



THE OCTAGON



North American MGB Register



Since 1957!



Photo: Kirk Prentiss

August 2018

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.

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 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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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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THE ROAD IS NEVER LONG
BETWEEN FRIENDS.



MG Memento Raffle!

MGOC Annual Show & Picnic Saturday, August 25, 2018

11:30am-12:00pm: Club Meeting

12:00 -2:00pm: Picnic

Tilden Park in the Berkeley Hills, the Padre Picnic Area

The park is reached via Canon Drive, Shasta Road, or South Park Drive, all off Grizzly Peak Boulevard in Berkeley.

Come enjoy a day in a lovely park with old and new friends who share a love of MGs. Bring a picnic lunch or your favorite meats for grilling. George will fire up the BBQ. MGOC will supply charcoal, ice, drinks and cups.

RSVP: to Marcia Crawford at marciacrawford7@gmail.com or 510-526-8951



From the Editor

July 27, 2018



Another newsletter, another month sped by. As one frog said to another, "Time's fun when you are having flies." I hope you are having a good summer, and all the flies you want. It is not too late to get out that MG and come to an event. I am back from my 6-week company sabbatical. Besides various trips and visits to family and old friends, I was able to attend the GoF Central at Lake Delavan, Wisconsin. I drove my hybrid Fusion, covering 6600 miles (at 39mpg) in 18 days.

It is not as fun to go to an event without an MG but I was able to tour with others in their 1930s MGs, see old friends and get to know new friends better. Fabulous! Since I didn't have an MG at the show, I wore my desert RAF gear to spark conversation.

The world seems an emptier place today with the passing of our beloved David Wright. I was shocked and disbelieving when I heard of it. I thought the email must be talking of someone else. May we meet once more on that distant shore. Thank you to John Hunt and Mike Jacobsen for their touching tributes.

I did nothing to the MGs while on my time off. I did some long-needed work to the house and yard instead. The MGs are ready to drive, I think. My next job is to connect trailer light wiring to Thuy's SUV and try towing the PA with it. I'd like to take it on tours but not have to drive it to the event on the freeways.

We have some favorite events coming up. The tour with the Jag club explores some great roads and interesting places. The club picnic is always enjoyable. I like the display at the Highland Games, too. It is fun to show the MGs to a large appreciative crowd.

Remember, "These are the Good Ole Days." Yippie yi yo ki yah!

Dan

David ready to start his next life adventure. "And life's last turn shall be its best."



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MGOC Event:

Bertolotti Car Collection & Road Tour to Livermore

Sunday, September 8

Long time MGOC member John Bertolotti has offered to show his car collection to MGOC members. Activities will start at 3461 Woodward Dr. in Santa Clara at 10 AM on September 8. John will show us around and provide an overview of his collection. The collection comprises about 100 cars, the majority of which are pre-1925 cars and include Packards from 1906, 1907, 1912, & 1914, nine Pierce Arrows, a Thomas Flyer, three Stutz Bearcats, a Mercer Raceabout, and a Simplex. In addition, the collection includes sports cars from the '50s, '60s and '70s as well as some motorcycles from the same era. Photos shown here provide an idea of what you will see. More photos



can be found at <https://www.flickr.com/photos/seat850/sets/72157625188086166>. Antique car fans should not miss this one.

Following the viewing of the car collection, those who wish may join us for a road tour to Livermore for lunch.

Date: Saturday, September 8

Tour Leader: John Bertolotti (email: john@berto-bearcat.com)

RSVP to John by September 5

Route Summary: The route uses surface streets and passes through Niles Canyon on the way to Livermore. Total route length is about 40 miles. If you brought a two way radio, we will be on channel 5. Detailed route directions will be provided at the start of the road tour.

Start: 3461 Woodward Dr. Santa Clara

Depart: About 11AM with a full tank of gas following car collection tour

End: First Street Alehouse (2106 First St, Livermore, CA 94550, (925) 371-6588, menu firststreetalehouse.com)



Dues are Due!

Cartoon by Brian Sonner, Abingdon Rough Rider Club

From Marty Rayman in Norway

Thanks Dan. Another juicy issue. Naomi and I vote for "The best thing about my new car is how it fits into a parking space." (The July Caption Contest)

We're about to leave for some spectacular motoring in Norway. I'll send you some pix. Cheers to you or in this case, skål til deg,

Marty

Seen today at our hotel, The Walaker, in Solvern, Norway. I haven't found the owner as yet...



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President's Ponderings



First of all, many thanks to John Hunt for organizing a wonderful Marin Headlands and Nike Missile sight tour. There were some roads that I don't think I've driven before and the view of the coastline was breathtaking. John also took the time to write a 4-page historical narrative of the drive and places we saw. Fabulous!

John also teamed up with Bob Bundy who is a member of the Corinthian yacht club located on the shoreline in Tiburon. Bob arranged for the group to have lunch at the club and park in their private parking lot. The food was great and the view nothing more than awesome. Thanks again Bob.

The next tour on our calendar is the joint drive with the JAG club but by the time you read this it will be too late to sign up. We have over 35 cars, so look out for the article next month.

