



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!



MGs by the Bay! - June 8
Tune & Spoon - June 22
Run to Kirigin Cellars - June 30

Lined up at Sears Point
Shockey photo, 2019

June 2019

Original owner MGB
purchased at the
dealer in Santa Cruz.

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,
mjgim@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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Join us at The Cobra Experience!

Sunday, July 21

The Cobra Experience is a 25,000 sq ft museum located in Martinez, CA, and showcases original Cobra's, Shelby Mustangs, Daytona Coupe, GT40, King Cobra, Sunbeam Tigers and a Lotus. Currently there are 24 cars on display, but this number fluctuates month to month. There are engine and wheel displays, posters, photos and a shop scene as it was at Shelby American in the 60's. Unique to the museum is a 40-seat surround sound theater which features a HD film about the cars and about the Ford and Shelby American story.

On Sunday, July 21, 2019

8:30 am South Bay people connect at McDonald's, 42800 Mission Blvd, Fremont, CA (off I-680). Depart 9am.

9:30 am Meet at Lafayette Safeway Parking lot (North Bay & South Bay people)

Coffee and bathroom available at Noah's Bagels, Pete's Coffee and Whole Foods

10:00 am Group tour: Lafayette Safeway to Happy Valley Road to Bear Creek Road, Alhambra Valley Road, John Muir Parkway to Center Ave, Howe Road, Arnold Drive and Cobra Museum at 777 Arnold Dr., #200, Martinez, CA

11:00 am Tour Cobra Museum (Tickets are \$10, if we get 15 plus people, we get group rate of \$7)

1:00 pm Lunch at museum. Catered sandwiches, chips, drink for \$15 (includes tax and tip) We need to have people's lunch request in one week prior to event.

For planning purposes, please let us know if you plan to join driving tour and/or museum tour and lunch. If you have any questions, please e-mail Dan or John. We are looking forward to seeing you there!

For people in the South Bay, please RSVP with Dan Shockey at magnut_dan@hotmail.com; 309-696-0803 cell

For people in the North and Central Bay, please RSVP to John: huntsails@comcast.net; 925-330-7849 cell



Shockey photo

The Cobra Experience is a non-profit museum committed to the promotion, conservation, education and preservation of the cars produced by Shelby American. Our doors are open the 3rd Sunday of each month from 10am to 3pm. Should you wish to meet us at the museum, it is located at 777 Arnold Drive, Suite 200, Martinez, CA 94553.



From the Editor

May 28, 2019

My fellow car-nuts, I hope this finds you polishing your MG for *MGs by the Bay*, this year at Greenbrae on June 8. We are hopeful that the new location tempts you to venture forth. We invited the Nash Metropolitan club this year as another new thing. I remember some neighbors of mine growing up in small-city Illinois. Their yellow and white Met was a pride and joy, and about the only car able to fit in the tiny one-horse garages in my old neighborhood. They were both large people and it was fun to see them squeezed in and enjoying themselves.

The Dixon meet was canceled due to rain. This left us without new photos and stories to tell this issue. But there are many event fliers I need to fit in. I can also report on my adventures at an MG meet this month in Placerville.

One "adventure" I had involved the starter for my 1935 MG. Upon investigation, it turns out that Lucas made this "M35" model starter from the very first MG Midgits in 1929 until the very last Midgits in 1979. This M35 was also used for MGAs, Spitfires. Minors and many other small-displacement British cars. The starter dog engagement mechanism varies but you can put the P-type armature into a later M35 and it will work fine. Since Lucas changed from two brushes to four, it will work even stronger. "If it ain't broke, don't fix it." Though mine is broke now after 84 years. (The factory recorded the starter unit number.)

We have added a tour to the Kirigin Cellars winery at the end of June. This fills a gap in our schedule between June 8 and July 21. You are also invited to participate in the Sorry Safari events presented in this newsletter.

See you along the road! Or more likely, you may see me along the road. Be sure to wave.

Safety Fast,

Dan



Thuy Nguyen near Placerville, May, 2019

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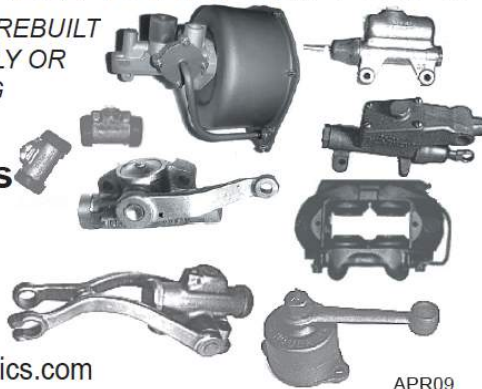
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Run To Kirigin Cellars

Sunday, June 30

A Most Beautiful Event with Six British Car Clubs

Sponsored By The Santa Cruz British Motorcar Club

The Santa Cruz British Motorcar Club is inviting the MG Owners Club and other area British sports car clubs to join us for a major event.

