

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:
320 B Monterey Blvd.
San Francisco, CA 94131

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November 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 2016

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

Vice President: Andy Preston, andypreston@sbcglobal.net

Treasurer: Marla Preston, marlapreston@hotmail.com

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

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-234-3313, mrcraigk@aol.com

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

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 Craig Kuenzinger, 925-234-3313, mrcraigk@aol.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, mgb36@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, mgb36@yahoo.com

S.U. Carburetors: Craig Kuenzinger, 925-234-3313, mrcraigk@aol.com

COVER PHOTO:

Election 2016: Left or Right?, Road to River Ranch, Samantha Lee

Club Meeting

Burger Natter & Noggin'

Date: Saturday, November 5, 2016

Time:

9 a.m.: Breakfast

10 a.m.: MGOC Club Meeting

Location:

Nation's Giant Hamburgers

6060 Central Avenue, El Cerrito, CA 94530

510-528-8888

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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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

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>.

MGOC Notables

- November 5 – **Natter & Noggin' Club Meeting**, Nation's Burger, El Cerrito, Kellogg
- November 6 – Blackhawk, Cars and Coffee
- November 12 – Reiff's Gas Station Museum Tour, Livermore, Dean and Raye Hansen, Bob And Susan Engelhart
- November 18 – **OTRA Pub Night**, Morgan Hill, Bill Hiland
- December 4 – Blackhawk, Cars and Coffee
- December 10 – **Holiday Tea**, Kensington, George Steneberg & Marcia Crawford
- December 13 – MG EX 127 achieves 120/6 mph (12/13/32)
- December 16 – **OTRA Pub Night**, Morgan Hill, Bill Hiland
- December 22 – MG EX 127 Magic Midget achieves 114.77 mph at Montlherly (12/22/31)
- December 25 – Christmas Day
- December 26 – Boxing Day
- NAC (MG Rover) merges with SAIC (12/26/07)
- December 31 – MG EX 120 achieves 97mph (12/13/32)

From the Editor...

... Left or Right ...

While the right to vote is one of the most important liberties we enjoy, as Americans, it is also one of our greatest responsibilities. It started with American Colonixit in 1776 and has continued ever since. In fact, a major election is coming up and a democracy can only work when a large majority of eligible voters actually, vote. We will soon be called to exercise one of our basic rights of citizenship and cast ballots for candidates that we believe will best serve to lead us.

Now some people may argue that a single vote doesn't really matter, so why bother to vote? It's not like the upcoming election is going to "hang" on just a single vote, mine or yours, for that matter. There may be over a hundred reasons to justify not participating in the electoral process. You might think that none of the candidates speaks the truth or speaks on issues that matter to you. You might think that the candidates are quite remote, distant and out of touch. You might think that the process is corrupt or rigged, that powerful Wall Street interests run the country anyway, and so why bother?

Well, I would argue that your vote matters immensely. And here's why.

Sure, Steve Kellogg, candidate for POTMGOC (President of the MGOC) may have moved further south from Los Gatos to Monterey, perhaps, as a tax avoidance strategy, but he still really cares about the club, club unity, and submits his Ponderings on time, every month, without fail. And who, better than Vicky, rocks that FLOTMGOC (First Lady of the MGOC) image, than her?

Once again, Andy Preston, candidate for VPOTMGOC (Vice-President of the MGOC), has chosen to throw his hat into the ring, selflessly placing himself at increased lifetime risk for melanoma, in order to

continue to lend credibility to the club, simply because of his British accent. Sure, you would have to overlook his love of those meeting requisite messy jelly donuts, but what are the alternatives? Cucumber sandwiches, English marmalade, scones, crumpets, kedgeree, deviled kidneys or potted shrimps?

Now what makes Andy even more impressive, is clearly the woman that is in every way, shape or form, his equal or better, especially when it comes to math and handling money, Marla Preston, candidate for TOTMGOC (Treasurer of the MGOC). Not only is Marla singularly focused on watching out for our bottom line, but she is clearly the one who wears the pants in the family. I'll give you one guess who their newest British Jaguar belongs to? Just sayin'...

Even though Mike Jacobsen appears to be the "ultimate insider," every time you blink, he's somehow back in office, doing something, in some capacity, for the betterment of the club. Although he is currently filling in as the SOTMGOC (Secretary of the MGOC), have we ever considered him for a life-time appointment? Wouldn't that just make sense? COTMGOC (Caesar of the MGOC)? Think of how many trees would be saved if we just did a "one and done" vote for our COTMGOC. Not to mention, his unique qualification of having worked for Microsoft and knows MS Word like the back of his hand.

