



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!

MGOC Picnic Photos & Report

Pebble Beach Weekend - Sept 6-8

Tour to Fioli - Sept. 14



Photos: Thuy Nguyen

September 2019

About *The Octagon* and the MG Owners Club

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

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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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FILOLI TOUR



Date: Saturday, September 14

Tour Leader: Dave Marsh 650 964 2341

Route Summary: The route starts at Starbucks at the corner of Mary Ave. and Fremont in Sunnyvale and ends at Filoli in Woodside. We travel up Steven's Canyon, Mt. Eden Rd., Pierce Rd., SR9, to Skyline Blvd. then to the north end of Skyline, Rt. 92 and Canada Rd. to Filoli. Total route length is about 50 miles. If you brought a two way radio, we will be on channel 5.

NOTE: Watch for bicycles especially on mountain roads.

Start: Starbucks 1291 S. Mary in Sunnyvale at the corner of Fremont Ave.

Time: Meet at 10:00 AM to sign in

Depart: 10:30 AM with a full tank of gas

Stops: none



Welcome!

End: Quail's Nest Café at Filoli (86 Canada Rd. Woodside). NOTE: There is a fee (\$22 or \$18 for seniors) for a self-guided tour the mansion and grounds but the fee is not required to enter the café. There is an additional \$10 for a guided tour. Tickets can be purchased on-line ahead of time or on-site when we get there. More information (café menu, "what's in bloom, etc.") is available at Filoli.org. Tel: 650-364-8300.

DISCLAIMER: While I make every effort to ensure the route is open and safe, I DO NOT PRE-RUN THE ROUTE.

Thank you to Kirk Prentiss for creating the flier!

From the Editor

My fellow Emgee-micans, I hope you had a good holiday weekend. What a difference a day off makes! I spent much of the holiday weekend communing with you vicariously, while working on this newsletter. I was also recovering from my drive of the MG PA to Pleasanton, there and back again over mountain passes and hot, busy freeways.

We had to be on the field by 8am so driving the 60 miles to Pleasanton on the freeways was no special issue, cool and less traffic. Took 1 hour. I was able to take backroads much of the way home. I especially wanted to avoid the hot, hard drive over the Andrade Grade on 680. From the fairground I crossed 680 on Bernal and took Foothill Rd south, a lovely tree-lined blacktop with very little traffic. Then at the steam train stop I got onto Niles Canyon Rd, recently repaved and also winding and tree-lined. Traffic was light my direction. I then got onto Mission Blvd. south to Driscoll, becoming Osgood then Warm Springs. Then Abel to Oakland Road. I tired of the stop-lights and got onto 880 at Montague and continued on Hwy 17 past the Reservoir. I climbed the hill on Old Santa Cruz Hwy, again a lovely tree-lined road with little traffic. Downhill was fine on 17 in the underpowered old MG but I could have gotten home on Glenwood Road, another scenic redwood-lined way with little traffic. Took 2 hours but was low stress.

I set the goal of taking the PA to three events in one week. We – Mr. Toad and I - achieved that and added the Highland Games two weeks later. I wore three different uniforms for showing the MG, a blue Royal Air Force uniform, a desert war RAF uniform and a Bobbie uniform. (Copies created from surplus military gear.) Besides the love of MGs by RAF personnel, several police departments in England used MGs before and after WWII.

I finally tired of the poor ride of the MGA, following the trip to the picnic. I replaced the front shocks and removed the added sway bar (5/8" thick). I found a broken-off shock mount bolt – and that the clutch slave hose was about to burst. Fixed both so should be good for the drive to Monterey.

Still many events to come this fall. I hope to see you!



Dan

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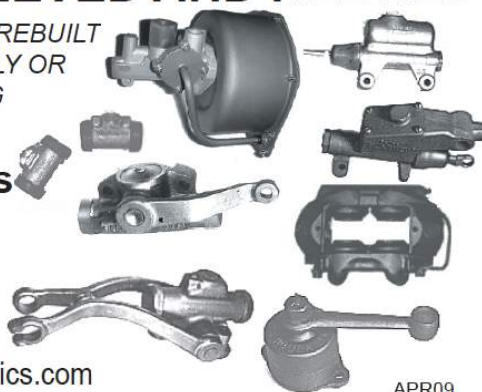
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Cecil Kimber's boyhood home with the first racing MG model, the C type, based on a new all-MG frame design and the M-type drivetrain.

Tour to the Western Railway Museum



Take a ride into history, first in your MG and then in a vintage streetcar!

Where: Peet's Coffee, 3518 Mt. Diablo Blvd, Lafayette

Take the Oak Hill Road exit from Highway 24, go south to Mt. Diablo Blvd, and turn left. Peet's is in the shopping center on your left.

When: Saturday, October 19 – meet at Peet's at 9:30; leave at 10 – Sharp!

The drive is half freeway & half two-lane highway, and partly along the Sacramento River. There's one toll bridge crossing at Antioch, so be prepared to pay the toll.

We have a private tour of the Museum at 11. The Museum is having their Pumpkin Patch Festival the day we're there, so you can buy a Halloween pumpkin. You can also bring a picnic lunch to enjoy in Laflin Park on the Museum grounds

Museum admission is \$10 per person, or \$9 if you're over 65, and \$7 if you're younger than 15. The Museum is at 5848 Hwy 12, Suisun and that's about 50 miles from the meeting place at Peet's.

