

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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MGBGT@MC

March 2014

About *The Octagon* and MGOC...

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the corresponding secretary. The Club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. The MGOC holds a business meeting on the second Thursday of each month at an event known as the "Natter and Noggin" in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the M.G. Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

MGOC OFFICERS FOR 2012

President: Tim Polidoroff, 650-342-6443, polidoroff@comcast.net
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Secretary: Dan Shockey, magnut_dan@hotmail.com

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-899-1218, mrcraig@aol.com
Member-at-Large: John Hunt, huntsails@comcast.net
Member-at-Large / Immediate Past President: George Steneberg, 510-525-9125, j2george@pacbell.net

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CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various 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, 925-934-3130, 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: Marty Ray, 831-475-6204, martyray@cruzio.com

COVER PHOTO:

MGBGT@MC, Bob Luebbert's MGBGT at Mimi's Cafe, Felix Lee

Club Meeting

Natter & Noggin

March 8, 2014

9:30 am - 11:00 am



A new process will be tried out this year will be to have all the Natter 'n Noggin Meetings to be held on Saturday Mornings in hopes of better attendance. As in last year, the venues will be changed throughout the Bay Area, North, South, East and West.

This meeting will be held at the [Grinds, Vines, and Automobilia Cafe](#) and hosted by Felix Lee and Steve Kellogg. There will be a flat fee of \$10, with MGOC picking up the rest

No-host breakfast starts at 9:30 AM. As always, the member who drives their MG the furthest (to the meeting) gets a free meal, so be sure to record your mileage. The meeting will run from 9:30 AM to 11 AM, after which, we will go over to *On the Road Again* at 16840 Joleen Way, Unit G-4, Morgan Hill, CA for a Chroming and Rolling Lift Tech Session.



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

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

For All Items Below: Please contact member: Dave Loader at loader.dave@gmail.com [Posted 09/13]
 - MGB late overdrive transmission with gear lever and switch. This unit has been rebuilt by Quantum Mechanics and never used. \$500 ono
 - MGB PARTS. 5BRG crank, 4 pistons/rods, engine/trans plate, trans mount/stay rod, sump, engine block +.040 rebore, new pistons +.040, inlet manifold, pulley. Make offer.
 - MGA PARTS. 1600 camshaft, flywheel, generator, inlet manifold, front engine plate. Make offer.

For All Items Below: Member Bob Luebbert at rluebbert@sbcglobal.net [Posted 07/13]
MG TD Head Light Tie Bracket attaches to radiator, Moss Part # 451-100, used -- great shape!
 Price \$20 OBO
Two Headlight Stone Guard for MG T-Series, come with attachments, Moss part #222-150 \$30 obo
Gas Cap for 1975 MG/Sprite, never used, \$15 obo (thought it would fit on my 69 MGB - but will not)
MG TD chromed radiator shell, false nose, slates and medallion- total for sale at \$1000 USD obo



For All Items Below: Please contact member: Ken Gittings at aracingfan1@aim.com [Posted 10/13]
 - **Tourist Trophy 14" Black Leather Rim Wheel W/3 Matte,** Drilled Spokes. Moss Part# 489-030, \$180.00. Use Tourist Trophy/Moto-Lita adapter hub sold by Moss
 - **Free to a good home** - 1 MGB seat frame off a 1967 or 1965 MGB

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. 2013 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*.