And finally, we have three Members-at-Large. Not sure exactly what they do, but no scandals have yet emerged over Craig Kuenzinger, George Steneberg, or (here we go again) life-time MGOC officer, Mike Jacobsen. And so, what is commonly said of MGs, probably applies here "if it ain't broke, don't fix it!"

Safety Fast!

Felix Lee

- I wonder if Mike has ever been MGOCTOE (MGOC The Octagon Editor?)



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)	Scala	

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
MGC booster servo.....	\$445.00
Cylinder sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$108
Front end A-arm (Midget).....	\$95.00

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NOV13

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]



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]



1977 MGB Roadster \$7000.00 or Best Offer. I have put tons of money into it. All works, runs good. Top is clean. Will pass smog easily after all the work I put into last year. I have all the paper work from the day it bought from the Salvaged place. Plus all the papers of everything that was bought for it to restore it and all repairs. If you have any questions call member, Laura Ortiz, anytime 831-809-1777. [Posted 11/16]



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@sbcglobal.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 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: elliotsopkin@gmail.com. Posted 05/15]

Five 400x19 tires: mounted on side-laced prewar or TA tires, from my P-type. These are Dunlop "sidecar" tires, made in England, with perhaps 5000 miles on them (one was the spare and is unused). Knobby tread. Wheels are solid and fairly round and true. Excellent for road use or interim use on car being restored. \$200. Dan (309) 696-0803. Scotts Valley. [Posted 10/16]



Four 165-80x15 tires with 200 miles on them: Purchased in 2015. Nankang CX668 made in Taiwan. Amazon review: (on a Triumph TR4A): "They handle very well at hard cornering. I can't get these tires to squeal, and I am driving hard in the corners at road speed. I even had the car at Summit point, and they were holding on perfectly through the Carousel." \$120. Dan (309) 696-08903. Scotts Valley. [Posted 10/16]



Logitech Create, Backlit Keyboard case with Smart Connector for iPad Pro 12.9 inch. Won at Danville d'Elegance. Retail for \$149.99 (plus tax). Make best offer to Ken Gittings, 510-791-8445. [Posted 10/16]

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]



1952 TD, Convertible. Exterior- red. Interior- biscuit (tan). Condition: Excellent. Price \$20,999. Runs great. Complete off frame rebuild. Low mileage after rebuild. Bright red with a biscuit interior, tan convertible top, tonneau cover and side curtains. Detailed records available. Call (925) 947-1076 for more info. [posted 08/16]



1954 TF 1250, British Racing Green with Tan Upholstery, Mileage 28,600, Fully rebuilt from frame up. Excellent condition inside and out. 5 speed transmission. New tires and spare. Original service manual. Call (714) 469-7077 stewharvey@cox.net [Posted 07/16]



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 \$12,500. Contact member Josh Oliver joshholiver@gmail.com or 510-710-7883 [Posted 04/15]



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 chevaili@gmail.com (415) 441-7699 [Posted 09/14]



President's Ponderings ...

Good Day Fellow MG'ers,

Finally, all the the voting will happen, and we'll finally be done with all this election stuff going on. Of course, I mean electing the new officers for the 2017 MGOC, not the US Presidential one.

Safety Fast,
Steve Kellogg

Nominations will happen next week, at the November meeting in El Cerrito, and the actual voting will happen at the Holiday Gathering in December.

I encourage you to attend both events and give us your two cents!

MG Owners are the nicest folks in the world and I encourage you to become more active in your club. Next year is jam packed with Summer activities for you and your MG. Mark our calendars now to join us on our adventures!!



Getting Ready to Do the Central Coast
Steve and Cheryl Glenn

Photo by Samantha Lee

The Sierra Tour

October 7-9, 2016

By Andy Preston

This year's Sierra Tour was organized and lead by Steve and Cherryl Glenn and it was well attended by both members of the MGOC and SSTS namely; Janet Veatch, Jennifer Orum, Don and Maris Cowgill, Herb and Judy Guidry, Dean and Ray Hansen, Tim and Patti Arnold, Doug and Connie Hollander, Kirk and Amy Prentiss, Bobby Taforo, Rod and Susan Schweiger, Steve Hollander, George Steneberg and Marcia Crawford, Felix Lee and family, and Andy and Marla Preston.

