



THE OCTAGON



Newsletter of the M.G. Owners Club
The Northern California Centre of the M.G. Car Club



Since 1957!

Photo: Rick Anguiano



February 2020



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

mgb36@yahoo.com

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

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

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

mgb36@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.

MGOCSF.ORG

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

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An invitation to visit the:
Tom Price Car Collection - Saturday Feb. 22

Mr. Tom Price has offered to open up his showroom of rare and classic cars for a private tour to the MGOC. Tom Price is a well known automobile enthusiast and continues to race many of his vintage cars.

Shawn Thomas, who races and maintains Tom's cars, will be giving the tour and understandably space is limited.

We will meet at the Larkspur Landing Parking Lot in front of Bed, Bath and Beyond, 2601 Larkspur Landing Circle at 9:30 and then all drive over together arriving at 10:00. Please don't be late.

The Club (courtesy of Bob Bundy) will be providing coffee and donuts before the tour at the showroom.

Following the tour we'll take a pleasant drive to Pt. Reyes Station for lunch at the Station House Café. We have a private dining room and there will only be one check so please **bring cash**. There is limited parking at the rear of the restaurant so park on the street.

Tour Organizer: Bob Bundy

Meeting Place: In front of Bed Bath & Beyond, 2601 Larkspur Landing Circle,
Larkspur, 94939

Meeting Time: 9:30 for 9:55 departure prompt.

Please RSVP: Bob Bundy bundyworld@comcast.net or 415 342 4935.

Many thanks go out to Bob Bundy for organizing this tour in conjunction with Paige Casamento of Marin Luxury Cars



Tom's 1932 Alfa that won the Mille Miglia race
1948 Jaguar Drophead at left

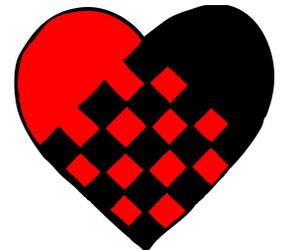
From the Editor

Well, it finally caught up to me. I have relished others winning the coveted Burnt Spark Plug Award but have avoided it myself all these years. I could have avoided it again if I had not boldly proclaimed my troubles in The Octagon last June. (Available on the web site.) Who knew Ken would have such a good memory? It was too good a story not to share. (Thuy retold it in Vietnamese to her brother just last evening.) Someone suggested after the award that Thuy should have worn the clothes ruined on this occasion. I don't think we took any photos of those...

Thank you to Ken for creating this trophy and well-loved tradition. Ken contributes a lot to our club. Thanks also to everyone who contributed to the planning meeting and to our schedule for the year. There are still gaps and always room for more. We will advise the Sorry Safari events, too, and I may work on one as well. Maybe another Poker Rally?

Thuy displayed her intelligence and good sense by swearing not to ride with me in the 1935 MG again. I found a puddle of brake fluid under a rear wheel of the MGA so need to work on it next. I got both out for short drives on January 2. As a famous English rally driver exclaimed, "Brakes just slow you down!"

Dan



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MGOC & SSTS welcome you to join us on the

Pre-St. Paddy's Day Tour Sunday, March 15, 2020

Photos Dan Shockey, Thuy Nguyen, Kirk Prentiss



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

Date: Sunday, March 15, 2020 **Green is the color of the day.**

Organizers: Andy and Marla Preston 707 795 3480

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

Time: Meet at 9:30 for a 10:00 departure



Tour: This year St. Patrick's Day falls on a Tuesday so we're holding the tour on the Sunday before so all our members can join us. We will be driving the backroads of Marin and finishing up an authentic Irish Pub, Moylan's in Novato for lunch. The tour starts at the Bagel Street Café, in San Rafael so it's an easy meeting point from the east or south bay. We'll be stopping half way through the drive for a rest stop.

The tour finishes at Moylan's so there's easy access to 101. Please bring cash for lunch.

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

We look forward to seeing you, especially new members.





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Member Notes

Thanks for all the good work on the Octagon, and it was a pleasure to see you at the brunch today. Someone, I cannot remember who, saw this photo on my phone and suggested I send it to you. It was taken on the ridge at Point Reyes on the way to Pierce Point Ranch.

