

MGOC Octagon
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THE OCTAGON

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



The MG is an endangered species

Associated Press

Oak Trib 9/13/79

London—Cutbacks at British Leyland, the ailing state-owned automaker, will affect its best-selling MG sports cars, but a company spokesman said it was too early to say whether the car would be discontinued.

The United States is MG's best market.

Leyland Chairman Sir Michael Edwardes announced that 43,000 jobs would be chopped from the 165,000-worker force over two years and 13 of the 48 British plants would be closed. He blamed strikes and low worker output. The company also says the MG engine cannot meet 1982 emission standards in the important American market.

The plant at Abingdon near Oxford, which makes MG cars, will be among those closed, a company spokesman said.

A Leyland source said the famous octagonal MG badge may be transferred to a sporty version

of the Leyland medium saloon, the LC10, for production in about two years.

MG Midget and MGB cars are big sellers in the United States. But production of the Midget ceased two months ago, and Leyland has said the present MG cars will not pass the 1982 emission regulations in the United States.

The Leyland source said the strengthening value of the British pound, due to growing North Sea oil revenues, means British exports are becoming more expensive "and MGs now are uncompetitive in overseas markets."

The MG has been manufactured at Abingdon for 50 years.

Among Leyland products are Jaguar and Triumph cars, Land Rovers and Range Rovers, in addition to the standard Austins and Morris. The company says its TR7 sports car is "selling well" in the United States.

"The report of MG's death are greatly exaggerated"

February 2016

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 each month, after a Saturday Tour or 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 2015

President: Steve Kellogg, 408-355-4125, president@mgocsf.org

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Treasurer: Marla Preston, marlapreston@hotmail.com

Secretary: Jing Chai, jing_chai@yahoo.com

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Member-at-Large: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

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

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Webmaster: Steve Kellogg, 408-355-4125, 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 1962-1974 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, 925-234-3313, mrcraigk@aol.com

MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125

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, j2george@pacbell.net

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:

MG is an Endangered Species, Oakland Tribune clipping from 09/13/79 by George Steneberg, Samantha Lee

Club Meeting

Natter & Noggin'

Date: Saturday, February 6, 2016

Time:

9 a.m.: MGOC Club Meeting

Location:

Black Bear Diner

5750 Christi Avenue, Emeryville, CA 94608

Event: Club Meeting

Please RSVP: to Steve Kellogg at

408-355-4125 / president@mgocsf.org

We look forward to seeing you.



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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]

Chrome Wheels: Five chrome, spline-type 15x4.5 wheels with Dunlop tires. Wheels have 48 spokes. 14,000 actual miles. Two wheels need a couple of spokes each. They were on a TF with MGA front and rear axles. Asking \$950. Contact member Elliott Sopkin: elliottsopkin@gmail.com. Posted 05/15]

Announcements:

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]



New and Used Parts Swap Meet / Bone Yard Sale: 2nd Saturday of the month starting January 11, 2013

- at Union Jack 13555 Depot Street, San Martin, CA 95046
- call Marcello or John @ 408-686-1101 with any questions



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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. 2015 rates are: *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*.

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? The Club roster is available to members from Steve Kellogg 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

- February 1 – Cecil Kimber takes delivery of his first car, 1912 Singer, 10hp (02/13)
- February 4 – Cecil Kimber dies in accident at King's Cross Railway (02/04/45)
- February 6 – **Natter & Noggin' Club Meeting**, Black Bear Diner, Emeryville, Kellogg
- February 7 – Cars and Coffee, Blackhawk Museum, Blackhawk
- February 9 – MG Magazine started by F. Wilson McComb (02/09/59)
- February 13 – Valentine's Day Tour, Emeryville, Prentiss
- February 19 – **Pub Night**, On the Road Again, Morgan Hill, Bill and Mary Hiland
- February 20 – **Tech Session at KG (Kuenzinger Garage)**, Walnut Creek
- March 1 – The Morris Owner Magazine published (03/24)
- March 5 – **Natter & Noggin' Club Meeting**, Black Bear Diner, Emeryville, Kellogg
- March 6 – Cars and Coffee, Blackhawk Museum, Blackhawk
- March 18 – **Pub Night**, On the Road Again, Morgan Hill, Bill and Mary Hiland
- March 26 – Albert "Sydney" Enever's Birthday (MG first Chief Engineer, 03/25/06)
- March 27 – Old MG Number One registered (03/27/05)
- March 30 – MG N-type Magnette and SA Saloon introduced at Berlin Motor Show (03/29/35)