MGOC FINANCIAL INFORMATION

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to octagoneditor@mgocsf.org or send them to: Felix Lee, 27330 Ursula Lane, Los Altos Hills, CA 94022

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.ORG

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

Forthcoming Events

MGOC Events in bold

March 2 – Blackhawk Cars and Coffee, Danville
 March 8 – **MGOC Club Meeting**, Natter & Noggin, Grinds, Vines, and Automobilia / On the Road Again, Morgan Hill, Felix Lee and Steve Kellogg
 March 9 – St. Patrick's Tour, Novato, SSTS
 March 17 – **St. Patrick's Day Tour**, Novato, Bud Alderson
 March 21 – **Pub Night**, On the Road Again, Morgan Hill, Bill Hiland
 April 5 – **MGOC Club Meeting**, Natter & Noggin, Red's Java House / San Francisco Tour, Wayne Veatch and Mike Jacobsen
 April 6 – Blackhawk Cars and Coffee, Danville
 April 18 – **Pub Night**, On the Road Again, Morgan Hill, Bill Hiland
 April 19 – **Private Collection Tour with Porsche Group**, Los Gatos, John Bertolotti
 April 27 – Pacific Coast Dream Machines, Half Moon Bay

From the Editor...

Forget Gold, Forget Silver, Forget Bronze ... First Place goes to Chrome

As the Olympic flame in Sochi goes out, the crowds disperse, and the final medal counts are tabulated, we can forget gold, forget silver, forget bronze ... for classic British car lovers, at least, first place ... goes to Chrome. One of the biggest attractions we have to classic British cars, is the automaker's love affair with chrome. Chrome is what makes these cars stand out. It literally screams for your attention. Chrome is an opulent expression of wealth and style. Chrome manages to hold on to its shine, long after silver and stainless steel have lost its luster. And best of all, you can plate it on almost anything, metal or plastic. And just like fine jewelry, the shiny silvery sparkling bling of chrome, draws your eye in, to focus on its detail.

Although chrome is what make our MGs beautiful, it also poses a special problem to the restorer. Getting chrome right, is neither easy, nor cheap. But everyone will say, "in order to create a first class restoration, you must get the chrome right."

Most restorations start off with chrome in poor condition. This can happen from neglect, weather, or just age. Dents and rust are the most common offenders. If the chrome was not done well originally, your problems may have to do with pitting, bubbles, peeling, or flaking off.

If you have always wondered about the rechroming process and would like to learn about surface **Stripping** (the process of removing all old surface finishes and contaminants, such as grease / oil / paint / powder coating / rust), **Reverse-Plating** (the process of removing existing plating), **Linishing** (the process where abrasives are used to cut away at the metal's surface by straightening, grinding, sanding, detailing, and buffing for a smooth surface), **Mopping** (the process of using mops and compounds to take the linseed work from 400 grit to a scratchless, smooth, shiny finish), **Restoration** (the process of silver soldering to pits / holes / scratches before reapplying substantial soft copper plating to over deteriorated parts prior to re-sanding), and **Re-plating** (the process of reapplying the final triple layer of chrome over a smooth finished surface), then this month's Tech Session with Keith Foote, of Faith Bumper, is a Must-Attend and See!

Safety Fast!

Felix Lee
- next Olympic cheer

UK MG Chrome
UK MG Chrome
UK MG Chrome



1970 MGB GT has just had the high performance engine refreshed by On the Road Again British Restorations in Morgan Hill. Any parts needing replacing or repairing was done. The engine has a new high performance cam, new hardened lifters, rockers, and valves with a ported aluminum head and Weber Side Draft carburetor. A header with a Peco exhaust is also on the car. The overdrive transmission was serviced as well as a new clutch was installed. Documentation for the work that was done is available. All the electrics are in working order and the speedo was rebuilt and a new cable was installed. The overall condition is excellent. The Bedouin Beige paint is almost new. The grill and bumpers are new. The VTO mini lite style wheels as well as the Yokohama tires are also new. The brake system was checked over and wheel cylinders installed, as well as a new master cyl. The interior is also in excellent condition with new carpet and insulation, new leather seat covers and wood steering wheel. Billet pedal covers and footrest are also installed. Included is an Alpine Bluetooth, CD, MP3 USB port stereo with dual speakers and power booster. The GT is lowered so it handles very well. It starts every time no matter how long it has been sitting. It also has a battery cut off switch. Sales price is \$17,750 or best offer. Contact member Myles Taketa at M_Taketa@yahoo.com. [posted 02/14]