RSVP to Mike Jacobsen at MikesMuseum@yahoo.com or 415-333-9699.



Andy Preston plans to lead a group down from the North Bay. Details next issue.

Member Notes

Welcome Edward Parker of Napa with a 1979 MGB!

Welcome Fred Flowers of Orinda who is an MG enthusiast!

Welcome Barbara Tapp of Kensington who would like to buy an MG, would like to be involved in a car club, rallies with her brother in Bristols and Vauxhalls and has been a member of the Bristol Car Club in Sydney Australia! She's thinking of a TD. Her father had a TD and a TF and other British cars.

I won't be back in time for the Picnic. We're still working our way down the coast; crossed into California this afternoon.
– Mike Jacobsen

Yes, I remember the CHP cruiser profile cut out of plywood; I guess plywood, I never stopped to check it out. Always made me check the speedo even tho' I knew it was there. A couple times I was startled as a real 'on duty' CHP cruiser would park exactly alongside the 'sign' so you never knew. I seem to recall a real but derelict CHP cruiser parked there later in time.



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This was just past the summit on the big clearing to the right after the downhill curve heading toward Santa Cruz as I recall. – Bill Traill. Anyone remember this fake cop car or have a photo?

I heard about this MGB-GT from its present owner Rick today. Would it be possible to insert this in For Sale section of the newsletter soon? I do not know if Rick is/has ever been a member of MGOC; however if we can save another MG. Thanks
– Tim Thresh

Dan, I was stationed in Frankfurt, Germany, with the Army in 1968 and saw my first MGTD sitting sadly along the autobahn. During my 2 years there were a few more. I know the purist ambition. I used to fly and restore vintage airplanes and we had many of the same people. I have always felt the need for a reliable car and one that allows for you to keep up with the flow. My premise was always to not alter the exterior. Airplanes were a bit more difficult since they were certified aircraft and you were restricted from changing much at all. Thanks – Gary Root

This is cool! MGBs have a unique exhaust sound which is unlike any other car. There are 14 separate MGB sounds featured.

<http://bbcsfx.acropolis.org.uk/?q=mgb>

– Don at Napanet

Marla and I will meet you at the RR Museum. I will lead a North Bay contingent and give you details for a North Bay group meeting place for next month's issue. – Andy Preston



President's Ponderings

Several years ago I attended a tech session presented by John Twist. If you've never seen John in action you've really missed something. He used to own University Motors in Michigan and there's no-one out there with more knowledge about MGs than John. He still participates in his "Rolling Tech Sessions" at many MG events and can diagnose what's wrong with your car in a couple of minutes and in many cases fix it in another 5 minutes.

At the tech session John was performing a tune up on an MG TD. I still remember that he adjusted the valves in about 10 minutes and that was while talking and taking questions in between. I can't do it that quickly but it goes to show how simple our little cars are to work on and tune up. I mention this because I'm in the middle of adjusting the valves on my E-Type Jaguar and I started over 2 weeks ago!

I read the workshop manual many times and watched a couple of videos on "YouTube"; it didn't seem that difficult. However if you've ever worked on a Jag engine you will understand how one thing leads to another and then another and so on. And unfortunately this was the case with me and what should have been a 2 day job is now into its second week. I ended up replacing the bearings on both the inlet and exhaust cams, tappets (cam followers) and valve adjusting shims. That's another reason why I like MGs so much; they're simple to work on and fun to drive.

The Jag engine; the valve adjusting shims are buried under the tappets under the camshafts!!

Remove valve covers, measure valve gaps, remove front access cover, slacken upper timing chain, remove cam sprockets, remove camshafts, remove tappets and voila your there!!

Looking to next month, our next event is the Pebble Beach Weeked hosted by Steve and Vicky Kellogg. This is a tremendously fun weekend with a Pub Night on Friday evening, Saturday tour and dinner at the Kellogg's house and a Sunday goodbye breakfast. I don't know if there are still vacancies in the motel but if not there are lots of other ones close by.