From the Editor...

MG Lives, and has reverted back to "Full Code"

At 92 year old, most of my patients begin to start "packing it in." Topics like "Advance Directives," "Last Will and Testament," and "Hospice" are commonly brought up. Preferences regarding "Do Not Resuscitate" take precedence over the traditional classification of being "Full Code." They reflect back on 92 years of lessons and experiences. And accomplishments and goals. But casually wonder about all the "What ifs?," and how things may have turned out differently, but not always for the better.

The accepted traditional birth year for MG has been 1924, which would make MG, 92 years old as well. And in its 92 years, which started with speed and passion, MGs were born to race and inspire. Countless passionate MG owners have come and gone, in these 92 years, and did everything possible in order to keep their MGs on the road and ensure it's legendary success. From the early racing successes of Cecil Kimber's EX-perimental roadsters and their evolution into the legendary T-series, to the year when the K3 Magnette outperformed Ferrari. Several notable Firsts include the MGA, being the first roadster in the US to offer four wheel disc brakes and the MGB, which set all sorts of automotive sales records. But it ended all too soon, when Cecil was removed as the MG manager and prematurely died in an unfortunate accident at King's Cross railway in 1945.

To this day, every time Sir Michael Edwards spots an MX-5, his biggest regret, of his time as Chairman and Managing Director of British Leyland, was his decision to close down MG, on October 24, 1979, in an effort to downscale operations and defy the unions, in order to bring British Leyland, "back from the brink." This was captured in George Steneberg's saved clipping (cover shot), from the Oakland Tribune dated 09/13/79.

But, reports of MG's death are greatly exaggerated, as MG Rover, Nanjing Automobile Group and now Shanghai Automotive Industry Corporation have managed to breathe new life into MG, as MG Lives, and has reverted back to Full Code. As in the past, MG remains on the forefront of style, innovation, and safety. And its unique history and fiercely loyal following of owners will hopefully, continue to maintain MGs for many future owners and years to come.



Safety Fast!

Felix Lee

- Concept Car by Theophilus Chin
- **MG Code RED**
- Happy MG -alentine's Day



1970 MGB GT for restoration or parts. Overdrive transmission, 5 powder-coated wire wheels, new rear leaf springs, approximately 50K miles on complete engine rebuild (block rebored only one). Car was driven regularly through 2006, maintained by R. H. Reddy at MG Service in Kensington. Needs body work. \$3K or best offer. Contact Glenn Fieldman at glenn@sfsu.edu 415-570-1738 [Posted 06/15]



1974 MGB GT Chrome Bumper California car restored 10 years ago and always garaged since. Body is a modified Black Tulip (very deep purple) color with navy blue interior. It has been customized to create a "late model" car look with chrome pieces powder-coated black except for the bumpers. Car features custom wheels with low profile oversized tires. (205/45V16).



Engine and drive train are stock. Engine has less than 10,000 miles since rebuild; head was just done this year by On the Road Again with new valves and guides. Carbs rebuilt by British Sports Car center with new throttle shafts. Engine runs well with strong acceleration.