1971 MGB GT New paint (red) and all body work done by a pro. Runs very well with an overdrive transmission. Overall condition is very good. Asking \$6,000. Contact Robert Manino at 408-772-4354 or at sbedlam@sbcglobal.net [Posted 03/14]



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



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 tonneaus. 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:

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

Parts for Sale:

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]

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
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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Classified Ads

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

Cars for Sale:

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



1957 MGA Roadster Porsche red with tan leather interior and custom hand-made dash. Fully restored by present owner. Mileage since restoration 2163. Car stored in a closed garage since restoration. Recently re-tuned and safety checks performed. The only item not original is the fuel pump. \$19,900 OBO. Contact Mike Apar mapcar1@mac.com or 530-268-8539. [Posted 07/13]



1959 MGA Coupe black lacquer with red leather interior and custom dash. Fully restored by present owner. Mileage since restoration 4247. The only item not original is the fuel pump. Car was stored in closed garage since restoration. Recently re-tuned and brakes checked. All safety checks performed. \$15,900 OBO. Contact Mike Apar mapcar1@mac.com or 530-268-8539. [Posted 07/13]



'64/'65 MGB Roadster Project Car. Up on blocks for 8 years and in DNO status. It doesn't look bad, but does have issues. Other photos are available and we welcome inquiries. In Livermore, CA Contact Wes Nelson at 925-447-4393 or WESNEL@ATT.NET. [posted 06/13]



1969 MGB Roadster owned for over 40 years. Mileage 69,200 (original). Overhauled in 2004: rebuilt drive train, engine, transmission, rear end, starter, wires, etc. New British Racing Green paint. New top. New seats. New tires. Runs great. Asking \$7,000. Contact member Jim Burgelin at joburgelin@yahoo.com [Posted 12/13]

President's Ponderings ...

Hello again! As your President, I was invited by Bill Hiland (Thanks Bill!) to join last weekend's British Motor Trade Association (BMTA) meeting in Morgan Hill. The BMTA is open to all businesses that serve the British car hobby. The group's aim is to keep British car ownership fun and affordable. Here are the highlights:

David Knox of *British Car Specialists*, in Stockton and Jason Len of *XK's Unlimited*, in San Luis Obispo, talked about how the British car hobby and the related repair industry have changed over the last 30 years. The biggest differences – fewer repair shops, older customers, and the increasing popularity of “restomods.” Clients now typically care less about originality and more about reliability, comfort, and performance. Hence upgrades such as 5 speed conversions, electronic ignitions, leather seats, engine replacements, etc., are all popular.

Dan Tsuchiya talked about selling cars on eBay's electronic auction site. For individuals, the key take away here is that there is no listing fee for folks who sell 7 (or fewer) cars/year and (for cars over \$2000 in value) the sales commission is a flat \$125. That makes eBay a very quick, easy, and cost effective way to reach a nationwide audience, when selling your collector car.

Lake Speed, Jr., of *Driven Racing Oils*, talked about motor oil and gasoline science. By now, most MG hobbyists know the importance of having sufficient ZDDP (Zinc Dialkylthiophosphate) or Zinc in their engine oil. Briefly, before catalytic converters, ZDDP was the motor oil anti-wear additive of choice. However, as zinc poisons the catalysts, modern motor oils are required to use much less of it. Furthermore, the ZDDP they do use is different (“slow burn”), than the ZDDP used previously (“fast burn”). Unlike in older cars engines, the metallurgy of modern engines, is designed to tolerate this. As a result, using modern oils, in an older car engine, will result in severe tappet and camshaft wear. Some folks try to

address this concern by mixing an aftermarket ZDDP additive in with their modern oil. Lake explained that this is a BIG mistake. The additives in oils are designed to work together as a system. Add more ZDDP to modern oil and you'll cripple its other important properties, like detergency. So the key here is to use oil specifically formulated by the manufacturer for use in older cars. Such oils will use an additive system that contains and supports the right amount (1200 ppm) and right type of ZDDP. One such oil is Driven's HR 15W-50 but there are others.