I call it "Pulling the Girls" but you may choose to rename it should you use it!~

Best Regards,
Mark Darley,
Mill Valley and Devon, England

Thought our members might enjoy seeing this. I actually have a collection of over 65 vintage wood jigsaw puzzles, some of steam engines and steam ships mostly British from the Early 50's and 60's

Barbara T.



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Wilderness & Landscape Photography

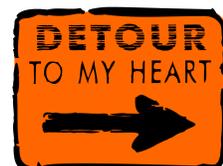
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President's Ponderings



Do I see a glimmer of light at the end of the tunnel? I think I do and it seems to be glowing a little brighter; which is good news for our club, hobby and little cars. We've been attracting a lot of new members recently and many of them younger, figuratively speaking. In fact we had five new members at our Annual Brunch which I have to say was wonderful. More about that later. I've also noticed that the prices of MGs are starting to rise a little on the online auctions. TD prices have been taking a real hit over the last couple of years but that appears to be over and prices seem to be on the increase. Prices for MGAs and Bs have always been relatively stable but I've noticed that really nice cars are selling for a premium. This is good news for us and hopefully a sign of a positive future.

Why is this happening? I don't really know but I've seen an increase in interest in "classic cars" by the "younger crowd" at meetings like "Cars and Coffee." I attend several of these events and hear comments all the time like; "They don't make 'em like that anymore! All of the cars today look the same. Back in those days the cars had style and you could tell them apart". That's one of the reasons why I drive my cars all the time and so the younger crowd get to see them and see how great they look. I also love driving them. I think all of us can help promote our hobby by driving our car as much as we can so others can see and enjoy them. BTW I drove my daughter's manual transmission Subaru to the Brunch because there were five of us and we don't own a Midgette. I was not impressed with either the gearbox or clutch. It's hard to believe that my MGB is easier to drive than a car 50 years younger!

We had a sellout crowd for Brunch and I thought it was the "best one yet." I also heard many members saying the same thing. Everyone seemed to be having a great time and no-one wanted to leave. It was great to see the new members enjoying themselves, getting involved and having a good time. Many members drove their MGs despite the inclement weather. The parking lot was crowded with people just admiring the cars and doubled as a place to continue talking after brunch. Thanks to Marla for organizing it again, and thanks to Dan for making his MG photo card (which was a lot of work) and taking photos of couples driving the 1935 MG PB. Also thanks to our new member Rick Anguiano for taking photos.

We have a couple of great events coming up soon being a visit to the Tom Price Car Collection in February and the annual St. Paddy's Day Tour in March. I hope to see you at one or both of them and keep your MGs on the road for everyone to enjoy.

Remember to drive your MG as much as you can,

Andy

Andy's MGA 1600 Coupe



Welcome New Members!

Steven Sanders of San Anselmo with a 1962 MGA 1600 MKII

Jon Peters of Piedmont, who just obtained a 1949 MGTC

Doug Flett of Lafayette with a 1952 MGTD and a 1971 Triumph TR6

Scott Pinsky of San Anselmo with a 1958 MGA 1500 Roadster

Bill Dodson of Santa Rosa with a 1972 MGB Roadster that is in the process of restoration

and Jo Jaramillo of San Mateo with a passion for MGs

Champagne Brunch!



A. P.

Octagonarian George



D. S.



R. A.



T. N.



D. S.

01/19/2020

VP Kirk and Pres Andy entertained...



R. A.

R. A.

Dan won the Burnt Spark Plug award, an honor he has avoided all these years. Thanks, Ken.

See "A Comedie of Errors" in the June, 2019, *The Octagon*



R. A.



R. A.



D. S.

For Marla the glass is nearly full - her kids and grandson present

Photos: Rick Anguiano, Dan Shockey, Thuy Nguyen, Amy Prentiss (see initials on pics)



D. S.

Ed and Rowena



D. S.

MGs outside and inside!



D. S.

01/19/2



Andy & Marla



John B. with Anne S.



Anne & Jim

D. S.



Bill T. & Jean B.



D. S.

Scott, Max & Ari



D. S.

Ken G.



D. S.

Barbara T. & Elaine C.



Dave Marsh
D.S.

*What a Ride!*Eric B.
D. S.George
D. S.

Mark McG. & Friend



Eric S. & Mark D.



Scott P. with Stephanie

Kirk & Amy
T.N.Steve K.
T. N.

MG Racing Pre-WWII Special
provided by Dan Shockey



Mike & Elaine



Connie & Doug, Sue & Rod



Rick & Mary



Don S. with Susan B.



