

THE OCTAGON

Newsletter of the M.G. Owners Club & the Peninsula T Register
The Northern California Centre of the M.G. Car Club



August 2013

About *The Octagon* and MGOC...

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 on the second Thursday of 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 M.G. Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

MGOC OFFICERS FOR 2013

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Vice President: Steve Kellogg, webmaster@mgocsf.org

Treasurer: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

Secretary: Randy Grossman, grossran001@comcast.net

BOARD OF DIRECTORS

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Member-at-Large: David Wright, 510-653-3831

Member-at-Large / Immediate Past President: George Steneberg, 510-525-9125, j2george@pacbell.net

APPOINTEES

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Historian: George Steneberg, 510-525-9125, j2george@pacbell.net

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The Octagon Editor: Felix Lee, 650-947-9282, octagoneditor@mgocsf.org

Webmaster: Steve Kellogg, webmaster@mgocsf.org

CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various MG models.

MGB 1962-74: Marty Ray, 831-475-6204, martyray@cruzio.com

MGB 1974-1980: Ed Adams, 510-483-6821

MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net

MGC: Kent Leech, 925-253-9757, kent@kentleech.com

MG Midget: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com

MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125, j2george@pacbell.net

Z-Magnette Saloon: Eric Baker, 510-531-7032, mgpb36@yahoo.com

T-types: George Steneberg, 510-525-9125, j2george@pacbell.net

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

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

S.U. Carburetors: Marty Ray, 831-475-6204, martyray@cruzio.com

COVER PHOTO:

OMG Craig!, Craig and Kim Kuenzinger's '79 Midget takes 1st in Class at Hillsborough Concours D'Elegance 2013, Kim Kuenzinger

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2012 rates are presented *monthly* (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, 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*.

MGOC FINANCIAL INFORMATION

Information on the MGOC finances is available upon request from the treasurer.

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 octagoneditor@mgocsf.org or send them to: Felix Lee, 27330 Ursula Lane, Los Altos Hills, CA 94022.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine is in charge of new member recruitment and can send you flyers. The Club roster is available to members from Mike Jacobsen upon request.

MGOC.SF.ORG

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

Forthcoming Events

MGOC Events in bold

July 31-August 4 – Rendezvous, Silverton, OR, (need a caravan leader)

August 4 – Hayward Field British Meet, Hayward, Nick Becker

August 10 – **MGOC Annual Picnic**, Kennedy Grove Regional Park, Hitching Post Picnic Site, El Sobrante, Tim Polidoroff

August 11–17 – Pebble Beach Automotive Week, Pebble Beach / Carmel

August 31–September 1 – Scottish Games

September 12 – **MGOC Club Meeting**, Natter & Noggin, The Englander Sports Pub, San Leandro, Tim Polidoroff

September 14–15 – **British Fall Classic**, Morgan Hill, Bill Hiland

September 20–22 – Orinda Classic Car Show, Orinda Country Club, Orinda

September 28 – **Livermore Wine Tour**, Livermore, Randy Grossman

September 28 – Marinwood Classic Car Show and BBQ, San Rafael, Jon Parkinson

From the Editor...

Screwed by a Bolt

What are the top two questions MG passengers will ask? "Is it HOT in here? and Do you smell GAS?" Drats, once again, foiled by a \$13.95 bolt. Which reminds me of another famous saying, "All of the parts falling off this (MG) car are of the very finest British manufacture."

I had every intention of attending the July MGOC Club Meeting. I woke up early, charged up my cell phone and tablet, topped off the oil, checked the psi on all 5 wheels, packed a breakfast, got Samantha out of bed and even had time to spare. We meandered up to the main road and cruised on down Page Mill Road to meet up with Steve Kellogg at the Park and Ride, off the 280. Our little "TF" Club was off to a great start. Steve even prepared Motorola Walkie-Talkies so that we could chat along the ride up to Pier 15 Restaurant and Bar in San Rafael without eating into our cell phone minutes. Samantha and I led for the first stretch, which took us up to Millbrae, as my petrol dip-stick indicated I was probably at 1/4 tank.

Lesson #1: always start an MG trip with a FULL tank of petrol, because you never know how much you might ... L ..., L ... E ..., L ... E ... A ..., well, you know ..., the "L" word.

We made it up to Millbrae just fine. The sun was out and all systems were go. It had been a while since I last drove the TF, and so, as I was filling the tank, I took in some long deep breaths of fresh Bay Area air, tinged with whiffs of petrol. Although I splashed some onto my hands, I wasn't terribly perturbed, reasoning that, the *cologne* of gasoline is just part of the MG experience.

MG

TC-TD-TF-MGA-MGB-C-Midget

SHOCK ABSORBERS:	Front	Rear
MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
MGA, MGB, MGC, Midget.....	102.00	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	\$call	

BRAKES: *sleeved and rebuilt*

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1956-67.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinder sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$90
Front end A-arm (Midget).....	\$95.00

CARBURETORS: COMPLETE REBUILDING

Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves gaskets. **FLOW BENCH TEST**.....\$375-\$415/pair

CARB BODIES REBUSHED

and new throttle shafts.....\$85 each

Prices show are for Exchange or Yours Rebuilt.
Core charges apply if items are ordered prior to
(and are refunded after) our receiving old units.

