy and Melissa moved to Tucson Arizona. I thought he looked great with that contagious laugh and beaming smile.

Randy was a long time member of the MGOC and actively involved in various club activities and over the years held numerous roles in the club organization, including; VP, Secretary and most importantly “Activities Director”. That’s when he got the name as “Captain of Fun”, doing as much as he could to promote the MG marque, and the club. He even found time to act as “Advertising and Marketing Manager” for the North American MGA Register.

He was an outgoing person with a wonderful warm personality and had a smile from cheek to cheek especially when he was behind the wheel of his beloved MGA. I got to know Randy while participating on various MG drives and tours (many of which Randy organized), various car shows, and other club events. We became good friends when we both attended NAMGAR GT 28 in Welches, Oregon in 2003 and had a blast.

A couple of years later Randy organized a trip to Crater Lake which we attended. While staying at the lodge Randy lost the use of the clutch on his MGA and unfortunately the “shade tree” quick fix didn’t work too well and believe or not Randy drove all the way back to the Bay Area without a clutch. I remember it was particularly hairy after we had stopped for lunch and Randy was circling the parking lot while Melissa was trying to jump in. And even more alarming when we were approaching a railroad crossing and the gates closed in front of us. He slowed down and was able to crawl along until the gates opened. None of this seemed to affect Randy and he remained calm and made it home. I think Randy learned how to change gear in a “Crash Gearbox” but both survived the ordeal.

One of my favorite memories of Randy (is depicted in the above photo and) was the pure joy on his face as he was behind the wheel of his MGA savoring every moment and grinning from cheek to cheek.

At the recent brunch it was my honor to propose a toast to Randy and raise a glass of bubbly in his memory. Even though he is no longer with us he will always live on in our memories as he navigates the highway and byways in the big sky.

Start Planning for 2019 ...



WINTER - SPRING

Pub Night, Friday, Feb. 8, On the Road Again

MGOC Club Meeting, Sat., Feb. 9, Nations

MGOC Mozart Museum Tour, Sat., Feb. 23

St. Patrick's Day Tour, Sun. March 17, Sonoma Valley

Pub Night, Friday, March 8, On the Road Again

MGOC Club Meeting, Sat., March 9, Nations



SPRING

CSRG Vintage Races, Club Paddock, Sat., April 13

SSTS Delta Tour, Thurs., April 18

Dixon All British Meet, Sunday, May 19

Elkhorn Slough Tour, Sat., June 1, Dave Marsh

MGs by the Bay, Greenbrae, Saturday, June 8

Pub Night! Feb. 8, March 8

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, February 8th. Please join us for an evening of fun and fellowship.

Please bring some wine or beer to share and we will provide snacks.

By Bill & Mary Hiland



Case Drips • Dick Pike

Case Drips Redux

By Dick Pike

The Resurrection of 84620 - Continued from last issue

Volume 35, Number 6 • Porsche 356 Registry

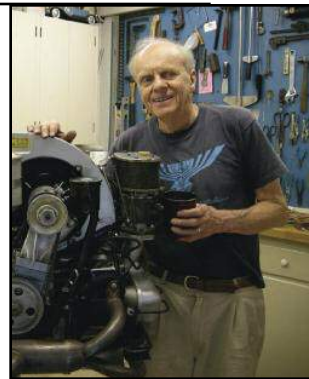
“Get good ones to start with,” advised a friend touting his formula for raising two great kids into successful adults, “and don’t screw ‘em up.” Too little, too late, I mused, mulling over the 34-year saga of the 1958 Super Speedster now alive and well in our garage. I’d broken both rules: settling for an utter dog (today, one fabulous field find!) on that late January day in 1977 and applying newly learned welding “skills” on the beat-up floorless hulk to the point of warping the thing and finally realizing that I was ‘way over my head. (I did get a decent ersatz floor into it, though.) Those and other early efforts were chronicled in the Registry until enthusiasm faded to a standstill by the late ‘80s.

It was my bride of seven years who pumped life back into the dying embers that remained of Pike’s overheated Speedster madness. Linda had returned to work, helping solve personnel problems for various Silicon Valley companies, and soon thereafter proposed that our resources were sufficient to turn the Speedster over to a professional.