Similarly, the use of ethanol in modern gas, is a significant problem for older cars, as it dramatically increases carburetor and fuel system corrosion rates. This problem is compounded by extended storage between uses (as fuel degrades over time). A partial remedy here is to use better, premium, fuel and a fuel additive/stabilizer. However, once again not all fuel additives are alike. Be sure to use one designed to protect carbureted systems.

Finally, during the event, I had the opportunity to visit with Dick and Beth Lunney of *Classic MG Magazine*. If you're not familiar with this wonderful magazine check out their web site at <http://www.classicmgmagazine.com/>.

Kudos and thanks again to Bob Freitas, for organizing our last monthly meeting at Mimi's in Hayward. Our next General Meeting, organized by Felix Lee and Steve Kellogg, will be held in at the Grinds, Vines, and Automobilia Cafe in Morgan Hill. As always, breakfast will start at 9:30 AM followed by the meeting at 10 AM. After the meeting we'll be having a Tech Session at Bill Hiland's On the Road Again Garage at 16840 Joleen Way, Unit G-4, Morgan Hill. We'll have a presentation on Chroming by Keith Foote of Faith Bumper, San Jose, followed by “Master Mechanic,” Craig Kuenzinger, who will perform “Up on the Lift,” diagnostic assessments of member's cars. I'm looking forward to seeing you there.



Last Chance
Please write in or send a picture and tell us
what is on your year start odometer

Please send to lee@hancmg.com

Similar to How the Member who Drives the Furthest
Wins Free Breakfast at Our Club Meetings

Winners and Significant Others will attend
the 2015 MGOC Annual Awards Banquet
compliments of the MGOC

Good Luck!

Regards,
Tim Polidoroff



On the Front Lines with Brian Moylan

Mechanic / Author / Christmas Baby

By John Hunt

Brian Moylan was born on Christmas day in 1928 in London. He joined MG in 1950, the racing department in 1955, and worked at the factory until 1979, when he took a job at a Morris Garages outlet. Brian is an active member of the MG Car Club with his 1956 red MGA Coupe' and has written four books: *MG's Abingdon Factory*, *Behind the Octagon*, *Anatomy of a Works Mini*, and *Works Rally Mechanic*.

I'VE OFTEN HEARD THAT THE COMPETITIONS DEPARTMENT WAS DESCRIBED AS A "BEE HIVE OF ACTIVITY." ROUGHLY, HOW MANY PEOPLE WORKED IN THE SHOP?

We had a team of six mechanics that handled the works cars. The private race cars went to the service department's special tuning division in Abingdon.

FROM START TO FINISH, HOW LONG DID IT TAKE PREPARE A FACTORY CAR FOR A RACE?

From three weeks to a month. You needed to rebuild the engines. Balancing and lighting the engine and the car was key. We did the least changes with the Monte Carlo cars since they only allowed for minimal changes.

We also made seat and peddle location modifications for driver preferences for comfort.

It was often, we didn't finish till the last minute. Number of times, we were up till mid-night preparing cars. Then, once the cars were finished, they still needed to be run-in (broken-in). Often, the mechanics ended up doing this in 3 hours shifts along the roads around Abingdon. In between driving, we would go into the shop to make adjustments and replace parts. This whole process could take up to 24 hours.

COULD YOU TELL ABOUT LIFE ON THE RACING TOUR?

We carried everything with us. Our van was so heavy, it was nick named "the barge." With all those parts and tools on board,

it felt and drove like one.

WHAT WHERE SOME ENTERTAINING MOMENTS YOU REMEMBER?

We were at Tour de France at one stop. A Renault was broken and their team had four vans on site trying to figure out what was wrong and how to fix it. After watching them scramble for a while, it was too much to take. We hopped out and fixed their broken dynamo bracket for them.

