



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!



Jon Peters of Piedmont with his TC

Photo: Andy Preston



Highland Games
MG Display
Sept. 3-4
See back page

September

Cricket Match!
Sept. 25
see page 3

About *The Octagon* and the MG Owners Club

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

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 Treasurer: **Marla Preston**, marlapreston@hotmail.com
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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.

MGB: **Steve Lilves**, 415-924-3173, slilves@sbcglobal.net
 MGB Early & Originality: **Don Scott**, 707-942-0546, Don@napanet.net
 MGB V8 Conversion: **Tony Bates**, 408-666-6174, avbates@yahoo.com
 MGC: **Tom Doyle**, 530-546-9924, wtdoyleii@gmail.com
 M.G. Midget: **Christian Rowcliffe**, 415-359-6319, Car@rowcliffe.com
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PA/PB Midget 1934-36: **Eric Baker**, 510-531-7032,

mgpb36@yahoo.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Mike Jacobsen** at 415-333-9699 or 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. 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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Marin MG Tour & Cricket Match

Sunday, September 25

- Marin historical driving tour (Discover new fun facts about Marin)
- Gourmet deli lunch pick up at Woodlands Market
- Enjoy afternoon picnic & cricket match in Piper Park in Larkspur

Meet: 9:15am at Mill Valley Safeway (across from Mill Valley High)
Starbucks in shopping center; 1 Camino Alto. Depart 9:45am!

Tour Leader: John Hunt, call 925-330-7849 or e-mail at:
huntsails@comcast.net

More Info: See next issue for all the particulars



Join us for a Marin food, history and British sporting adventure



Many prints and jigsaw puzzles are available with British car art by Kevin Walsh. We encourage you to support his work.

From the Editor

Hello again,

24 August 2022

I hope you are doing what I am, figuring out how I can make it to some of the upcoming events. This is the most active season for our hobby/sport with some good events coming soon.

I truly do amuse myself doing these newsletters. The world is filled with so many interesting and joyful things. The burnt TD is coming nicely but we are waiting parts back from the chrome place (as usual) before continuing. I haven't touched my MGs but am planning some work.

Keep the faith! And drive your MG.



Felix Wong Photo

Dan

Member Notes

From Barbara Tapp:

This yellow GT makes me think about the mod 70's English movies with Peter Cook and Dudley Moore like Alfie. Maybe I'll adopt some 70's outfits to go with it. I'm going to have fun that's for sure and it will work well carrying my easel and painting equipment out doors. I was 16 when it was built and I was very groovy then. Peace out.

So fun taking the car up to show George and Marcia. I asked him to give her a blessing. We laughed and enjoyed knowing my search has a Happy Ending. Cheers,

Our Man in Spain, Felix Wong:

Here is a photo of the second MGB I've seen in Spain. You can see that it is the same color and vintage as Goldie, my former 1969 MGB! I spotted it while walking to a grocery store in Pontevedra. (Pic above)

From John Hunt:

Thanks again for a great MG picnic this past weekend. Happy Birthday George! I am sure you saw the sad news that Paddy Hopkirk passed away in July. Attached is a copy for the Octagon. (Next issue)

From our Member in Oregon, Don Livingood:

I haven't been able to get your way for some time. Maybe I'll be able to come down to an event in the fall. Cheers,

Blackhawk Show from John Hunt:

It takes place on Sunday, October 23, 2022 from 8:00 am to 2:00 pm at Blackhawk Auto Museum in Danville. Registration includes one free pass to the Museum. It's amazing the wide variety of British Cars they get.

More info from Andy P.:

BTW, I looked at a 1970 MGB GT with Barbara Tapp last Sunday in Sebastopol being sold by Alan Havey. It is a solid car with original floors, rubber sill mats and rubber floor mats. It ran very well even with a down-draft weber and was comfortable with new front leather seats.

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The All British Motor Show


Sunday, Oct 23, 2022


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

See over 180 fine automobiles and classic motorcycles from the British Isles at the Blackhawk Auto Museum in Danville. Major proceeds of the All British Motor Show go to the Blackhawk Museum's Children's Education and Transportation Fund.


The show is free to the public, from 9:00am - 2:00pm Sunday, Oct 23, 2022.

The All British Motor Show has been presented by Mini Owners of America since 1991.

CORTE MADERA LIONS EV & CLASSIC CAR SHOW

SATURDAY, SEPT. 10, 2022
11:00am – 3:00pm
THE VILLAGE AT CORTE MADERA
(OVERFLOW PARKING LOT ACROSS FROM NORDSTROM)

LIVE MUSIC
FOOD | WINE & BEER
cortemaderalions.com FOR MORE INFORMATION OR TO SHOWCASE YOUR CAR





New Members

Welcome Roger and Sadie Canfield of Foster with a 1952 MGTD!

From New Member Bruce Harbert of Chico with a 1962 MGA:

I'll get a picture to you soon. We have owned the MGA for 42 years. I really enjoy driving it in the local area.

From New Member Jeff Sheldon of Walnut Creek:

Actually I have been sitting on the sidelines for years. MG's have been a part of my life since I was born. Many of the club members know my father Lee Sheldon. I grew up sliding down the fenders of a TD and sitting in the passenger seat of a MGA while mom takes a turn and the door flies

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rachel@otraclassics.com

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open on its own.

When I turned 16, I learned to drive a stick on dad's '70 Primrose Yellow MGB-GT. One of my first cars was a MGB and I would drive thru the Kansas back roads top down stars above as I drove to college.

Last year, dad called and let me know he had someone interested in purchasing the '70 MGB-GT I grew up with. My response was the car was part of the family since 1973 and it would be hard to see it go to someone else. He then told me it should stay in the family, and now the car I grew up with sits in our garage in Walnut Creek.

I'm starting to slowly work on little things. New switches in the center dash, removed the old 80's style radio and replaced it with a MG Radio face plate & updates the interior door panel cards.

This year I took it to the British Show in Dixon and it took third in its class. (See below picture from Dixon with friend Andy Kelchner and his GT6.) Hope to get to a Bay Area MG event soon.