Restoration included many new parts and pieces. All quarter panels were replaced and rust removed from internal structural panels. new bumpers front and rear; door and window seals replaced; Brakes rebuilt with new master cylinder, wheel cylinders and calipers; new navy blue interior panels, headliner, carpets, dashboard, wood steering wheel, windshield, and seatbelts. Hatchback and Hood lifters replaced with gas strut versions. Seats are deep blue from a 1990 Honda Prelude.

Asking \$10,000. Contact member Jim Carlson carlsonconsulting@comcast.net 408 802 0599 [Posted 09/14]

1976 MGB Roadster Orange with black interior (Giants colors). Vehicle has 22,000 original miles. 1800cc engine with Stromberg carburetor and 4-speed manual with electronic overdrive. Soft-top with tonneau. AM/FM/CD stereo with removable face, remote control and MP3 interface. 15" PanaSport Aluminum Alloy hubs w/new tires. No rust and is fully restored to like new condition in and out. It is currently registered in California. Asking \$14,500. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net. [Posted 02/14]



Wanted:

MGA Mk II and MGB Mk I, also interested in purchasing parts for MGA and early metal-sash MGB. Don Scott; 707 942 0546; don@napanet.net. [Posted 05/15]

MGA MKII Gearbox, this is the late model MGA gearbox with the ribbed housing (not to be confused with the, almost identical, early model MGB housing). Needed for my MGA MKII restoration project where I am trying to keep things as original as possible. Please contact member Mark Cox at 415-341-4169 or at mark_cox@shcglobal.net [Posted 02/16]

Parts for Sale:

MGA Parts: Pair of SUH4 carburetors with linkage, need to be rebuilt. \$50

MGA Parts: Four 15"x48" spoke wire wheels with tires, \$200 for all four
Contact member Dave Loader at 408-910-4022. [Posted 12/15]

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

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.....	108-125	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.....	\$115-155.00
MGA, Midget twin master 1956-67.....	\$195.00
MGB, Midget master 1968-80.....	\$95-145.00
MGB brake booster servo.....	\$175.00
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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. For sale at \$26,500. Contact Member Larry Matthews at 415-999-2362 [Posted 03/15]



1953 MG TD, Matching numbers. Red with red interior. Older body-off restoration, still in excellent condition. Runs and drives great. Soft top with side curtains, tonneau cover, luggage rack, fog light. \$19,250. Contact member Philip Steward philip9235@gmail.com or 408-741-5956 [Posted 08/15]



1961 MGA1600. runs great and has new paint and interior. Black exterior and tan interior. I have the hardtop repainted also, but the soft top is not restored. I have records of all improvements over the last 10 years. Stored in Berkeley. Price \$14,500. Contact member Josh Oliver joshholiver@gmail.com or 510-710-7883 [Posted 04/15]



1966 MGB Roadster, reliable driver car cover (black) and new top (black), top is fully removable for storage, new Simpson 3 point shoulder harness / seat belts, chrome air filters, AM/FM radio, British Racing Green, Michelin 185/70 R14 tires, car inspection report available from when bought, all maintenance / repair work done by On the Road Again, replaced muffler / water pump / shocks / brakes / pads / rotors and various other items. All copies of work available. \$12,800 invested, selling for \$8,250 OBO Contact member Paul Hughes paul_hughes@sbcglobal.net [Posted 05/15]



1967 MGB GT. This is pretty much an all original, (except for the first two years) a one owner car. Purchased new in San Rafael, CA, from the local British Car Dealer. I purchased this car about a year ago, and have receipts for about \$6,500 of various items repaired by my mechanic, including a rebuilt transmission. The car had not been driven much for the past several years. I bought the car as a gift for my Brother, but, due to his extremely bad tennis hips, he has extreme difficulty getting in and out. Price \$8,375.00* Contact Robert chevalli@gmail.com (415) 441-7699 [Posted 09/14]



President's Ponderings ...