Take care and drive safely,

Andy

Photo by Mindy Hungerman

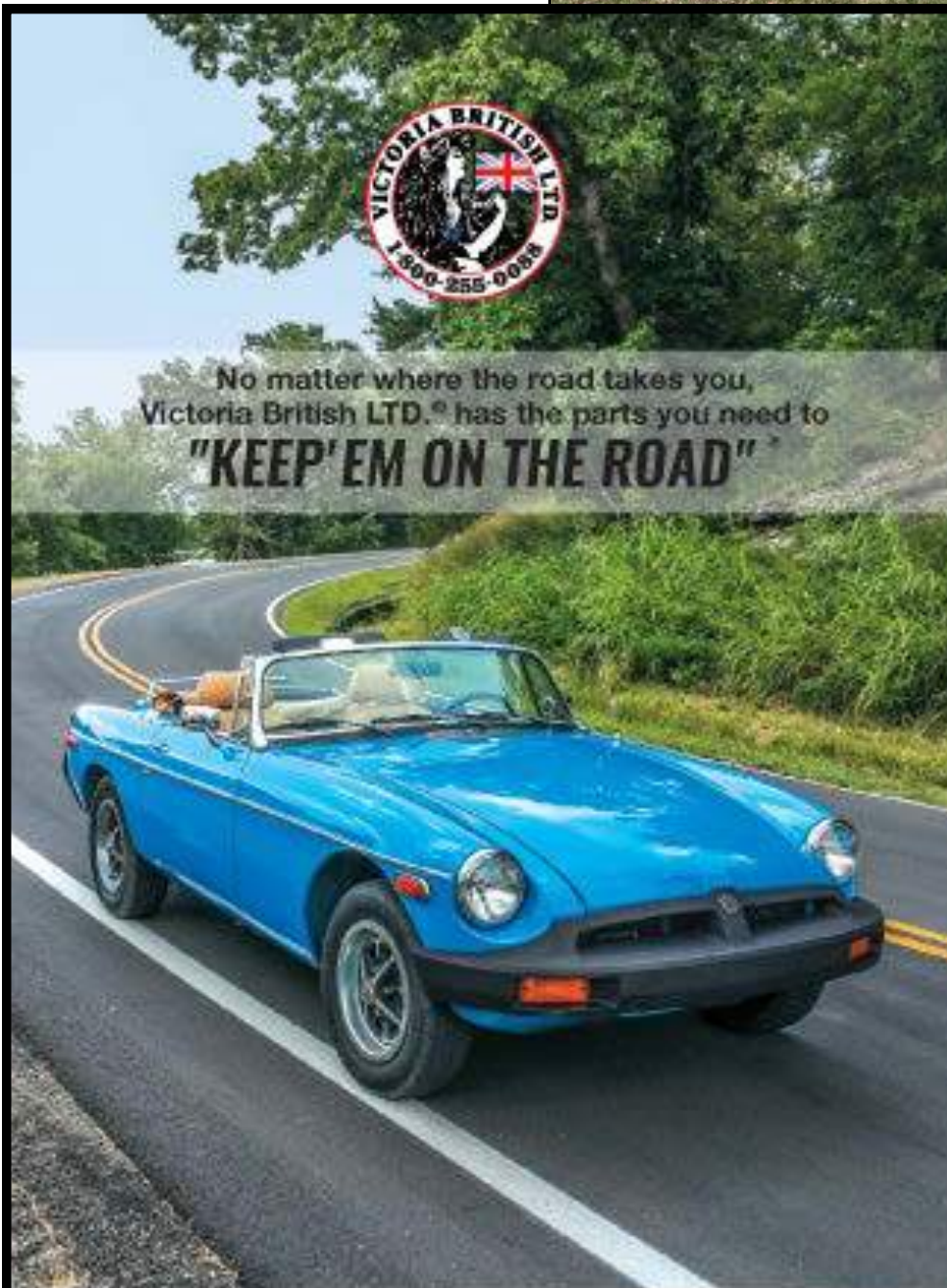


Space Saver Spare: Here is another tip to save space in the boot for more wine, etc. A "donut" spare wheel and smaller tire from many cars will fit the lugs of an MGA or MGB. Thus you can carry one of those as the temporary spare. They practically give them away at junk yards. The one I liked best I found in a Saab. Turn it upside down and fill it with stuff and it takes very little room. - Dan

MG Cars in the Netherlands

August, 2019 - A very impressive display. Some tight manoeuvring involved there. These prewar MGs have poor turning radius. Well done. I would lack the patience. Photo was taken from a cherry picker but there were some taken from a drone as well.

- Colin Murrell



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A New MG Book

By Paul Rollins

It's been a significant time since I've seen a genuinely new book about MGs. Now there is one, devoted to the Magnette.

MG Magnette, by Paul Batho, adds to the sparse info published about the history of this MG model. Magnettes were significant as over 36,000 cars of the ZA and ZB models – several times as many as TFs manufactured – in the 1950s helped keep the company in business.

This book has 96 pages, with lots of pictures, many in full color, and even includes a convertible conversion. Publisher is Amberly and copies are available thru various sources.

Book summary is available here:

<https://www.amberly-books.com/mg-magnette.html>.



Kirk & Amy's MG ZB Varitone

Oct. 12 - 13

The Eighth Annual British Fall Classic Show

The event is being held a little later this year on October 12th and 13th, still in beautiful downtown Morgan Hill. This exceptional event will feature exquisite British classic sports & saloon cars representing revered marques such as Rolls Royce, Aston Martin, Jaguar, MG, Morgan, Triumph, Austin Healey, Lotus, Morris, and more! There also will be British motorcycles as well as race cars!

The event was made possible by the generous donations of our Title Sponsors, the organiser On the Road Again Classics, classic & British car restoration and repairs shop, and Ladera Grill, – both in Morgan Hill.

Special thanks also to Silver Sponsors Heritage Bank of Commerce, and Guglielmo fine wines, for their contributions to make this event happen.

Schedule

Saturday, October 12th

12:00 Meet at Cal Trans Station on Butterfield, Morgan Hill

12:30 - 3:30 Afternoon Car Tour (Departs at 12:30 sharp)

4:00 - 6:00 Wine reception for registered participants at On the Road Again Classics

Sunday, October 13th

8:00 - 10:00 Cars arrive and park in assigned spaces

10:00 - 2:30 Public viewing

11:00 - 1:00 Lunch on your own, downtown (try **Ladera Grill!**)

2:30 - 3:30 Drive-up Awards

WE NEED YOU! On the day of the show we need volunteers for: parking, judging, clean-up etc. On Saturday we need people to help with: the tour, registration, and the reception. Please contact Mary at: mary@hilandconsulting.org.