Tours starting from two locations; either from

- Chevron in Watsonville at 101 & 129
- Los Gatos, at Big Bear Coffee

The car show will be staged on the Winery's beautiful flowering lawns, wine tasting, winery tour and lunch (including Vino de Mocca Sundae) will be provided at no extra cost.

Advance registration by Paypal, all inclusive payment of \$35 per person includes: Tour, Show on the Lawn, complimentary Wine tasting, choice of Lunch (salad, gourmet sandwiches and beans plus Sundae desert) beverages and bottled wine awards for the 6 best cars (all marques). Register by June 1st with Bill Meade, SCBMC at: billmeade@charter.net

The morning drives meander through relaxing country roads for over one hour before converging at Kirigin Cellars just outside Gilroy. Once there, the cars are placed on the lush lawn in a semi-circular fashion in front of the Kirigin Club House. The grounds at Kirigin are covered with beautiful flowering landscaping and more plants decorating the outdoor, arbor-covered dining patios.

There are two morning walking tours of the winery for attendees and in between, everyone will be busy tasting the terrific wines of Kirigin Cellars. A buffet luncheon is served of different salads, gourmet sandwich selections, ranch beans, beverages and finishing with a Vino de Mocca Sundae. This full day of touring, wine tasting, concours, luncheon and wine awards was all done for the bargain price of \$35. Thanks to Bob Petrokas and Kirigin Cellars.

After the luncheon, organizers will present the six bottles of wine to the outstanding cars of the day.

Organized by Bob and Judy Petrokas.



New Members!

Welcome back David Hicks of Walnut Creek with a 1969 MGB-GT

Welcome Wendell Stewart of Alameda with a 1961 MGA and a 1967 MG Midget

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Rendezvous

July 25-28, 2019

**Spirit Mountain Casino
Grand Rondo, Oregon**

You are invited to join other MG enthusiasts at Rendezvous. Hosted by Club T MG, and held annually at different locations in the Pacific Northwest, this event includes a Funkhana, scenic tour or gimmick rally, car show, a little free time, banquet, raffle, and auction, followed by a winner's circle send off on Sunday morning. You are guaranteed fun, frolicking, and fellowship.

A Funkhana is a timed, low-speed, tight turn course in a parking lot, requiring precision driving and whacky antics to complete for each driver/passenger pair. It is a hoot to participate and even more entertaining to watch. Trophies and bragging rights are liberally applied.

The car show on Saturday morning features all makes and models of British cars. Trophies are awarded. As an added bonus, we raffle a nice prize at the conclusion of the car show. Most often it has been a full picnic set, but sometimes it is a bird house or ocean theme.

This year's location is Spirit Mountain Casino, outside of McMinnville, nestled in the Coastal Range in Grand Ronde, about 30 minutes from the ocean. It is a wonderful setting for some history at Fort Yamhill State Heritage Area, forested mountain roads for an exquisite scenic tour, and free time entertainment in (or out) of the Casino.

Please plan to join us at Rendezvous this year. Registration forms will be available on the Club T MG website (www.clubtmg.org). Everyone is welcome whether you drive your MG or not!

The Lenci and Guidry couples will lead a caravan to Oregon for this event. They plan to depart at 8am on Wednesday, July 24, spending one night in Brookings along the way.





President's Ponderings

"I like your car!"

I changed the oil and filter on the MGA Coupe on Memorial Day (I'm embarrassed to admit that it had been over 2 ½ years and 3,000 miles so shame on me). So with fresh oil, Marla and I went out for a morning drive and lunch at McNear's one of our favourite lunch spots in Petaluma.

On the way home, we were waiting at traffic lights in Rohnert Park when a Toyota SUV pulled alongside of us. The rear window rolled down and a young teenage girl leaned out of the window and said, "I like your car!" I replied, "Thank you very much, I appreciate you saying that." And I really did appreciate a young teenager putting down her cell phone and making the effort to acknowledge and admire an old car that she has probably never seen before.

It got me thinking that perhaps the old car hobby isn't dead just yet and maybe the younger generation does appreciate these cars but they never get to see them. So it's up to all of us to get out there and drive our cherished time machines as much as possible and let everyone see the wonderful designs of these older automobiles. So that is a great segway into my final promotion for **MGs by the Bay**. By the time you read this there will only be a couple of days left before our signature car show on June 8. So if you haven't pre-registered please come on down and register on the day. Yes, you can just turn up and register at the check in table, so you have no excuse! We need your support to help promote our hobby and keep the interest in our cars alive with the younger generations.