Happy Fellow MG Enthusiasts,

Our Annual Awards Brunch was a wonderful affair. Many thanks to Marcia Crawford, Kim Kuenzinger and Marla Preston (who made the great table centerpieces) for all their efforts. I's also like to thank Samantha Lee for taking all the great pictures of which her Dad Felix will greatly display in the upcoming Octagons.

I would also like to thank the MGOC for bestowing upon me a very nice plaque for my 3Presidential² duties I performed last year. Believe me I have a blast working on the behalf of the club and all you members.

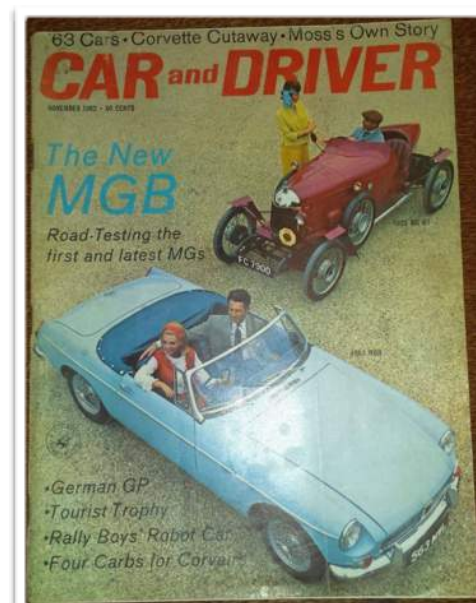
I was also happy to award the 3Burnt Spark Plug Award to Jim Lucas of Santa Cruz. Seems he had a tough time getting home from last year's MGs by the Bay that none of us knew about. I'm looking forward to reading his story in the Octagon real soon.

Coming up, I think you'll like our new Natter 'n Noggin meeting place. The Black Bear Diner in Emeryville which is centrally located to all club members is a really nice place and the manager is looking forward to hosting us this year. They are super friendly and the food is tasty and they have no problem with individual checks!!

I hope to see you at this month's Tech Session which will be held at Master Mechanic Craig Kuenzinger's Walnut Creek Garage. Although the session topic is electrical, Craig says he has a few surprises up his bib overalls for us. So bring your MG and who knows, a little diagnostic look see at your car may have some good results!

Safety Fast and all hail to The Octagon!

Steve Kellogg



Who Remembers
back to November 1962,
when the MGB was
“NEW?”

Meet our Newest Member

... the good 'ole boiling water treatment trick ...

By Ernest Rogers



I was nine years old when my father gave my mother her new 1959 MGA 1500 as a Christmas gift in 1958. The bright red roadster was an instant hit and was my mother's pride and joy for the next 3 decades. My siblings and I coveted those times when she let us use her MG for whatever errand we had to run.

In 1969 after my second year of college I got an apprenticeship as a mechanic during school holidays working for the garage that took care of my parents MGs. It was here that I got started on maintaining and restoring all cars that were British. My first restoration was a 1952 XK 120 which I acquired in college and restored over a five year period.

In the late 90's my mother was no longer able to drive and gifted her MG to me as I had been maintaining it for years and my siblings were not mechanically adept. Between 1992 and 2003 the MG remained with my mother but was never driven. As a result of the long dormant period the car's brake drums had rusted to the brake shoes and no amount

amount of effort to pull, pry, heat, or twist was going to budge them. With advice from the MG Owners Club to apply boiling water to the drums and five boiling water treatments later, the car rolled out of the garage and was towed to my home.

I began a complete restoration of the MGA in 2010 by stripping the car down to the bare chassis and restoring each part and reconstructing them over the next 5 years. At various stages in the work I was assisted by my children, my siblings, nieces, and nephews. The body of the car was professionally restored as was the upholstery and chrome plating, but the remainder of the work was completed by me and my extended family with support from other MG enthusiasts.

The MG's maiden drive was February 25th, which was followed by months of fine tuning adjustments. Now I drive the car weekly and show it off to friends and family every chance I get.