President's Ponderings

A Great Edition of the *Octagon*

I must say that this is a really good edition of the *Octagon* with lots of interesting articles by several people, so I recommend you read it from cover to cover. Dan always makes each newsletter interesting but this one stands out in my opinion with lots of wonderful contributions from our members.

We start off with a New Member profile from Jeff Sheldon who has acquired his father's MGB GT and kept it in the family. Then Steve Lilves writes an interesting article about his racing history and Joe Huffaker. Dan is always good with words and describes how George came to own his 1932 MG J2 over 60 years ago which he stills owns and drives today, including great period photos. Tom Doyle writes about his experiences with Classic Motors Sports and Car Week. Tom also drove his 1969 MGC GT down from North Shore Tahoe covering 630 miles, way to go Tom! Christian Rowcliffe writes about his very-rare 1961 MG Midget that has some unusual and rare features. Barbara Tapp narrates her 5-year search for an MGB GT and finally finds one in Sebastopol in remarkable original condition. I penned a couple of articles, one about the Picnic and the other about our first visit to Monterey and car week.



Thanks to everyone who contributed to make this a wonderful edition.

In My Garage

We drove the MGA Coupe down to Monterey and back without any troubles at all; in fact it seemed to drive better and stronger than previously with plenty of pull even uphill in 5th gear. As part of my preparation for the trip I adjusted the points to 15° and set the static timing to 8° BTDC. I then checked the dynamic timing with my dial back timing light and it was right on at 12° BTDC at 800 rpm with no vacuum. So it seems that the timing was better than usual which definitely helped with performance. If you've never done this it's very easy to do and instructions are in the Haynes manual.

Something I did notice on the trip was the clutch pedal felt softer than usual. I had to push it in further down to change gear although engagement was very smooth and the same. When I arrived home I noticed that the brake fluid was dark in color and not clear as it should be. Sometimes that's an indication that the rubber seals in either the dual master cylinder or slave cylinder are starting to age and disintegrate. I changed the dual MC a couple of years ago so my money is on the slave cylinder. I ordered a new one so that's my next job. I'll let you know if I'm right.

Remember that MGs love to be driven so drives yours today. It'll thank you for it.

Andy



From *Road & Track* magazine

MGOC Annual Picnic

from Andy Preston

Best One we've ever had and Happy (early) Birthday to George!

You never know how many people are going to turn up for our annual picnic because we don't ask for RSVPs. Sometimes it's just a few and sometimes like this year it's lots and lots which makes it all the more fun. We had many new members as well so I hope you were made to feel welcome because we loved seeing you. Perhaps everyone came to help celebrate an early 90th Birthday for George.

I think I have most people that attended listed but if I missed you or misspelled your name I apologize. Ahmed Alaadel and his friend Ahman, Rick Anguiano, Eric Baker, Stephen Born, Sadie & Roger Camphil, Elaine Chan, Marcia Crawford, Ray Davis, Tom Doyle, Gary & Janet Germano, John Hutchison, Mike Jacobsen, Mark McGothigan, Kirk & Amy Prentiss, Andy, Marla, and John Preston, Jack Ripsteen, George Steneberg, John Hunt, Margaretta Lovell, Jon Peters and a few others that came in anonymously.

First of all, a big, big "Thank You" to George and Marcia for planning and organizing the picnic. Marcia contacted the Parks Service around February to reserve the picnic grounds; that's how far in advance she has to plan this. George and Marcia brought all the picnic supplies and arrived an hour early to set it all up before everyone arrived. George got the two BBQs going. Thank you both very much.

It was great to see so many MGs arriving one after the other and filling up the parking lot. Most people arrived for the short meeting beforehand which is a great way for everyone to introduce themselves and get to know each other.

During the meeting I had the privilege to present George with "The President's Award" from **MGs by the Bay** because he was unable to attend this year. George has been a member of the club for 60 years and has made enormous contributions to the club and still remains extremely active in club events.

Many people bought their own picnics but several took the opportunity to use the grills; Marcia even brought some sausages. After eating we all gathered round for George to cut his 90th birthday cake and sing him "Happy Birthday."

Way to go George!

Photo above: Kirk Prentiss, Below: Mark McGothigan



Another primrose
1970 MGB!

Everything is
coming up roses!

The sun came out
briefly.

Photo: Kirk Prentiss



Photo: Andy Preston



The Whiskered
Gentleman's Club



Photo: Mark McGothigan

Come Back to the Beach in an MG!

por tercera vez



Friday – Sunday
October 14 – 16, 2022

They say that once Labor Day is over and all the tourists have gone, the Monterey Peninsula's weather is glorious. So make it a weekend trip to the home of the AT&T Golf Pro Am, Pebble Beach Concours d' Elegance, Laguna Seca, Monterey Bay Aquarium, Cannery Row, Carmel by the Sea, Monterey Jazz Festival and the home of your hosts, Steve and Vicky Kellogg.

Our Weekend will start Friday evening at the Crown and Anchor British Pub in downtown Monterey.

The following morning, We will take a leisurely tour on the 17 Mile Drive, Cruise through Pacific Grove and Old Monterey, drive over the Laureles Grade to Carmel Valley and take a few winding roads before we head back to our accommodations.

We then head south on Highway One to Big Sur and its' iconic views and sites of the coast. You'll have a lunch at Big Sur Restaurant of your choice. You can then head back up the coast at your leisure as the afternoon itinerary is up to you.

In the evening, Vicky and I would like to invite you to our house for a Central Coast themed Dinner where we'll regale the days' events.

On Sunday, you'll be on your way back home.





Where is the Inn?

1100 Lighthouse Avenue

Pacific Grove, CA 93950

831-372-7771

Refer to **MGOC/Sorry Safari** when making your



Please RSVP to:

Steve and Vicky Kellogg

Call 408-355-4125

Or

e-mail: sfkellogg@verizon.net

The Sea Breeze Inn

There are 15 rooms reserved at the Inn.

- 3 x Standard Queen Rooms (\$151.20/per night)
- 3 x Standard Queen Cottages (\$153.63/per night)
- 3 x Standard Queen Deluxes w/kitchenette + fireplace (\$183.20/per night)
- 3 x Standard Double Queen Rooms (\$183.20/per night)
- 1 x Deluxe Upstairs King w/kitchenette + fireplace (\$199.20/per night)
- 2 x Deluxe Two Queen Cottage w/kitchenette + fireplace (\$199.20/per night)

Make your reservations before October 1st to insure you get the above rate.