Free catalog. www.applehydraulics.com

APPLE HYDRAULICS

1610 Middle Road, Calverton, NY 11933
631-369-9515, FAX 631-369-9516

Toll Free 800-882-77753

VISA, MD, DISCOVER, PAYPAL, COD

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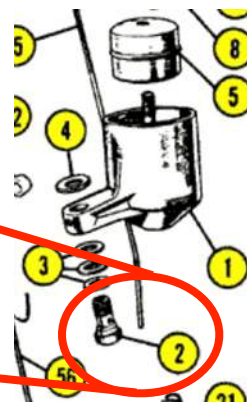
Lesson #2: when the smell of gasoline is still in the air, despite being miles away from the pumping station, in an open air roadster, STOP the car and pull over. Somehow you'd think I would remember this lesson from our little Banjo Bolt incident, just two years ago.

Steve led the next leg where we continued north on 280 right into to some early morning bumper to bumper traffic on Junipero Serra Blvd. It was in this standstill traffic when that oh-too-familiar smell of gasoline started wafting in. "Most be those *other* cars nearby," I mused. When it wouldn't go away, I rationalized, "Oh that's right, I got some on my hands back at the gas station, that must be it." Within 3 blocks I lost power and it was (*Petaluma Banjo Bolt*) *déjà vu*, all over again. Needless to say, a \$13.95 float bowl-to-carburetor bolt had fallen off, and a petrol fountain sprung to life under the bonnet. At this point, I sent Steve on his way up to meet with the others, rang up AAA and said, "Hi it's me ... again!" Fortunately, my mechanic Tyrone, at Collin's Classics, happened to be in that morning. After a quick flatbed tow over to Burlingame, Tyrone diagnosed the problem, reached into his drawer, pulled out a bolt, spannered it into place and just like that, I was off on my merry way, to have breakfast with Kimberly and the girls, instead.



Fountain of Gasoline

Photo by Samantha Lee



Safety Fast

Felix Lee

- imagine that, screwed by a bolt!



President's Ponderings...

Hello Again. Another exciting month for the MGOC, what with Randy Grossman's Swanton Berry Farm Tour (for more pictures follow this link ... <http://www.mgocsf.org/Gallery.aspx>), a road trip by several MGOC members to the NAMGBR meet in Corvallis, OR lead by Andy Preston, and a Tech Session in the North Bay. But first I have some disappointing news to share, after many years of hard work and dedicated service Mike Jacobsen, our MGOC Treasurer/Registrar, has decided to leave that position for personal reasons. Needless to say we'll miss him and his wealth of knowledge. If you have an interest in serving on the Board in any capacity please contact me as we're currently working to decide how best to backfill behind him.



MGs at the Swanton Berry Farm

In last month's column I talked about tire safety and the importance of replacing your tires at least once every ten years, regardless of actual use or apparent condition. At this month's Tech Session (for more details see the article later in this Octagon issue), we learned from Sr. Mechanic Clint Wright about the importance of periodically replacing your brake fluid ... staying safe and replacing it every 24 months.



On August 1st, at the suggestion of Andy Preston (who was tired of squinting to read the small print names on our current badges), we'll be rolling out instructions for ordering new MGOC name badges on the MGOC website. The new badges – which have magnetic (vs. pin) clips, light blue lettering on a white background (sorry, the MGB model doesn't come with the badge), and displays the current MGOC logo - will be available for purchase on-line directly from the vendor, www.Nametagcountry.com for \$9.50/badge (delivered). Ordering is easy and delivery takes about 3 days. And, to accommodate the many different suggestions made, two of the three text line fields are "user choice". Specifically, on the first or "name" line you can type in your name just the way you'd like to see it. So, if you want it all in upper case enter it that way, (e.g., STEVE). If you'd prefer to use a nickname type that. Finally, if you'd prefer your name in mixed case type that (e.g., Steve). Likewise, on the third line you can enter either "of Northern CA", your home city, state (e.g., "San Jose, CA"), or your car(s) (e.g., "1961 MGA"). While the club encourages everyone to order a new name badge, the purchase is up to you ... it is not required.

Finally, a reminder about the August 10th MGOC Picnic/General Meeting. Come enjoy a lovely day in the park with old and new friends who all share a love of MG's. George will have the coals ready for you to BBQ by noon - so bring your favorite hamburgers, steaks, sausages and hot dogs and beverages of your choice. Please RSVP your hosts George Steneberg and Marcia Crawford by e-mailing Marcia at marciacrawford7@gmail.com so that we know how many folks to plan on.

Regards,
Tim Polidoroff



Meet Our Newest (Old) Member

By Nick Jenkins

At the July breakfast meeting in San Rafael, Tim asked me to send along a brief intro along with pictures of my '72 MGB. I think a brief intro will work for me, but maybe not for the '72 MGB.

I was in the MGOC awhile back, from 1970 to around 1980. I served on the board and was *The Octagon* editor for about five years. I started out with a 1960 MGA 1600, and then moved up (in my eyes) to a '67 MGB. I drove that car in a lot of autocrosses, track days, and vintage races, including the Monterey Historics in 1980, the year of the MG. A couple years later my daughter was born and I sold the '67 MGB. I was pretty much out of the car scene for the next 20 years.

Then, around ten years ago I read about some people building sports cars from scratch, using parts from old cars and trucks. That looked like fun, but I wasn't sure I had the time or energy to take on a project like that. Then, about two years ago I got a call from a friend asking if I knew anything about MGs. He had a customer looking for a rebuildable MGB shell, and asked me what I thought something like that might be worth. I had no idea, but it got me thinking. If I had all the mechanical bits from an MGB, I could build one of those sports cars.