Registration Information

Registration closes at 5:00 pm on Sunday, October 6th. Sorry, no exceptions.

Just go to: [British Fall Classic](#). Scroll down on the right and you will see the link to the registration page. Please note: There will be no drive-in, judged or non-judged, registrations the day of the show.

***** This is a Fundraising Event. All net proceeds benefit local nonprofit organizations.***

From *British Sportscar Life*, Victoria British Web Magazine, with permission of the author

My MGA Twin Cam Roadster & Coupe

by Tom Tallone, MG Owners Club

I happen to be one of a small group of aficionados who has acquired a shine for the twin cam. I own a 1959 Roadster (YD3/2249) and a 1959 Coupe (YM3/2057). Both cars have been restored to their 'near' original condition. I say near because I did take liberties with the exterior color choice and interior trim color.

I bought my first MGA Twin Cam (roadster) in Milton, MA in June of 1978. It did not run and like many others it did not have its twin cam engine. I knew very little about British cars at that time and after researching the MGA I realized what I had acquired. Aside from the engine the car was very correct & original with 42,692 miles, and luckily (as commissioned) the close ratio transmission, 4.55:1 rear axle and competition seats remained. I wasn't able to do much with the car for the first 10 years (house and kids) but I did have the good sense to keep it while moving around the country from job to job as a young engineer.

In 1988 we finally settled down in Morro Bay, CA and I started the body-off/ground-up restoration. The chassis and all the black pieces were powder coated satin black. I painted the body the original OEW (Old English White) but chose to fit the interior with burgundy leather/vinyl instead of the black interior. I wasn't able to find an 'affordable' twin cam engine at the time so I put the roadster on the road with a very nice 3 main MGB 1800cc engine. However soon after completing the restoration I found and bought a 1958 MGA push rod coupe that had a twin cam engine in it.

The previous owner had purchased the car with the twin cam engine in it in 1962 and had no idea how the conversion came about. I had the twin cam engine rebuilt, swapped engines and in October of 1997 I was driving a twin cam roadster... 'love that twin cam'.



The push rod coupe also became a fun daily driver. I liked the feel of the coupe but loved the performance of the twin cam so in 2000 I started a search for a twin cam coupe. In 2004 I brought home a 1959 twin cam coupe with the original engine and a spare engine. The car was in need of a full restoration, which I started in 2006. I finished the chassis of the coupe the same way I did the roadster, i.e. powder coated everything satin black. The engine is rebuilt to low compression specifications and is fitted to the original standard transmission and 4.3:1 rear axle. The body required extensive metal work to bring it back to original fit and finish. The production information for the coupe indicated that it left the factory painted OEW with red interior. I didn't want a second OEW car with red interior so I decided to finish the coupe with an Iris Blue exterior and Navy Blue interior. I finished the coupe in June 2010.

I still have the spare Twin Cam Engine and I'm tempted to install it into a MGA Variant like a Magnette

ZA or ZB. I know it wouldn't be the most economical conversion but it would make for an exciting ride.

MG produced the MGA Twin Cam for only two (2) years between 1958 & 1960. In that period 2,111 cars were made. 1,788 remained roadsters and 323 of them were turned into coupes, and of that only 95 coupes were sent to North America. MG started to develop the twin cam with a clean sheet of paper in 1953. A 1588cc cast steel block was made with an aluminum twin cam head. The engine developed 108 horsepower & 7000rpm when fitted with high compression pistons.

This was pretty amazing in 1958 when most cars including MGs were rated at about 75 horsepower. The twin cams were also fitted with Dunlop disc brakes and steel wheels with knock off lugs. It's not hard to understand why the twin cam was so popular when it was first produced. The little car was fast, agile and it stopped when commanded to. However with all its positives, it was not a proper car for the 'all-rounder' driver. Twin cams required much more care in daily operation, service and maintenance over its push rod counterpart, which led to serious problems early on and contributed to the model's short production life.



Photos from Tom Tallone



An eagle makes an all-American radiator cap

Mr. Toad's Excellent Adventures (from page 18)

3. Cops 'n Rodders Show, Scotts Valley

I decided to take the P to the local art & wine festival car show. There was a very nice XK120 as the only other British car. To keep the "Cops" theme, I wore my Bobbie helmet. Looks more Keystone Cops, I fear, but was fun - and near by!

At the Boardwalk - down by the sea....



Photo: Dan Shockey



Photo: Thuy Nguyen

Welcome Victor Krag of Mariposa with a 1971 MGB/GT!

Thanks for the note! Nice to meet you all. Yes, I have the 1971 B GT Teal Blue. And I'm attaching some pics.

I grew up in west Santa Clara foothills outside of Los Gatos. I went to both Humboldt and then San Jose States Univs. I then lived in Campbell for a time, then S.F., then Carmel for a long time and now Mariposa for almost 6 six years.. I'm 63 years young.. er, old.. yep, definitely old!

When I was a kid we used to dig and box-sieve-screen for sharks' teeth at that sand wall at Lockhart Gulch Rd in Scotts Valley.. We went to Santa's Village and the Cement Boat when you could walk way out onto it. I remember the fake, cut-out wood, life-sized 1950's Highway Patrol car that stood along Hwy 17 as a speed warning. This was long before "Car 54, Where Are You".