Motel Update!

See page 23 for full information

Crown and Anchor

VOTED #1 PUB IN MONTEREY COUNTY

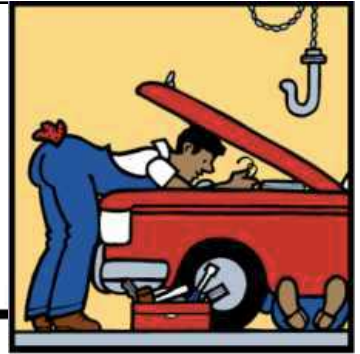
When visiting historic Old Town Monterey, come and enjoy the atmosphere of a truly authentic British pub and restaurant. Slip back in time to the days of royal splendor and old sailing ships. Relax and enjoy one of our 20 international beers on tap. Order a cocktail, try a glass of our excellent California wines or select a classic single malt scotch. Choose from an array of appetizers, entrees, salads and sandwiches.

<http://crownandanchor.net>

Tres Tiempo!

Tune Up - Distributor

Barry Rosenberg, British Car Service, Talking Rock, Georgia
Reprinted from the Peachtree MG Registry



Tech Article: June; 2022' (Part one)

I left something out from last month's article. I demonstrated it at the tech session but it should have been included. Sorry; here it is. Last month I wrote about repairing your distributor and promised to tell you how to set the timing so you could crank your engine. Well, there is a little trick I use every time I pull a distributor whether for a tune up or a full engine overhaul.

Before I remove the distributor, I take long thin bladed screwdriver and mark the distributor housing with two small nicks between the ends of the hold down clamp. It just takes a small tap on the screw driver handle to make these marks. Now, since the distributor can't go in 180 degrees out, you can put the timing where it was before pulling the distributor out.

And while talking about the clamp; look closely at it and you will see the two mounting flanges are slightly offset from the big hole. Install the clamp with the mounting flanges down, in contact with the engine and the center hole upwards. This allows the clamp to grasp the base of the distributor in a more solidly position.

And while talking about this, when you pull your distributor out, look at the boss the clamp grabs and see if it is "hollow". If so, sometimes during your rebuild, fill this void with JB Weld and smooth off. JB Weld is easy to file flat when cured. This is one area that can ruin a distributor when the hollow boss cracks as you over tighten the clamp screw and the distributor will not be help tightly in position.

So, now that you hopefully have marked your distributor before removing it, you can put it back in the engine and set the timing very close to where it was before screwing with it. The engine should start once you connect all your wires and turn the key. A huge word of warning: DO NOT CONNECT YOUR PETRONIX BACKWARDS! They have zero, absolutely no tolerance for being connected backwards. Maybe I should have mentioned to mark the wires before pulling them off the coil but you know I do not like Petronix.

Not that I want you to hook the wires backwards but if you just do the tiniest flick of the wire to the wrong terminal, you get to buy another Petronix. So be extremely careful.

So, let's assume that you are installing a Petronix instead of points in your rebuild. You can still use my marking method and it should be close enough for the engine to fire. If you want to get your timing closer before replacing the cap and rotor try this; use a thin needle and stick it next to the magnetic black round part, ring or reluctor, that fit over your dist. cam. It will stand straight up in one of 4, 6 or 8 locations around the ring.



With your rotor temporarily and loosely installed, rotate the dist. until the rotor points I at the number one location on the cap. Remove the rotor and turn the dist a little bit until the needle is lined up with the pickup center. It would be nice if Petronix would mark the location of the tiny magnets in the ring. Remove the needle without sticking yourself and finish installing you wires and gently snug the clamp screw.

Leave it just loose enough to still be able to turn the dist and we are ready to crank the engine and set the timing. Hopefully you have installed new spark plugs and put a dab of anti-seize on the threads and snugned them. If your carbs were set well enough for the engine to run before playing with your dist, the engine should crank now. So try it.

If it spins but does not seem to fire, first thing to check in a point dist is to make sure you put both wires in the dist under the little plastic insulator on the points and nothing is shorting to ground. One of those super fine wires in the low tension lead could easily cause a ground. The next easiest way to check is to take one of the old spark plugs, pull off your longest plug wire and install the loose plug.

I use a jumper wire to ground the metal housing of the plug to the engine, anywhere. Have someone turn the key to spin the engine and you watch for the plug to spark. It should. When it does, you know your ignition system is working.

What happens if it doesn't spark? Call AAA and have it towed. No; let's look into what went wrong. We know the dist and all it's parts are good. Check to make sure you connected the Petronix correctly and if you find you didn't; buy another, there is no fixing it now. If it is correct, disconnect the red wire from the positive side of the coil and connect it with another jumper wire directly to a positive point such as the brown wire on the fuse box.

Try again to see if you have a spark at the temporary plug. If not read the Petronix web site for other tests. No need for me to type it all here.

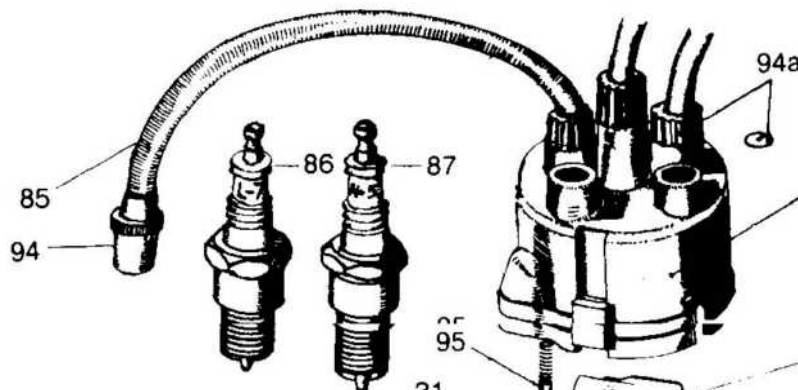
Now if you have points and you have no spark using the same test plug as above, take your simple 12 volt test light and test it first against any hot wire and a ground to be sure the light works. Many times I have traced electrical problems only to find it was my test light not working.