Steve & Gail



Sheryl & Denis

MGOC Calendar 2020 (Preliminary)

Updated 1/09/20



Non-MGOC events in italics

All dates and events subject to change

Feb 22 (Sat)	Tom Price Car Collection, Larkspur	Bob Bundy
Mar 15 (Sun)	St. Paddy's Day Tour	Andy & Marla
Apr TBD	Model Railway Museum, Pt. Richmond	Mike Jacobsen
<i>May 17 (Sun)</i>	<i>Dixon Car Show & Swap Meet</i>	
<i>May 31-Jun 4</i>	<i>NAMGAR Colorado Springs</i>	
June 12 (Fri)	Envelope stuffing MGsbtB	George's House
June 13 (Sat)	MGsbtB, Greenbrae, Bon Air	Mike & Andy
<i>Jun 28-July 1</i>	<i>NAMGBR Calgary, Canada</i>	Tom Doyle caravan
<i>Jun 29-Jul 3</i>	<i>GOF WEST, Welches, OR</i>	<i>MGOC/SSTS Caravan</i>
Aug 22 (Sat)	Picnic, Tilden Park	Marcia & George
Aug TBD	Marin Tour and cricket club	John Hunt
Sept 5-6	Scottish Games, Pleasanton	Kirk & Amy
Sept 19 (Sat)	Canyon tour and fly fishing lessons	John Hunt
	Oakland casting club	
Oct 9-11	Sierra Tour	SSTS
Nov 14	Sonoma Tour	Andy & Marla
Dec 12 (Sat)	Holiday Tea Elaine's House SF	Elaine Chan
Jan 9 2021(Sat)	Planning Meeting, Marcia's House	Marcia & George

Room for More!



Did you see the Geico car? It appears to be a composite of the Bugeye Sprite, the TR3 and the MGA. Not a bad combo. What do you think?

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MG at the Bottom of the World

by Jeff Stobbe, Abingdon Rough Riders

MG is alive and well in Chile!

Landing in Santiago was like landing in California, a valley of vineyards, wineries, and eucalyptus trees. Emerging from two very large tunnels cutting through the coast range mountains, we finally met our cruise ship at Puerto San Antonio for a trip through the Chilean fjords and glaciers, around Cape Horn, over to the Falkland Islands, and finishing in Buenos Aires, Argentina.

I saw our first MG dealership, Global Motors, in Punta Arenas, the southern-most city in Chile. It sold several brands of cars, including MG. The first surprise in both Chile and Argentina was the growing presence of Chinese cars. MG (Shanghai Motors), Geely and Cherry Motors are selling very well. The second surprise was the popularity of French cars, Citroen and Renault. Pick-ups by VW were also very popular. One of our guides said that the Chinese cars were up to 40% cheaper than other brands. They looked well built, but small. The rest of the automotive world better look out. On our trip to Thailand we saw an MG assembly plant and new dealership, so I believe it's safe to say that MG is being invested in and growing. I would have never guessed that we would see MG at the "Bottom of the World"!



This billboard for MG greeted us at the airport concourse in Santiago, Chile.



Further on we were greeted with a lit moving MG advertisement.

Keep Planning for 2020 ...



WINTER - SPRING

Tom Price Collection Tour, Bob Bundy, Sat. Feb. 22

Pub Night, On the Road Again, Feb. 28, Bill Hiland

St. Patrick's Day Tour, Marla & Andy Preston,

Sunday, March 15

Pub Night, On the Road Again, Mar. 27, Bill Hiland

Dixon Brit Show & Swap Meet, Sunday, May 17



SUMMER MEETS

NAMGAR GT46, Colorado Springs, June 1-5 , combined with the NAMMMR national meet, Caravan?

MG2020, NAMGBR Annual Meet, June 28 - July 1, Calgary, Canada, Tom Doyle Caravan

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

The Michigan Rowdies MGA Club have a season appropriate logo! Bbrrrrr....

Pub Night! Feb. 28

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, February 28th. Also plan on March 27 and April 24. Please join us for an evening of fun and fellowship!

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



Discovering the Palouse (or Back in the Barn Part II)

by William T. Doyle, "Tom"

Why Moscow, ID?

