

# THE OCTAGON

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



MGOC Octagon  
If undeliverable please return to:  
7230 Silver Lode Lane  
San Jose, CA 95120

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Photo by Ken Gittings

On the St. Patrick's Day Tour

# April 2011

## 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.

### DIRECTORY OF MGOC OFFICERS FOR 2011

**President:** Sam Gearhart, 510-530-2267, [swg3@comcast.net](mailto:swg3@comcast.net)  
**Vice President:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)  
**Treasurer:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)  
**Secretary:** Bob Trencheny, 925-984-2472, [tbobx@aol.com](mailto:tbobx@aol.com)  
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**Commercial Advertising:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

**Historian:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)  
**Photographer:** Jeremy Palgon, 510-378-1821, [alistaircookie@gmail.com](mailto:alistaircookie@gmail.com)

### 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](mailto:martyray@cruzio.com)  
**MGB 1974-1980:** Ed Adams, 510-483-6821  
**MGB V8 Conversion:** Tony Bates, 408-666-6174, [Tony@BatesFamily.net](mailto:Tony@BatesFamily.net)  
**MGC:** Kent Leech, 925-253-9757, [kent@kentleech.com](mailto:kent@kentleech.com)  
**MG Midget:** Craig Kuenzinger, 925-934-3130, [mrcraigk@aol.com](mailto: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](mailto:mgpb36@yahoo.com)  
**T-types:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto: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](mailto:mgpb36@yahoo.com)  
**S.U. Carburettors:** Marty Ray, 831-475-6204, [martyray@cruzio.com](mailto:martyray@cruzio.com)

## Club Meeting Natter & Noggin

April 14, 7 pm

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.

### 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. 14<sup>th</sup> St. Travel 0.3 miles, and then turn right on Parrott Street.



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[collinsclassics@comcast.net](mailto:collinsclassics@comcast.net)

**Parts for Sale:**

**Set of MGA seats** in ok shape, **MGA windshield frame** with glass that is broken. Contact Member Don Scott at (707) 942-0546 or [don@napanet.net](mailto:don@napanet.net).

**MGTD/TF Parts: Factory 4-speed gearbox:** This core and shifts easily in all gears. Top-cover-off inspection shows nothing broken or otherwise damaged. Inside is nice and clean. Fits TD and TF, \$400. **Two piece hood top with hinge:** I have two sets. Both are straight and in good shape, one has surface rust that sands off easily. Your choice, \$100 each. **Hood right side:** very good shape, \$50. **TD driver side door:** no rust and wood is good, \$60. Contact Member Rod Schweiger at (650) 296-1108.

**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](mailto:becker2226@astound.net).

**Wanted:**

**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](mailto:don@napanet.net).

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## Business Meeting Minutes

*Continued from page 19*

A motion was made to approve an amount of not more than \$650 for the MGVR/CSRG event. The motion passed.

**Lunch Budget for the Kuenzinger's Tech Session:** There was a short discussion about having the Club provide pizza and soda or similar drinks for the Spring Freshen-Up tech session. A motion was made to approve an amount of not more than \$100 for this purpose. The motion passed.

**Next Meeting and Natter:** 7 pm on Thursday, April 14, 2011 at The Englander Sports Pub, 100 Parrott Street, San Leandro, CA.

The meeting was adjourned at 8:05 pm.

Submitted by Mike Jacobsen.

## Congratulations to Ken Gittings!

His photos of the St. Patrick's Day Tour are the Contribution of the Month for April. Ken wins a \$25 gift card to the store of his choice for his great submission.

## COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com). 2011 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 10<sup>th</sup> 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 20<sup>th</sup> of the month preceding the issue in which you want them to appear. Please email all contributions to [mgowners@gmail.com](mailto:mgowners@gmail.com) or send them to: MGOC, 7230 Silver Lode Lane, San Jose, CA 95120.

## 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.ORG

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

# Forthcoming Events

## MGOC Events in bold

Apr. 30 – **Spring Freshen-up Tech Session**, Walnut Creek, Craig Kuenzinger

May 1 – **Pacific Coast Dream Machines**, Half Moon Bay

May 15 – **MGs by the Bay**, The Danville Livery

May 22 – **All British Meet at Woodland, UBSCC**

May 28 - Jun. 5 – **British Car Week**

Jun. 4 – **Hayward Field Meet**, Cal State East Bay, **Mini Owners of America-SF**

Jun. 4-5 – **VARA British Extravaganza**, Buttonwillow

Jun. 13-17 – **MG2011 All Register Meet**, Reno

Jun. 26 – **Palo Alto Concours d'Elegance**

Jul. 29-31 – **Rendezvous 29**, Keizer, Oregon, **Club T MG**

Sept. 29-Oct. 2 – **MG Fall Festival**, Petaluma



## From the Editor...

*If I am not for myself, who will be for me? If I am only for myself, what am I? And if not now, when? – Rabbi Hillel*

The questions Rabbi Hillel posed two thousand years ago are still pertinent. Clearly we must look out for ourselves. Who will look out for us if we don't? But if we only look out for ourselves, wouldn't that be the height of selfishness?