Another time we were in the French alps. I remembered that we were watching at this one hairpin turn. It was very cold and it had just been swept clean of snow. A number of locals where out enjoying the event, some of them who had too much vino, thought it would be fun to throw snow balls on the curve. The next car around was a French car that crashed and gendarmes (police) took them away.

MGB HAD A NUMBER OF IMPRESSIVE VICTORIES WITH BMC WORKS TEAM. DURING YOUR TIME WITH THE TEAM, WHICH RACE DO YOU THINK WAS ONE OF THE FINEST MOMENT FOR MG?

Spa 1000 KM that took place in 1966, when the MGB driven by Andrew Hedges / Julien Vernaeve finished first in GT category and 1st in Class. This race showcased one of MGB's many strengths and in the racing world, it was reliability.

I can't remember all the cars, however, yes, they beat all the major marques such as Porsche, Jaguar, etc.

Note: Spa 1000 is also known as Spa 24 hours. This race was first introduced in 1924. Sports cars began racing here in 1953. The formal name of the course is Circuit de Spa-Francorchamps and is in Belgium. The most driver wins at Spa is by Jacky Ickx (5), most wins by a team is Peugeot (5) and most wins by a manufacturer is Ferrari (10).

A special thanks to Brian for sharing his time and insights with us!



Photo by John Hunt

Emailing MG-related Ads: The Board decided to begin forwarding email blasts regarding MG related ads of interest (e.g., MG cars for sale, etc.) if requested by an individual (non-commercial) party. We'll send one blast per request/item at no charge to the sending party regardless of Club membership on a test basis through June 2014. Send your requests to Steve Kellogg at Webmaster@mgocsf.org.

New Business

MGs by the Bay: Steve Kellogg agreed to be this year's event coordinator. At Felix Lee's suggestion this year's event theme will be the celebration (commemoration) the MG marque's 90th birthday. Dan Shockey is developing the poster and T-shirt art, and Mike Jacobsen will arrange for event insurance and create the registration form.

Next Meeting

March 8th in Morgan Hill at the Grinds, Vines, and Automobilia Café.

Meeting adjourned at: 10:51 a.m.

Submitted by Mike Jacobsen for Dan Shockey

San Francisco, CA to Victoria, BC to Ottawa, ON



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MGOC Business Meeting Minutes

Mimi's Cafe at 24542 Hesperian BLVD, Hayward
February 8, 2014

Call to Order: President Tim Polidoroff* called the meeting to order at 10:15 a.m. Also attending were Eric Baker, Stephen Born, Jing Chai, Marcia Crawford, Bob Freitas, Marcia Freitas, Barbara Garrett, Ken Gittings, Randy Grossman, Mike Jacobsen, Steve Kellogg*, Felix Lee, Dennis Link, Brian Linke, Bob Luebbert, Mark McGothigan, Marla Preston*, Andy Preston, Suzy Savage, George Steneberg*, Kamala Stuart, and David Wright (* denotes Board Member)

February Mileage Winner

Dennis Link won this month's free breakfast for driving his MG the farthest, 48 miles, to the Hayward meeting.

Previous Minutes

The Saturday, December 14, 2013 minutes from the Holiday Tea were approved. There were no minutes from the January 25, 2014 meeting at Hs Lordship's.

Reports

Treasurer's Report: Marla Preston reported on the balances of the checking and savings accounts:

Account	December 2013	February 2014
Checking	11,370.77	10,385.31
Savings	3,461.32	3,461.32
Total	14,832.09	13,846.63

The decreased balance of \$985.46 was mainly due to expenses incurred for the Annual Brunch, which was a huge success!

Registrar's Report: Steve Kellogg reported the following membership numbers:

Category	January	February		
Regular	198	regular plus 58 family	256	total
plus 58 family	259	total	201	regular
Corresponding	14	regular plus 1 family	15	total
plus 1 family	15	total	14	regular
			271	Total
			274	Total

Secretary's Report: No report; Dan Shockey could not attend the meeting.