There were two fake CHP cars, the 50's round car that was a wood facade and then an actual kind of beat up, later, early-sixties maybe CHP car parked on the side to slow drivers. Somewhere in my mind I'm also picture a fake car wreck mock-up, but that might not have been Hwy 17.

My first MGB GT was my daily driver in the mid-90's for five years. Sold that in '99 when I bought a house and



need to carry big items and had only one real garage space to protect from the fog outside.

I vowed to get another some day and did finally last year when I found the blue one in Oakhurst on Craigs' List - Score! I love the lines and taller windshield look of the GTs. I'd like to get an open two seater and am educating myself of Triumphs again.

Here are pics of my old '69 that had overdrive.. the '71 does not.. yet.

Eventually I'll go the Ford 5 speed route I think. Any good reviews on that change-over?

Thanks a lot!

Victor

Mariposa CA

Mike J. Cycling the Coast!

I won't be back in time for the Picnic. We're still working our way down the coast; crossed into California this afternoon. – Mike Jacobsen

Mike's photos



Don's J3 Memories

I gave all the documentation on the purchase of the J3 to Al Santos when he bought the car from me. Hopefully it continued on to the next owners.

Briefly, here is what I remember:

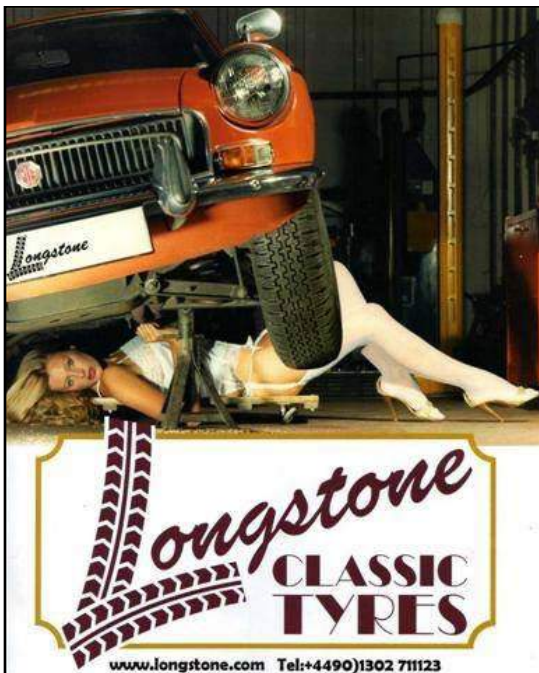
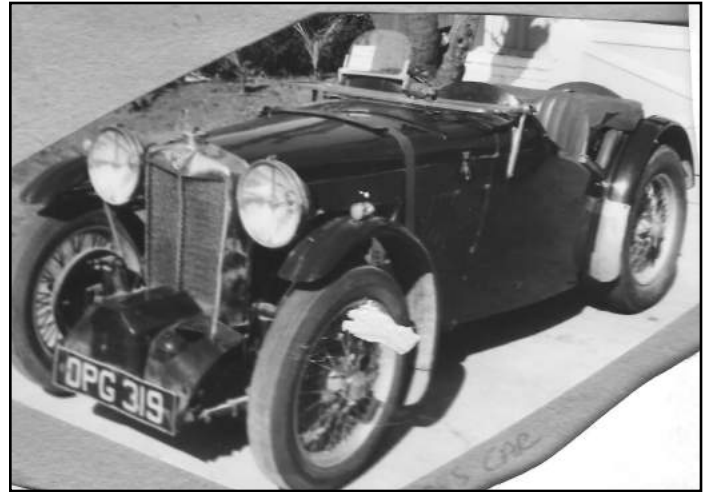
I bought the J3, advertised as a J4 from an ad in Thoroughbred & Classic Cars from a car dealer in London. I doubt if they are still in business and I don't remember their name. I paid \$150 US and they arranged shipping for the cost of about \$150. I picked up the J3 in Martinez and trailered it home. I believe I purchased it in 1963 when we were living in Los Altos. I registered it with the MG car club in England as J4-004 (off the number plate on the body) and received a rather strong letter from Geoff Coles that he owned J4-004. After a few letters we determined that I had the body from his chassis and that I had a J3. I sent him the number plate for his car and he sent me a J3 number plate. Geoff was very successful running his J4 in vintage racing in the UK and unfortunately lost his life in a crash.

The supercharger came packaged in a separate wooden box and I did not have the proper coupling to the crank and never mounted it. It had a P-series engine and oil pressure would not build on startup. To run it, I had to prime the oil pump by disconnecting an oil line, filling the pump with oil, and quickly starting it. My girls were only 3 or 4 at the time and we had fun with them sitting behind the seat while we raced around the Los Altos hills. I disassembled the J3 to restore it and started traveling in my job and moved to the LA area in 1967 and took the car down in pieces. I remember the moving truck driver picked up the engine to carry it into the garage of our home (on the Palos Verdes Peninsula) and dropped it, cracking the rocker cover. Fortunately, I was able to find a replacement in the UK. We moved back up to Los Altos in 1968 and the car came back in pieces. With all my travel, I realized I would not have the time to do a proper restoration so I sold it to Al Santos in Palo Alto. I don't remember the price. He did a super restoration and I remember seeing it in the Palo Alto Concours.

Later, I placed a wanted ad in Thoroughbred & Classic Cars for an SA Tickford drophead and bought one, sight unseen in 1970. But that's another story.