So we seek to look out for others as well. But if we only look out for others, forgoing our own needs, then who will look out for us?

If we're not taking care of ourselves, then we won't even be able to care for others. So what's the appropriate balance?

I certainly don't have the answer; and Hillel's questions are rhetorical – they push us to consider how we balance our responsibility to ourselves and to our community. Everyone must decide the appropriate balance for themselves.

But why do I bring this up here? Well, because I've been struggling with this balance quite a bit recently.

As you've not doubt noticed, this edition of *The Octagon* is rather late – and I apologize for that. I'd love to produce a letter perfect newsletter that's delivered on the first of each month, but I rarely can. I want to contribute to our wonderful MG community by volunteering my time and energy, but sometimes my day-to-day life simply gets in the way of my club duties.

I don't mention this to complain about my life or responsibilities. I say this because I am having a difficult time balancing the legitimate needs of my life and volunteering for the club. I am nearing the tipping point of my commitment – and so are many other club board members.

For the past couple years, the club leadership has invited, asked, cajoled, and even begged for more help. We're finally reaching the point where, with little help having been offered, some of us are getting ready to walk away.

Now before you start to worry, none of us are going anywhere just yet. We'd like to turn over our duties to capable and interested volunteers. But we've been waiting for a while, and we simply can't wait forever. So if you enjoy club activities, if you care about the club, and if you have a little time to spare, please consider volunteering. As Hillel asks: if not now, when?

Jeremy Palgon

### 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)	Scall	

#### BRAKES: sleeved and rebuilt

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1966-67.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
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OCT09

**1973 MGB GT.** Nearly completed restoration. I redid the mechanicals, had body and paint done professionally. Upholstery is dark blue cloth as originally fitted. Has two nearly new six-volt batteries, correct rubber mats, and original carpeting. Has refurbished Rostyles with like-new 165-14 Dunlop radials. I have a professionally rebuilt OD gearbox, which is not installed, redone by Jerry Redmon of Napa Valley Auto Restorations. The car does need completion - some interior pieces need to be installed, and it needs some tidying. \$4,500. I'm in Napa Valley. Contact Member Don Scott at (707) 942-0546 or [don@napanet.net](mailto:don@napanet.net).

**1953 MG TD.** \$28,000. Purchased in 1972 with a possible racing background. Completely rebuilt in early 2000 and raced since then two or more times per year at Infineon and Laguna Seca. Toured with several sport car clubs in the Wine Country. Contact Member Ferdinand at [ferdinands@att.net](mailto:ferdinands@att.net).



**1977 MGB** with 54,000 original miles, overdrive transmission, original "Sandglow" paint and autumn leaf interior. Well maintained by third owner. Price \$6,400. Contact Member Ellis at [Bovet177@gmail.com](mailto:Bovet177@gmail.com).



## FREE Parts & Accessories Catalogs

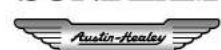
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## Classified Ads

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, 7230 Silver Lode Lane, San Jose, CA 95120. Members may also email ads to the editor at [mgowners@gmail.com](mailto:mgowners@gmail.com).

### Cars for Sale:

**1959 MGA Roadster**, 1500 cc engine, 4 speed gearbox, dual carbs. California car, completely restored by Sunnyvale based bodyshop in 1985, rust free, body straight, no accidents, 29,500 miles since rebuild. Safari Ivory (Fiat color) with new carpeting in 2005. Top is caramel brown and is in great condition. New clutch and rebuilt transmission in Jan, 2011. Original '59 DMV sticker on a '56 CA plate. Pictures and further information upon request. Asking \$20,000. Contact Mark at (510) 566-0246 or [mseymour.ca@gmail.com](mailto:mseymour.ca@gmail.com).



**1975 MGB**. Blaze red, runs well, no smog necessary. New: top, seats, carpet, and paint. Rebuilt aluminum head. Dual carbs. Asking \$11,900. Contact Karen at (408) 564-0334.