Corresponding Secretary's Report: George Steneberg reported no new communications.

Regalia: David Wright encouraged members to buy regalia at the monthly meeting to avoid the cost and inconvenience of postage.

The Octagon: Felix Lee said that the Author, Fashionista, and Mileage awards that were presented in 2013 will be presented again at the end of 2014. Get your articles in to Felix, wear your regalia, and be sure to send Felix a picture of your odometer at the start of the year.

Website: Steve Kellogg reported that the website had its first online regalia order.

Past Events

Planning Meeting (1/4): All events are now on the Club website including Sorry Safari Touring Society events and other events of general interest to club members (e.g., Blackhawk Cars and Coffee, etc.).

Awards Brunch (1/25): Marcia Crawford and Kim Kuenzinger were both recognized for all their hard work to organize this function.

Upcoming Events

East Bay Hills Tour February 8: Jing Chai described the route for the tour following today's meeting and handed out route instructions to everyone interested.

Pub Nights February 21 and March 21: At On the Road Again in Morgan Hill.

March 8 General Meeting: At the "Grinds, Vines, and Automobilia Cafe" in Morgan Hill. A buffet breakfast will be provided for \$10 with the club subsidizing the remaining cost. The meeting will be followed by a Tech Session led by Craig Kuenzinger at Bill Hiland's On the Road Again shop in Morgan Hill.

St. Patrick's Day Ride March 17: Being organized by Bud Alderson.

Old Business

None

Business Resolved Online Since the Last Meeting

Awards Brunch Expenditure: The Board approved purchasing the awards presented at the Annual Brunch as follows:
\$100 (maximum) for two *Octagon* awards, the Fashionista and the Article Author awards.
\$100 (maximum) for the Sam Gearhart Memorial Achievement award.
\$500 (maximum) for other miscellaneous service awards.

At Large Board Members Elected: Craig Kuenzinger, George Steneberg, and John Hunt. Former At Large Board member David Wright decided not to run for office in 2014. However, he'll continue as Regalia chair.

Meeting Date Changes: Based on the success of last year's Saturday breakfast meetings, the Board voted to hold all MGOC monthly General Meetings on Saturday mornings at various locations around the Bay Area. The next MGOC General Meeting will be at Morgan Hill on March 8th.

Meet Our Newest Member

Criss-Cross-Country MGA

By David Sullivan

I have a 1962 MGA, (not a twin cam), that I purchased in Vallejo, California in 1967 from a friend. It was white but the VIN said it was turquoise originally. The car was in good shape and it was kept up for many years with only a few repairs and a couple new tops. I shipped it back to Pennsylvania, in 1970, where I was attending classes at Penn State, and drove it to school and work, with studded rear tires in the snow and ice (and salt..ugh!).

My sister drove it to San Francisco Bay Area for me in 1970, where I started work for a major construction company, and drove it for 14 years, until I was assigned to work back in New Jersey. Thereafter, I shipped it back east, but parked it where it sat for 15 years outdoors, with just a cover and oil in the cylinders.

I always intended to drag it into the garage and restore it myself, but my work and family dictated other priorities.

When I retired, back to California it came, and now I am faced with a restoration that will be a chore. I have a shop in Alameda that will do the body work. Although, there is some rust, I don't think it will be a show stopper. Fortunately it had an undercoat that is still there for the most part.

Currently, I am attempting to get it started after all these years, (waiting for batteries from Interstate this week). I intend to have it taken apart and rebuilt, starting with blasting and painting the frame. I will leave it the old English white but change to a tan top, seats, etc. I will need some luck on this project.



Photos by David Sullivan



..... TO BE CONTINUED

Photos by Samantha Lee and Felix Lee

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MGs by the Bay

Celebrating the 90th Anniversary of MG!