So I started checking Craigslist for MGBs, with the idea that I'd buy a car, sell the shell to my friend, and keep all the parts for myself. About six months later I found a '72 MGB under a tarp in the backyard of a house near Watsonville. It hadn't run in ten years, and looked like it. It was Harvest Gold, repainted red, and not particular well. My friend thought the shell looked usable and I figured I could take a

chance on the drivetrain, so I bought it and trailered it home.

However, before tearing the car apart, I thought it might be a good idea to see if I could get it running. This turned out to be both good and bad. The good news was, after replacing the fuel pump and rebuilding the HIFs, the car started and ran beautifully. The bad news was, the car was so much fun to drive I wanted to renege on the deal and keep the whole car to myself. But I eventually gave in, and two months later we pulled the engine and stripped the wheels and tires and everything else off the car.

In the time since, I built a new frame and installed most of the parts from the '72 on it, right down to the Rostyle wheels. I bought new brake lines, a new gas tank, and built a custom exhaust, but everything else is straight from the '72, including all the gauges, pedals, wiring, radiator, steering rack, clutch, brakes, defroster vents, and more. The suspension uses aftermarket coil springs over shocks all around, with the Salisbury axle located by parallel trailing links and a panhard rod.

The MGB shell reportedly went to a good home, but I kept the VIN and bill of sale, so this is my '72 MGB, about 1000 lbs. lighter. It still needs paint, a windshield, and a driveshaft before it's on the road. I also need to do some more work on the interior, but all the electricals work and it starts every time you turn the key. I hope to have it completed and registered sometime in the next three or four months.

This turned out to be a much bigger project than I had ever imagined, and I probably wouldn't ever do it again. All said, this definitely won't be the last MG I ever own and I'm glad to be back in the MGOC.



Photo by Nick Jenkins

Swanton Berry Farm Tour

A Sweet Drive

By Randy Grossman



Tour Hosts Randy Grossman and Melissa Johnson trying on hats at the San Gregorio General Store

On Saturday, July 13th Melissa and I led the Swanton Berry Farm Tour, and it was a successful day for several reasons. First we had nice weather and a decent turnout of 10 cars and 15 people, some joining us at various points throughout the tour. We were delighted that new member Jing Chai joined us in his Midget. It's nice to finally see someone under 40 years old join the Club, but as Molly Polidoroff quipped, "I demand to see age verification."

Next we had no accidents or candidates for the Burnt Spark Plug Award. I think there was one minor electrical problem with a turn signal or brake light on an MGB, but John Bertolotti was there to lend a hand.



Starting in San Mateo at the Laurelwood Shopping Center, we all enjoyed a delightful drive through the mountainous and forested roads of Highways 92, 35, and 84 down to the coast, stopping at Alice Restaurant to pick up Rick Harvie and Marja Van den Hende in their lovely TF. Somewhere along the line others joined in too. Our first stop was at the San Gregorio General Store where we had a restroom break, enjoyed some of the "unique" shopping opportunities, (where else can you buy a copy of Ben Franklin's Fart Proudly or political posters, bumper sticker stickers, and buttons from the 1960s, or shop for vintage hats), and heard the local folk singers.

After that it was down to the Pacific Coast Highway for the run south next to the ocean to Swanton Berry Farm. The drive on the PCH was a touch foggy and overcast but no one was complaining, not even Mr. Gittings. Who can complain with those gorgeous vistas of the Pacific Ocean. Arriving at the Berry Farm everyone enjoyed tasting samples of such delicacies as their Olallieberry jam and blackberry jam, not to mention their chocolate covered strawberries!

After completing our purchases of jams it was back to Pescadero for lunch at Duarte's Tavern, famous for among other dishes, their artichoke soup with chili, Bloody Marys, and of course olallieberry pie à la mode. After our tasty lunch folks trickled out to go home, but only one car, the MGB driven by Rich Upton and his wife, joined Melissa and me on Stage Road back out of town to reconnect with Highway 84. As usual that last part of our drive was a wonderful driving adventure, reminding me of the small roads in Europe just made for MGs. I heard that Swanton Road is like Stage Road, but that's an adventure for another time.

BLUNT SPARK PLUG AWARD



MGOC NATTER & NOGGIN GOING UPSCALE AT PIER 15



WELL, WE DID
QUITE WELL AT MGS BY THE
BAY THIS YEAR, SO JUST ORDER
WHATEVER YOU WANT, ON
THE CLUB!

ALRIGHT, I'M
PUTTING MY
WALLET AWAY!

UNLIMITED FOOD COMES ALONG



PSST, HEY GEORGE, I'M KINDA
SHORT, CAN I BORROW FROM YOUR
ADMINISTRATION?

HEY, INCOMING TEXT ...
HOPE IT'S GOOD NEWS ...



DEAR STEVE,
HOPE YOU
BROUGHT YOUR
CREDIT
CARD ...

I MOTION
WE HAVE THE BSPA
HOLDER PICK UP THE
TAB!

GREAT IDEA!!
WHY DIDN'T I THINK
OF THAT?



..... TO BE CONTINUED

Photos by Ken Gittings

MGOC July 4th 2013

MGOC July 4th Submission by Jim Lucas

When: July 4, 2013

What: Went to Scotland and England for vacation and was in London on the 4th of July. Prior to coming to London we were in Liverpool doing a near-religious experience seeing where the Beatles grew up and hung out! When we got to London made a beeline for Abbey Road where Patty took the accompanying shot of me doing my very best impersonation of John Lennon crossing the street at Abbey Road a la the Abbey Road album cover!