The artisan I selected to cut, beat, and weld old 84620 back into respectability spent several hours with me going over the carcass. Pulling no punches, I pointed out every nasty I had found. The restorer wrote up a proposal, we said OK, and on 3 September 1993 the old girl set out across San Francisco Bay on a trailer behind a pickup full of 356 tin ware, wheels, gas tanks, a folding top rigid in its epoxy over- coat (not my doing!), a virgin windshield frame, Euro-style bumpers, the two cracked seats I’d welded up a decade before, and much else.

The car spent 12 years in the shop as its owner balanced 84620’s much-interrupted rebuild against his bread-and-butter collision jobs plus changes in the auto world that were funneling most body repairs to larger shops. He didn’t bug me about money and I—busy finishing up a 40-year professional career—didn’t nag him about time. 84620 was his last resto job before giving up the trade. The redo of seats and interior plus a new top and tonneau cover went to another one-man shop. The bulk of the task was routine: new floor, longitudinals, battery box, and various panel patches, but much was not—like the entire collision-warped right-hand side. Miraculously, the chassis beneath all this chaos was still straight. Despite the care with which we had diagnosed the car’s many ills, problem after problem kept surfacing—and naturally, “the devil is in the details.”

But at long last, one mid-October evening in 2005, old 84620 showed up on a tilt-back flatbed, resplendent in its stock livery of black enamel and red vinyl (one of only five or six such ’58 Speedsters, I believe). For the next few days I went over the car, haunted by the reminder from a local philosopher that “Sometimes, good enough is good enough.” And so it was. Old/new 84620 was now solid, looked good (if short of the rash initial promise: “It’ll be just like it was when new”), and ended up what I wanted—a finished body ready to adorn with running gear gathered over the last three decades: suspension, steering, brakes, instruments, lights, seats, a BBAB gearbox (and much else) found at the 1978 Left Coast Holiday, plus myriad details of component rebuild, clean-up, and paint.



The engine is a veteran “bitsa” picked up long ago: S-90 case (blown- engine survivor), ported ‘A’ heads hogged out evenly (but a bit too much) to match four well-worn MC pistons, Super cam and late followers, 912 rods, and big Solexes. Snug in a corner of the garage for the last 25 years, it fired right up in 2009 (after a fuel pump rebuild) still blowing oily smoke and leaking like a sieve. Stripped to a short block, all it took to end up a tight ‘n’ right motor were new valves and springs, a home-brew ring job and cylinder hone (mirabile dictu: instant break-

in) and most critically, I had a local shop take 0.005" off the top cylinder fins to reclaim the clearance needed for a perfect head seal. The result: 123 ± 0.5 psi across all four cylinders and NO CASE DRIPS!

A nasty fuel petcock leak delayed roll-out but at noon on 16 March 2011 it all finally came to pass. Carbs filled, Optima juice box charged, ignition maximized by a Joe Leone starter relay: a turn of the key—once, twice, a couple more—and cough, cough, vrrrooom! After nearly four decades old 84620 lives again! Backing out of the garage, a run up and down our little cul-de-sac, and then out into the neighborhood - clutch smooth, brakes firm, and all four 644 gears shifting well. We're on the road again! It seemed a miracle; my first drivable 356 since letting go the long-suffering red 'A' Coupe two decades ago.

Excepting a noisy second gear, the reborn Speedster is an unalloyed joy. The new Vredesteins and Konis, my successful R & R of the ZF steering box and moderately de-cambered rear end, and a chassis/wheel alignment deliver taut, silky-smooth handling. The motley 'S' engine offers more than enough poke (what fun to discover that!) to satisfy whatever reckless road-lust still lurks in Old Pike. Two refinished orange-yellow '56 CA plates, found in the house Linda owned when I met her in 1984, recently frosted the cake.

So, are we done? No, but folks, that's just crumbs and small beer... Alive at last, alive at last; Great God A'mighty, she's alive at last!