Disconnect the ignition wire from the coil, the one to the hot side, and check for power on it. Your light should glow. Reconnect the wire and disconnect the wire going to the coil and see if you have current at that coil terminal. With the key on, you should. Then reconnect to wire and spin the engine over with the key and touch the terminal again and see if the light flickers off and on. It should. Again, it is extremely rare that a coil fails.

Well, I could just show all this to y'all in way less time than it takes me to type it. If there is any interest, maybe after my eyes get fixed (something I cannot do myself) we can have a short version of tuning your car at the shop. I am not adverse to going to someones home shop or garage to do a mini tech session if it fits with my schedule.

So, I have finished with the ignition side so next month, I will look at the fuel side. That should only take two articles if I abbreviate my thinking. So, it till we meet again, see y'all somewhere soon.

Barry Rosenberg
British Car Service



MGOC Meeting at Padre Picnic Area, Tilden Park

11:30 am, Sat Aug 6, 2022 - Minutes - Submitted by Mike Jacobsen

Call to Order: Andy Preston at: 11:52

Attending and introductions: Ahmed Alaadel and his friend Ahman, Rick Anguiano, Eric Baker, Stephen Born, Sadie & Roger Camphil, Elaine Chan, Marcia Crawford, Ray Davis, Tom Doyle, Gary & Janet Germano, John Hutchison, Mike Jacobsen, Mark McGothigan, Kirk & Amy Prentiss, Andy, Marla, and John Preston, Jack Ripsteen, and George Steneberg. (The Secretary apologizes for any misspelled names.)

Also attending the Picnic were John Hunt, Margaretta Lovell, Jon Peters and a few others that came in anonymously.

Approval of Minutes of Previous Meetings:

June 13, 2022: *Motion:* Mike, *Second:* Amy

REPORTS

President's Report: Many thanks to George and Marcia for arranging the picnic.

Vice President's Report: Kirk Prentiss: Nothing to report.

Treasurer's Report: Marla Preston:

Account	August 6, 2022	June 13, 2022
Checking	13,053.89	11,354.27
Savings	9,922.00	9,896.84
Total	22,975.89	21,251.11

Since our last Treasurer's report we have hosted MGs by the Bay (total loss \$277.60) and have continued to receive income from renewal and new memberships.

Secretary's Report: Mike Jacobsen: Nothing to report.

Registrar's Report: Steve Kellogg: Report by email.

177	Number of Regular Members
44	Number of Regular Family Members
221	Total Regular and Family Members
6	Number of Corresponding Members
5	Number of Corresponding Family
Members	
11	Total Corresponding and Family Members
232	Total Membership

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

Members at Large Reports: Mark McGothigan, John Hunt, George Steneberg: Mark noted that they were all livin' large.

Regalia Report: Andy Preston: We sold a lot of regalia at MGsbTB!

The Octagon Report: Dan Shockey: In Seattle, report by email: Nothing to report.

Website Report: Steve Kellogg: Report by email. All is well with the website.

PAST EVENTS: MGsbTB. Despite Andy's early worries that there would only be five cars at the show it was a great success. The Marin *IJ* even sent out a reporter. Andy asked if we should hold the show again next year and a majority of those present said yes.

UPCOMING EVENTS: MGOC events in **bold**, with more information in the *Octagon*.

Aug 16-21	Monterey Car Week – Some members are bringing cars to the Little Car Show in Pacific Grove on Wednesday the 17 th .
Aug 27	Black Star Pirate BBQ, Pt. Richmond, John Hunt
Sept 10	Lions car show Larkspur
Sept 25	Marin Drive and Cricket Match, John Hunt
Oct 1	Sonoma Raceway CSRG – There will not be an MG corral.
Oct 14-16	Back to the Beach, Monterey, Steve and Vicky
Nov TBD	Sonoma Tour, Andy and Marla

OLD BUSINESS: MGs by the Bay: The President's Award was new last year. It couldn't be presented at the show this year because the recipient wasn't able to attend. Instead, Andy presented it to George at the Picnic for George's enormous contributions to the club and his 60 years of continuous membership.

NEW BUSINESS: None

BUSINESS RESOLVED ONLINE SINCE LAST MEETING: None

ANNOUNCEMENTS: The SSTS has acquired George's open car trailer, refurbished it, and is making it available for rent at \$20 per day. The trailer is sized for MGs, does not have trailer brakes, but is wired for both 4- and 7-pin connections. Contact Ray Davis in the SSTS if you want to rent the trailer.

NEXT MEETING: TBD

Meeting adjourned at: 12:20



Keep Planning for 2022

SUMMER

Sept. 3-4: Highland Games, Pleasanton, MG display, Kirk Prentiss, See back page

Sat., Sept. 10: Lions Car Show, Corte Madera, Page 5

Sun., Sept. 11: Boots & Bonnets Brit Show, El Segundo

Sun., Sept. 25: Caravan to cricket match, John Hunt

Sun., Sept 25: San Diego British Car Day, on the Bay

Oct. 1: CRSG Vintage Races, Celebrating MGB 60th

Jeff Sheldon
The Younger

& Jeff The
Elder

Another
Primrose
Yellow 1970
GT!



FALL

Oct. 8-10: TC Clubs Conclave, Cambria

Oct. 14-16: Back to the Beach, Vicky & Steve Kellogg, Carmel

Sun. Oct. 23: All British Motor Show at Blackhawk Museum, see page 5.

Nov. TBD: Sonoma Tour, Marla & Andy Preston

Dec. 10, Holiday Tea, George & Marcia, Kensington



Photos: Jeff Sheldon

'Stay at Home' GOF West 2020

Models, Photos, Arts and Crafts were on display throughout the week. The biggest hit of these non-driving events, was Mari Taras' s phenomenal embroidered quilt. Each patch had to be scanned, threads selected, and then sewn individually. She even created one of her own for 2020, the Covid Stay at Home GoF that never was.