Continuing on the same theme; I had another pleasant occurrence with a teenager recently that made me feel that all is not lost with the youngsters of today. I was buying a couple of sandwiches at Subway and the total came to \$11.01. I said to the young girl, "I have \$11 or a larger bill, do you have a penny jar?" She said "no" but went into the back room and looked in her own purse and came back out with a penny and put it in the till. I said to her, "That was very nice and thoughtful of you, thank you very much." It's not the amount but the kind thought that counts and means so much.

Remember to get out there and drive your time machines and see you at MGs by the Bay.



Take care and Drive safely!

Andy

PREVIEW – SARATOGA CLASSIC & COOL CAR SHOW

by John Linney

Now is the time to mark your calendars for the 10TH Annual Saratoga Classic & Cool Car Show. The event is held on Sunday July 28TH in Downtown Saratoga. The main drag is closed off and as well as cars of all eras and marques, there is street food and local band performances.

Attendance at the event has been growing every year, and based on last year, the crowd is very family oriented and loves to see our cars.

There is a short drive the day before where participants can socialize and cruise a couple of South Bay cities.

This year the organizers are looking to accommodate local clubs together, so when you register be sure to fill-out TTSCC as your club.

<https://www.sccshow.com/>

The Triumph club attends this show. Dan proposes we check it out. This year tag onto the TTSCC Triumph club if you want to park with other Brit car folks.



Andy's Coupe on the road!



Photos from Saratoga show



Blackhawk Museum:

A talk on the famous Brooklands Race Track

Saturday, December 7

10:30 am to 12:30 pm

Brooklands, the world's first purpose built race circuit, opened in 1907, and was the birthplace of British motorsport. Powerful and spectacular cars raced on its dauntingly steep banking, and it was the location of the first British Grand Prix. But Brooklands was much more than a great sporting arena. It was also central to the golden days of land speed record attempts, and Malcolm Campbell and John Cobb developed their record breaking machines there.

Moreover, Brooklands was a major centre for aircraft design, construction and flight testing for over 80 years, and Brooklands aircraft have broken numerous height, distance and speed records. As the design and production site for the Wellington bomber and Hurricane fighter, Brooklands played a crucial role in the Second World War. Post war, much of the design and manufacturing of the revolutionary supersonic passenger aircraft, Concorde, took place at Brooklands.

Today, Brooklands continues as an award winning active museum, dedicated to preserving its motoring and aviation past.

Harry Sherrard has been involved at Brooklands for many years, and he makes regular appearances as a museum speaker. His talk covers the absorbing history of Brooklands, from its conception to the present day.

In the shopping mall next to the museum there's a great Italian restaurant called Stella's. I am happy to plan and lead it if there's interest?

John Hunt

Cell: 925-330-7849

Doreen Evans at Brooklands in her MG

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Tune & Spoon

When: **Saturday June 22, 2019**

What: MG tour, SSTS Meeting, MG tuning, food & beverage, Safarian camaraderie

Where: **BBQ Host - Jim Brady**

1744 Reliez Valley Rd,

Lafayette, CA 94549

925-256-3685 (h); 925-899-9966 (c)

email: mgtdjab@gmail.com

Tour Leader: Marja van den Hende (c: 831.234.8131)

Meeting Time: 10:00am

Departure Time: 10:30am



Peet's Coffee
20439 Redwood Rd,
Castro Valley, CA 94546

Potluck suggestions:

A-P - side dishes and salads
R-Z - desserts

RSVP Jim Brady and state
what you are bringing.



M.G.s, Guitars, Fiddles and *maybe* a Banjo.

**Dian's Country Roads and Front Porch
Pickin', Toe Tapping, Good Time Afternoon**

Sunday, July 28.

More details will follow, but this will be a easy relaxed East Bay drive with a mid/late morning start. Our destination is an afternoon with the California State Old Time Fiddlers' Association in Castro Valley for an acoustic music jam. We will arrive at the auditorium at 1 PM, the music begins at 1:30 and there is a potluck lunch starting at 2:00. Admission is free for first time visitors. That's us! The Fiddlers' Organization was founded in the 60s to provide a place for beginning, amateur and accomplished musicians to come together in a jam session setting to share music with each other and an audience. Please join us.

Phone - 510-278-7987, Email - tootfb@aol.com





Air Conditioning a T-Car

By Geoffrey Baker, Arizona (off the 'net)

OK, I doubt its possible. But reading about everything from electric fans to 4-row radiator re-coring to 55A alternators, it occurs to me that it actually might be possible to design an air conditioning system for a TD.