Hope this helps. Cheers,
Member Don Davis

The J3 was built by MG as a very limited production racing version of the MG J2 - like the ones owned by George Steneberg and David Gallagher. It was supercharged. Another very rare J3 is owned by member Dan Roberts. Only 22 were built.



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MGOC Picnic

by Andy Preston

First of all a big thank you to George and Marcia for hosting this year's annual picnic which once again was a great success thanks to their planning and work. Marcia contacted the Parks Department at least 6 months in advance to reserve the picnic area because reservations go very quickly at the beginning of the year. They arrive early to set up the A-frame signs, lay out the table cloths, bring coolers with drinks, plates, cutlery, bags of goodies and charcoal for the fires. So it's already ready to go when everyone arrives.

We had a good turn out and there 10 MGs and 4 other cars and most people showed up early enough for the short Board meeting. It was nice to see some new faces and there was considerable interest in 2 of the future events,

namely the Scottish Games and the Pebble Beach Weekend. At the end of the meeting I handed out numbers and ballots for a little informal car show. This was low key and fun mixer and a good way for people to get together and talk. The winner by just one vote was the MG

Magnette belonging to Kirk and Amy. The prize was first pick from the door prize table which comprised misc. regalia, a book and magazines from Dan, and a few MG parts donated by Jack Ford. Thanks, Jack.

George fired up the BBQs and everyone enjoyed a wonderful lunch and enjoyed the perfect picnic weather. This part of Tilden Park has its own micro-climate and it was a comfortable 75° while much of the Bay Area basked in the 90s.

BTW Padre Picnic Area isn't the easiest place to find and I've got lost more than once. This time I came up Marin St in the Berkeley Hills that is one of the steepest streets I've ever driven up. It's a first gear grind all the way up and you just stare at the sky. Don't even think about stopping or you'll just roll backwards. According to Google the steepest section is over 25% (1 in 4) and is known as part of the "Death Ride" by cyclists! Next year I'll come by a different route that Amy has sent me.

Dan Note: George said that the road past the picnic area is closed part of the year – for the newts to cross the road safely - so that may confuse GPS. Best to use a map to find it. We'll include a map and directions for next time we go here.



Really a perfect day in the park. Good food and conversation and MGs! Photos by Thuy Nguyen



Keep Planning for 2019 ...



FALL

Pebble Beach Weekend, Kelloggs, Sept. 6-8

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

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

Autumn Classic, Morgan Hill, Oct. 12-13, Bill Hiland

Western RR Museum Tour, Oct. 19, Mike Jacobsen



WINTER

MGOC Sonoma Tour, Nov. 9, Andy Preston

MGOC Holiday Tea, San Francisco, Dec. 7

**NAMGAR GT, Colorado Springs, June 1-5 , combined
with the NAMMMR national meet**

**GOF West, June 29 - July 2, Welches, OR, MGOC
caravan, Plan to drive with us!**

Hello, Mr. Chips

by Jeff Stobbe

We were honored to have such a wonderful tour in June to celebrate our 50th Anniversaries. Thank you all for the cards and gifts and for being there to share the moment with us. We took Mr. Chips, our TC, up the coast and over at San Gregorio to Huddart Park. Yes, it's Mr Chips, but not for the English Don, but rather because the wheels resembled potato chips when I purchased the TC in 1967. Even Wire Wheel Service of San Jose gave up on ever getting them straight, allowing "This is the best we can do."

We, Mr. Chips and I, have had a very long relationship, so long that I have realized, with every passing decade, we have begun to resemble each other more and more. We both prefer a quiet day at home to exercise and tire more quickly. Mr. Chips is matching me when joints creak and pop, and those brown spots are appearing on both fenders and arms. I also notice that I am getting bald and so is Mr. Chips on the left rear. Both lights and eyes are getting a little dim, and we're both beginning to leak a bit. Mr. Chips and I are both a bit noisier in the intake area with the occasional bit of backfire and don't get us started on shaking.

We both enjoy a more leisurely pace now and our creaks and groans are more frequent and prolonged. Mr. Chips and I both tend to drop things more often and occasionally get lost. But, we wouldn't trade our time together for anything. You know, Mr. Chips, I believe we're both consuming a bit more alcohol these days than we should. It's been over fifty years of memories.

Let's toast to that! Maybe it's time for a shorter outing, wheel in hand, bride at my side, around the block, one more time.

from the Abingdon Rough Riders Review

Mr. Toad's Excellent Adventures

1. The Little Car Show, Pacific Grove, Aug. 14

Steve Kellogg, Kirk Prentiss, Vicky Kellogg & Amy Prentiss, Dan in RAF uniform. Yes, dark wool was a bit warm. Great day and a wonderful event: kids, dogs, bands, free entry for spectators. Wednesday during Car Week.

Shockey pics except for Dan by Kirk P.



Mr. Toad's Excellent Adventures

2. Highland Games at Pleasanton, Aug. 31

Maris & Don Cowgirl with Amy Prentiss, Dan in desert RAF uniform. Switched to pith helmet when my ears got sunburned. Hot day on the asphalt but a fun event: kids, dogs, bands, highland dancing, everyone in costume. Maris & Don just back from a cruise around Scotland and Ireland.