Who: Jim & Patty Lucas

Where: Abbey Road at Grove End Road. Afterwards walked a few short blocks and saw Paul McCartney's London home. Surprisingly no one else knew about this. Took a few pics of it and silently wished Sir Paul a nice day!

Why: Started loving all things British when my Dad bought a '59 Sunbeam Rapier followed by a '62 MG Midget. But the ultimate came when the Beatles appeared on Ed Sullivan February 11, 1964 and my life was changed forever. Began playing guitar February 12, 1964, saw all three Beatles concerts in San Francisco ('64, '65 and '66). As such, absolutely HAD to make a pilgrimage to Liverpool and to Abbey Road to complete the circle! What better way to celebrate 4th of July than in front of Abbey Road Studios walking across the famed crosswalk!



MGOC Annual Picnic

What:

Come enjoy a day in a lovely park with old and new friends who share a love of MG's. There are sunny lawn areas and shady eucalyptus groves. Our cars will be parked for viewing adjacent to our picnic area. George will have the coals ready for you to BBQ by noon - so bring your favorite hamburgers, steaks, sausages and hot dogs and beverages of your choice. There will be signs directing you to our reserved area.

When – Saturday, August 10, 2013

Meeting: 10:30 AM to 11:30 AM

Picnic: 11:30 AM to 4:00 PM

Where:

Kennedy Grove Regional Park, Hitching Post Picnic Site, El Sobrante

<http://www.ebparks.org/parks/kennedy>

Be sure to let the rangers know you are with the MGOC group in order to avoid paying the \$5 entrance fee

RSVP

Please RSVP your hosts George Steneberg and Marcia Crawford by e-mailing Marcia at marciacrawford7@gmail.com so that we know how many folks to plan on.



Clint Wright Tech Session

Everything you ever wanted to know about Brakes

By Tim Polidoroff

On Saturday July 6th we held our first Breakfast meeting in the North Bay at the Pier 15 restaurant. Afterwards, Clint Wright, the owner and Sr. Mechanic at “British Car Repair” in San Rafael, ran a Tech Session for the club at his nearby garage. Originally established by Clint’s Dad, Ed Wright, British Car Repair has been maintaining and repairing English cars in the Bay Area for nearly 50 years.



MGOC at Clint’s British Car Repair, San Rafael

Why do we need to periodically flush our brake systems?

British cars typically use DOT 3/4 brake fluid (where DOT stands for Department of Transportation which sets standards for Brake Fluid performance). These fluids are glycol based and absorb moisture from the air at the rate of 1% to 2% per year - regardless of whether the car is in use or not. That’s a problem for two reasons.

First, the more moisture the brake fluid absorbs the lower its boiling point – fluids with over 4% water can fail in service due to vapor lock. (And, according to a recent study done by the National Highway Traffic and Safety Administration ... “the brake fluid in 20% of the (road cars) tested contained 5% or more water”) Most of this moisture comes from the vent in the master cylinder cap and resultant condensation in the air space above the fluid. So be sure to flush your brake line at least once every two years. And, in between flushes, keep your reservoirs full and don’t let the reservoirs remain open to the atmosphere for too long. The switch by most car manufacturers to clear plastic or transparent brake and clutch fluid

reservoirs in the 1960’s was made in part to open the reservoir to check the fluid level and thereby minimize the amount of moisture absorbed by this means.

Replacing the fluid in the master cylinder as suggested by Bud Alderson, in between flushes using a squeeze bottle is a great idea.

And, second, corrosion. Brake fluid manufacturers



George and Marcia arrive in style in his Bugeye Sprite

add chemicals to their fluids to prevent corrosion. However, these inhibitors have a lifespan ... time and heat act to break them down. And, as they deteriorate, the protection they provide is reduced.

More importantly unless the fluid is periodically replaced, the amount of water it absorbs will continue to increase over time overwhelming the inhibitors corrosion protection ability. Old brake fluid can and will cause corrosion that will eventually result in pipe leaks, “frozen” cylinder pistons, accelerated seal wear, and the formation of sludge.

Can I tell if my brake fluid is bad by looking at it?

No. The color of brake fluid is not a good indicator of its condition. Some brake fluids have additives that will cause the brake fluid to change color when exposed to the rubber seals. To determine brake fluid condition, you really need specialized devices to test its boiling point or water content. These are expensive and most home mechanics find it easier to just replace the fluid on a periodic (12 to 24 month) basis.



Getting our donor cars ready for the Tech Session



Clint demonstrates how to adjust the brakes

What about Silicon Brake Fluid?

Silicon Brake fluid (DOT 5) has two big advantages over conventional glycol based brake fluids. First, it is safe for paint, unlike glycol based brake fluids which are notorious paint removers. And, second, silicon based fluids don't absorb moisture. Clint converted his TR6 to use a silicon based brake fluid for these very reasons. The disadvantage of silicon brake fluid is that it adsorbs far more dissolved air. Because of this, silicone fluids are more "compressible" than glycol based fluids. And, that can result in a slightly more spongy brake pedal feel. While not a problem for street use, this is why silicone fluids are not used in racing. While there is some mention in the classic car press that silicon brake fluids may cause seals to swell and deteriorate more rapidly, Clint has seen no evidence of this and does not view this as an issue.