The smallest "universal" units I've seen draw about 2A for the compressor and 8A for the fans. It seems like it might be possible to

- a) Remove the existing mechanical fan
- b) Replace the radiator core with a higher efficiency one matched to a thin electric fan
- c) Add another fan & heat exchanger for the air conditioner
- d) Use the space saved by removing the existing mechanical fan and install a small air conditioning compressor on a second pulley
- e) Switch to a small alternator unit to power the whole thing
- f) Add hose and a behind-dash cooler (possibly losing the glove compartment in the process) and
- g) Have my head examined.

Seriously, it's an interesting question which will keep me thinking about it during the next two months of 100-115 degree weather here. I'll sneak out at night and in the early morning in Lily Christine IV as I rebuild the convertible top... and dream of air conditioning...

I was thinking that a waterproof box in the rear part of the car filled with ice and a fan blowing forward might do the trick... for a lot less headaches... but hey, where do you put the beer then?

But I'm still not against the idea of real A/C. After all the only thing being added that others haven't already done (between re-cored rads, electric fans, alternator conversions, heaters with fan blowers and hose etc,) is adding a compressor, and they make pretty tiny ones these days!

You could do the radiator "split" with two four-core sections and two fans, and it would still be more efficient than the current radiator. That way the a/c core & fan would take up no additional space, it would just sit at the bottom of the existing radiator.

I have a heater already installed and hardly need that (maybe a few days a year at best, compared to months of plus 100 temps) so I could remove that and replace the heater with a below dash cooler unit of much the same size (possibly even smaller) and use the existing firewall holes for the heater to run the ac hose.

So, literally, the only visible difference between an MG with a regular re-cored rad & electric fan, and a heater would be two fans on the rad, and extra compressor and nothing else! I'll keep thinking on it...



G TF featured in famous pin-up painter Gil Elvgren's '50s artwork. He often used

The 26th Annual

MGs by the Bay

Photo: Mindy Hungerman



Saturday, June 8, 2019
Bon Air Center, Greenbrae

Welcoming the Nash Metropolitan Club
"Brothers under the Bonnet!"



401 Sir Francis Drake Blvd
Registration: \$25 by June 1, \$30 at gate
Time: Entry opens at 8am, Show starts at 10am
Popular Vote Awards at 2pm
Commemorative T-shirts: Order in advance
Free entry and parking for spectators

See registration form at www.MGOCSF.org



A Comedie of Errors

A Comedy in Five Acts – by Dan Shockey (responsible for the writing, the errors and the tragic-comedy)

*A heavier task could not have been imposed
Than I to speak my griefs unspeakable:
Yet, that the world may witness that my end
Was wrought by nature, not by vile offence,
I'll utter what my sorrows give me leave.
In Syracuse was I born, and wed
Unto a woman, happy but for me,*

- Billy Bob Shakespeare (*A Comedy of Errors*)



Setting: A rural mountain setting in the Sierra Foothills, near unto Placerville where gold was first tripped upon in California. A group of old-car penitents are holding a tour.

Players: The Fool, his Loving but Wise Wife, the Noble Sooth, Mr. Toad a 1935 MG Midget, the Comic Chronicler, Sir Lucas of Dark Ness

We took the 1935 MG PA Midget to Placerville for the Abingdon Rough Riders' "Mini Conclave." The ARR is a TC and earlier MG club located in the San Francisco Bay Area. It is the center for MMM activity in the area. Some of the members live up in the Sierra Foothills, Gold Country, so we venture there every May. The "Conclave" is the fall event shared with the So Cal TC club, rotating between the mountains and the central coast. Morro Bay this year, I hear. Plan to attend one of these events should you get to California.

I towed the P with my Ford pickup, using the tow dolly and pulling it backwards. The truck allowed comfortable traveling for my wife Thuy and the ability to haul lots of tools and spares. I have used the dolly for many MGs but never tried towing a car backwards and was unsure how well it would track. I was concerned about ruining the differential and transmission if towed on its rear wheels, and the back end is very low, the tail pipe especially. I drilled a hole in each of two older knockoffs and wired them on the front wheels, so they could not loosen while turning backwards. I locked the steering wheel with a strap. It towed fine though I found it swayed easily on bumps. Bill Traill was told by tire guys that using radial car tires on a trailer will make sway worse vs. bias trailer tires. I will try an anti-sway bar if I do this again. It is like a long shock-damper.

My hope is to haul the PA in the back of my pickup truck. Bill Traill has had success hauling his J2 that way. That requires a winch and good ramps plus extreme care when lifting the MG so high. I think that is a good trade-off versus the risks of trailering. I purchased my tow dolly from Bob Rich who made it for his L type – and took a lot of flack for towing with it.

I drove the P to Fremont on March 31 for the gathering at Dave Gallagher's (J2 engine install) and everything seemed fine. I found a short in the taillights but fixed that. However, after driving to the Brian Sonner's house for Friday evening dinner, I found the fuse blown again. Turn signals, brake lights and headlamps all worked but I hustled Thuy out the door to get back to the motel before total dark.