Our annual picnic is later this month on Saturday August 25 at Tilden Park and let's make this a well attended and fun event. Remember we put on these events just for you so please take advantage of the hard work put in by other members. In this case the heavy lifting is by George and Marcia so let's give them a good turn out. See the flyer in this issue.

Back in my garage I've been doing some work on my 74 MGB GT, replacing the rear springs. The rear springs on the GT were sagging a lot; in fact so much that with any load in the back of the car the back end was almost dragging on the ground. This should have been a relatively simple task which I have done before several years ago on the same car. But this time I tried to do the job on my four-post lift rather than on the ground and it took me forever. I didn't have the rear of the car high enough off the lift ramps which made jacking up the rear axle very difficult. I also used polyurethane bushings instead of good old rubber ones and they were nigh on impossible to put in. In fact, on the end of one spring I had to give up and re-use the old rubber ones.

So, some jobs are better done the old-fashioned way on the ground and with good old rubber bushings. I hope to see you at the picnic. Don't forget to send your dues!



Andy



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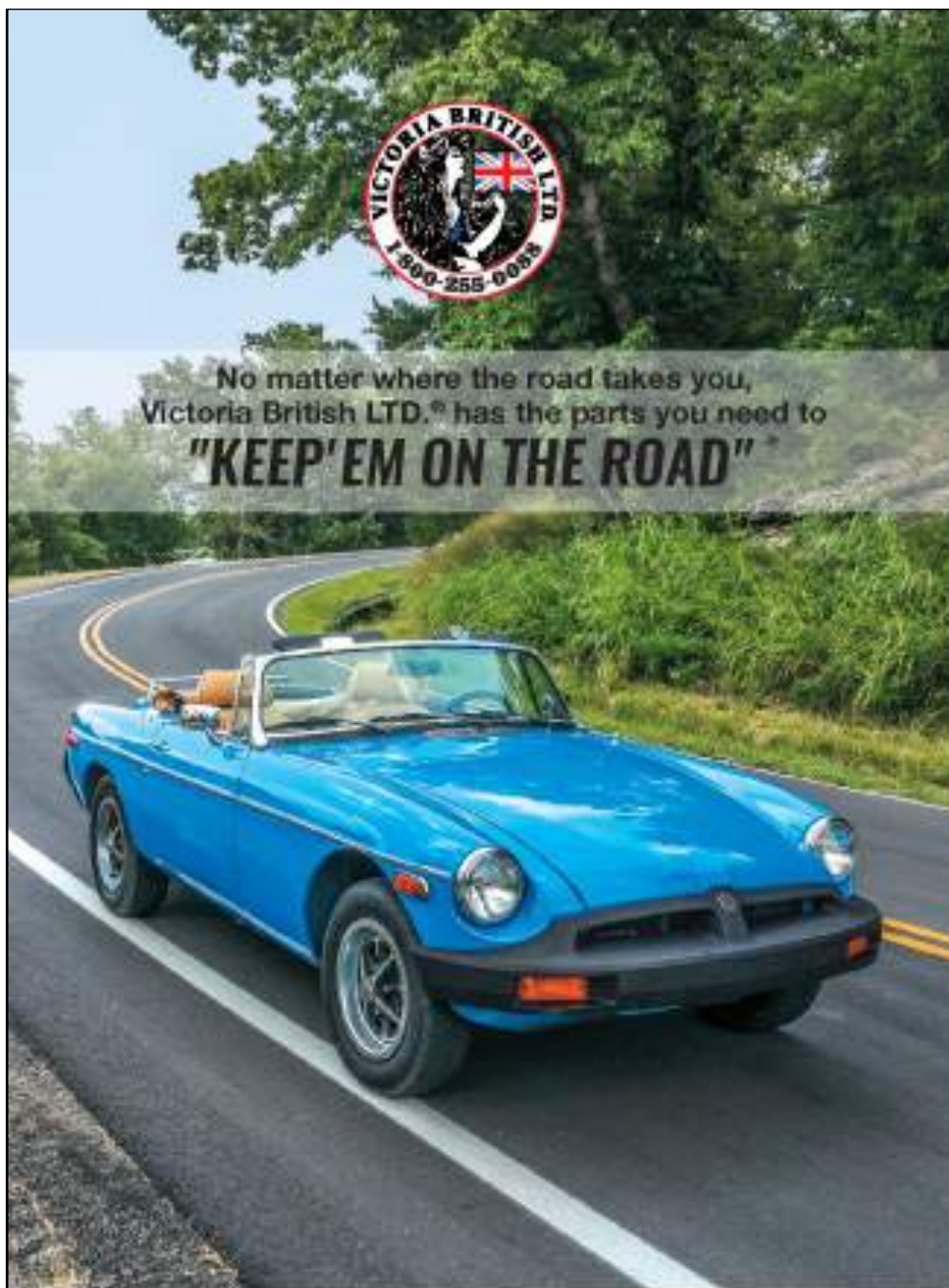
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GOF West Update

By Tom Doyle

We have 110 registrations in many different classes. The rarest car is a Arnolt MG and the MGs are spread from a 1932 J2 to a 1980 MGB-V8. We have about 40 TDs registered.