Shockey pics except for Dan by Kirk Prentiss



MGOC Cobra Museum Drive & Tour

by John Hunt - See more photos in the last issue

We had a great turn out for the MG event and perfect weather on Sunday, July 21. We meet at the Lafayette Safeway parking lot in the morning at 9:30 a.m. and took the back roads of Happy Valley to Bear Creak Road and onto Alhambra Valley Road to the Cobra Experience Museum in Martinez.

Everything about the museum was first rate. From the welcome and hospitality at the museum and guided tour; to the quality of cars and displays. From start to finish, it was Pebble Beach caliber.

Wonderful variety of cars. Beside a number of 289 and 427 Cobras, we saw a Sunbeam Tiger 286 Shelby Prototype from 1963 and a 1965 Shelby GT 250 289 Mustang. One car I found particularly cool, was a 1965 Dayton coupe which was an exact reproduction of #5 car Dan Gurney and Bob Bondurant finished first in the GT Class at Le Mans in 1964. Plus, original tools

from the Shelby shop, it was like stepping back in time!

Many motoring icons seem to have some sort of connection with MG cars. Among them is Carroll Shelby who started his racing career in a friend's 1949 MG TC which one could say planted the seed for racing. There are numerous cars, stories and races to cover about his legacy, too many to list here. However, one key fun fact to remember from the tour was how Carroll's partnership with Ford in the 1960's lead to legendary cars and results, for example, in 1966-69 the Cobra won the GT class four years in a row at Le Mans, remarkable!

I would like to thank everyone that attended the event to help make it a memorable day for everyone.

Also, I would like to give a special shout out, to Dan Shockey who helped me develop this event.



Classified Ads

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

Parts on sale: Dave Laughlin is clearing many parts at good prices. He has engines and gearboxes; a good pair of MGA rear fenders; tons of parts to sell! Contact Dave at 510-234-6624 (Richmond)

1966 MGB plus 1972 parts car. The '66 has wire wheels. The head was machined and carbs rebuilt. French Blue, some rust. The '72 includes a hard-top. Price for both cars is \$4,300. Please email member Chris at pattersonmgrading@gmail.com (Posted 9/18)

1970 MGB/GT: Very low miles, aluminum Olds V8 engine and 5 speed, MGC bonnet, Grampion Grey color, original wire wheels. Rick, (707)787-6261, rlcelandwhite@yahoo.com (Posted 9/19)

1953 TD: Completely rebuilt and modernized with stock exterior. Rebuilt MGB motor, 5 speed. New wood, leather, top, tonneau and side screens. Rebuilt instruments. MGB front suspension with new shocks & disk brakes. Alternator & new wiring. Two sets of nice wheels – spokes and aluminum. Asking \$34k. Gary, Biblance47@comcast.net or cell 415 760 7596 (Posted 8/19)

TF-1500: One of Felix's patients is looking to sell this RHD TF-1500. Stripped to frame, sand blasted and painted. Rebuilt engine, trans, and rear ending. All chrome redone. New upholstery. All new wood. MGA front disc brakes. \$25k. Bill Foote, 408-205-1853 (Posted 7/19)

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 MGOCSE.org



MGOC Minutes – Saturday Aug 24, 2019

Padre Picnic Area, Tilden Park

Call to Order: Andy Preston at: 11:45 a.m.

Attending: Marcia Crawford, George Steneburg, Kirk and Amy Prentiss, Dan and Thuy Shockey, Andy, Marla and John Preston, Barbara Tapp, Rick Giessner, Walter and Carol Kilik, John Hunt, Mark McGothigan, Ed and Rowena DeMayo, Tim Berndt, Brian Leary, Stephen and Naomi Borne.

Approval of Minutes of Previous Meeting: May 6, 2019: No motion was made to approve the minutes. Item continued to next meeting.

REPORTS

President's Report: Andy Preston: It's been a couple of months since we had a meeting but all has been going well with the club. Thanks to Marcia and George for organizing the picnic and many thanks for everyone for coming.

Vice President's Report: Kirk Prentiss: Kirk said the he and Amy attended car week in Monterey and it's a "Must See" event. Especially the "Little Car Show" in Pacific Grove and the Concours de Lemons which is very low key with lots of arcane vehicles needing work. Kirk highly recommends it to everyone.

Treasurers Report: Marla Preston:

Account	August 2019	April 4, 2019
Checking	18,331.03	15,320.40
Savings	3,563.69	3,588.33
Total	21,894.72	18,908.73

There has been a lot of activity since the last Treasurer's Report. We hosted MGs by the Bay in June and made \$150.79 in addition to \$169.00 in regalia sales at the event. We have also received our annual dues for the year.

Secretary's Report: Mike Jacobsen: Absent and cycling down Hwy 1 from Oregon!

Registrar's Report: Steve Kellogg: absent report by email. Pretty typical year in collecting dues.

As of this morning 8/19, the following is what we have:

122	Regular Members
37	Regular Family Members
199	Total Regular and Family Members
14	Corresponding Members
4	Corresponding Family Members
18	Total Corresponding and Family
217	Total Members

On September 1, 2020 I will remove 35 Regular Members, 6 Family Members and 3 Corresponding Members due to no Renewal of Dues.

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

Regalia Report: We sold \$169 of regalia at MGsbtB and I have brought some for door prizes today.

The Octagon Report: Dan Shockey: Nothing to report.

Website Report: Steve Kellogg: absent.