Photos: Marie Thomas



Personal Experience: Racing and Joe Huffaker

By MGOC member Steve Lilves

Photos from the author

Ever since I became smitten with sports cars, MGs in particular, I wanted to race them. Back then, the minimum age for racing was 21, so when I turned 21, I sold everything I could sell to raise money for a race car. I decided on an MGB because A) they had been moved into E-Production and I could race against the hated Porsches and B) Joe Huffaker was willing to build me a race car and I would know how competitive I was because I would have the best race car. If I didn't win, I'd know why!

So I enrolled in the SCCA driving school so I could get my competition license to race. The school was a two-weekend school at Sears Point. I got through the first weekend without any problems; the car ran great; the second weekend we had one final race to complete successfully in order to get a regional license.

It was at that point, to my horror, I noticed the tread was showing through my blue streak racing tires, and there's no place to buy race tires on a Sunday afternoon and if I didn't complete the race I'd have to start school all over again the following year. I was desperate. I called Joe at his home in Novato and told him my situation, hoping he'd have some idea where to get race tires on a Sunday afternoon. He told me to jack the car up, take off all four of the wheels and sit tight. Joe got into his car at his house in Novato, and rushed to San Francisco, into the BMC building at 1200 Van Ness where the shop was located, got the alarm company to turn off the alarm, went up to the second floor to his shop, pulled the four wheels off of Merle Brennan's MGB, stuffed them in the back of his car, then hurried back to Sears Point. He was putting the tires on my car before I knew what happened, just in time for the final race. All of the other students were in awe of me from that point on -- I didn't have a license yet, and Joe Huffaker was working on my car. That in itself was worth 5 seconds a lap!

Thanks to Joe, I was successful in completing the course, went on to get my regional and then national license, ending the year 3rd in national points. And that's the kind of guy Joe was. There for me when I needed him. I ended up going to work for him later that year, and learned so much. We were close friends ever since and I miss him a lot. Joe was the smartest guy I ever knew and I would put him up against anyone who ever turned a wrench or pushed a pencil in designing a race car! He was that good! But more importantly, he was my friend.



Lilves was in third by the end of the 6th lap, second at the end of eight laps and took overall after Brown dropped out with 11 laps completed. Silva finished 2nd OA and Ep 21.3 seconds behind. Gary Burke was 3rd OA and 1st Csr. Charles Morgan took Fp and 5th OA, followed by the first B sedan -- Michael Wilhelmy's Cortina.

Steve Lilves had the fastest recorded lap on the 3.3 mile course at 2:11.82 and an average speed of 86.25 mph.

Joe and Steve above.

Steve's racer built by Joe

Winning at Riverside



St. George slays the J2

By Dan Shockey

Recently three photos of George's 1933 MG J2 came up for sale on eBay in the UK. A UK club member, Neil Holroyd of the Isle of Wight, bought them to attempt to return them to the MG's owner, or at least to add to the general photo record of the cars. The UK plate is visible so matching it to George was easy. One photo shows the J2 with a signpost so the area information is also present. Andy Preston checked on the towns shown. "I did a search on Maps and it's in Surrey about 20 miles south of London; a very nice and expensive area." Neil sent the photos without any reimbursement for his expenses.

George related how he came to purchase the very-old MG. When his wife Pam was alive, they traveled to England every two years to visit her family. In the meantime George had developed an interest in MGs after his younger-years' interest in large American motorcycles and MoPar muscle cars. On one trip in the early 1960s, he decided he would like to find an MG TC and visited some shops in the area. At one shop, he saw an MG J2 and loved it. He asked the proprietor about them. The man told George to check the local shopping newspaper, that there were usually a few for sale.

Sure enough there were 4 or 5 J2 MGs included. Most were modified with non-original engines or for racing. One was in stock condition and used regularly by a young woman in university. She was about to move to Australia to pursue her studies so the MG was available. George bought the MG for 100 British pounds and drove it away. He later drove it to the London docks where it was sent to San Francisco inexpensively as deck cargo. Fluids were drained from the MG and the car was caked in grease as protection.

One of the photos shows a young woman at the wheel and her family with her. This may well have been the university student who drove the old MG.

Some time later, when George was back at work in the Oakland area, he got an urgent call at work from Pam. The MG had arrived and customs was anxious to get it clear of the docks before they closed at 5pm. George rushed over to find that British Motor Distributors had sent a

mechanic over who had refilled the fluids and tried unsuccessfully to get it started. George used his motorcycle tricks to choke the carbs with the palms of his hands and it started right up. George then drove the J2 home across the Bay Bridge in rush hour. He reported that the thick grease was a chore to remove.

Over the next 25 years, George restored the J2, using his biennial trip to England to source parts. (This was before the internet, of course.) George did everything on the restoration including painting the car in his side yard. The J2 still looks freshly-restored and is now back on the road again after some engine repair.

It was fun for the family to find new info about the J2 in the form of additional photos from 1960 or earlier. By the way, George got the original log book with the MG that shows all the owners since new. The J2 still wears its UK plates from 1933 as well. It is a treat to have George and his J2 part of our club.

Photo at right: Mindy Hungerman



Monterey Car Week

(Well at least the first 2 days)

By Andy Preston

Marla and I have never been to Car Week before so we decided to make reservations last March and go down for three days to check it out. We travelled down in our 1960 MGA Coupe keeping to the coast to avoid the heat, which is always a wonderful drive and no Winnebagos on this trip! A long time ago I had signed up to participate in two events.

The first one was the 'Monterey Kickoff' car show on Tuesday afternoon on Lighthouse Ave in Pacific Grove sponsored by Classic Motorsports/ Hagerty. I think this is only the second year for this show and it was fabulous and really well organized. The street is closed to traffic and different blocks showcase cars from different countries. You have the American, Italian, Japanese, British, and German blocks.