Act I: Misadventure at Dusk

The Fool: "That short in the tail lights was fixed. Why is this 30A fuse blown forsoth?"

Sir L.: "I told thee to returneth before dark."

Fool: "Wise Wife, we must hasten to yonder motel for dark approacheth."

At yonder motel, The Fool is seen to fumble under the tiny dashboard seeking the lighting dragon. He fails to notice that he has broken the weak connection to the oil gauge.

Fool: Sir Lucas, please hand me that 12 volt trouble light.

Sir. L: It appeareth not to work."

Fool: "This flash-lamp worketh if I shake it well and true."

After pulling apart the dash panel and shorting a wire to ground releasing a cloud of smoke, the Fool finally takes advice from Wise Wife to give up for the night.

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I worked on the lights after getting back, using a flashlight. I should have let it be. I couldn't fix it and in the process weakened or broke the soldered-up oil gauge line to the gauge next to the lighting switch. And yes, I also managed to short a wire to ground – but only briefly until the copper vaporized.

Act II: What Starteth Well

Upon the morrow.

Fool: “We won’t need tail lights since we will return long before Night falleth. So we are good to go on yonder Tour with these fair knights, damsels and their shining steeds.

Mr. Toad roars away on his merry course, continuing about 500 yards, until in terror Wise Wife sees black oil covering her feet and other appendages. Mr. Toad and following mounts fade to the side of the road.

The Fool, forgetting the turn-off valve to the oil gauge line on the side of the motor, gets assistance from **Comic Chronicler** for to whittle a stick small enough to fit in the tiny brass pipe. The oil ceases to flow. Cleanup ensues.

The Fool (aside): “At least the oil didn’t get to the new carpet.”

After we left Saturday morning on the tour, following a line of beautiful TCs, oil poured out on Thuy's shoes, jeans and jacket sleeve. We pulled off the road with Brian Sonner and the Chalmers behind us. In my panic, I forgot there is a turn-off valve for that tiny brass line on the P engine but managed to plug the tiny line with a carved down piece of stick supplied by Brian Sonner.

Act III: A Wayward Step from the Curved and Narrow

Pleased - but chastened from the great mess of dirty black engine oil on Wise Wife's white shoes, jeans and jacket sleeve, The Fool steps back up the soft hillside, an act which precedeth his fall.

Fool's left ankle is turned underneath as he falls humbled to the ground. Since Mr. Toad responds only to the art of double-clutching and the bright press of a starter button with the blind reach of an outstretched left toe, the twist of fate followeth the twist of the ankle.

We had stopped along Hwy 50 that we used briefly in Placerville. The shoulder there was steep and soft. After finishing the temporary repair, I managed to fall twisting my left ankle under me. Then I drove with a badly sprained ankle, double-clutching, to climb up and down all those hills. I also must point my left toe to push the starter solenoid button.

Act IV: Spins the Roulette Wheel of Justice

Noble Sooth: “Is there some shaft I should turn?”

The Fool: “’Tis the square shaft at the end of the round cylinder.”

Sooth: “But I can turn that with my fingers.”

Fool: “Try it again. Try it again. One more time.”

Comic Chronicler (aside): “Me thinks the Crank ought be swiftly applied.”

In addition, the starter became more erratic. It was occasionally unresponsive (DADN – what is a door nail?) before and I would have to get out and turn the armature a bit. But I had to do that only once per start not repeatedly, and only about half

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by
Tom Collins & Tyrone Revelo
829 South Claremont Street
San Mateo, CA 94402
(650) 685-4477
collinsclassics@comcast.net

the time. But now it happened most the time and a single turn may not work. I could hardly get in and out with my sprained ankle so got someone else to turn the armature, and turn it again and again, until it started. Allan Chalmers did most of the repeated nudging of the starter armature. What a nightmare.

Act V: Wise Wife Goes Up in a Cloud of Smoke

Following other adventures and delays and climbing of hills.

Wise Wife: “There be white smoke pouring from under the bonnet!”

The Fool: “Struth, be ye sure? It doesn’t seem so bad.”

Comic Chronicler departs, pretended not to observe this further issuance and stoppage.

Continued on page 19

Come to the Beach in an MG!

Version 2.0



Friday – Sunday
September 6 – 8, 2019

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, for the early risers we will attend The Monterey Cars and Coffee held at The WeatherTech Laguna Seca Raceway. We can expect to see up to 400 cars at this bi-monthly event. Then we take a ride over the Laureles Grade Road to Carmel Valley and hook up with the rest of the group at the Carmel Crossroads.