**1961 MGA Coupe**, 1600 cc engine, 5 speed gearbox. California car, completely restored by third (and present) owner in 2002, rust free, body straight, no accidents, 7,800 miles since rebuild. Original body panels, new front spoiler below bumper. All good original chrome, new rubber gaskets for body and glass. Painted "Paprika Red" (Jaguar color). New clutch slave and brake master cylinders, 2004. Pictures and further information upon request. Asking \$25,000. Contact Member Viggo Riddersholm at (650)341-9064 or [vriddersholm@yahoo.com](mailto:vriddersholm@yahoo.com), or Gordon Craig at [lismoregordon@sbcglobal.net](mailto:lismoregordon@sbcglobal.net).



**1949 MG TC** British racing green, right hand drive in excellent condition. \$35,000. Contact Member Larry at (415) 999-2362.

## President's Ponderings...

### We've been this way before

Some may recall that way back in 2006 the ever-wise voters of California passed Assembly Bill (AB 32). Innocent sounding, it is commonly referred to as the Global Warming Solutions Act. Apparently, it put California at the forefront of combating global warming.

Of course, if you believe that California alone can reduce emissions by a sufficient amount to affect the globe while entire countries continue to spew untold amounts of raw emissions into the atmosphere, then I have a bridge to sell you (along with Oceanside property in Arizona).

I've written about this before, and I am right up there at the top in agreeing that protecting the environment is a good thing. I'll admit that, having had the career I've had in the power generation industry, I find many (and I'll go so far as to say most), if not all, of the findings that we alone are the cause of "warming" complete bunk.

However, I've strayed, and need to return to AB 32 because it affects us more closely than you think. AB 32, that quaintly named Global Warming Solutions Act, granted untold power to the California Air Resources Board to develop discrete actions to reduce greenhouse gasses with the goal of reducing California's emissions by 2020. Guess where CARB is looking now? Oh yes, the usual targets: power plants, large trucking firms, construction companies with large fleets of equipment, and collector cars.

CARB is now targeting our cars, and there are moves afoot by CARB and local Air Quality Management Districts to once again bring all vehicles in California under the Remote Sensing Program. This would require even our old exempt cars to again be subject to annual smog checks.

To think that California alone could sufficiently reduce emissions to affect the world's output is absurd. On an even more absurd scale, thinking that reducing the smog emissions of our collector cars would be even a drop in the bucket of either California's emissions or global emissions is simply nonsense.

Please pay attention to these matters: there are groups out there who want to take our cars off the road and turn them into scrap metal. You won't see it on the TV News, and you won't find out about it in the newspapers, but this exists. Go to the CARB or AQMD websites and read for yourself what is in store and what they plan.

We can fight this, but only if we act to support our collector cars and if we support organizations like the Association of California of Car Clubs. The ACCC is a group dedicated to clubs like us. Check them out, and perhaps follow up with a letter, email or telephone call to your local state representatives to protect us from the well-meaning but misplaced efforts by unelected bureaucrats to take our cars off the road.

Regards,  
Sam Gearhart

# Spring Freshen-up Tech Session

## Saturday, April 30

### Walnut Creek

Get your MG out of winter hibernation and ready for the sunny days ahead. This session will cover routine maintenance including battery charging, fluids, tires, minor electrical, detailing, and freshening up your car's appearance. We will also cover what to carry in case of the inevitable problems that happen along the road. Bring your questions and thoughts to share. A pizza lunch will be provided.

**When and Where:** The tech session starts at 9 am (and goes to 2 pm) at Craig & Kim Kuenzinger's home at [1751 Lilac Drive in Walnut Creek](#).

**Contact:** Craig Kuenzinger at 925-934-3130 or [mrcraigk@aol.com](mailto:mrcraigk@aol.com).

# Pacific Coast Dream Machines

## Half Moon Bay's Celebration of Magnificent Machines

Cool Cars, Historic Warbirds, Freestyle Motocross, Quirky Contraptions

### Sunday, May 1

Pacific Coast Dream Machines is a massive celebration of mechanical ingenuity, power, and style. It's a whimsical, fascinating, amusing, curious and absolutely unique spectacle featuring 2,000 magnificent driving, flying, and working machines: the world's coolest cars, model-T fire engines, vintage busses, custom motorcycles, tricked-out trucks, sleek streamliners, one-of-a-kind antique engines and tractors, and historic military aircraft.