For those are not aware, I purchased a 1969 MGC/GT (I like to call it, "The C") in July of 2018. If you're not familiar with the MGC, BMC produced 8,999 of them from 1967-1969. The MGCs generally looks like the MGB but have a much more powerful six-cylinder 2.9l engine under the bonnet. BMC produced 4,542 roadsters and 4,457 of the GT model. The MGC was supposed to be the successor to the Austin Healy BJ8 Mark III 3000 but sadly the MGC met its demise in 1969 when BMC merged with British Leyland. Since British Leyland had bought the Triumph line, they didn't want the new TR-6 design competing with the MGC and thus the MGC was shelved. BMC only imported 1,746 of the GT models into the US during this period so, the MGC/GT is a fairly rare car. In comparison BMC and British Leyland produced over 513,000 MGBs from 1963-1980. After making the deal to purchase "The C," I immediately had it taken to Collins Classics in San Mateo, CA for some restoration work. It needed a complete respray, interior work, exhaust work, and a new hood since the one on it had been vented and I didn't like that look of that. Mechanically the engine was in excellent shape as I bought it from John Rogers who used to be the NAMBGR C register. He took excellent care of it mechanically but let the body go a bit. Upon further inspection by Collins Classics, underneath some racing stickers were some real bad rust spots - not good! Buyer beware of those darn racing stickers as something could be lurking underneath them. After those projects got repaired, the first time I drove "The C" was the day before **MGs by the Bay** which was held in Marin on 9 June 2019. And I can tell you this: "The C" is a joy to drive. I also have a 1976 MGB roadster (which is up for sale) and often would attend shows in Northern California, and invariably felt like the truck traffic on I-80 would blow the MGB off the highway. But driving "The C" made me feel a lot safer around all the truck traffic on I-80. In fact, after the show in Marin, I drove straight home with "The C" and had no issues keeping up with traffic and all the trucks.

If you read the history and reviews of the MGC they aren't very complementary. When the 'C' was announced at the Earl's Court motor show in the fall of 1966, the BMC pit crew had under inflated the tires and when the press took the MGC out for a test drive, it handled very poorly. The press also panned MGC due to the much heavier engine weight claiming it was nose bound and had a tendency to understeer. The press also was down on the MGC because (1) it had a higher sticker price over the MGB; (2) it got poorer mileage than a MGB; (3) cost more to license in the UK than a MGB due to the engine size; (4) the cost of insurance was higher than a MGB again due to the engine size.

One of the reasons I purchased the MGC/GT model over the MGC roadster was it is better balanced than the roadster primarily due to the coupe hard top and its slightly heavier weight distribution. After doing some research on the MGC and the knowing the MGC had a tendency to understeer, I decided to purchase the best tires I could for "The C" which are Pirelli P6000 185/70/R15s and see if they would make any difference in the handling - and I can attest they are worth every cent I paid for them as the handling improved immensely and I finally felt I now owned a real sports car.

Since the United British Car of Sacramento car show in May was rained out, I was looking to attend another car show in the summer of 2019. I also wanted to give "The C" a road test so I was looking for a car show that would require an overnight. I ruled out GoF 2019 in Prescott, AZ because it was in August and during monsoon season and I didn't want to drive the 1,000 miles just to get my 1969 MGC/GT hauled on. I regularly attend the Reno British Car Club coffees and meetings since it only a short drive from my house to head down to Reno for those events. At one of the meeting, members were talking about attending an event sponsored by the Idaho British Car Club to be held in Moscow, ID, from 27-29 June 2019 called: Discover the Palouse. There seemed to be a few folks interested in going to so we began planning the trip to Moscow, ID.

Continued on page 18



All lined up during at a rest stop



Lars taking a stretch by the C

Which Route to Take?