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're welcome to come back over for a little nosh before you leave for home.





The Sea Breeze Inn

There are 15 rooms reserved at the Inn.

Standard 1 Queen room - \$169.00 per night plus taxes

Single Queen Cottages - \$189.00 per night plus taxes

Standard 2 Queen room - \$199.00 per night plus taxes

When making the reservation, let them know you are with the MGOC and Sorry Safari Group # 220648

Make your reservations before August 15th to insure you get the above rate.

Where is the Inn?

1100 Lighthouse Avenue

Pacific Grove, CA 93950

831-372-7771

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

Group # 220648



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.



Please RSVP to:

Steve and Vicky Kellogg

Call 408-355-4125

Or

e-mail: sfkellogg@verizon.net

<http://crownandanchor.net>

Keep Planning for 2019 ...



SPRING

Stuffing Party, El Cerrito, Friday, June 7

MGs by the Bay, Greenbrae, Saturday, June 8

Blackhawk Father's Day Show, Danville, June 16

Tune & Spoon, SSTS, Marja vdH, Sat., June 22

Kirigin Cellars Tour Show, MGOc invited, Gilroy, June 30

MGOc Cobra Museum, Winery BBQ, Sun., July 21

Dian's Country Pickin' Tour, SSTS, Sun., July 28



SUMMER

Rendezvous, Oregon, SSTS caravan, July 25-28

Little Car Show, Pacific Grove, Wed., Aug. 14

MGOc Picnic, Tilden Park, Sat., Aug 24

Scottish Games, Pleasanton, Display, Aug. 31/Sept. 1

Pebble Beach Weekend, Kelloggs, Sept. 6-8

Fioli Skyline Tour, Dave Marsh, Sat., Sept. 14

Sierra Tour to Bass Lake, SSTS, Sept 22-24

**BLACKHAWK
MUSEUM
DANVILLE, CALIFORNIA**

**FATHER'S DAY
CAR SHOW
SUNDAY
JUNE 16, 2019**



Registration Starts At 7am Car Show From 8 – Noon

Bring a collectible, rod, classic, or muscle car. Car registrants receive a coupon for a free admission to the Museum and the first hundred cars receive a Goodie Bag. Car entry/registration is \$30 the day of the event.

LIVE MUSIC: 9 AM TO NOON:

Spirit of '29 Dixieland Jazz Band

Museum admission is \$15 for adults, \$10 for Seniors/Students and Free for Children Six and Under. Father's are Free!

MGOC Minutes – Saturday May 4, 2019

Noah's Bagels, Greenbrae

Call to Order: Andy Preston at: 10:08

Attending: Marcia Crawford, Mike Jacobsen, Andy & Marla Preston, George Steneberg

Approval of Minutes of Previous Meeting: Apr 6, 2019: *Motion:* George, *Second:* Mike

REPORTS

President's Report: Andy Preston: Focus of this meeting will be on MGs by the Bay, we need to reach out to more people.

Vice President's Report: Kirk Prentiss: Absent, report by email: *Heading west on Route 66. Can't imagine driving it in the summer in the daytime – driving at night!*

Treasurer's Report: Marla Preston: No report this month; excused by the President.

Secretary's Report: Mike Jacobsen: Mailed 215 trifold flyers for MGs by the Bay. Learned that Norm Tousley passed last December and his MGAs are now for sale.

Registrar's Report: Steve Kellogg: Absent, report by email from England: *I have nothing new to report. No edits were made to the roster since the last report.*

152Regular Members
49Regular Family Members
201Total Regular and Family Members
11Corresponding Members
4Corresponding Family Members
15Total Corresponding and Family
216Total Members

Four new members added since the beginning of the year.

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

Regalia Report: Andy will bring the regalia to MGsbtB.

The Octagon Report: Dan Shockey: absent but report by email:

I have generally dropped the font size in the Octagon from 12pt to 11pt for most articles. I think that is fine - it doesn't seem small and allows for more compact articles and more pics.

We have something of a gap from June 8 to July 21. Kirk said the MGOC is invited to their "Tune & Spoon" on

June 22, with Marja as an organizer. So I think we are fine. The Kirigin Cellar tour might be nice to promote (June 30). I'll get info on that into the June Octagon.

Bill Hiland has offered to do a tech session sometime.

Website Report: Steve Kellogg: Absent, report by email: *I'm in England and I'm having a bit of a problem uploading the Octagon to the web site. Didn't bring my PC and the iPad is not powerful enough. I did send the newsletter via Mail Chimp so all should get it OK.*

PAST EVENTS: Great turn at Sonoma Raceway and everyone got in for free, thanks to Dan and Andrew Waite.

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

Sun, May 19 Dixon Car show: Caravan to car show? Meeting locations?