We have booked the Vikingsholm tour on the 10th but do have space on the 14th for others who wish to tour it on that Friday. Wild Goose II boat tours are also available. We have around 150 booked for the Nevada



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State Park Sand Harbor sunset BBQ on the 11th. John Twist will be doing his rolling tech show on Wednesday and Thursday, 12 & 13 September. I haven't got confirmation as to if Jay Leno is coming but he has been invited.

In administrative news, Larry Long has resigned (moved away) and Jim Bull is now in charge until we vote for a new Executive Director of GoF West.



Valve Cover Racetrack by Ken Gittings - Ready to Race!



That Little Rascal

A Report on North America MGB Register (NAMGBR) 2018

Photos and Article by William T. Doyle, “Tom”

Now you might think “That Little Rascal” is an odd title for a NAMGBR 2018 article, but I will explain why it’s especially appropriate as you read on. As many of you know, I am the Co-Chairman of GoF West 2018, (<https://www.gofwest.org>) and as part of the planning process for our September event at the Hard Rock Hotel & Casino in Stateline, NV on the shores of Lake Tahoe, I decided to attend NAMGBR 2018 in Gettysburg to see what I could learn from the folks running that event.

I was excited about the trip and was eagerly awaiting my departure to the East Coast, when Mother Nature intervened. She had a different plan for me.

On June 1, 2018 a few weeks before I was to leave for Gettysburg, my wife decided to air out the house. She left the first floor back door open, which seemed like a good idea until a baby squirrel came in to explore our house at Lake Tahoe.

First, I tried to chase the squirrel out the way it had come in, but *that little Rascal* kept on exploring our house. It raced up the stairs and climbed on our bookcases, knocking Villeroy & Boch dishes, knick-knacks, and books left and right. While chasing *that little Rascal*, I slipped and fell down the stairs, landing on my leg pretty hard. Quickly, I picked myself up and eventually I was able to get *that little Rascal* out the door to our second story deck. Off went the squirrel into the wilderness, and I haven’t seen *that little Rascal* since.

After all the commotion, I sat down on the sofa to rest a few minutes and noticed a swelling behind my left knee. At first, I thought it was a bug bite because I didn’t see any bruising or bleeding. I was able to move my knee, and I wasn’t in a lot of pain. Coincidentally, I had a doctor appointment later that day, so I went in early to have my knee checked.

My doctor took one look at the swelling and sent me to the hospital for a scan of my left knee. He thought a blood vessel behind my knee cap was causing the swelling. After the orthopedic surgeon on call at the hospital looked at my scan, he said I had a serious hematoma. He told me the best thing for me to do was to ice and rest it.

A few days later, my doctor referred me to another orthopedic surgeon. This one immediately ordered an MRI and put my leg in a walking cast. The MRI revealed that I had fractured my tibia, torn my meniscus, and ruptured a bursa behind my knee (which was causing the swelling). When I told him that I was planning on flying east to Gettysburg attend NAMGBR 2018, he grounded me. He was concerned that a long flight from the west coast to the east coast could create dangerous blood clots in my lungs. In other words, I would have to find another way to Gettysburg.

Slow Travel Has Its Benefits

I resolved the dilemma by taking the train to Chicago where I could get a short flight to Baltimore-Washington International (BWI). On June 14, I boarded Amtrak’s California Zephyr in Reno, NV and was scheduled to arrive in Chicago on June 16, just in time for me to catch a flight from Midway to BWI.

The couchette I booked on the train was a compartment that served as a private sitting room during the day and converted to sleeping quarters at night. It was quite comfortable during the day, and I watched the world go by as I rested my outstretched leg on the seat in front of me. The Amtrak steward took pity on me and brought my meals to the couchette. I ate breakfast, lunch and dinner while looking at what our American landscape offered.

The landscapes from the train were just amazing and I felt I had made a good decision to take the train. The train snaked through Utah canyon country and then climbed up into the Rocky Mountains, and we arrived in Denver in the early evening. After eating dinner, I turned in for the night. However, I didn’t get much sleep. The tracks east of Denver are pretty beat up, and I was thrown back and forth in my couchette nearly all night.

The next morning we traveled past farm after farm in the mid-west. I could almost see the corn growing from my train window. The Zephyr pulled into the Chicago station two hours late. That’s because Amtrak leases the rails from Southern Pacific and Burlington Northern rail companies, so whenever one of their freight trains came in our direction, the Zephyr had to pull over and let the freight train pass by. At one point in the journey, the Zephyr was six hours late. The engineer who boarded in Denver was able to make up about four hours of that time.



I learned, too, that each state has a different speed limit for trains. In Iowa, for instance, the engineer could make up the time that he knew would be lost by Nebraska's 50mph speed limit.

By the time I arrived in Chicago, the swelling had subsided, but my leg was black and blue and really looked ugly but I could get around okay with my leg brace. A good friend met me at the rail station in Chicago and drove me to Midway Airport. Catching up with each other's lives was a nice bonus for my journey.