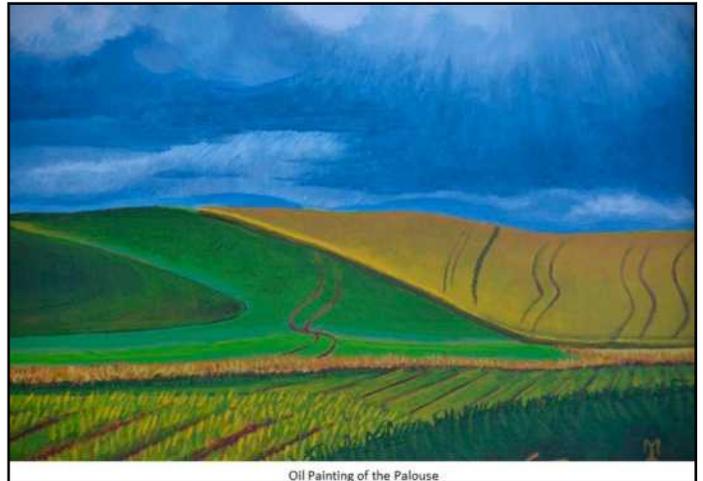
First thing that was needed to be done was register – which I did in May 2019. The next thing was to book hotel rooms in Moscow, ID. Unfortunately, due my late planning, all the rooms in the host hotel, The Best Western University Inn, in Moscow, ID were booked. Fortunately, there was a Fairfield Inn about a ½ a mile from the Best Western which I booked right away. Since it is about 750 miles one way from Reno to Moscow, ID, everyone knew their Little British Sports Cars wouldn't make the drive in one day so we looked at various routes where we could overnight in the 350-400-mile range from Reno. Andy Killian had signed up to go with his 1974 BRG TR-6 and he suggested we head up US 395 and then cut over to Moscow, ID just north of Pendleton, OR. Going on this route the best place to overnight was in Burns, OR.

I have a good friend of mine, by the name of Lars Aga, who used to work for me while stationed at Fort Huachuca, AZ and we would chat from time to time. He is now is retired and lives near Tucson, AZ. He had been vicariously following my restoration work on my 1969 MGC/GT. He had owned a 1967 Cobalt Blue MGB/GT and just loved it while he was in the Air Force. Unfortunately, his B/GT was totaled somewhere in Texas and he was lucky to walk away from the B/GT but always had an infinity for MGs. I told him about my intent of heading to Moscow, ID for the ***Discover the Palouse*** car show. He asked if he could tag along and I agreed because I didn't want to make that drive all by myself. He booked a flight on Southwest Airlines into Reno on the 25th of June. We continued to make plans and 4 more cars were signed up from the club to go to the show – two Triumphs, an MGA and an MGB/GT. This seemed like a good contingent from Reno to attend a show in Idaho.

Off to Moscow, ID

It was decided that we would leave very early on the 26th of June. Lars and I decided to overnight in Reno on the 25th to make the logistics a bit easier. We got up early and met up with Andy with his wife, Wendy, and Norm Peterson and is wife, Peggy, with their TR-6s right at 7am. Seems the MGA and the MGB/GT folks dropped out of the trip due to some mechanical issues. After getting a cup of coffee to go, we started north and the first stop was a rest stop off US 395 just south of Susanville. The weather was good and traffic was light with only minor construction. We had lunch in Lakeview, OR, at a quaint diner just over the border from California.

After lunch, I let Lars give "The C" a try and he was super impressed with the car. We continued north and transitioned from sub-alpine to high desert, then to farmland before pulling into Burns about 3pm. While arriving in Burns I noticed a public golf course south of town and I thought that after we checked in that we would hit the practice green for some chipping and putting. We headed there straight away and bought a bucket of balls and began chipping and putting to our hearts delight. The skies were starting to look dark and we could see thunderstorms off in the distance so we put clubs away and headed to dinner.



Oil Painting of the Palouse

The next morning, after breakfast, we were off at about 8am. We continued north and began to climb into some more forested areas. We stopped in John Day for coffee and a stretch. We continued north and arrived in Pendleton, OR, at noon. The crew had never been to downtown Pendleton before and I knew that this is where they make the famous Pendleton shirts and blankets and I suggested we visit the factory outlet there and we all agreed to do that. I found a nice felt fedora hat at 50% off for my son which was the only thing purchased at the Pendleton factory store by any of us. The non-sale prices were rather high. After shopping we continued north but departed US 395 for OR-11 and after crossing the Columbia River, we entered Washington State on WA-12 heading north. We continued on WA-12 until we came to WA-127 towards Pullman, WA. It was at the junction that Andy and Norm headed to Lewiston, ID and we continued north to Pullman. By the time we realized what had happened it wasn't worth turning around and we told them we would meet up at the host hotel in the evening.

The area between the Columbia River and Pullman is the southern part of the Palouse. This area is a major agricultural zone primarily producing wheat, mustard, legumes, and hops. Luckily, college graduation was the prior weekend so the area was quiet when we arrived.