Beyond the wide assortment of cars, headline attractions include: U.S. Army Nike Hercules long range missile making a once-in-a-lifetime off-site public appearance, "Dream Big" – the world's largest Monster-cycle, the world's fastest jet-powered "rocket bike", the Flying Wing long range bomber with no fuselage, military aircraft including an F/A-18 Hornet, a Douglas C-47, P-51 Mustangs, a U.S. Coast Guard C-130 transport aircraft, and YAK Russian fighters. There will also be acrobatic fly-overs, a hot air balloon, monster truck and go-kart rides, freestyle motocross shows, and a variety of large and small engines from the Early Days Gas Engine & Tractor Association.

**When and Where:** 10 am to 4 pm at the Half Moon Bay Airport on Highway 1, about twenty miles south of San Francisco and five miles north of Highway 92.

**Cost:** \$30 per machine (with pre-registration before April 15, \$40 thereafter). Spectators: \$20 for adults, \$10 for age 11-17 and 65+, and free for kids age 10 and under. Tickets are available at the gate only. The show benefits the [Coastside Adult Day Health Center](#).

More information at [www.miramarevents.com/dreammachines](http://www.miramarevents.com/dreammachines)

## Old Business

**Distribution of Membership Roster:** Sam Gearhart reviewed the discussion from the February meeting and Mike Jacobsen gave a history of previous requests for the mailing list from non-members. Sam then proposed establishing a Policy Committee to develop a draft privacy policy. The committee was created and the members are Ernie Bryson, Sam Gearhart, and Mike Jacobsen.

A discussion followed. Craig Kuenzinger proposed selling the roster with restrictions on its use. Sam Gearhart noted that his research indicated that this would still lead to problems, and then proposed tabling the matter until the April meeting while the Policy Committee reviews the matter. Bob Stine suggested that the Club should never issue the roster. Sam Gearhart suggested contacting an MGOC member who is also a lawyer for review and advice.

**MGs by the Bay:** Friday, March 11 is the photo session for this year's MGs by the Bay poster. Sam Gearhart, Andy Preston, and George Steneberg are participating. Sam will expedite getting the photos to the Kuenzingers for publicity purposes.

## New Business

### Schedule and Budget for the CSRG/MGVR Infineon Event:

- Timed practices begin at 8:45am and end at 11:20 am with a short break around 10:00 am.
- Qualifying races for the various MGVR groups begin at 1:30 pm and continue until the track closes at 5:15 pm.
- The Charity Track Rides are scheduled from 11:00 am to noon.

Sam Gearhart estimated possible items and expenses as follows:

If necessary to rent a generator, it's \$70 for the weekend.

50-cup coffee maker/pot is about \$20 for the weekend.

500 16oz cups are \$60.

10 lbs of coffee is \$60.

No estimate for creamer, sugar, tea, hot cocoa, stirrers.

Pastries, coffee, juice estimated at \$100 by David Wright.

MGOC award, using the event poster, is \$75.

Total estimate: \$560.

The Club has three canopies and two tables but no chairs. Sam will bring the "Welcome MGs" banner.

Discussion: Sam wasn't sure if we'll need all the items lists, or in those quantities. The organizers estimate 50 to 80 race cars. Craig Kuenzinger pointed out that it's about \$10 a car. Mike Jacobsen reminded everyone that the Club has discussed hosting a general event in the past. Kim Kuenzinger pointed out that this would be a good opportunity to promote MGs by the Bay and the Fall Festival.

*Continued on page 22*



# MGOC Business Meeting Minutes

## March 10, 2011

The meeting was called to order by President Sam Gearhart at 7:11pm. Also attending were: John Bertolotti, Ernie Bryson, Ken Gittings, Mike Jacobsen, Kim & Craig Kuenzinger and David Wright.

After review by the members present, the February minutes were approved as printed.

Treasurer's Report: The bank balance was nearly identical to last month. There was little income over the past month, and no bills for *The Octagon* have been received yet this year.

Registrar's Report: The MGOC has 198 regular, 63 auxiliary, 11 corresponding, and 2 associate members for 274 total members - which is an increase of 4 members. Membership renewals are still coming in.

Secretary's Report: Absent.

Corresponding Secretary's Report: Absent.

Regalia: There's a new regalia ad in *The Octagon* and an article about the new shirts. Ken Gittings asked if the new shirts would be available in a long size. Bob Trencheny needs to investigate.

The Octagon: Absent.

### Past Events

Sonoma/Marin Tour: The Preston's Sonoma/Marin tour scheduled for February 26 was cancelled due to weather. It will be rescheduled.

A MG Fall Festival Planning Meeting: was held in Oakland on March 6. The event schedule has been established and menus and costs are being finalized.