Almost before I knew it, I was at BWI, picking up my rental car to drive to Gettysburg. Before heading west, though, I had planned to spend the next two nights at my son and daughter in-law's home in Silver Spring, Maryland. I woke early on the first morning to a nice breakfast to celebrate Father's day. Since my daughter-in-law gave birth to twin boys last December, we were two generations of fathers in celebration! It sure was great seeing them.

Four Days of Amazing MGs

Early the next morning, I drove 90 minutes to Gettysburg. I checked into the NAMGBR 2018 registration desk, I picked up my "goodie" bag and badge and then registered at my hotel which was adjacent to the convention center. After unpacking my suitcase, I took the three 13"x19" color photos I had brought and entered them into the show. One of the photos was the one printed on the T-shirts sold at *2018 MG by the Bay* in Danville this past May. The other two were photos I took recently near Virginia City, NV. I also entered my valve cover in the NAMGBR models category since it was quite unique shade of powdered colored black and orange (good old SF Giants colors).

After all that was done I was ready for some lunch and a movie. Han Solo, A Star Wars Story, was played within walking distance of the hotel and the theater was nearly empty and air conditioned so I could put my leg up and rest in a nice cool place while watching a Star Wars movie. My leg and spirits were improving by the minute.



The first full day of NAMGBR 2018 in Gettysburg included an all-day "Rolling Tech Session" with John Twist; "Rocker (or Valve) Cover" races; and traditional tech sessions on painting, tuning and general car maintenance of your classic MG.

The Rocker Cover races began at 1 pm sharp. I won my first heat but lost the next two, ending up in 4th place. Seems my little racer had a mind of its own. When it went straight, it was fast, but most of the time it took a hard left or right. Once it crashed into my competitor's racer, which immediately disqualified me! At the evening social event, a DJ played sixties music, blaring it behind the convention hotel to 300 or so MG owners and party goers. I forgot that the East Coast gets very hot and humid, so it was pleasant just to sit in a chair, listen to the rock and roll music and watch folks dance, while drinking a libation or two.

The show ended at 11 pm. I stayed to the very last song, which, of course, was "Stairway to Heaven."

The next day consisted of more tech sessions, the Rally, Funkhana, and a 1863 Fashionable Tea. I volunteered to navigate for a driver in the Rally but was unable to hook up with someone. I didn't attend the 1863 Fashionable Tea, but from what I could see every seat was sold. There were a couple of period-correct costumed actors serving the roles of a civil war general and his wife as the emcees. I was asked to take this picture from members of the Baltimore MG club, and they all look pretty happy to me to be in Gettysburg (see above).

For those who are not familiar with a Funkhana, it's a slow-speed obstacle course with different stations in which the driver and/or navigator has to compete a task before proceeding to the next station. This Funkhana was a *Sport Car Club of America*-sanctioned event and was timed. The first station required the driver and navigator to toss bean bags into round slots from a standing line; at the second station, the navigator had to place fan belts over highway cones; in the third station, the driver had to install six spark plugs into an engine block and the navigator removed them; at the next station, the navigator had to toss plastic balls into a bucket from about 10 feet; and at the next station, a hundred or so lettered toy blocks had to be lined up to spell out a phrase randomly given to you. Finally, for the last station, the driver had to back up to a cone without putting on the brakes (see above). The closer the driver came to the cone (see above), the more time was deducted from the overall score. Then it was off to the finish line. We had a blast running the course, but unfortunately we didn't even place.



That evening the DJ entertained again, once more playing sixties music. When it started to rain, the party moved inside. After listening for an hour or so, I went to my room and hit the sack early.

The final day was the "MG 2018 Car Show" with over 300 MGs on the field. One person mentioned that there were 21 MGB V8s in attendance--the most I've ever seen in one place! About half of them were Rover V8s and half were conversions of one sort or another. Usually there are only one or two at *MG by the Bay* or the United British Car Show in Dixon, CA. But I've never seen 21!

There were nearly 50 cars in the Mark I MGB roadsters (early Bs), so that would be a tough class to win. Since I wasn't displaying a car, I took the opportunity to put a GoF West 2018 registration form in each MG at the car display. That took a while to do, and it wasn't nice for my leg because the ground was rather wet from overnight rain, rutted, and uneven. I soldiered on and made it through the vast field of MGs.



In the afternoon, I visited a few vendors and purchased items for our GoF West 2018 silent auction. I was able to get my hands on some very rare MG items for both T-series MGs as well as post-1955 MGs. You will have to come to GoF West 2018 in September to bid on any of these rare and unusual items.

The awards banquet was the main event of the last evening. I had not placed in any of the events, and in some ways I was glad of the result. The designer of the plaque included a civil war bullet as part of the awards plaque. I got to thinking, if I did win what I would say to the TSA agent? Mostly likely the TSA agent would confiscate my plaque and I would none too happy about that. It was meant to be that I got skunked so to speak. And of course, I was disappointed, but I had a great time as it was a well-organized and interesting event.

The next day I began the journey home. I spent another evening and the following morning with my son and daughter in-law and the twins, who are cute as two buttons. I got the A-OK from the doctors on the East Coast to fly west and departed for Reno that evening.