Arrival in the Palouse and Moscow, ID

When we passed through the Palouse, there seemed to be endless fields of yellow mustard greens in bloom divided by patches of wheat (or soy beans) fields and the scenery was just stunningly beautiful. We veered off to Pullman, WA, and onto Moscow, ID, which is just east of Pullman. We arrived at the hotel, checked in and kicked up our feet for few minutes before heading to the ice breaker at the host hotel at the Best Western.

We met up with our crew at the ice-breaker and we all sat together at the same table. Unbeknownst to me, two more members from the Reno British Car Club showed up at our table. They were Dennis and Pat Tholen who trailered their 1960 TR3 from Reno behind their RV. Now the Reno contingent consisted of 2 TR-6s, a TR3 and an MGC/GT.

The next morning, we had all signed up for the **Discover the Palouse** driving tour but since Andy, Norm and I had already traveled through the area the day before we decided to do other things. Norm and Peggy decided to visit Coeur d'Alene ID to the north. Andy and I decided to book a round of golf at the University of Idaho golf course which is right across the street from the Best Western. In the morning, I went over to a local car wash and washed, vacuumed, and shined "The C" to get it ready for car show the next day. We had a good golf round and we could see the yellow mustard plants blooming off in the distance from some of the elevated tee boxes, so we didn't feel so bad missing the driving tour earlier in the day.

We met up for dinner that night at a Mexican restaurant which was highly recommended. The place was packed but well worth the wait. The owner recommended carne asada steak and I must say it the best steak I ever had. We traded stories of our day with the group. We departed the restaurant to a nice rainbow, hoping it was a good omen for the next day when the car show was going to occur.

The Car Show

I got up early as the Idaho British Car Club organizers had reservations for cars to park in downtown Moscow. If I recall, my departure time was around 8:30am. Our class of cars met up in the parking lot of the Best Western and we caravanned down as a class to our appointed parking spots on the commercial streets of Moscow, ID.

We parked on Main Street right in front of a wine bar and a coffee shop. I was placed in a class which competed with odd year MGBs and MG Midgets. I was disappointed in the organizers' lack of understanding the MG marque. I think the organizers intent was to balance out the classes but, in my case, I should have competed with other cars with my similar engine size like an Austin Healey 3000 or a Jaguar XKE.

Since a MGC is so rare many people mistook it for a MGB which is the reason when showing "The C" I always leave the hood up. A few folks dropped by and thought I had an aftermarket engine put in a MGB which is not case at all. The MGC was a full production car produced by BMC with an Austin designed engine.

About a block away the street was cordoned off for a farmer's market. So rather than sit by my car, I would stretch my legs and head down to the farmers market and sample their wares. I bought a few things but the honey that they had from the Palouse was the prize.

Continued on page 20

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)

Wanted: MGB to Restore: Member Andreas is a 15-year-old looking to take over your project. Will pick up. Andreas Pichardo, andreas.c.p24@gmail.com (Posted 01/20)

Wanted: Two spare knock-off wheels for a 1969 MGC/GT – must match and be in good to fair condition as I plan to put snow tires on them. (Tom has knock-off Mini-lite style wheels but may be interested in 15" wire wheels, too.)

For Sale: Full Tonneau for an MGB roadster in excellent condition, \$150. Contact: Tom Doyle at wtdoyleii@gmail.com or via phone at 530-546-9924 (Posted 01/20)

1964 MGB roadster: Overdrive with a hardtop. Original California car. No rust. Runs and drives great. No issues. Owned since 1976. Very clean body and interior. Removable hardtop and original cover (hood, tonneau?) 4 new tires. Garaged most of the time. North Hollywood. \$10,000. Mike Cohen, 818-205-6606 (from *MG Experience* on web) (Posted 02/20)

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 MGOCFS.org



The show ended around 2pm and at that time I immediately packed up my things and headed back to our hotel. Alas I didn't place and neither did Andy or Norm but Dennis won his class with his beautiful 1960 TR3!

Return to Reno

We left Moscow about 3pm and the goal was to make it to Riggins, ID by sunset. Andy, Dennis and Norm had decided to leave on the Sunday, 30th of June and there was some discussion of routing through Crater National Park and Klamath Falls but they all decided they wanted to get back to Reno before the 4th of July holiday traffic and took US 95 from Moscow, ID all the way down to Winnemucca, NV and then west to Reno on I-80 which was the fastest but most boring route.