The tour was over 3 days from Friday Oct 7 to Sun Oct 9 and the base for the tour was the River Ranch Lodge located on the Truckee River just north of Tahoe City. Steve had selected roads less travelled which treated us to absolutely wonderful views of the Sierra mountain vistas and stunning scenery. Jennifer Orum who has driven her MGB all over Canada and the US said that it was the best tour she has ever been on with great roads and spectacular scenery and vistas, and that's high praise, indeed.

The car of choice was optional due to the extreme elevations of some of the mountain passes and brakes were critical with some long down hill grades. However that being said I was surprised by the number of MGs and many die-hards with the top down all the way.

The tour started at the Olive Garden in Stockton, where the North Bay and South Bay groups met. Steve handed out packets of "turn by turn" instructions and color coded maps covering the 3 days. We left Stockton and headed for Tahoe City on roads less travelled following Hwy 26, 49, and 89 and over Carson Pass (El 7960) and Luther Pass (El 7740). Unfortunately there were car troubles with 3 of the cars, including our GT.

We had an intermittent cutting out of the ignition but finally made it to the lodge (See Dangling Wire article). Steve Hollander had a slipping clutch and less fortunate were Kirk and Amy, who were forced to turn back with clutch trouble.



**WELCOME
MGOC**

River Ranch



Photos by Andy Preston



MGOC Annual Awards Banquet

The Annual MGOC Brunch will be held again at Hs Lordships at the Berkley Marina. We have a private room overlooking the bay and the brunch banquet is probably the best in the Bay Area and includes fresh crab and seafood along with a carvery and made to order omelets. If you haven't attended this before you don't know what you've missed. Seating is limited so contact Marla Preston early to save your spot.

**January 21, 2016
Saturday
11:00 am–3:00 pm
Hs Lordships Restaurant
199 Seawall Drive, Berkeley, CA 94710
\$ 25 / person paid in advance**

RSVP by January 14th 2016 with your check made out to the MGOC and mail to :

**Marla Preston
7305 Rebas Way
Rohnert Park CA, 94928**



MGOC Business Meeting Minutes

No Business to Speak of ... So Let's Talk About This



Photo by Kirk Prentiss

**Sea - Air - Ahh
Next Year**



In the evening we met in the bar of the hotel for drinks and everyone dined in the hotel restaurant to a delicious three course meal.

On the second day we were greeted to a cold start in the hotel parking lot. Even though the daytime temperatures were pleasant and in the mid 60s, it dropped down into the 20s at night, and that's pretty cold. So cold, that the tonneau covers were frozen stiff and folded like cardboard. Again I was surprised that all these old British cars fired up and even more surprised with the die-hards who were dressed up like Eskimos, but still kept the top in the trunk.



The drive went up Mount Rose (El 8900) and into Virginia City, where "Hauntober" was going on with ghosts, zombies, phantoms and spirits of the past were roaming the main street and cemeteries which was an unexpected but interesting surprise. The drive from Virginia City down to Gardnerville was more than interesting as the group tangled with the Carson City cycling club using the same roads which slowed progress substantially. Lunch was at a local favorite, J T's Basque restaurant in Gardnerville, where the group enjoyed a Basque style banquet, in a private dining room. The road back to the hotel was up the Kingsbury Grade and Daggett Pass (El 7334), and this grade just goes on forever winding its way up the east side of Lake Tahoe.

In the evening we met for drinks again in the bar and enjoyed another wonderful meal in the restaurant. Steve decreed that it was joke night and we all had a wonderful and fun time listening to many corny jokes.



On the third and final day, the itinerary included a drive via Sutter Creek to a lunch time stop in Lodi. Several people in the group took a more direct route home including ourselves who were still experiencing some car troubles, but made it back home safe and sound as did everyone else.

Once again many thanks to out to our hosts Steve and Cherry Glenn who spent a massive amount of time planning the route, driving dry runs and checking the road conditions, organizing the hotel and meals and preparing everyone's package.

WELL DONE AND THANK YOU!

Dangling Wire

Wire is Still Hot

By Andy Preston

On the recent Sierra Tour, I experienced an intermittent cutting out of the ignition system, on our 1974 MGB GT, and then everything went back to normal. On the initial 170 mile drive up the Sierras this happened about 6 times and became very unnerving, especially on the narrow section of HWY 89 around Emerald Bay, when the engine cut out and wouldn't restart straight away.