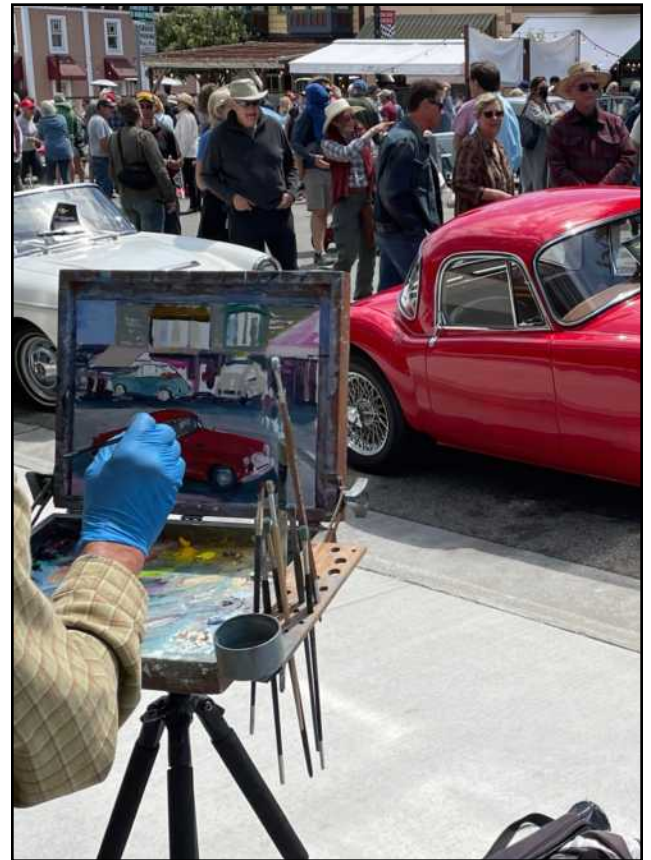
The largest one was the British block comprised of MGs, Triumphs, Jaguars, Lotus and other cars. The show is free to the public and the entire street was amass with people. I'm guessing over 1000 or more easily. I saw several MGOC members including Tom Doyle who drove down from Tahoe in his MGC GT, Tom Tallone in his MGA Twin Cam Coupe, and Alan Havey. I'm pleased to say that I won the Best MG award and Tom Tallone won Best Modernized MG with his Twin Cam Coupe. Yes, both Coupes won!

The second show was the following day again in Pacific Grove on Lighthouse Avenue and was the Little Car Show that has been going on for years. This is slightly less formal and showcases cars with engines under 1600cc so our LBCs are perfect. Again the crowds were overwhelming with people everywhere, which was great. There were also several artists painting cars and two of them selected the Coupe for their subject. In this show the merchants are the judges and select cars they like. Again both Tom Tallone and I picked up an award as well as Kirk and Amy in their Magnette. It was nice to see some other MGOC members at the show including Kirk and Amy, Steve and Vicky Kellogg, Craig and Kim Kuenzinger, Ray and Kristy Davis in their Midget and Mike Jacobsen who drove down for the show.

We had a great time and I would recommend these two days to anyone; Marla's already made reservations for next year. Who knows we may stay longer. *Below: Photo Mike Jacobsen*



Photos below: Mike Jacobsen



Tom Tallone and his Twin Cam top

Photos left and above by Andy Preston

The red coupe attracts the artists!

A Visit to the Monterey Peninsula Car Week 2022

By William T Doyle, "Tom"

Photos by the author

Monterey Car Week consists of 47 different events held over an eight-day period in the middle of August of each year. Car Week is spread out at venues in Carmel, Pebble Beach, Pacific Grove and downtown Monterey. There are events for every kind of classic car from the European exotics to American muscle cars to jalopies. There are meetings, art shows, tech sessions, reunions, car shows, manufacturer displays, car races, classic car auctions. It all concludes with the Concours d' Elegance on Sunday August 20th on the grounds of the iconic Pebble Beach Golf Course. It is attended by thousands of classic cars as well as tens of thousands of car enthusiasts. It is probably the most popular car event in North America where the rich and famous mix with everyday car enthusiasts.

Back in 2018 I served as the chairman of the Gathering of the Faithful (GOF) West which was held at Stateline, NV in September of that year. GOF West is a week-long event which typically has been limited to MGs but recently has included other British marques. GOF West events have been held in Arizona, California, Oregon and Washington. Having attended GOF West 2015 in Rohnert Park, CA one of the things their organizers did was to put together a few self-guided tours of wineries and other points of interests for attendees to enjoy in and around Sonoma County. They handed out these tours as pamphlets to attendees. As Chairman of GOF West 2018 I thought this was an excellent idea and I expanded on it. I put together 26 different tours in the form of a booklet that attendees could take from the hotel at Stateline, NV. The booklet included points of interests in and around Lake Tahoe to tours in Carson Valley and Reno. Each tour had a short description of the destination, a picture of the destination, and detailed directions for how to get to there from the event hotel. This document got rave reviews from attendees to the point we ran out of the them on day one.

I subscribe to Classic Motorsports Magazine and they advertise in their magazine multiday limited tours of some iconic North American destinations, like Napa Valley, the Smokey Mountains, or the Florida gold coast. I decided to email my tour book the organizers from Classic Motorsports Magazine and suggested Lake Tahoe would be an excellent destination for one of their multi-day tours. As a thank you, they sent me a box of Classic Motorsports Magazine swag and an invitation to attend the Classic Motorsports Car Magazine Kick-Off Car show held in Pacific Grove, CA on August 16 of 2022. I jumped at this opportunity and made plans to attend their show.

Trip Westbound to the Monterey Peninsula

I booked lodging at Asilomar Conference Center in Pacific Grove California and departed Lake Tahoe on the 15th of August with my Tartan Red 1969 MGC/GT. My wife had attended State Park Ranger Academy at Asilomar in the 80s and recommended the car route to Pacific Grove from Lake Tahoe. I headed west on I-80 then south on I-5 near Sacramento and then west on CA 152 at Los Banos to the Monterey Peninsula. The total miles of the trip were around 310 and the trip took around six hours with a couple stops. The MGC ran well but there was a never-ending caravan of trucks on I-5. I am fortunate to have an MGC to be able to easily pass all those trucks. I checked into Asilomar around 5pm and did a little grocery shopping. I ate dinner in my hotel room and turned in early after the long westbound drive.