So *that little Rascal* got the best of me on the first of June, but he didn't stop from seeing my son's family, reuniting briefly with old MG friends

and making a few new one while attending NAMGBR 2018 in Gettysburg. Next year NAMGBR 2019 will be held in Traverse City, Michigan. It would be sure nice to put a caravan together of MG enthusiasts from the west to head east to Michigan next June. Anyone interested?





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MG Display at the Scottish Highland Games

Pleasanton Fairgrounds

Sept. 1 & 2

The 153rd Scottish Highland Gathering Games is just a month away! We have been granted additional tickets for our cars this year. Let's fill up the field! If you haven't let Kirk know you are coming, please do so soon. He needs the count to secure tickets and get them sent to you.

We get a special shaded area right at the entrance so everyone sees the cars and many folks stop to chat. The event is great fun with many stages of music, one right near us. Don't miss out!

Each MG receives two free entry tickets worth \$50. Plus the best parking on the field.

Kirk Prentiss is the Sorry Safari organizer - with invitation to MGOC members. Kilts not required!

Event info: www.thescottishgames.com

Kirk: 510-436-3574; kirkprentiss@gmail.com

Photos: Dan Shockey



RULE BRITANNIA

CONCOURS OF ELEGANCE

Rule Britannia Concours of Elegance kicks off Monterey Car Week with our Red Carpet Gala Event "A Celebration of Fine British Automobiles" on Tuesday, August 21, 2018 at the Laguna Seca Golf Ranch located at 10520 York Rd, Monterey, Ca 93940, from 7:30pm -10:00pm.

A celebration of fine British automobiles which includes a bevy of beautiful new and classic cars, prominent guest speakers, live music, hors d'oeuvres, fine wine and tasty cocktails. Our exclusive gala event for British Marques and their legions of admirers and enthusiasts will be the first on the Monterey Peninsula focusing on this important, but underserved community.

A number of distinguished guests will be on hand providing insights and perspective on their favorite model and marques. Historian Robert Devlin, will share his lifetime of experiences with British cars on the Monterey Peninsula. Aston Martin designer (DB9 and Aston Martin V8 Vantage). Henrik Fisker, will share his love for iconic car creations.

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Marin Tour Photos

by Kirk Prentiss



Report next issue!



Valve Stem Seals – International Web Discussion

Ray Lee, United Kingdom

Does anybody know if the 'improved' oil seals from Moss Europe require the valve guides to have retaining grooves machined in them. Ray TF 2884

Jan Targosz, United Kingdom

Hi Ray, I think they do. The seals are from a late BMC A Series engine and there is a lip inside the larger bore that locates in a narrow groove in the guide. This prevents the seal from lifting as the stem rises. I have recently fitted them to the TF's engine and they work a treat. There is absolutely no smoke from the exhaust at all. Previously I could see in the mirror a cloud following me! I removed my guides and turned a groove and had to reseal the valves but if yours are in good condition it would be easy to form the groove in situ with a needle file. I had considered using super glue but wondered about hot oil softening it. I bought my seals on line for £2.50.

Oh you will need to cut down the circular splash shields which fit in the springs and they are hardened so an angle grinder is needed. Cheers ,Jan

William Revit, Tasmania

I went with normal seals-the 'o'ring under the keepers mainly because of having sleeved guides which with the combo of stainless valves require a little drip of lube but rounded the top of the inlet guide to prevent excess oil pooling Personal choice (old habits die hard) but it appears to be working ok. Willy

Declan Burns, Düsseldorf Germany

Here's a photo of the Peter Edney guides with the groove. You only really need them on the inlet valves as the outlet valves can do with lubrication. Regards, Declan

Y Strom, Sweden

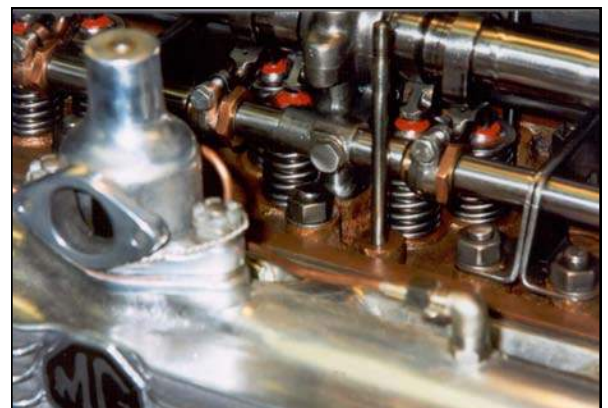
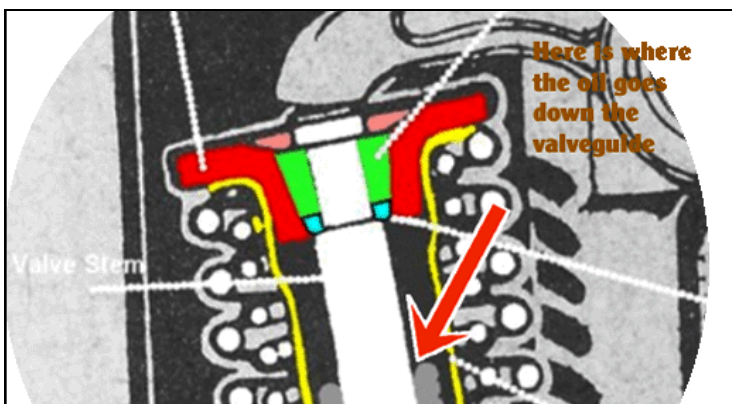
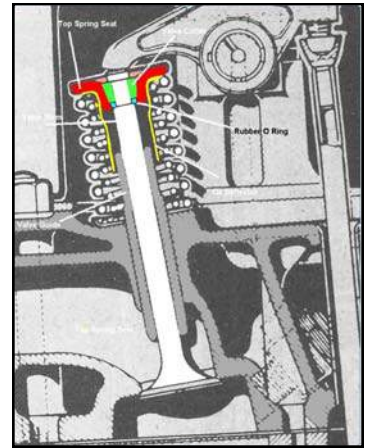
In another thread I described how to fit Volvo B 18 umbrella shaped valve seals. Someone from Germany had used this for a long period with very good result. I put them on a shaft fixed in a lath and with a finger grinder ground them to a diameter to fit. Now after 500 km it still works fine and no smoke what so ever is produced.