Sat June 1 Elkhorn Slough Tour, Dave Marsh

Fri June 7 Envelope stuffing for MGsbtB at George's Pub

Sat June 8 MGsbtB Greenbrae

Sat June 22 SSTs Tune & Spoon, MGOC invited

Sun June 30 SCBMC Run to Kirigin Cellars in Gilroy

Sun July 21 Cobra Museum Martinez and BBQ

Sat Aug 24 Annual Picnic, planning underway. BBQs may not be allowed due to fire regulations

OLD BUSINESS

MGs by the Bay: See separate outline.

Member at Large: Still looking.

NEW BUSINESS: None

BUSINESS RESOLVED ONLINE SINCE LAST MEETING: None

ANNOUNCEMENTS: None

NEXT MEETING: Will be at George's Pub, 9 Pomona Ave, El Cerrito, for envelope stuffing on Friday June 7. Meet at 10:00 for coffee and donuts, envelope stuffing to follow.

Meeting adjourned at: 10:48

Submitted by: Mike Jacobsen

"The Autocar", August 12th 1902

The Pleasures of Caravanning

LARGEST CIRCULATION

4th

The Autocar

FOUNDED 1895



The New MG Midget

"A Man's Car!"

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SIERRA TOUR 2019

To BASS LAKE!

DATE CHANGED!

SUNDAY SEPTEMBER 22ND - TUESDAY SEPTEMBER 24TH



From page 13

Noble Sooth: "See what gap in yonder valve cover breaks."

After checking the valves, I didn't get the ill-fitting valve cover gasket lined up well so smoke poured out when climbing a big hill as oil ran onto the exhaust. Again, I should have left well-enough alone. Allan Chalmers stopped again to assist and again, nudge the starter until it cranked. (Maybe I left it running, I don't remember.)

Mr. Toad ran strong otherwise – if noisy and a bit smelly – and we caught up with the tour group and eventually made it back to the motel. But now I have a starter to fix, an oil line to replace, a short to find and fix, a valve cover gasket to replace, and can't do much at all due to my strained ankle. Also I need to buy Thuy's a new pair of jeans and shoes.

One further mishap occurred while towing home south of Placerville. I heard a scraping sound and stopped to find the license plate and holder dragging. A nut had come loose. Those are now bent and a little shortened. Add that to the never-shorter list.

Epilogue:

White smoke largely abated, Mr. Toad roars on up the hills, spurred by gentle application of the weak and painful left ankle of The Fool. Wise Wife, observed to cross herself many times, endured to the route way-stations and at long last, home motel and the end of the road.

*Am I in earth, in heaven, or in hell?
Sleeping or waking? mad or well-advised?
Known unto these, and to myself disguised!
I'll say as they say and persevere so,
And in this mist at all adventures go.*

W.S. (A Comedy of Errors)



Classified Ads

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

1952 MG TD: Chrome spoke wheels, MGB brakes. Runs fine. Asking \$15K Email to ramcbride@stanfordalumni.org. (Posted 5/19)

MGB Parts for sale and FREE: 1) NOS Jack and lug wrench still in jute bag and covered with paper never used!! 2) Need to pass the SMOG TEST? All smog equipment off 1979 B, Carb, exhaust Manifold, Smog Pump, Air Cleaner, EGR valve with head injection lines etc 3) 1976 radiator 4) 2 Alternators 5) another smog pump 6) new rubber bumper motor mounts 7) complete 1976 motor in pieces 8) Snug Top Hardtop. Plus more, make me an offer and take it all John Hutchison, 925 788-5962, jrhutchisoniii@comcast.net (Posted 4/19)

1938 MG TA Tickford: Said to be one of 206 Tickford drophead coupes produced and was originally sold in England. Restored in Nova Scotia. Power comes from the original 1292cc OHV inline-four paired with a 4-speed manual gearbox. Clean California title. Painted in its current "crackers and cream" scheme, it has been an award winner at several Concours events. The Tickford drophead is an insulated 3-position convertible top. The interior is trimmed in beige and includes a telescopic steering column, wind-up windows, a wooden dash and a fixed windshield. Bill Hiland, cell 408.314.2675 (posted 4/19)

Supercharged MGB: Upgraded brakes, interior, 5-spd, Ford rear axle, flared in front and rear valences, Beautiful and quick, See April Octagon. Bill Hiland (posted 4/19)

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 or MGOCsf.org



Going Vintage

Story by James Heine • Photos as Credited, reprinted from *Classic Motorsports*

“This MGA has seen the racing world from both sides now. Since purchasing it back in 1979, Kent Prather has driven it to eight SCCA Club Racing national championships. In 2010, however, he moved the car over to vintage racing.