Lars and I headed down US 95 late Saturday and skirted the western edge of Idaho and we arrived at the hotel about 6pm. Riggins is on the Salmon River and is famous for of course salmon fishing. When we were there the salmon run was over so the town was pretty empty. We departed Riggins, at 6am on the 30th and arrived at the airport at 9am in time to bid Lars a heartfelt goodbye. I then looked for a hotel in Boise to spend the day and night. I found one near the airport and was lucky enough to check in early and chilled out for the rest of the day.

On the Monday the 1st of July, I headed east to Twin Falls, ID on I-84, then took US 93 south along the Snake River towards Wells, NV onto Elko, NV, which I had planned to overnight at before heading west to Tahoe on I-80 the next day. While coming to a gas stop near the intersection of US 93 and I-80 near Wells, NV, I noticed the clutch pedal vibrating in 1st gear. Upon switching to second the vibration would cease. I had never encountered something like this before and since "The C" was running fine otherwise, I continued to operate it although it worried me a bit. I had Auto Club and Hagerty towing service so the goal the next day was to get within 200 miles of Reno because if "The C" broke down, I could get it towed there for free. On the 2nd of July I got up early and headed west to Reno on I-80 and had no issues with "The C" other than the vibrating clutch pedal in 1st gear. I arrived back home to Tahoe at around 5pm relieved to get back from the trip and sleep in my own bed.

Back in the Barn Part II

In some respects, my road test of "The C" was a bust during the trip back from Moscow, ID. But not as much of a disaster as it could have been, as I never really never broke down along the route. I drove "The C" throughout the summer and continued to attend car club events with "The C" having the clutch pedal vibrating in first gear. I learned when it did vibrate not to over react and punch it into 2nd gear as quickly as I could.

In the Fall, I decided to try a new mechanic near Colfax, CA, which is only an hour from our house by the name of Sierra Classic Sportscars. One of our members who has a Morgan recommended the shop so I figured I would give them a try and see if they could figure out the issue with the vibrating clutch pedal. Well I dropped "The C" off in late September and the diagnosis was it needed a new clutch and with 60,000 or miles on it that made sense. This is a big job as you have to drop the engine and remove it to get access to the transmission and clutch assembly. From what I can tell Sierra Classic Sportscars did a nice job on "the C". Now that my 1969 MGC/GT is "*Back in the Barn*", with a new working clutch system plus a few other improvements I am now ready for the 2020 car show season. I'm contemplating going to NAMGBR 2020 which is being held in Calgary, AB, 28 June -1 July 2020 and you can find all about the show at <https://namgbr.org/mg2020-2/>. Anyone interested in joining me on the ride?



The C set up at the Moscow, ID car show

Follow the Yellow Route Road!



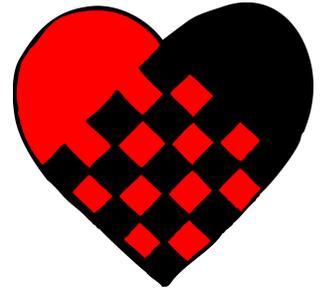
The Back Page!

Spice Girl Reunited with Her First Car

The **SPICE GIRL** Geri Horner has been reunited with her first sports car on her 44th birthday after Formula One boss **CHRISTIAN HORNER** tracked it down and bought it for her. She had splashed out on the very same MGB roadster with her first Spice Girls pay cheque back in the Nineties.

And she clearly couldn't contain her excitement — sharing an Instagram snap of her cuddling her hubby of 15 months on the bonnet. She has to drive it to the Spice Girls anniversary concert. (This news reported in 2016.)

<https://www.thesun.co.uk/tvandshowbiz/1674681/geri-horner-reunited-with-her-first-sports-car-as-husband-christian-tracks-it-down-for-her-birthday/>



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North American MGB Register



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



MGOC Meeting
Nosh 'n 'Natter
Saturday, Feb. 15



Date: Saturday, Feb. 15

9:30am: Brunch

10am: Meeting

Nation's Giant Hamburgers

6060 Central Ave., El Cerrito

510-528-8888

More Info: Andy Preston

andypreston@att.net

We look forward to seeing you!

Love is...



kin

9-14

...going for a drive in his
vintage two-seater.