Gord Clark, Quebec, Canada

Sorry I can't agree with you Willy, but I have found that the standard O-Ring seal was simply inadequate. I am using the Feldpro "hat-type" seal that goes over the top of the guide that prevents oil from getting down the guide as shown in the image attached. Has always worked for me. Gord

Gerhard, Germany

Assumed that the smoke results from slightly worn valve guides, you can apply some silicon-sealer, which was diluted with thinner, to the valve cotters, so that no oil can soak down in the center of the valve caps. Perhaps you have to repeat the procedure two or 3 times, until the small gaps between the cotters are blocked. Before you start this job, clean the cotters with a squirt of brake-cleaner. Gerhard



THE WIND MACHINE



Date: Saturday, Sept. 29

Tour Leader: Dave Marsh 650
823 9938 cell

Route Summary: The route starts at Starbucks/Safeway on Almaden Blvd. and ends in Saratoga. We travel thru Almaden Valley and Mt Madonna Rd to Gizdich Ranch for lunch and then back via Soquel Dr., Soquel San Jose Rd., Summit Rd., and SR9 to Saratoga. Gizdich Ranch is **FAMOUS** for its **pies** – plan on taking one or two home. Apple dumplings, puff pastries, and other goodies are made daily also. The return trip goes thru some mountain roads, Aptos and Soquel and ends in Saratoga. The route has been designed for safety and enjoyment. Thus, we do not use any freeways. Total route length is about 93 miles. If you brought a two-way radio, we will be on channel 5.

NOTE: Watch for bicycles especially on mountain roads.

Start: Starbucks in Safeway at 6477 Almaden Expressway (at Camden) San Jose

Time: Meet at 10:00 AM to sign in

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

Stops: Gizdich Ranch 55 Peckham Rd. Watsonville for lunch. Gizdich Ranch offers box lunches containing a deli sandwich, cookies, chips, fruit, and a drink. Various baked goodies are also available. Forget the diet – try some pie.

Website: www.gizdich-ranch.com

RSVP: Dave Marsh 650-964-2341



Keep Planning for 2018 ...



SUMMER

Joint Tour with Jag Club, MGOC, 8/5, Andy P.

Club T MG Rendezvous, Bend, OR, 8/9-12, SSTS caravan

Rule Britannia Concours, Monterey, Bill Hiland, 8/21

Little Car Show, Pacific Grove, (under 1500cc), 8/22

MGOC Annual Picnic at Tilden Park, Berkeley, Marcia and George, MGOC, 8/25

Scottish Games MG Corral, Amy & Kirk Prentiss, 9/1-2

SUMMER - FALL

Redwoods Brit Car Event; Roaring Camp, Santa Cruz British Car Club, 9/2 (see below.)

Garage Tour, MGOC, John Bertolotti, Sat, 9/7

Gizdich Ranch Tour (Pies), Watsonville, Dave Marsh, 9/29

CSRG vintage races, Sears Point, 10/6-7

GOF West, South Lake Tahoe, Sept. 10-15. Register now

GOFwest.org

British Fall Classic Morgan Hill, Bill Hiland, 10/13-14

"Signature Event 2018" for all area British Car clubs. Run to Roaring Camp and the Henry Cowell Redwood Forest Sunday, September 2, 2018 - Tours begin at 9 am

This special event invites all area British car clubs to participate. It is planned and presented by Bob & Judy Petrokas and the Santa Cruz British Car Club. The event welcomes all British Car clubs. Two morning tours to choose from; car show on the lawn; a provided picnic lunch; train rides (optional) and walks through the redwoods; all for only \$16.95 plus tax per person.

There are two morning driving tours, followed by all cars displayed on the lawn at Roaring Camp for public viewing. The picnic lunch (included) will offer burgers (with a Veggie option), side dishes, desert and beverages. Cars will be displayed all afternoon. Participants may depart at anytime.