The Classic Motorsports Magazine Kick-Off Car Show

I got up early the next day and after breakfast headed to a local car wash to give my MGC a bath and scrap off the bugs off my windscreen. At 1pm I headed to downtown Pacific Grove where the car show was to be held. I volunteered with the car show staff to direct entrants to their assigned parking slots. The car show had around 150-200 entrants and was located in downtown Pacific Grove. The city closed off all traffic and entrants were parked on either side of the street with vendor booths put in



the middle of the street. The show was broken down into a German, British, Italian, Japanese, and American sections, plus an all-encompassing "other" section. I was assigned to assist in parking cars in the Italian section where there were 14 very nice classic Italian cars displayed. The Italian section had a range of cars from a brand-new Ferrari to a mid-sixties Fiat convertible. After parking the Italian cars, I then parked my MGC in the British section and coincidentally parked next to Andy and Marla Preston with their fire engine red 1958 MGA Coupe. The British section had by far the most cars in the show and I'd estimate there were over 40 British cars being shown.

I set up my MGC for the show, took out my camp chair, and enjoyed the crowds as they passed by all the cars. There were thousands of attendees viewing the excellent collection of classic cars from all over the west coast. Many folks had never seen a MGC and quite a few mistook it for a MGB. I quickly corrected them of their honest error. Interestingly enough there was another MGC/GT being shown. It was a mineral blue MGC/GT in pretty good shape but he didn't have its hood up so I don't know what the engine bay looked like. I came to meet the owner who was excited to see another MGC as they are so rare. He informed me that his was 1969 and built in August. Mine was built in early July of 1969 so he had a slightly higher VIN number than I did by around 100.

All the restaurants and bars were open for business and I ate lunch at a nearby British pub and feasted on fish and chips. I strolled the show a couple of times and made time to visit with the owners and take a few pictures. At about 4pm I noticed a green dot on my car and asked my neighbor Andy what that meant. What it indicated was that my car had the honor of being judged. Andy's car also had a green dot plus a note on his windscreen that he had won an award and not to leave early.



At 6pm the show emcee announced the award ceremony was to commence. I grabbed my camera and since I was pretty sure I hadn't won an award I waited for the emcee to begin announcing awards. The organizer had decided to give awards to British Marques first and so awards were given to the Triumphs, Minis, Jaguars, etc. Then they announced the winner of the MG marque and Andy and Marla Preston were asked to come to the podium. I snapped a few photos (see above) of the proud winners.

Andy and Marla were staying in Pacific Grove for another car to be held on the 17th of August called the "Little Car Show" in the same location as the one today. This show was only open to cars with 1600cc engines or smaller. That eliminated me and my car since my MGC has a six-cylinder 2912cc engine but not Andy and Marla's since their 1960 MGA Coupe has a 1588cc engine.

After the awards ceremony I returned to my car, packed it up, and departed for a well-deserved dinner at the California Selzer Company located on Monterey Bay. After dinner I returned to the Asilomar Conference Center and turned in early to prepare for the return drive to Lake Tahoe.

The Trip East Bound to Lake Tahoe

The next day I ate breakfast at Toastie's café in downtown Pacific Grove and had a very hearty meal. I departed Pacific Grove at around 10:30am and headed up the coast on Highway 1 in a thin fog (glad I had my fog lights working). I then cut over to 101 and stopped in Morgan Hill for gas and a short visit to "On the Road Again". I then continued north on 101 to I-680 and merged onto I-80 in Fairfield, CA. A lot less trucks than the west bound route and I didn't hit any significant traffic. It was hot from Fairfield to around Auburn but when I started to climb the Sierra Nevada it started to cool off as I gained elevation. I continued east on I-80 and ran into some rain just around Donner Pass. I arrived home at around 4:30pm tired but glad to be home. The route I took eastbound was slightly longer than the westbound route at 320 miles but the MGC performed well in both directions and got an average of 22 mpg.

Tom enjoys writing about British sports cars but would rather drive one than write about them!

Christian's Midget: '61 on 61 in 61

By club member Christian Rowcliffe, Intro by Dan Shockey

*One of my favorite MGs at **MGs by the Bay** was the unassuming white MG Midget owned by Christian Rowcliffe. Midgets have become rather rare, it seems. Values of those adorable little cars have doubled in the past 5 years (source: Hagerty). If you look for one, you can see why. There are few available for sale and you can expect to pay \$8000 to \$15,000 for a nice one.*

It is a late '61, with 61k original miles, and now 61 years old. When I bought it, it had 37k miles on it. I am the second owner.

The interior is all-original, including the rubber matting, carpet in the rear, seats, everything. The change over from cream to black steering wheels happened just as this car was built, so it has a cream horn push on a black wheel.

It came with wide whitewalls from new, and still has the original wide white Dunlop spare tire, although that is stored away in a cupboard. The optional wheel covers are original. Made by Ace Mercury in the UK, they are an anodized alloy, centerlock (so the hubs have a corresponding threaded holder). They are left and right handed with cooling scoops for the brakes.

The engine and transmission are original, down to the original copper spark plug wires. The generator appears to have been replaced at some point early on as it is black, and not green like the rest of the engine.

The original owner bought it new from British Motors Berkeley to go to high school. It still has the dealer license plate frames and period black plates. (It may have had yellow plates for a year or two).

At some point the original owner had it repainted, and when I got it that paint had deteriorated. I had to repaint, but the color was carefully matched to the original inside the car. All the trim was just cleaned up, and put back on the car.

Unfortunately the original top was gone, but all the bags, frame, side curtains, etc., were still in the boot. I had a top made in the correct gray vinyl, with a similar grain.

I bought it on a whim, but it is certainly the most fun and joyful car to drive on a back road.



Photos: Dan Shockey



"Little Bee" – Barbara's Mod New Ride

By member Barbara Tapp

Photos by the author

In July I was late attending the MG Display day at Bon Aire in Larkspur. Amy Prentiss and I were chatting (loudly, at a distance) about my continuing 5-year search for an elusive MGB GT. Alan Havey overheard and mentioned he had one that was going to be sold before Covid hit. I immediately asked him the all-important shallow question: What color is it? Yellow! Hmmm, not my favourite color as Amy knows. Well, I happened to be going outdoors painting the next day in Tomales Bay and asked Alan if I could see it in nearby Sebastopol. So that's how I met the elusive yellow MGB GT.