We caught up with Kent shortly after The Hawk International Challenge with Brian Redman. We wanted to know about his connection to vintage motorsports as well as the differences he’s observed between SCCA Club Racing at its highest levels and vintage racing—whether at The Hawk, Monterey, Indianapolis, the Mitty or another venue.



“After the Runoffs left Heartland Park in 2010, I bought my Miata. Over the winter, I made the MGA a vintage [race] car,” Kent explains. “But we had an MGB [for vintage racing] before that, and we’ve been servicing vintage customers for 20—maybe 25—years.”

Prather’s introduction to vintage racing came by way of Vintage Racing Services in Stratford, Connecticut. In the 1980s, the shop tagged Kent for engine work and race support. He also supported their Carrera Panamerica effort, where he was partnered with a pair of Colgate Palmolive executives running the race in a Volvo P444. (His assessment of the great Mexican road race: “It’s grueling and expensive. But it’s something that you’ll never forget.”)

As for the differences – or similarities – between SCCA Club Racing and vintage racing, Kent offers these observations. At the SCCA Majors level – and especially the Runoffs – the difference between a vintage racing weekend, even one as large as The Hawk, and a national SCCA event is one of intensity.

“You can feel the intensity in the air [at an SCCA race],” Prather says. “At a vintage race, it’s not so intense. Because there’s no impound at the end of a race, you don’t actually get to hang around with your competitors and talk with them, or swear at them, or whatever it is you might do in impound. That’s something you have to get used to. You come off the track and just go back to the paddock.”

A second difference is track time. Generally, there’s more of it at vintage events. While the races are shorter—maybe eight laps for a vintage race instead of 20 during an SCCA contest—there are more sessions. Even at an event as large as The Hawk, Kent says, “you’re out on the track for three days. If you do a test day, you’re out there four days.” The SCCA, on the other hand, rents tracks in a way that makes two-day events more typical.

People are friendly in both SCCA racing and vintage racing, Kent acknowledges, but in vintage racing, drivers often appear less aggressive. In SCCA Club Racing, a competitor might make a last-corner, high-risk move that boots you out of the race. That almost never happens in vintage racing, Kent explains. “In SCCA, a driver will try an uncalculated move and then not apologize for it afterwards, whereas in vintage racing, the person that hit me would be mortified.”

What does Kent see for vintage racing down the road, say, in the next 10 years? “We are getting older, and I think the younger bunch hasn’t caught on quite as much,” he says about the demographics of vintage motorsports. “I think there are so many different opportunities for young people in racing that they may not be that interested in these old cars.

“We went to Schwarz’s [in St. Anna, Wisconsin] a couple of years back and were hanging around the bar. Just for fun, I went from person to person and asked, ‘Hey, are you going to the races in Elkhart Lake?’ Some said yes and some said no. I said, ‘Well, come check me out. I’m driving an MGA.’ And they all



Photo by Gordon Jolley

said, 'What?' In the entire bar, none of those kids knew what an MGA was."

So what's the thrill to fix up an MGA or an MGB or a Sprite or another car for the younger generation? Kent wonders. "I'd say in 10 years' time we may lose quite a few of our older people who have restored these expensive Can-Am cars and expensive Formula 5000s and Mustangs and Trans-Am cars. I'm hoping not. Our age group, even in SCCA, is getting older, and we're not doing the best job we can in either venue to recruit new enthusiasts."

Still, Kent has always been a positive thinker, and he remains positive about vintage motorsports. "I'm cautiously optimistic," he says. "We're certainly going to do our part to maintain it and keep it going."

Moving Prather's MGA From SCCA to Vintage Involved Less Work Than You Think

So, what did it take for Kent Prather to convert his venerable 1962 MGA from the SCCA's G Production, where it has run for years, to vintage racing specifications? Actually, not much, says the eight-time SCCA Runoffs champion. "This is a famous car, and most groups allow the car as-is. SVRA may not, but most groups do, because it is, indeed, a historic vintage car," Kent explains. "When I race it vintage—and I still race it [with the] SCCA sometimes—I make sure there are very few stickers on it." "That's pretty much the extent of the SCCA-to-vintage conversion story," says Kent, who took the MGA to the SCCA's Runoffs 25 times between 1984 and 2008.



Kent has brought his son into racing (photo above), very successful with the Miata.

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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

Meeting & Show Prep *‘Nosh ’n Natter’*

Date: Friday, June 7, 2019

10 a.m.: Donuts & Coffee

No Club Meeting

10 a.m.: Envelope Stuffing

George Steneberg’s Pub/Home:

9 Pomona Ave., El Cerrito,

*Please enter the side yard at left to the
side door. Don’t block drives.*

More Info: Andy Preston

andypreston@att.net

(707) 799-2257

We look forward to seeing you!