RSVP: You must reply by e-mail by August 18 with all the following information: (1) car make & year, (2) club affiliation, (3) names of participants, (4) preference for the veggie option for lunch, (5) Select which driving tour you want (Watsonville or Palo Alto or no tour), (6) indicate number of train rides you want (\$23.50 per person), (7) note participants for the docent lead Redwood Tour (free) and (8) your cell phone number. We will send you a Paypal invoice for immediate payment for \$16.95 + tax per person (includes tour, show and lunch for one), plus the optional train ride (\$23.50 per person). RSVP to billmeade@charter.net

David Wright: A Most Endearing Man

Member Profile By John Hunt

In the late 1980s I joined the MG Car Club and have known David Wright since then through our club. We were fortunate to know him. His smile, sense of humor and his passion for cars was contagious. David did so much for the club over the years. He always seemed to be at all of the meetings and many events. I'll always remember how he was our Regalia chief and how he did that task so diligently. Over the years, I can remember many fun times and laughter together. A few years ago, at MGs by the Bay, I interviewed David for a profile in the Octagon. My notes got stuck in the pending file. I finally put them together and below is a short story of part of his life.

David hails for Birmingham, England. This is a manufacturing city and his connections to cars goes way back. His Uncle Vic was a technical director for Morris & Wolseley cars. (David's Uncle Vic was responsible for hiring Alec Issigonis, famed designed of the MG Y-type front suspension also used for the MGA and MGB, the Morris Minor and the Mini. – Ed.) When David was in the Royal Air Force, where he was a first lieutenant, he got his first car, a 1931 Wolseley Hornet. This car wasn't all that reliable, so he bought a new 1958 Austin Healy Bugeye Sprite. Of all places to be stationed, during part of his air force time, he was stationed at Abingdon. However, at this time, his car passion was limited and therefore he never visited the factory...so close, yet so far!

After the military, he came to North America. His first stop was Windsor, Canada where he started a rugby club and bought his first MGB in British Racing Green. David then moved to San Francisco. How did he discover our club? The old-fashioned way, by seeing an ad for the club in our local newspaper, The San Francisco Chronicle.

David started driving in club auto-crosses (Autocross events are an all-forward motion-driving-skill contest. Each driver is individually timed to the thousandth of a second, over a short, miniature road-course clearly defined using traffic cones.) These events planted a seed in David for racing. A fun side note, Ken Gittings Mom ran these fun and exciting events. When CSRG (Classic Sports Racing Group) got started down in Riverside, California, David drove down there from the Bay Area to check it out which started his interest in motor sport. At first, CSRG did not allow MGs to race.

In 1970, David decided to start racing. He picked number 48, because that was his age at the time. From the beginning, David always drove his car to and from the track. Over the years, besides Sears Point (now Sonoma Raceway), David has driven at Portland International Raceway in Oregon, Thunder Hills in Willows, California, and Laguna Seca in Monterey, California, among others.

During his racing days in the 1970s, he ran into this guy who took an interest in his 1964 Iris Blue MGB and during this random conversation, David learned he was chatting with one of the great American drivers, Phil Hill.

When David was not tearing up the tarmac, he was doing design work to help keep the cars of the world going indirectly by? Doing design work for

off-shore oil rig structures. This work took him to far flung places such as the North Sea near Aberdeen, Scotland.

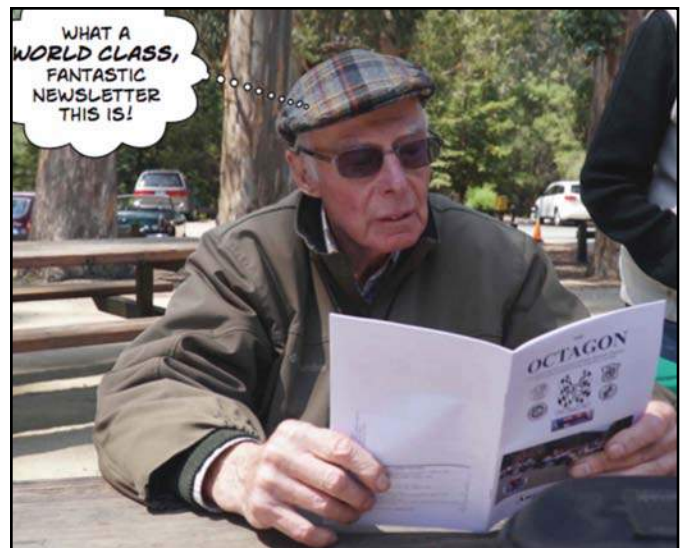
It was wonderful to know David, may his soul rest in peace.

David was an active and central club member; but more that, he was a great gentleman. I recall his many stories of England, and his quiet encouragement when I was editor of The Octagon. He will be missed. (Jeremy Palgon)

David often caught a ride in a 2-seater MG PA while in the RAF. He was able to squeeze in the back behind the seat. However he changed places before they arrived at the base since he was an officer and the others were not. (Ed.)



Photos by MGOC members.



Memories from Mike Jacobsen

David Wright was a long-time member, back so far that I don't know from when. He was also Treasurer for ages, before Jon Parkinson took over and modernized it. Jon's a CPA, and he got everything onto Quicken.