### Upcoming Events

St Patrick's Day Tour: Steve Lilves will again lead a St Patrick's Day tour on March 17. Check the March *Octagon* for details.

CSRG/MGVR Focus Event at Infineon Raceway on April 2: The MGOC will host a hospitality tent in the paddock area. Andy Preston and Sam Gearhart will set it up on Friday afternoon. They, the Kuenzingers, and Mike Jacobsen will be at the tent on Saturday. The track opens at 7:00 am. Sam still needs members to let him know if they will be there for the noon laps. Long pants, a long sleeve shirt, and closed-toe shoes are required for the Charity Track Rides in race cars, and you must be at least 16 years old to go out on the track. The Sacramento MG club will also be attending.

Spring Freshen-Up tech session on April 30: A general session on getting your car ready for the driving season will take place from 9:00 am to 2:00 pm at the Kuenzingers home. Details in the April *Octagon*.

MGs by the Bay on Sunday, May 15: Held again at The Livery in Danville. Craig Kuenzinger has talked to the people at the Paddock and believes all arrangements are in good shape. Mike Jacobsen will get the insurance form for the event.



## Annual All British Motorcar Show and Swap Meet

### May 22nd, 2011

Remember when steel and chrome dominated our motorways? Tired of all those plastic vehicles with little or no pizzazz? Remember yesteryear, when you took Sunday drives and cruised along country roads for fun? Time travel to an era when anything from A.C. to Wolsey motored along the roads in style. Relive the feeling of the rumbling engines, burning oil, and the sputter of petrol-filled carburetors. Dust off your favorite British motorcar or motorcycle and come on out to Woodland and the Annual All British Motorcar Show and Swap Meet.

**Cost:** \$25 per car (with pre-registration before May 6, \$35 at the gate), free for spectators.

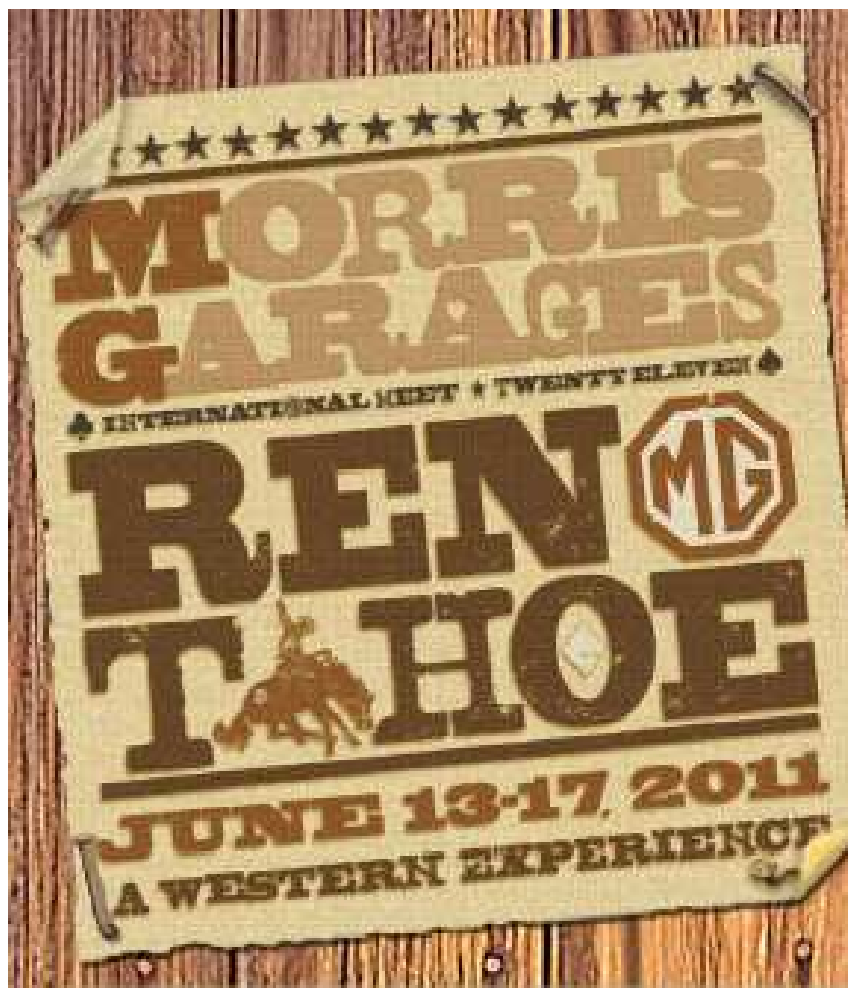
**Directions from the Bay Area:** Take I-80 East toward Sacramento and go north on CA-113 toward Woodland. Take exit 36 for Gibson Road. Keep left at the fork, and follow signs for Gibson Rd. Turn left at Gibson Rd. and watch for the gate on the right to enter the fairgrounds.