Photo by Ernest Rogers



Photos by Samantha and Stephanie Lee

MGOC 2016

Annual Awards Banquet



Photos by Samantha and Stephanie Lee

Road to Gold

How I Won the Burnt Spark Plug Award

By Jim Lucas

As a former World and seven time National Champion in wrestling I know what it's like to train. At the start of 2015 I set my sights on winning the Burnt Spark Plug Award. I started my training with 50 "Oh goshes" followed by 100 more "Gee willickers" and 16,000 variations of "FUDGE!!!" I was on a mission. I wanted that trophy.

I had a good track record for being a mechanical genius. In high school I took auto shop. In that class I fine tuned my talents and quickly had the shiniest valve covers of any car at school. While others were adjusting their timing, changing their plugs, fixing the idle on their carburetor, I, with shop rag in hand, was enhancing the patina on my Ford Ranchero valve cover.

With this automotive background I set out to win the ultimate – the Burnt Spark Plug Award! It all started on the morning of May 31, appropriately enough, Patty's and my 40th wedding anniversary.

I fired up my '79 British Racing Green MGB and pulled it out of the garage. I then donned my MG regalia outfit, leather driving gloves and, after a bit of consternation, picked a drivers cap to wear. I got into my green beauty and left the foggy shores of Santa Cruz headed for Danville. During the drive I contemplated whether I would win a raffle prize or if my car would miraculously win an award playing no attention to the sputtering noise emanating from the engine compartment. When I arrived at MGs by the Bay at the Danville Livery MGOC President Steve Kellogg mentioned that my car was running a bit rough. Checking my dictionary I saw that Steve thought my car was coarse or unrefined or, heaven forbid, difficult! I soothed my MG's feelings by telling her she'll be back in Santa Cruz before long and I would polish her valve covers.

As the day wore on I got my t-shirt but an award seemed to escape me for the bazillionth time. Oh well. Patty had one of her friends drop her off and we made plans to go out to dinner to celebrate our 40th milestone. Leaving the event Steve gave me a look of concern once again as he viewed my vehicle as we drove past, but I assured him, that there were no

hard feelings with me not winning an award. I lied through my teeth!

Patty, while not the mechanical genius with my merits, asked if the car was supposed to sound as it did. I told her all was fine. As we pulled onto 680 bound for a world famous restaurant a little smoke entered the cabin. Patty thought it was a bit extreme, especially since she couldn't see me for the smoke engulfing her. Being the kind, considerate type that I am I told her to roll down her window. I didn't think it was too bad but Patty informed me that smoke alarms were going off in the homes that fronted the freeway as we passed. I acquiesced and took the next exit stopping at the nearest gas station.

OK, there was a little bit of smoke. It reminded me of that picture on the cover of

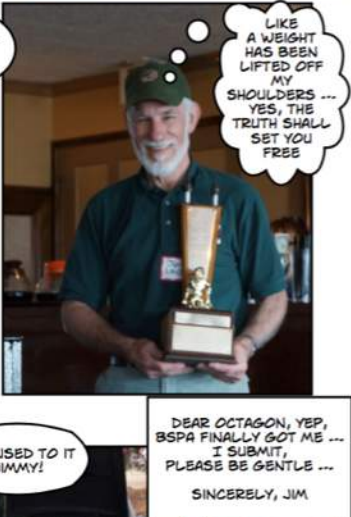
TIME Magazine showing Mount St. Helens around the time my car was manufactured. I quickly pulled out my best tool to fix this problem – my AAA card. Within minutes the yellow truck was there. He loaded up my baby as Patty and I got into the truck. We had the ride of our lives as we chugged all the way back to Santa Cruz, three abreast in the front seat.

My car was dropped off at Emile's Sportscar Performance in Santa Cruz, just a stone's throw from my house. Turns out the car had a head gasket leak, faulty electrics due to steam hitting the fuse box, and there was a small nut thrown into a cylinder. Never fear, Emile and trusty right hand man Peter did wonders! The car now runs like magic and Patty actually enjoys going for drives with me now!