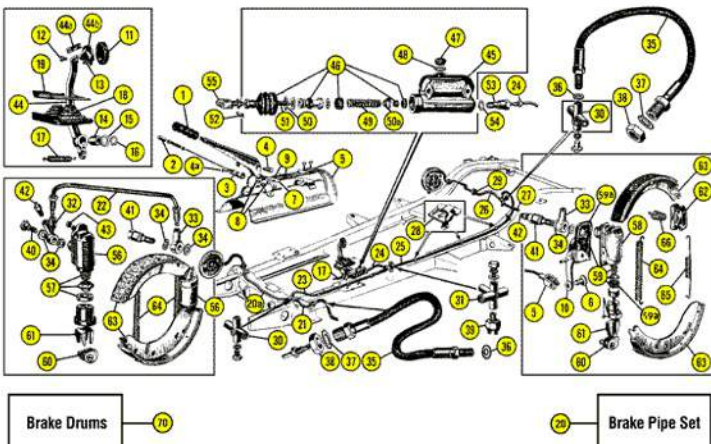
Also, converting glycol systems to silicon brake fluid is a challenge as the two fluids are not compatible. If you do

decide to convert to silicone fluid, it should only be done as part of a total brake system overhaul, with new (freshly rebuilt) calipers, wheel cylinders and master cylinder. Merely bleeding the system is not enough as there will be pockets of old fluid and sludge that will not bleed out. Silicone fluid can concentrate any residual glycol fluid left in the system into slugs that can lead to severe localized problems.

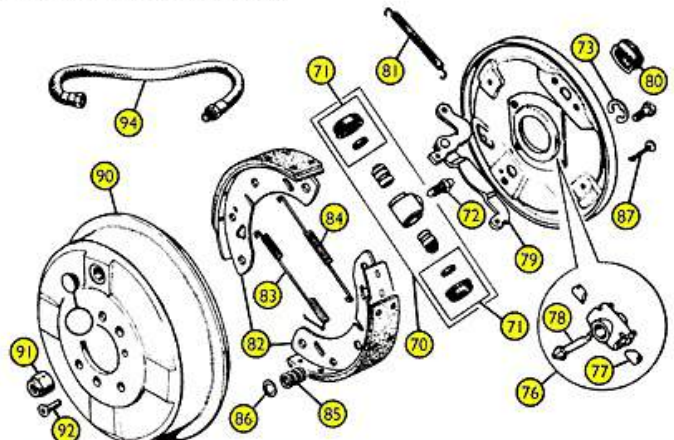
"How do I adjust my drum brakes?"

According to MG's instruction in manuals, you turn the adjustment screw until the brakes lock and then back off one click. That usually work, however, the key here is "too loose" is better than "too tight." If you still experience significant drag after backing off one click than you should back off another. This typically tends to be an issue with the rear drum brakes on cars where one adjuster controls both shoes.

TD-TF Brakes



MGB Rear Drum Brake



OUR MG ADVENTURE

SAN MATEO, CA - NAMGAR GT-38 - ASHEVILLE, NC

BY TIM POLIDOROFF

Molly and I had been looking to buy an MGA roadster for some time. And, we saw some beautiful examples for sale in CA. However, we had our heart set on mineral blue, black, or British racing green and it seemed like all the cars we looked at locally were either red or white. So we expanded our search and finally found a "midnight jade" MGA in FL. The car had gone through a thorough ground up restoration in the late 1980s and the current owner wanted to buy another car. He subsequently bought an MGB from MGOC member Tom Doyle. Since I'm turning 60 this year we decided to turn our purchase into an outright adventure ... instead of shipping the car to CA, we decided to drive it home from FL via Asheville, NC - the site of this year's NAMGAR GT-38. We picked the car up on a Friday morning, after flying in the night before, and after a brief stop at the FL DMV we were on our way.

Once on the road we soon we ran into our first problem ... the fuel gauge stopped working. A surprise to us all, as the previous owner, had just had the fuel sender replaced and the gauge unit serviced. As a result, we monitored fuel use by keeping track of the mileage using the trip odometer. We then found out that the passenger compartment of an MGA can become quite toasty ... especially in FL's 90 degree plus summer heat. We spent our first night in Daytona Beach and from there we drove the freeways to Savannah where we met up with some MGA friends with whom we caravanned the last leg of our journey to Asheville, on a route that took us along some beautiful back country roads. And, we learned that in the South you'd better fill your car on Saturday night if you plan to drive on Sunday - all of the small town gas stations were closed Sunday mornings until noon. Fortunately, we had enough gas to get by. About this time our brake light pressure switch failed ... fortunately, once we got to Asheville, Scarborough Faire's Cecelia Bruce, had a box full of brake switches for sale and a fellow traveler, Glen Lenhard, proprietor of Glenn's MG Repair, located in FL, who made the drive with us, kindly replaced it. He also adjusted our turn signals so that they worked "American style" (i.e., a push to the left activates the left turn signal) ... you've got to love the NAMGAR folks. Cecelia also sold me a box of spare parts with the promise that "if you have them you won't need them." As it turned out, she was right!