David & his late wife, Christine, were from England. They moved to Canada in the sixties, I think, and then ended up here. He was some sort of engineer - civil, mechanical, something like that. He was retired when I met him, but went vintage racing regularly in his MGB. Several years ago he fell into some money from a late aunt's bequest, so he sold his Mk 2 Jaguar and went in search of an E-type. I went with him on some of those expeditions. I remember looking at one buried in someone's garage, and another in a furniture warehouse in San Francisco's industrial district (which tells you how long ago this was). He did eventually get an E-type.

At a tour of Canepa Motors in Scotts Valley, David found a BSA that he said was just like the one he'd had as a young man. (Picture already sent.) At some point after that, he talked his mother into fronting him the money for a new Bugeye Sprite (in the year the car came out - 1959?) which he drove all over England for his work at the time. One of the first things he did was take it down to London

for some modifications. I want to say it got some Derrington parts, but I'm really not sure. It sounded like quite the (relatively) ferocious Bugeye.

He belonged to a men's choral group for years, and one of the things the group did was go sing at rest homes for the old folks. I remember him telling me about that, and adding that someday he might be like that, but I believe he was at home until the end.

Photos by Mike and by Dan

David had a fondness for 1964 year British cars. His 1964 MGB racer was joined by his 1964 Jag sedan. I don't know what year his E-type coupe is but I am guessing it might be 1964. It was a very good year...



The Little Car Show 2018

Wednesday, August 22nd

Downtown Pacific Grove, Noon to 5:00 pm.

A display of little cars benefiting the PG Library, Veterans Transition Center and Pacific Grove Youth Center.

Registration Guidelines:

The Little Car Show accepts a total of 100 micro, mini, "arcane" and alternative fuel-powered cars at least 25 years old. For example, to be eligible this year, entries must have been manufactured 1993 or earlier. Internal combustion motors must displace no more than 1601cc's.

Also welcome are electric or other alternative fuel powered vehicles at least 25 years old. Entries are accepted on a first come, first served basis. Registration will close when 100 vehicles have registered. Form: <http://www.marinamotorsports.org/registration/>

More info: John Moulton (831) 484-1966 or www.marinamotorsports.org



Classified Ads

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

1976 MGB: Orange/Black Roadster with 4-cyl 1798cc Engine (95hp). 33,000 miles. New Retro Radio. All maintenance records. Won the Premier Class twice at MG-by-the-Bay. 12 awards from other regional car shows. Featured in the SF Chronicle and other national car magazines since. Condition between 1 and 2. Tom Doyle at 520-220-6228, wtdoyleii@gmail.com Asking \$18,000. Purchased an MGC!



1971 MGB/GT: Partially restored. Needs valves. \$3000.00 or best offer. British racing green, black interior. In Berkeley. Member Nina. 510-847-4568.

1969 MGC: 6 cyl, 4 speed/overdrive. Green roadster. 55,411 original miles. One of the best. Non-Member Bill Hebal 920-823-2187

MGA parts: Front frame extension, 5 Hoods (bonnets), 2 Trunk lids (boots), 4.88 rear end, Driveshaft for 1500 cc motor, Gas tank, Oil cooler, Fiberglass racing valance, Misc. "trinkets". Call Tom Morgan at 650-740-4116 for details.



(Re-posted 6/18)

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt Electric Winch. Reasonable rates. Eric Baker (510) 517-2165

We list ads for 3 months. Advise if you want them extended. For additional ads, see prior issues of The Octagon. Prior issues of The Octagon and other classified ads may be found on our web site.



GOF Central - Delavan, Wisconsin

June, 2018

Photos by Dan Shockey



Dan honoring 100 years of the RAF - too much belly, too little flare to shorts

MGF at top right



This was also the nat'l meet for the MMM group of pre-WWII MGs. We drove them out for ice cream one hot afternoon.

We showed them on the field next to the lake.

Shockey photos

Famous Racers Who Began with T-Type MGs

R L Schapel, South Australia, Australia

Hi Guys,

I am trying to form a list of famous drivers who started racing in a T-Type or who owned one. I know Jack Brabham, Carroll Shelby (pic below) and Steve McQueen belong on the list. If you are interested in the list or can contribute information please go to the threads under the MG Motorsport subject in this forum. Bob Schapel



Denny Hulme the 1st New Zealander to win a F1 grand prix. Bought himself a new MGTF. Cheers, John Chester-Freeman. Also, Denise McCluggage, Steve McQueen (TCs)

James Dean. Cheers, Peter TD 5801 (Carroll Shelby below)



Sam and Miles Collier, Denver Cornett, Richie Genter and John Fitch. From Richard Knudson's fabulous "MG Competition Cars and Drivers" book. Incredible documentation, photos, etc.

Pretty much everyone that raced a T-series in the US, Europe and some from Australia are mentioned. This book has incredible photos from old #1 to a few Bs and everything in between, many in races or race trim. - George

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



MGOC 'Nosh 'n Natter' & Club Picnic

Date: Saturday, August 25, 2018

Info page 3

Metting Info: Andy Preston

andypreston@att.net

(707) 799-2257

*We look forward to
seeing you!*