I sit with my Burnt Spark Plug Trophy in the garage telling anyone who passes by the house that I won this out of more than 15 trillion entries; that the members of the finest sports car club in the world deemed me, Jim Lucas, as the recipient of the most prestigious award that stands for mechanical genius. Alas, my auto shop teacher from high school would be so proud of me now!



Photo by Jim Lucas



Parts & Accessories For MG, TRIUMPH, SUNBEAM, & AUSTIN HEALEY



..... TO BE CONTINUED
Photos by Samantha Lee

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Tech Session, Kuenzinger Garage

Ever had difficulties with the electrical system in your MG? Want to rid yourself of those bothersome electrical demons? Member Craig Kuenzinger invites you to a tech session on automotive electrical systems. Craig is an ASE Master Technician in electrical (as well as other areas of automotive repair) and has been a technical instructor since 1974. Craig has a "bench top" working model of an engine compartment and will cover alternator/generators, batteries, wiring, switches, horns, controls, lighting and grounds. He will discuss and demonstrate how to make repairs and maintain these systems. This will be a "hands on" learning experience with lots of visual testing and learning. The session will be geared to the level and interest of participants.

Date: Saturday, February 20, 10 a.m. - 12 p.m.

Location: 1751 Lilac Drive, Walnut Creek, CA

Please RSVP to: Steve Kellogg at president@mgocsf.org, Craig Kuenzinger at mrcraigk@aol.com or call him at (925) 234-3313



MGOC Fashionista

Mark McGothigan's Award for planning the NIMBY Tour



Photo by Tom Doyle



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Mark Medynski
www.sufuelump.com sufuelumps@aol.com



MG Love



Start collecting your photos and writing your 2 paragraph blurb for the official MGOC **MG Love** glossy coffee table book

We will need your:

year of manufacture
engine number
chassis number
color
interior color
any modifications

To be included in the Final Print Edition

please send all submissions to
flee@hancmg.com
ASAP

in order to have it by this or next
year's Holidays

This would be a great addition
your MG Library

Cost: TBD based on number of
pages

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Andrew Noto



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Start Planning for 2016 ...



WINTER - SPRING

VALENTINE'S DAY RUN, 02/13
TECH SESSION, KUENZINGER GARAGE, 2/20
JELLY BELLY TOUR, 03/12
COASTAL TOUR II, 04/5-9
PRESTON CASTLE TOUR, 04/09
NORTH MEETS SOUTH, 04/28-05/01
UBSCCCS, DIXON FAIRGROUNDS, 05/15
FRIENDSHIP DAY, 05/15
RUSSIAN RIVER TOUR, 05/21
CORTE MADERA CENTENNIAL VINTAGE CAR SHOW, 05/22
BRITISH CAR WEEK, 05/28-06/03



SPRING - SUMMER

MGs BY THE BAY, DANVILLE LIVERY, 06/05
MG 2016: LOUISVILLE, KENTUCKY, 06/13-17
GOF WEST 2016: REDMOND, OR, 06/27-07/01
BIG BAND STREET DANCE, 07/16
HILLSBOROUGH CONCOURS, 07/17
SONOMA BACKROADS TOUR, 07/23
WESTSIDE PROGRESSIVE MEAL, 07/30
MGOC ANNUAL CLUB PICNIC, 08/06
MONTEREY MOTORING CLASSIC CAR WEEK, 08/15-21
PEBBLE BEACH CONCOURS d'ELEGANCE, 08/21
47TH ANNUAL HERITAGE CLASSIC WEEKEND, VANCOUVER BC 08/21
34TH RENDEZVOUS, 08/25-28
TUNE 'N SPOON, 08/27