The NAMGAR GT featured the traditional car show, a number of drives, and some interesting Tech Sessions. Not to mention a tour of the magnificent Biltmore Estate ... the 250-room home (actually summer home) that George and Edith Vanderbilt built on 8000 acres in Asheville, NC. Of course, for me the highlight of the GT was John Twist's "Rolling Tech Session." I was able to learn so much just by watching him and listening to his running commentary as he looked over each car. When it was our car's turn, in response to



Somewhere in GA

On the Grounds of the Biltmore Estate
Asheville, NC

Somewhere on Route 40 in AZ

Breakfast in Memphis, TN
Blue Bell CafeJohn Twist gives his NAMGAR
"Safe Trip" Guarantee
after some minor adjustmentsDinner at Min's Grille
El Reno, OK
(the food was great)Driving in Nasty Weather
Chattanooga, TNDinner at the Truck Stop
Moriarty, NM
"Professional Drivers Only"Driving Past the Famous Buried Cadillacs
Amarillo, Tx

Photos by Bert Rauch, Jennifer Orum, Tim & Molly Polidoroff

our concerns about operating temperature, John checked the timing and found that the mechanics who'd installed the car's new Petronix electronic ignition system, had not set the timing correctly. No doubt because on an MGA you have to crawl underneath the car to do it. He corrected the problem and the car began running about 5 to 10 degrees cooler. Amazing!

We left NAMGAR a day early so that we could join our son, Nick, for dinner, where he now lives, in Nashville, TN. Along the way we ran into our first major rain storm. And when it rains in TN, it literally does pour. The volume of water hitting the car was incredible and traffic slowed to a crawl. Of course, we didn't have our side curtains up. Does it get any better? Nevertheless we finally made it to Nashville where our son surprised us by announcing and introducing his new girlfriend ... we no doubt made a fine first impression on her after 6 hot and humid hours in the car. Ha ha!

Molly flew home from Nashville the next morning - as she needed to get back to work and I drove on to Memphis where I met Jennifer Orum and Mike Jacobsen, who were driving to San Francisco in her MGB. They were carpooling as Mike's MGA wasn't ready in time for his trip to NAMGAR so he flew out instead. From then on - as Mike needed to get back to his office job - we picked up the pace. We mostly stuck to the freeways driving on average about 500 miles/day. To stay fresh we rotated drivers (since we had two cars and three people). And, we tried to start each day early - to get ahead of the heat - typically, stopping later in the morning at McDonalds for breakfast.

In El Reno, OK we enjoyed dinner at Min's Grille ... a local restaurant known for its fried pies. In Amarillo, TX we stopped at Rudy's, which is known for their BBQ lunch and then drove past the famous Cadillac Ranch where local millionaire Stanley Marsh 3 (he didn't want to use III in his name), hired artists to half-bury 10 Cadillac's (from the tail fin era) nose first in the ground on his vast property, at an angle corresponding to that of the Great Pyramid of Giza in Egypt.

Next we stopped at the Historic Sunset Inn in Moriarty, NM. After which we took a slight detour off Route 40 to travel Route 66 onto Seligman, AZ, a town now famous for preserving the glory days of the "Mother Road." There we enjoyed shakes at the quirky "Snow Cap" café and toured the adjacent Route 66 gift shop ... both thriving survivors of times past.

Our final night on the road was in Kingman, AZ. After that, we blitzed back to the Bay Area. Just short of our destination, the resonator on Jennifer's MGB broke off. We called Bill Hiland who had a spare at his "On the Road Again" garage and kindly agreed to work late so that we could pick it up as we drove through Morgan Hill.

Start Planning for 2013 ...



SUMMER

RENDEZVOUS, SILVERTON, OR, 7/31-8/4
HAYWARD FIELD BRITISH MEET, 8/4
MGOC ANNUAL PICNIC, 8/10
SCOTTISH GAMES, 8/31-9/1



FALL

BRITISH FALL CLASSIC, MORGAN HILL, 9/14-15
ORINDA CLASSIC CAR SHOW, 9/20-22
DANVILLE D'ELEGANCE, 9/21-22
WINE TOUR, 9/28
NIELLO CONCOURS AT SERRANO, 10/6
SONOMA TOUR, 10/19
GOF WEST, CAREFREE, AZ, 10/28-11/1
PIGEON PT. LIGHTHOUSE TOUR, 11/16
TURKEY TROT, 11/16
MGOC HOLIDAY TEA, SAN FRANCISCO, 12/14

Wanted

Submissions of articles / photos /
anecdotes / repairs
are always welcome

Please make submissions by the 15th of
the month preceding the issue in which
you would like it to appear.

Email Felix Lee at
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MGOC Business Meeting Minutes

July 6, 2013

President Tim Polidoroff* called the meeting to order at 9:30 AM. Also attending were Bud Alderson, Marcia Crawford, Gary Germano, Ken Gittings, Randy Grossman*, Mike Jacobsen*, Nick Jenkins (new member), Sheryl King, Steve Kellogg*, Craig* & Kim Kuenzinger, Don Malcolm, Gerald Martin, Dennis O'Dea, Molly Polidoroff, Andy Preston, Don Scott, George Steneberg*, and Clint Wright (guest). (* - Denotes Board Member)

Minutes of Previous Meeting: June 1, 2013 – Minutes approved.

Reports

Treasurer's Report: Mike Jacobsen:

Account	July	June
Checking	9,718.87	9,989.76
<u>Savings</u>	<u>3,461.23</u>	<u>3,461.23</u>
Total	13,180.10	13,450.99

Last month we took in \$1,829 at MGsBTBay, though not all of it was show income. We also paid the T-shirt bill (~\$840) and most of Jeremy Palgon's outstanding *Octagon* printing bills (~\$909).