More information and registration form at [UBSCC.org](http://UBSCC.org)



**May 28 to June 5**

**It's British Car Week. Get out there and drive!**



## ❖ MGOC Regalia ❖

Description	Qty	Each	Total
<b>MG Owners Club Regalia</b>			
50 <sup>th</sup> Anniversary Plaque – Black & white, 2" wide by 3" high		\$5.00	
50 <sup>th</sup> Anniversary Pin – Black & white, 3/4" wide by 1.1" high, clutch back		\$5.00	
Shirt – Tan polo, without pocket (See Note 1 below)		\$30.00	
Shirt – Tan polo, with pocket (See Note 1 below)		\$30.00	
Shirt – Blue denim, long sleeves (See Note 1 below)		\$30.00	
Shirt – Blue denim, short sleeves (See Note 1 below)		\$30.00	
Pennant – Red "MG Owners Club", cream canvas, 9 1/2" high by 17" long		\$10.00	
Grille Badge – MGOC logo, 4" high, mounts with one stud through grille		\$35.00	
Patch – 3" diameter, embroidered black MGOC logo on white		\$6.00	
Cling – 3" diameters, black MGOC logo on white background		\$2.00	
<b>MG Car Club of England Regalia (Notes 2 &amp; 3)</b>			
MG Car Club Grille Badge – 3" dia., mounts with studs through grille		\$55.00	
Lapel Pin – 3/4" by 1" enameled metal MGCC badge		\$6.50	
Outside Window Decal – 5" by 5 1/2" clear & white MGCC logo		\$1.00	
Inside Window Decal – 2 1/2" by 3" brown & cream logo; reads "Member"		\$1.00	
<b>Total Amount Enclosed</b>			

### ❖ Notes

1. Shirts are specially ordered, though we try to keep a selection of sizes on hand. All shirts have the MGOC logo embroidered in black & white in the pocket area. Please indicate style and size: ladies or mens, small through double extra large. Shirts are generally delivered at an event or meeting, but can be shipped for an additional \$5.
2. MG Car Club regalia is affected by the exchange rate, and prices are therefore subject to change.
3. Please note that while orders are shipped as they are received, some items are stocked from England and have a long lead time. If we run out of stock, we will notify you if the delay will be more than three weeks.

### ❖ "Ship To" label – please print!

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
 Phone number in case we have a question about your order \_\_\_\_\_

### ❖ Ordering Information

- ♦ All prices include tax, and shipping is FREE except for shirts.
- ♦ Make checks payable to "MGOC" – sorry, but we cannot accept credit cards or cash.
- ♦ Send orders to:

**MGOC Regalia**  
**5518 Thomas Avenue**  
**Oakland, CA 94618-1752**



## New Embroidered Club Shirts



Turning the corner on the St. Patrick's Day Tour

Photo by Ken Gittings



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**A WESTERN EXPERIENCE**

**June 13 - 17**

Once every five years the North American Council of MG Registers (consisting of the MMM Register, NEMGTR, NAMGAR, NAMGBR, and the AMGCR), hosts an "All MG" Convention. This will be the only national MG event that will be conducted by these Registers for 2011, and it's only the fourth time this event has ever been staged. We have been to Indianapolis in 1996, Minneapolis-St Paul in 2001, and Gatlinburg in 2006. This year we are moving out west to Reno, Nevada. We are confident that our schedule of events, the excitement of the casinos, the night life of Reno, and the breathtaking vistas of the Sierra Mountains and neighboring Lake Tahoe will attract the largest number of MG aficionados in North America ever. There will be MGs of all types and vintages, from MMM cars of the 30's to modern MGBs. Register at [MG2011.com](http://MG2011.com).



After MG2011, the Rallye to Reno will conclude the coast to coast trip by driving to San Francisco. Details at [RallyetoReno.com](http://RallyetoReno.com).

## Rear Freeze Plug Replacement

**Editor's note:** Last month Warren Pierce wrote about his unfortunate experience losing the rear core plug of his MGB GT while driving. He also described his procedure for replacing the plug, which involved removing the engine. Upon reading the article, Dan Shockey wrote in to say that removal of the engine is unnecessary. And what's more, Dan attached an article about it that appeared in *The Octagon* years ago. Here is that article.