The problem was my fault and caused by a dangling wire left over from when I installed a Petronix electronic ignition, back in June 2016. On the 1972 and newer MGBs there are 2 white and black wires that connect to the negative side of the coil. One goes to the tachometer and the other goes to the distributor. When you install Petronix, the wire that used to go to the distributor is no longer needed and just dangles in the engine compartment.

Warning! This wire is still HOT! The brass connector at the end of the wire is covered in a plastic sleeve but a tiny bit of the connector was poking out. As I drove around tight corners and slowed down the dangling wire hit the alternator or other parts and temporarily shorted out the coil causing the engine to cut out.

When I realized the problem the fix was easy and just required covering the end of the dangling wire in insulating tape. However I think that the shorting out of the coil caused long term damage to the Petronix module that completely failed just after I got home. The moral here is don't have any loose wires dangling around.

BTW this is not a problem with the earlier MGBs because there is only one black and white wire from the coil to the distributor and when disconnected is no longer hot.



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bhiland@ontheroadagainclassics.com www.ontheroadagainclassics.com

MGOC Holiday Tea and Toy Drive



Hosts: Marcia Crawford and George Steneberg

Date: Saturday, December 10, 2016

When: 1:00–4:00 p.m. (Board Meeting 12:30-1:00)

Where: 150 Purdue Avenue, Kensington, CA

This year's Holiday Tea will be hosted by Marcia and George at Marcia's beautiful home in Kensington. Please bring a favorite dish and tea to share and enjoy with other fellow members. Also please bring an unwrapped toy for the toy drive. We're looking forward to reminiscing about the past year and hearing your latest stories and adventures in your MGs. A short Board Meeting will start at 12:30 and includes voting for next years Board members.

RSVP: Marcia at 510-526-8951 or George at j2george@pacbell.net

Directions from the North or South Bay Area: Take Eastshore Freeway 80 or Highway 580 toward Golden Gate Fields. Exit at Albany/Buchanan. At light turn east (toward hills). Follow Buchanan east. Buchanan curves right and becomes Marin. Cross San Pablo Ave. and continue east on Marin thru several lights. Cross The Alameda (round fire house on your right) and continue to Marin Circle (fountain in middle) and around to The Arlington (only divided road). Continue on The Arlington to stop sign. Pass stores on your right and continue three blocks, then turn right on Westminster. Turn right on Kenyon (at top of "T") and continue around and up to Purdue. Turn left on Purdue Ave and continue a short way to 150 Purdue, a white colonial house on your left. Continue up three to four houses to find parking.

BURNT SPARK PLUG AWARD



I'VE PLANNED, WHAT I BELIEVE THE BE, THE MOST GRUELING MG TOUR EVER CONCEIVED!



ANXIOUSLY WAITING FOR THE LAKE TAHOE TOUR ...



"JUST STARTING YOUR CAR WILL BE A TEST" ...



"THE TEMPERATURES WILL BE NEAR SUB-ZERO" ...



"EXTRA POINTS FOR GOING TOP DOWN, SO DRESS WARM" ...



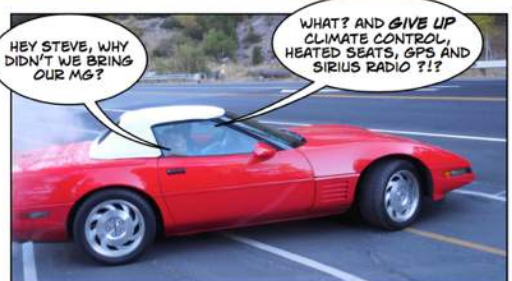
"WE'LL FLIP A COIN FOR STARTING POSITIONS" ...



"THERE WILL BE NO REST STOPS, SO POTTY NOW!" ...



"YOU'LL ONLY HAVE A MAP WITH A COLOR MAPPED ROUTE" ...



HEY STEVE, WHY DIDN'T WE BRING OUR MG?

WHAT? AND GIVE UP CLIMATE CONTROL, HEATED SEATS, GPS AND SIRIUS RADIO ??

..... TO BE CONTINUED

Photos by Andy Preston and Samantha Lee

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact registr@namgar.com.



North American MGB Register



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Mark Medynski

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MG Love - Before its REALLY too Late

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
by November 10, 2016

We hope to compile it for the holidays

This would be a great addition your MG Library

Cost: TBD based on number of pages



Finish Planning for 2016 ...