I was amazed and impressed at how pretty she was and how clean. We went for a test drive and she rode smoothly. I was a novice for sure but recall riding in my Dad's 1966 blue MGB GT. You don't forget the ride nor the engine sounds. Alan pulled into a garage and bravely I took my first drive. My confession is I'd never driven one before so I boldly took the reins. Alan very politely at one point mentioned I needed more revs but my gear changes were smooth and oh how those seats were comfortable with my down vest stuffed behind me and the seat pushed forward to the maximum position.

I drove home dying to call Andy Preston, our Club President, who has been helping me over the years as I found occasional cars online. He said he would come up the following Sunday so we met and he went over the car lifting the carpets, pointing out many details, noting that the floor was original as were the floor mats and some of the door seals. I felt I was a student on a crash course learning about fuel filters, coolant containers, Weber carburetors, how the aluminum bonnet opened and later where the trip meter was plus checking out the bumper, bonnet and door alignments, etc. I am a novice for sure with eyes wide open. Off we went for a test drive and all I remember was Andy saying, "It's going to be a reliable car, not a show car and is over 50 years old, so treat her accordingly." SOLD, I said to Alan.

This weekend I picked her up. As I drove her the 40 miles home stopping to take some beauty shots at Point Richmond Marina and to adjust the mirrors, I felt Mum and Dad were smiling from above as I reverently drove in the slow lane back to Berkeley. A red MGB flew by with 2 young guys who gave me a loud shout out and toot and all I could do is wave back and say to myself, "This is our Maiden Voyage and they don't even know it."

When I arrived on my court, three guy neighbours were out in a flash and one helped me navigate her in reverse into the garage with ½ an inch to spare on the tail pipe. I can't tell you how I have feared driving an MGB down the steep drive into my garage but it all worked out. The first duty was to hook up the battery charger and then clean the wire spoke wheels.

THE BEST THINGS IN LIFE ARE WORTH WAITING FOR.

She drives like a bird, I feel like I've bought a reversed time capsule, no clock, no outside temperature guide, no gas mileage, no air conditioning, no power assist so you actually use your hands to turn the steering wheel, a sensible hand brake, the list goes on.

I am so lucky for random encounters and as my wise younger brother had advised find a car within the club and that's exactly what happened. Thanks to Alan.

Cheers. One proud MGB GT Owner and now not just an enthusiast.

P.S. I wasn't expecting an added bonus assisting in weight loss. You may ask how. Well, I have never sweated so much in one hour due to the black leather seats and no air conditioning.

The primrose is a Jaguar color





Right: Being blessed by George Steneberg

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: New AI head, complete, professionally ported, non-smog. \$1300; Chromed (not polished AI) valve cover (used), \$100; Pair SU carbs, rebuilt by Dave Pelton, unused, 2nd Pair SUs, rebuilt then used. Both from 1967 MGB. One original lap belt, one retractable shoulder harness, steel dashboard powder coated, work benches, one with drill press, one with HD vise, Member Ken Gittings, Also valve cover racers! 341-206-5871 (Updated 9/22)

Rebuilt Overdrive Gearbox: MGB, 68-80, Kirk Prentiss, kirkprentiss@gmail.com or 510-693-9536 (Posted 9/22)

1953 MG TD: Original and complete. Not running. In Milpitas, Lotus club member Kiyoshi Hamai, marcom@gglotus.org (posted 9/22)

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 MGOCSF.org

Back to the Beach!

Update from Steve & Vicky

For you folks that are interested in attending the **Back to the Beach** MGOC/Sorry Safari event in October, there are a few changes with the accommodations.

The Sea Breeze Inn and Cottages has recently been sold to new owners and the old owners did not leave any information on any existing reservations that were made. Therefore I went back and the following rooms and rates will now be applied. Like everything else there have been a few increases: There are 12 rooms reserved at the Inn.

- 7 x Standard Queen Rooms (\$169.99/per night)
- 3 x Small Queen Room (\$159.99/per night)
- 4 x Standard Queen Cottages (\$199.99/per night)

Make your reservations before September 29 to insure you get the above rates. Cancellation with no cost will be 30 days before the event or September 14. Pet Fees are extra depending on the size of the critter.

For more information go to:

<https://www.seabreezeinnandcottages.com>

It looks to me like they have upgraded all their rooms so your stay should be very nice and

yes, the fire-pit is still there. Click [HERE](#) for the flyer.

If you have any questions, please do not hesitate to call Steve at 408-355-4125.

Sky-Blue MGA Morning at Steve & Vicky's on the last Beach event.

Shockey pic, I think...



Register Your MGA With NAMGAR!

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.

North American MGB Register



Scottish Highland Games 2022

September 3rd & 4th

Alameda County Fairgrounds - Pleasanton



AYE! The Scottish Highland Games are back at the Alameda County Fairgrounds! The sponsor, The Caledonian Club of San Francisco, has invited us back to participate in the British Car Show at the games. By bringing your **MG to show** you will be given full access to all of the games events for **FREE**. It's an all day event, and you can watch the Heavy Athletics, Highland Dancing and Pipe Band competitions. Go to the games webpage to see all of the events that are part of your free entrance:

<https://thescottishgames.com>

You will receive a **'two-day pass'**, a **\$45.00 value for you and one passenger**. The two day pass is useable to participate in the car show one day, and come back as a guest a second time.

These tickets go fast so **RSVP ASAP. REGISTER BY AUGUST 31st!** What I need from you is the following:

- Day you will attend - Saturday Sept. 3rd or Sunday Sept. 4th?
- Will you have a passenger?
- Confirm your cell phone number (in case I have to reach you)
- **(Kirk's cell: 510-693-9536 - keep this handy!)**

All tickets and parking passes are being provided **electronically** this year. Again, details for this are in the FAQs, so read carefully. You **must** provide parking passes at the gate for entrance to the fairgrounds. You **must** arrive by 7:45am and stay until at least 4:15pm.

There are some requirements for attendance so **please read ALL the FAQs**. Contact Kirk Prentiss for info, reservations and passes. kirkprentiss@gmail.com



MG Picnic'ers greet you! Photo: Kirk Prentiss



Any resemblance to above dancer is sadly mistaken