Bay Area MG Events 2019

MGOC (or Shared) in Bold

All dates and events subject to change

Feb. 8 (Fri) Pub Night, Morgan Hill, Hiland, OTRA
Feb 9 (Sat) Board Meeting, Nations, El Cerrito
 Feb 16 (Sat) ARR Shop Tour, San Carlos
Feb 23 (Sat) Mozart Car Museum, Mtn View
Mar 2 (Sat) Board Meeting, Nations, El Cerrito
 Mar 8 (Fri) Pub Night, Morgan Hill, Hiland, OTRA
 Mar 9 (Sat) ARR Mini Yacht Club Picnic, SF
 March TBD SSTS Mystery Tour, Shukaits
Mar 17 (Sun) St. Paddy's Day Tour, Prestons
Apr 6 (Sat) Board Meeting, Nations, El Cerrito
 Apr 7 (Sun) ARR Napa / diRosa Art
 Apr 12 (Fri) Pub Night, Morgan Hill Hiland, OTRA
Apr 13 (Sat) CSRG Races Sears Pt., Shockey
 Apr 18 (Thurs) SSTS Delta Tour, Don & Jim
 May 10-12 ARR Gold Country, Placerville
May 19 (Sun) Dixon Brit Meet, Caravan to show
June 1 (Sat) Elkhorn Slough Tour, Dave Marsh
June 7 (Fri) Envelope stuffing MGsbTB
June 8 (Sat) MGsbTB Bon Air, Greenbrae
 June 9 (Sun) ARR San Mateo County
 June TBD SSTS Tune & Spoon, Jim & Marja
July 21 (Sat) Cobra Museum/Winery/BBQ, John Hunt/Dan Shockey
 July 25-27 Rendezvous McMinnville, OR
 July 27 (Sat) ARR San Mateo Coast Run
 July 28 (Sun) SSTS Tour, Dian
 Aug 4 (Sun) ARR Sausage Run, Capitola
 Aug 12-15 GoF West, Prescott, AZ

Aug 17 (Sat) MGOC Picnic, Tilden Park, Marcia & George

Aug 20 (Tues) Little Car Show, Pacific Grove
 Aug 31 – Sep 1 SSTS Scottish Games Display
Sep 6-8 MGOC Pebble Beach, Kelloggs
Sep 14 (Sat) Skyline Fioli Tour, Dave Marsh
 Sep 15 (Sun) ARR Marin County Run
 Oct TBD SSTS Sierra Tour, Schweiger
 Oct TBD Conclave for TC Clubs, Central Coast
 Oct 12-13 Autumn Classic, Morgan Hill, Hiland
Oct 19 (Sat) Western R/R Museum, Rio Vista
Mike Jacobsen
 Nov TBD SSTS Fall Foray
Nov 9 (Sat) MGOC Sonoma Tour, Prestons
 Nov 17 (Sun) ARR Annual Dinner, SF
Dec 7 (Sat) Holiday Tea, Elaine's House
 Dec TBD SSTS Christmas Party, Shukaits
 Dec 14-15 ARR Christmas Party, Healdsburg
Jan 4 (Sat) MGOC Planning Meeting, Marcia's House

Additional events to be researched:

Anheiser Busch Tour (Andy and Marcia), Machine shop tour (John Hunt), Wellness Tech Session (Felix Lee), T Register Tour & Picnic (Jim Carlson)

Events of general interest:

June 23-27 MG 2019 Michigan
 July 10-14 GT44 Dubuque
 Aug 21-26 Monterey car week

Planning Meeting Action! (Cerebral action) Shocky photo



Classified Ads

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

5 Wire Wheels: Original from my '67 MGB-GT. These are 14x4.5x60 spokes and all tires have been removed. In Los Gatos. \$250 OBO. Member Larry G., LSGITT@yahoo.com (Posted 2/19)



1976 MGB: Orange/Black Roadster with 4-cyl 1798cc Engine (95hp). 33,000 miles. New Retro Radio. All maintenance records. Won the Premier Class twice at MG-by-the-Bay. 12 awards from other regional car shows. Featured in the SF Chronicle and other national car magazines since. Condition between 1 and 2. Tom Doyle at 520-220-6228, wtdoylei@gmail.com Asking \$15,000. Purchased an MGC! (Reposted 1/19)



1934 MG PA. Matching numbers traced through original factory info. Beautiful two-tone red paint as original. Engine completely rebuilt with modern internals. Price now \$40k. Located near Kansas City. Don Bonar at don35pa@gmail.com. <https://mykcclassicar.weebly.com> (Posted 12/18)

MGB Radiator: New from Moss 3 years ago and as far as I know it is as good as new. It has a booster fan attached to it and the radiator has been modified to include a drain cock. Make Offer. Dave Marsh, h) 650-964-2341, c) 650-823-9938; email: marshes1@yahoo.com (Posted 1/19)

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.