For your official MGOC 2016 Tour Planner link here: <http://www.mgocsf.org/Portals/0/DOCUMENTS/Events%202016/MGOC%202016.compressed.pdf>

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MGOC Fill in the Caption

Top Nominees will be Listed in the Next Octagon



Photo by Felix Lee

"Sleep Mode at British Fall Classic"

- Jim Lucas

"Living the Dream"

- Andy Preston

"Keeping the flies off the freshly detailed Jag"

- Dan Shockey

"It (sure) was a long drive"

- Richard Butler

"Not sure that's what he meant when he said 'put your foot in it!'"

- Jim Carlson

"Busted, was up all night long again on the internet!"

- Samantha Lee

"Owning a British car sure take a lot out of you!"

"Wish I had an MG, Wish I had an MG, Wish ..."

- Felix Lee

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

Photo by Dan Shockey



DON AND MARIS COWGILL



It was the summer of 2004 that I acquired my TD. It came as a rolling chassis on a flatbed along with a 1967 MGB engine/OD transmission and lots of boxes of parts – perfect as my retirement project. Rod Schweiger had obtained it in 1986 from a SF policeman, who kept it for parts. Rod had planned to remake it pre-war style with cycle fenders, upgraded mechanics & brakes. I re-mounted the engine as low and far forward as possible to make room for my big feet in the footwell, cut out the floorboards, fabricated a transmission cover that just cleared the overdrive, and assembled an exhaust manifold.

Within a few years (still working full time), he was on the road with MGB electrics, black-faced Triumph gauges, and Sprite bucket seats. He ran like a top, but was eight different colors with lots of dents including one white rusty front fender that really stood out. He got lots of looks – one youngster remarked, “Look, there goes Chitty Chitty Bang Bang.” Many friends wanted us to keep him that way, but over time, rusting fenders needed some primer for protection. That dull look prompted daughter Marci and me to paint whiskers on his fenders to restore some of his fun character.

When I finally got around to a paint job in 2014, I gave him new, removable whiskers made from an old tomato cage. “Whiskers” is much fun to drive and has been on tours to Washington, Oregon, Nevada, and Arizona – and I still haven’t retired.

MG TD

- year of manufacture: 1952
- engine number: 18GB-RU-H 86681
- chassis number: TD20054
- color: Cobalt Blue on Pewter
- interior color: Light Blue
- modifications: “whiskers”

MGB

- year of manufacture: 1966
- engine number: 18GB-U-H 24122
- chassis number: GHN3L/72199
- color: Powder Blue
- interior color: Black
- modifications: none

Ever since high school days, I’d wanted an English sports car. My dream was an Austin Healey. However, we had just started a family and were pretty poor after many years of college. It was 1975 and I had just landed a new job in Albuquerque and was beginning to get my feet on the ground when I spotted an ad on the bulletin board at work: Blue 1966 MGB, some rust, only \$450! What a deal, I thought. I phoned the number and arranged for the owner to bring it to work so I could take a look. Love – in spite of all the rust – Love! I gave him 400 bucks and took it home the next day, watching the roadway move by beneath my feet. My new baby was up on blocks for several weeks of bodywork on the rocker panels, fenders, and floors. I was in a hurry to get her on the road with little additional investment, so the patches were done with sheet metal, pop-rivets, lots of Bondo and a \$39.95 paint job. I just hoped I could get a couple years of fun before she disintegrated on the highway. Around 1980, the rear spring mount did pop up through the floor behind the driver seat, but a couple feet of angle iron and she was back on the road.

I’m still driving that Blue-B to work after 40 years and 325,000 miles. True, I’ve rebuilt the engine and transmission a couple times, added overdrive and recently, a new paint job. With a luggage carrier strapped on the trunk lid, we’ve taken her skiing and on camping trips. I’ve fixed her flats with tire spoons in campgrounds at Great Sand Dunes, CO and Lake Quinalt, WA; reset her fuel pump points and ignition timing at interstate off-ramps. Nearly every part of her is still original and many are hand rebuilt. Overall, she’s been very reliable and I still enjoy my time keeping her going, too.

Maris became part of Blue-B’s life in the late 1970’s and experienced the road trips with us. It was within this little car, that we fell in love and generated many precious memories. The Blue-B will always be a part of our lives together. And – Maris recently told me – she would have been long gone if I’d gotten a Healey.