**By Rob Olsen**

My 18GB blew three freeze plugs (core plugs), one after the other, right after a complete rebuild. I was *really* upset. The culprit? Head gasket not tight, blow-by into the cooling system. We re-torqued the head, and Viola! No more freeze plug go boom.

The last one to go was behind the rear engine plate. We were able to reinstall a freeze plug there without so much as loosening a bolt, and I will cheerfully describe how if anyone needs to know.

We took a piece of scrap iron, perhaps 2" x 5" and 1/4" thick, and drilled a hole dead in the center of the flat side. This hole was then threaded to accommodate a 3/8" bolt. This bolt needs to be rather long, and a head you can put a socket on would be very nice.

This piece of scrap iron was inserted in the gap between the rear engine plate and the freeze plug. The bolt was then inserted through the hole in the rear engine plate and threaded into the scrap iron. As the bolt is tightened, it reaches further through the scrap until it contacts the plug. Continued tightening will force the iron scrap rearward against the rear engine plate and the freeze plug further forward into the hole (and dimple the plug as it goes). I left mine in place. It's not going anywhere.

For side core plugs, some have had good success with a Dorman copper freeze plug (part number # 568-010) that expands as you tighten a nut on the outside (1 5/8" diameter). Carry these in your kit!

More information on installing the Dorman plugs in an emergency can be found here: [http://mgaguru.com/mgtech/cooling/cool\\_105a.htm](http://mgaguru.com/mgtech/cooling/cool_105a.htm)

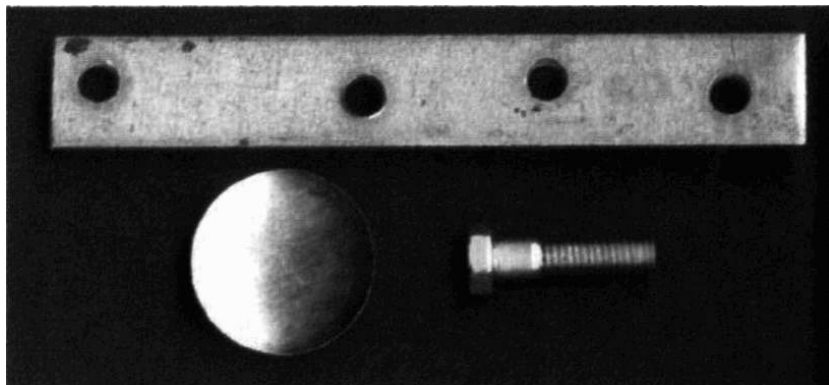


Photo and caption by Dan Shockey

I used a 6.5" mending plate from the hardware store. It worked great.

We left the Cheese Factory and headed north on Nicasio Valley Road, and then turned left onto Chileno Valley Road. Steve and I agree that this is one of the nicest roads to drive in West Marin, and was an integral part of this tour. I was following the TC, and even on those skinny tires and 18" wheels the car was driving fast with only small amounts of bump steer. I was duly impressed with the performance of both car and driver, especially on the wet, slippery section of road.

Leaving Chileno Valley Road we headed out towards the coast and the shoreline of Tomales Bay. We passed by many cafes and restaurants that specialize in oysters (if you're ever out that way I recommend the food at Nick's Cove). We continued along Shoreline Highway, through Stinson Beach, and then started the gradual climb on the west side of Muir Woods National Park that offers spectacular views of the Pacific Ocean along the way. This is truly breathtaking scenery and one of the best drives in California; and many of the roads have been recently resurfaced, which made for smooth driving.

Our final destination and lunch stop was the Pelican Inn at Muir Beach. This authentic English Pub was originally in England and was taken down brick by brick and rebuilt at Muir Beach. It's probably the closest you'll ever get to a real English pub without going to England. The food was traditional English fare. Many of us had bangers and mash, which I thought was great (but I might be a little biased). Everyone seemed to enjoy their food; and anything washed down with a real Irish pint always tastes better.

It was a wonderful day, the weather held out, and everyone had a great time. This is one tour that you should try to do next year, even though it is on a work day. Many thanks to Steve Lilves for arranging and leading the tour. Also thanks to Wayne Veatch for becoming the de facto tour leader when Steve disappeared into the distance. I think Steve was on his second pint when the rest of us arrived at the pub!