Registrar's Report: Mike Jacobsen:

Category	July	June
Regular	271	205
Auxiliary	—	56
Corresponding	12	12
<u>Associate</u>	<u>—</u>	<u>3</u>
Total	283	276

No more Auxiliary or Associate membership categories now, as per the Bylaw changes earlier this year. The last batch of name badges arrived in early July, but without an invoice. Membership renewal notices mailed.

Secretary's Report: Randy Grossman: Nothing to report.

Corresponding Secretary's Report: George Steneberg: Received the tax forms from State of CA and Mike will process.

Regalia: David Wright: Absent.

The Octagon: Felix Lee: Not present due to breakdown, but group wanted to note the fine job he is doing with *The Octagon*.

Website: Steve Kellogg: Steve mentioned the possibility of using Meet Up for our club. We still need to generate a list of all e-mail addresses with errors and forward this to Mike Jacobsen, or Mike missed it. Then Mike can scan the membership roles to match defective e-mail addresses w/members names. Any pictures for the MGOC Website gallery should be sent to Steve at 600 by 400 pixel resolution.

Past Events

MGs by the Bay: Sunday, June 2 – Great reviews for event.

Palo Alto Concours: Sunday, June 30 – Lots of fun. Craig won a 3rd place and his car is not a trailer queen.

Upcoming Events

Swanton Tour: Saturday, July 13, Randy Grossman – Still scheduled, and 11 cars signed up now. Steve will send out a “blast.”

Annual Picnic: Saturday, August 10, Marcia Crawford & George Steneberg – Club will pick up entry fees and raffle prizes will be given. Tim created a flier for the event.

Old Business

Tim & Mike need to finish updating the membership form.

Business Resolved Online Since the Last Meeting

The Club will buy Clint Wright's breakfast, along with the breakfast of the member traveling the greatest distance to the meeting in an MG.

New Business

Craig needs judges for Fall Classic. Please contact him if you want to be a judge.

Andy Preston proposed making new name badges with name on top in large letters and MGOC in smaller print, and blue lettering on a white background. Andy will send design to Mike.

Molly Polidoroff briefly described the North Carolina-to-California trip back from NAMGAR GT-38.

Andy is leading a caravan to the NAMGBR MG2013 event in Corvallis, OR.

Tim is organizing a tour to the GOF West event in October.

A motion was made and passed to donate \$200 to Fall Classic in exchange for including an ad for the MGOC.

Next Meeting

At the Annual Picnic on Aug. 10th.

Meeting adjourned at: 10:15 AM

Submitted by: Randy Grossman



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Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check **made payable to MGOC** if a non-member) to MGOC, 27330 Ursula Lane, Los Altos Hills, CA 94022. Members may also email ads to the editor at octagoneditor@mgocsf.org.

Cars for Sale:

1949 MGTC has a rebuilt engine with very few miles on it. The car has also been rewired with a new wiring harness. The car has been painted to the original color. The car has a new top and side curtains and original tool kit. The wood in the doors is in good condition. The compression in the engine is about 120 in each cylinder. I have been told that if it is driven more that number will come up higher. As to the value of the car depending on who you talk to, the price range is from \$25,000 to \$35,000. I will accept \$25,000 or more. Contact Member Larry Matthews at 415-999-2362 [Posted 08/13]



1957 MGA Roadster Porsche red with tan leather interior and custom hand-made dash. Fully restored by present owner. Mileage since restoration 2163. Car stored in a closed garage since restoration. Recently re-tuned and safety checks performed. The only item not original is the fuel pump. \$25,000. Contact Member Mike Apcar mapcar1@mac.com or 530-268-8539. [Posted 07/13]



1959 MGA Coupe black lacquer with red leather interior and custom dash. Fully restored by present owner. Mileage since restoration 4247. The only item not original is the fuel pump. Car was stored in closed garage since restoration. Recently re-tuned and brakes checked. All safety checks performed. \$25,000. Contact Member Mike Apcar mapcar1@mac.com or 530-268-8539. [Posted 07/13]



1964-65 MGB Roadster is a project car. Up on blocks for 8 years and in DNO status, it doesn't look bad but does have issues. Other photos are available and we welcome inquiries. In Livermore CA. Contact Wes at WESNEL@ATT.NET [Posted 06/13]



1965 MGB A rusty donor car for my other '65. Will be parting out and/or sell remains. Always registered, clear title. Contact MGOC member Rich Upton at richupton55@comcast.net or 510 534-1705 [Posted 06/13]

1970 MGB GT has just had the high performance engine refreshed by On the Road Again British Restorations in Morgan Hill. Any parts needing replacing or repairing was done. The engine has a new high performance cam, new hardened lifters, rockers, and valves with a ported aluminum head and Weber Side Draft carburetor. A header with a Peco exhaust is also on the car. The overdrive transmission was serviced as well as a new clutch was installed. Documentation for the work that was done is available. All the electrics are in working order and the speedo was rebuilt and a new cable was installed. The overall condition is excellent. The Bedouin Beige paint is almost new. The grill and bumpers are new. The VTO mini lite style wheels as well as the Yokohama tires are also new. The brake system was checked over and wheel cylinders installed, as well as a new master cyl. The interior is also in excellent condition with new carpet and insulation, new leather seat covers and wood steering wheel. Billet pedal covers and footrest are also installed. Included is an Alpine Bluetooth, CD, MP3 USB port stereo with dual speakers and power booster. The GT is lowered so it handles very well. It starts every time no matter how long it has been sitting. It also has a battery cut off switch. Sales price is \$17,750 or best offer. Contact member Myles Taketa at M_Taketa@yahoo.com. [Posted 06/13]