PAST EVENTS: MGsbtB was a great success with around 50 MGs in attendance at our new venue of Bon Air at Greenbrae. Everyone liked the venue and we made \$150.

Thanks to John Hunt for the Cobra Tour which I hear was very good.

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

Aug 31-Sept1 - SSTS Scottish Games, Kirk Prentiss.

Fri-Sun Sept 6-8 -Pebble Beach weekend, Steve and Vicky Kellogg.

Sat Sept 14 - Filoli Mansion, Woodside, Dave Marsh

Oct 12-13 - British Fall Classic, Morgan Hill, Bill Hiland

Sat Oct 19 - Western RR Museum, Mike Jacobsen

Sat Nov 9 - Sonoma Tour, Andy and Marla Preston

Sat Dec 7 - Holiday Tea, San Francisco, Elaine Chan

OLD BUSINESS:

Member at Large: Following the conclusion of the meeting Mark McGothigan volunteered to fill the vacant MAL position. (I will forward Mark the latest By-Laws and responsibilities of the position.)

NEW BUSINESS: None

BUSINESS RESOLVED ONLINE SINCE LAST MEETING: None

ANNOUNCEMENTS: Barbara Tapp said that she is looking for an MG to buy and drive. No particular model at the moment but would like to drive several models before deciding.

NEXT MEETING: TBD

Meeting adjourned at: 12:15 p.m.

Submitted by: Andy Preston

The Ultimate Sacrifice

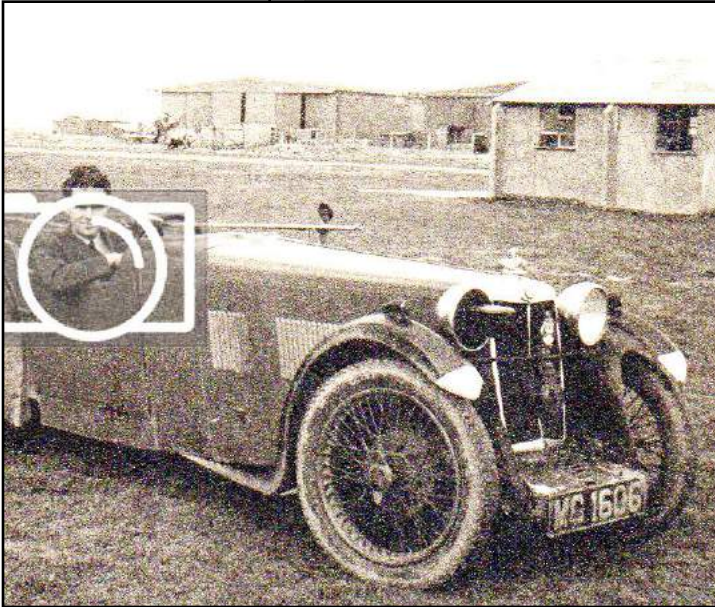
My grandfather drove this car on his way to the airfield on the night of 6th June 1944 - **D-Day!** - breaking down along the way, it was taken to a garage but it was the last time he ever drove it as he was shot down and killed over Normandy that very night.

The Registration number MG 1606 is original to F1058 which sadly does not appear to have survived. The car was supplied by University Motors to Dr C J C Earl, Caterham, on 20th April 1932. It was a tourer with black body and green wheels/upholstery. MG1606 M.G. F1 F1058, a 4 Seater.

Obviously, I never got to meet my Grandfather, Henry William Ellis DFM but without his sacrifice it's almost certain I wouldn't be here today. (Below written by Henry's daughter)

"From BBC "People at War":

My father fought in the last war and died on the night of 6-7th June 1944. I have very few memories of him as I was four years old when he died, but the stories I have would have been told to me by my mother, grandmother and uncle Cyril, who was his brother. Cyril was also in the RAF and survived the war. I know my father won the DFM. for a sortie in which 6 aircraft went out and only the one that my father was on, as a navigator, returned. My father was in the 29th squadron stationed at West Malling when he died. On the way to his squadron that day his car, a red MG sports car, broke down and he had to leave it at the garage and make his way to West Malling. He was in a mosquito with Fl/Lt R. Densham as the pilot and he was the navigator. They were in a long dog fight and his plane caught fire and came to ground on a farmers field in La Bigne Nr Caen in France.



It was discovered afterwards that my father had not taken my baby shoe that he always took with him to good luck. My grandfather who had also been in the First and Second world wars, being invalided out after Dunkirk with shell shock, had to go and collect my fathers car from the garage and I believe that the garage did not charge due to the circumstances. A story told to me was that my father had to hit someone on one flight, because he was panicking and managed to save his life.

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North American MGB Register



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

Pebble Beach Weekend!

RSVP to Vicky & Steve
See last issue for details

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.

FILOLI



Date: Saturday, September 14

Tour Leader: Dave Marsh 650 964 2341

Route Summary: The route starts at Starbucks at the corner Sunnyvale and ends at Filoli in Woodside. We travel up St. Pierce Rd., SR9, to Skyline Blvd. then to the north end of Sky Filoli. Total route length is about 50 miles. If you brought a channel 5.

NOTE: Watch for bicycles especially on mountain roads.

Start: Starbucks 1291 S. Mary in Sunnyvale

Time: Meet at 10:00 AM to sign in

Depart: 10:30 AM with a full tank of gas

See page 3 for full details