Photo by Ken Gittings



## Saint Paddy's Day Tour

By Andy Preston

Eleven cars showed up for the annual Saint Paddy's Day Tour organized by Steve Lilves. Most MG models were represented with a TC, an MGA, five MGB convertibles, two MGB GTs, one Mini Cooper S, and one Miata present.



Photo by Ken Gittings

For the past month it had rained almost every day, so all of us were a little apprehensive about the weather. But the patron saint of Ireland had obviously been talking to the right people. The weather was overcast and threatening rain all day, and in some places the sun even shone through the clouds. Brave hearts even lowered the tops on their cars; others, like me, kept the top tightly fastened. (In my defense, the "erect a tent top" on my '67 MGB isn't the easiest to put up or down.)

We set out along Lucas Valley Road, driving by horse ranches and farm lands (and passing by George Lucas' Skywalker Ranch, which is not signed anywhere). The pace was brisk and Steve takes no prisoners. Our first stop was the Cheese Factory, where we could kick tires and fiddle with our cars if needed. Some of the ladies took the opportunity to taste a few of the wonderful cheeses - and of course bought copious amounts. Luckily I packed an insulated bag.



Photo by Ken Gittings

## MG Fall Festival

September 29 to October 2

### The Sheraton Sonoma – Petaluma

The Fall Festival will include road tours, winery visits, dinner at the historic and rustic Union Hotel in Occidental, a car show, and an awards banquet at the Sheraton. In addition, the Fall Festival coincides with the Classic Sport Racing Group's Annual Charity Challenge at Infineon Raceway. Along with watching some great racing, attendees will have the opportunity to drive their MGs on the Sears Point track during the lunch hour. More details to come. Save the date.

## MGOC Contest Continues

Our contest to find the best, most amazing, most stupendous new content for *The Octagon* continues. That's right, our open call to all members for submissions is ongoing. You could win a \$25 gift card to the store of your choice for your MG story, event report, photo, drawing, or whatever else you can dream up. Please send your submissions to [mgowners@gmail.com](mailto:mgowners@gmail.com).

## On the Road Again

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408.782.1100 Fax: 408.779.0938  
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[www.ontheroadagainclassics.com](http://www.ontheroadagainclassics.com)





# The MG Owners Club

presents

## MGs by the Bay

Sunday, May 15, 2011

### The Danville Livery



This annual event is a gathering of MGs from across Northern California.  
The show opens at 10 am, rain or shine, with trophies awarded at 2 pm.  
Same-day registration opens at 8 am.

**In Danville, under the trees at The Livery shopping center!**

400 Sycamore Valley Road, Danville, 94526 – One block west off I-680

**Featuring:** Music, raffle prizes, contests, trophies, food and drink, plus more!

**Awards:** Judging is by popular vote, with awards for People's Choice, Best Daily Driver, Premier (from previous winners), and for every class, with classes determined according to the number of cars registered by May 1.

**Entries:** All MGs are welcome, from daily drivers to complete restorations. The \$25 entry fee includes a dash plaque, an event t-shirt, and special coupons from our sponsors. Additional cars registered to the same owner are \$10 each, which includes a dash plaque only. All cars must arrive by 10 am sharp! This is necessary to allow for proper placement of the cars. If you arrive late, we **cannot** guarantee placement of your car with others in its class.

Return the registration form below with the entry fee. Photocopies of this form are acceptable. One form is required for each MG.

Mail before May 1, 2011 to:

MGs by the Bay  
320 B Monterey Blvd.  
San Francisco, CA 94131

For information call  
415-333-9699 or 925-899-1218  
or visit [www.MGOC.org](http://www.MGOC.org)

Make checks payable to **MGOC**

Show Use Only		
\$	/	#

Please Print:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip code: \_\_\_\_\_

Email address: \_\_\_\_\_

Daytime phone: ( \_\_\_\_\_ ) \_\_\_\_\_

Short description of car: \_\_\_\_\_

Has this car ever won First in Class at MGs by the Bay? ☐ Yes ☐ No

MG model: \_\_\_\_\_ Year: \_\_\_\_\_

Body style: ☐ Coupe ☐ Roadster

☐ Saloon ☐ Race car

☐ Other: \_\_\_\_\_

Car color: \_\_\_\_\_

T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL

Bringing a valve cover racer? ☐ Yes ☐ No

**Release:** Neither I nor my heirs will hold the MG Owners Club or The Danville Livery Shopping Center liable for any loss, damage, or injury done to me, or my party, while engaged in this event or traveling to and from this event.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

The MG Owners Club presents the 18th Annual

## MGs BY THE BAY

Sunday, May 15, 2011 • The Danville Livery