1974 MGB Tourer Rust-Free California car ready for the road. Very straight, glacier white, custom dark gray carpets, original excellent black upholstery, dashboard top replacement, all instruments operational, Craig radio/cassette, aluminum "minilite" wheels, tires new (2011, 500 miles), new black vinyl top (Moss, professionally installed, tonneau (1 new, 1 original), car jack and equipment in original bags, mileage: 102,000, new calipers / pads / bushings / bearings /steering boots / alignment / fuel gauge sender / instrument voltage stabilizer / rear wheel bearings / belts / hoses / etc. No clear history on engine work. Compression average 136 lbs/cylinder. Runs great. Asking \$12,450. Contact member Jack Ford at jackrada@att.net. [Posted 07/13]



Wanted:

Electrical Help: I am new to the world of MG, and am in the process of improving a 1959 MGA Roadster. I have replaced the wiring harness and need the expertise of someone with electrical know how to help me make sure I do not burn anything up when I put a battery to it. I will pay for their time and knowledge. Can you help me? I live in Walnut Creek. Contact Harry at 925-934-4973 or TipTot@astound.net. [Posted 05/13]

Pre-1968 MGB roadster: Long-time MG nut seeking early B roadster. My preference is one that is a preserved original or one redone to original specifications; but I will consider most any steel-dash car, depending on its price and its needs. Contact Member Don Scott at 707-942-0546 or don@napanet.net. [Posted 05/13]

Enclosed Trailer for Rent:

Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights with the tow vehicle, and a 12 volt 2,000 lb. Electric Winch. Electrical outlets in and outside the trailer and air conditioning. Rental rates are very reasonable with a discount for rentals of three or more days. Contact either Randy Grossman (415-518-5210) or Eric Baker (510-517-2165) for more information. [Posted 06/13]



Parts for Sale:

Four 15" chrome 72-spoke wires, suitable for an E-type or other "large hub" wire wheel car. They're not perfect, but a couple would be decent road wheels. The other two have plating issues and would be spares. These have the "easy clean" style hubs, not the OEM rolled hubs. Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com. [Posted 08/13]

MGB Parts: Autopower Roll Bar SCCA Race Approved, 1.75" DOM. Roll bar has diagonal brace, horizontal seat back brace, and small restraint bar behind driver's seat. Asking \$150. Two Chrome Luggage Racks, trunk lid mounted. \$50 each. Contact Member David Wright at 510-653-3831. [Posted 05/13]

MG Midget Rolling Chassis Body Shell No VIN No Title. No engine, transmission, differential, front bumper, or windscreen. Not crashed but rough. Rubber bumper car. Make Offer. Contact Member Nick Becker at 925-932-9778 or becker2226@astound.net [Posted 05/13]

Weber Downdraft Carburetor Fits MGBs, asking \$150, Contact member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net. [Posted 05/13]

Four painted wire wheels Ran true and smoothly when last on my '61 A (in '2004) – stored since then. A couple will need some touch-up paint, otherwise fine. Michelin radials, functional with good tread, minor sidewall cracks. \$350 or best offer. Please contact: Mark Lange, mark@marklange.org or 415-297-3456. [Posted 05/13]

MGA transmission from a '61 Operated perfectly when I took it out of the car in 2002 (converted to a 5-speed). \$250 or best offer. Please contact: Mark Lange, mark@marklange.org or 415-297-3456. [Posted 05/13]

For All Items Below: Please contact: Member Ken Gittings 510-791-8445 [Posted 06/13]

- 1- **Down draft Weber**, needs intake manifold for an MG. Best offer
- 1- **Rebuild Kit, Weber 32/36 DGV Carb.series tune-up kit**, Moss #222-266, \$10.00 or best offer
- 2- **Cadillac style tail lights**, never used, \$5 offer
- 1- **Used Hi Torque Starter**, Moss #541-545 for a 1962 to 1967 MGB, \$120 or best offer
- 1- **Negative Camber wishbone arm set**, Moss #264-083, used \$50 or best offer
- 1- **Metric tool set**, for your other car, \$10 or best offer

For All Items Below: Pleas contact: Member Bob Luebbert at rluebbert@sbcglobal.net [Posted 07/13]

MG TD Head Light Tie Bracket attaches to radiator , Moss Part # 451-100, used -- great shape! Price \$20 OBO

Two Headlight Stone Guard for MG T-Series, come with attachments, Moss part #222-150 \$30 obo

Gas Cap for 1975 MG/Sprite, - never used- \$15 obo (thought it would fit on my 69 MGB - but will not)

MG TD chromed radiator shell, false nose, slates and medallion- total for sale at \$1000 USD obo



Club Meeting

Natter & Noggin

September 12, 7 p.m.

The Englander Sports Pub & Restaurant
101 Parrott Street, San Leandro
<http://www.englishpub.com>
(510) 357-3571

The Englander is an enjoyable place where we have our own cozy room.
The food is good, so bring your appetites.
Dinner Starts at 6 pm

Directions to The Englander:

From Northbound I-880, take the Washington Ave. exit within San Leandro and turn right on Washington St. Travel 2.2 miles until you see Parrott St. Turn right on Parrott Street. You will see The Englander on your right.

From Southbound I-880, take Davis St. exit and turn left on Davis. Travel 1.3 miles, then turn right on E. 14th St. Travel 0.3 miles, and then turn right on Parrott Street.



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