Here's an interesting piece of Runoffs trivia: Huffaker's MG Midget also has won nine championships — eight with Huffaker and one with a different driver. If Huffaker wins the FP championship on Saturday, his Midget will have more Runoffs victory stickers than any other Production category car in SCCA history.



Note the partial list of cars beaten by the 'umble MG!



5 San Francisco Region's Joe Huffaker was one participant with a home-court advantage. A few days after appearing on *GRM Live!*, he claimed his 10th national championship—his first one came in 1992. Starting from the pole, he took the F Production win in his MG Midget by a huge, 34-second margin.

Official

Race 15 Results

Sanction No. IDC-18-S
Sonoma Raceway
2.52 Mile Road Course



SONOMA RACEWAY

SCCA OCTOBER 16 - 21, 2018

RUNOFFS

FP

3:40 PM
Saturday, October 20, 2018

Start		Car	Sponsor	Make/Model	Laps	Fastest Lap	Diff
Pos	Pos	No. Driver/Hometown/Region					
1	1	77 Joe Huffaker / Petaluma CA / SFR	Huffaker Eng/Goodyear/G-Loc Brakes	MG Midget	20	1:48.481	0:00.000
2	4	36 Bob Bradfield / Aplos CA / SFR	Ackerman's Volvo Service	1962 Volvo P-1800	20	1:49.641	0:34.284
3	5	89 Charlie Campbell / Corry PA / MBR	Carbotech/JPM/Campbell Brothers	1993 Mazda Miata	20	1:50.561	0:53.538
4	2	37 Brian Linn / Hermosa Beach CA / CSCC	Hoosier/Carbotech/LINN Speed	1962 Lotus Super Seven	20	1:50.661	1:07.039
5	7	08 Bill Hington / Aurora CO / Colo	JPM/Mazda/Hoosier/V8roadsters	1990 Mazda Miata	20	1:51.997	1:18.876
6	6	13 R. Inness Eisele / Evergreen CO / Colo	LEDfoot Motorsports	1991 BMW 318i/s (E30)	20	1:52.286	1:27.645
7	8	88 Paul F. Jensen / Colorado Springs CO / CDR	Mazda/Hoosier/Race2Win Team	1991 Mazda Miata	19	1:54.441	1 laps
8	12	25 Mark Weber / Saint Louis MO / STL	Mazda/Goodyear/RedLineOil/JPM/Hawk	1993 Mazda Miata	19	1:57.002	1:27.324
9	14	07 Andrew Wright / Murfreesboro TN / TEN	East Tennessee Race Prep	1962 Lotus Super Seven	18	2:00.742	2 laps

MGs by the Bay – Again!

Saturday, June 8, 2019

Your President and officers have taken *MGs by the Bay* back to the Bay, with a new venue at the Bon Air Center in Greenbrae. This spot has a lot to offer with shops and restaurants and a convenient junction of headland and Bay, and of 101 and 580. We can do it on a Saturday there and have selected June 8 for the 2019 all-MG show.

We also decided to try invite another club to attend the show, the Nash Metropolitan club. Metros share engines with MGs. It will likely be only a few cars but we think it will add a fun new element to the event. Marja van den Hende bridges these two car worlds. Her Metro is nearly back on the road, I hear, following a full restoration begun by Marja's husband Rick.

We will hold our packet stuffing "party" on Friday morning. Details to follow!



Bon Air is Greenbrae's gathering place for shopping, dining, playing and relaxing. Choose from 50 specialty merchants, family-friendly restaurants and essential services conveniently located in the heart of Marin. For 65-years and counting, Bon Air's welcoming outdoor spaces and spectacular Mt. Tam views have provided a sense of place for special events and the community.

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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 registrar@namgar.com.



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



MGOC Meeting *Nosh 'n 'Natter* Saturday, Feb. 9 (& Mar. 9)



Date: Sat, Feb. 9, and March 9

9am: Breakfast

10am: Meeting

Nation's Giant Hamburgers

6060 Central Ave., El Cerrito

510-528-8888

More Info: Andy Preston

andypreston@att.net

We look forward to seeing you!