FALL - WINTER

SCOTTISH GAMES PLEASANTON, 9/3-4
DANVILLE CONCOURS d'ELEGANCE, MG MARQUE, 9/25
5TH BRITISH FALL CLASSIC, MORGAN HILL, 10/1-2
RIVER RANCH TOUR, NORTH LAKE TAHOE, 10/7-9
REIFF'S GARAGE TOUR, 11/05
SAN FRANCISCO HISTORIC TOUR, 11/19
MGOC ANNUAL HOLIDAY TEA, 12/10
MGOC 2017 PLANNING MEETING, 01/07/17
MGOC ANNUAL AWARDS BRUNCH, 01/21/17

MGOC Fill in the Caption

Top Nominees will be Listed in the Next Octagon



"Car looks fine. It just wanted out of that house"

- Richard Butler

"Looks like a BSPA!!"

- Randy Grossman

"That's what I call one big backfire!"

- Robert Luebbert

"Jim Lucas tries to work on his car once again ..."

- Jim Lucas

"Should have tuned up the carbs"

- Steve Kellogg

"Maybe British Racing Green is stronger than we thought?"

"The report of my death are greatly exaggerated"

- Felix Lee

"MGBs survive anything ..."

"Buy the MG first, then build a house around it"

"Simonize your MG for full protection"

- Kirk Prentiss

Each month, we provide a photo in need of a caption.

You, the reader, submit your caption to flee@hancmg.com.

The MGOC Board will chose the top finalists, which will then be revealed in the following month's Octagon

Shared by Bill Dula



MG LOVE

SAMPLE TWO PAGE SPREAD

WE ARE PLANNING TO PUT TOGETHER A COFFEE TABLE SIZED GLOSSY MGOC COLLECTION OF MEMBERS AND THEIR MGS

DETAILS FOR SUBMISSION ON PAGE 10

DENNIS AND SUE BYRON



It was 1970 when, freshly out of SJSU, I started working as a counselor at a modeling school across from Valley Fair Shopping Center in San Jose. First I spotted my future wife, a student/model at the agency, with her waist-length blond hair and slender figure. I said a few corny words to her, then later in the evening I saw her getting into a 1970 red MGB. That was the beginning of my "MG Love". I asked her if I could explain how RPMs work. At the Lyons coffee shop down the street I drew out my explanation on a napkin. In the back of my mind I thought maybe I could get the girl and the car.....not sure in which order.

I became her resident mechanic and husband the following year. After all, she needed help taking the top down & up again. I bought an orange MGB. We would meet friends at one of Sue's favorite dinner spots, Taco Bell. I think we are the only ones still driving the same car after 45 years. It's had its issues over the years, failing to proceed several times. If we're on the road we make do with what we have, making parts out of whatever is on hand. Fortunately my wife carries duct tape in her travel bag, pens with springs in them, and in the "old days" when panty hose were quite in fashion I had to ask her to remove them once to jury rig a fan belt of sorts. Hey, it got us home.

Our MG was Sue's Berkeley graduation gift from her father. She ordered a green one with a luggage rack to be set up for pickup in England and subsequent transport to San Francisco. When she arrived in the UK she was told the green one wasn't ready, but that she could have a red one with overdrive. She was so excited to get it that she said yes and drove it around England and Northern Europe with her sister Pat as her passenger.

A few years later I installed a seat belt on the deck behind the seats so we could put a car seat there and make it a car for three. When our first daughter grew older she would occasionally surprise us with friends needing rides home. Once there were two kids behind the seat, two on the floor of the passenger side, and three in the passenger seat. Good thing it was a short ride and smallish girls who could bend and roll into balls.

All these experiences are part of real MG Love.



MGB

- year of manufacture: 1970
- date of build: July 29, 1970
- engine number: 18GJRWEH No. 41773
- chassis number: GHN5UA No. 216248
- color: Red
- interior color: Black
- modifications: Seatbelts

Photos by Dennis Byron