Sunday June 1, 2014 at The Livery in Danville

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

All MGs are welcome, from daily drivers to complete restorations. The \$25 entry fee includes a dash plaque, an event T-shirt, and special items from our sponsors. Additional cars registered to the same owner are \$10 each, which includes a dash plaque only. The show starts at 10:00 a.m., rain or shine, and awards are presented at 2 p.m.



Popular vote judging, with awards for People's Choice, Best Daily Driver, Most Customized, and others. The number of cars registered determines the class awards.



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 21, 2014 to:

MGs by the Bay
107 Wilder Ave.
Los Gatos, CA 95030-5923

For information call
408-335-5899
or visit www.MGOCSF.org

Make checks payable to **MGOC**

Show Use Only		
\$	/	#

Please print:

Name: _____ MG model: _____ Year: _____
Address: _____ Body style: Coupe Roadster
City: _____ Saloon Race car
State: _____ Zip code: _____ Other: _____

Email address: _____ Car color: _____
Daytime phone: (_____) _____ T-shirt size: M L XL XXL
Short description of your car: _____

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

Release: Neither my heirs nor I 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: _____

Signature: _____ Date: _____

Where in the World is BSPA?



Andy and Maria Preston
and BSPA staying at
a French Chateau

Photo by an Anonymous Frenchman



MGOC Natter 'n Noggin Mtg and Tech Session



Saturday, March 8 - 9:30 am
Buffet Breakfast at Grinds, Vines and
Automobilia in Morgan Hill
followed by a Tech Session hosted by
Bill Hiland at his *On The Road Again*
Master Mechanic Craig Kuenzinger will be performing "Up on
the Lift" diagnostic assessments on your cars!! Don't miss this
great opportunity to get a quick snapshot on your Little British
Car.

On the Road Again

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Classic British Cars.



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Ask Clint ...

Got A Question? Query Clint's Queue

By Clint Wright

QUESTION: I am putting forward a seasonal operational problem I have been unable to resolve with my '51 MGTD.

The problem has manifested itself since I first did a complete, frame-up restoration of my '51 TD, including a complete engine rebuild, etc. My car has accumulated just a few miles less than 30,000 miles, and the problem is a severe engine Vapor Lock condition upon shutting down the engine after a normal drive during a hot summer day. The condition lasts for a few minutes during which time the engine is difficult to start, and driving is impossible.

I have tried every reasonable cooling method, including an under the bonnet fan to help circulate the air flow in the engine compartment, as well as some other known cooling aides. All to naught!! My last resort during our Northern California summers is to remove the passenger side, louvered panel of the bonnet and driving the car in this condition. Over the years I have spoken to a number of other MG T series owners from around the world--including a few in the UK, who have experienced the same 'vapor lock' condition. No definitive cure has been offered. Do you have a practical cure?

ANSWER: This is a tricky one. What we need are just the facts. What we have is an engine that is difficult to start on warm days after a heat soak - letting the engine sit for a few minutes after a full warm up. We can discount the fuel itself as it only happens in the summer. That means we can rule out the winter gasoline blends that the fuel companies supply in the colder months. That being said if the problem only occurs in the spring when we have the remnants of the winter fuel in the tank then we have a different problem.

It could well be vapor lock, a condition where the fuel can change from a completely liquid state to varying degrees of a gaseous state. The engine can't start or run on "fumes" as the carburetor, due to its design, can't suck up a vapor from the float bowl. The float bowl is a reservoir that stores fuel that the carburetor draws from as engine conditions dictate via the throttle opening. In minor cases of vapor lock the problem can be overcome by using the choke to start a warm engine. This may not make sense to start a warm engine with a choke but what a choke application on a T Series MG does is lower the metering jet and allow more fuel into the engine. How can this help? If indeed we have a mild case of vapor lock we have fuel fumes mixed with liquid gasoline. The fumes and liquid are not actually mixed but rather the vapor is on top (Heat rises) and the liquid below it. Therefore lowering the jet will help the carburetor suck liquid fuel into the engine to enable it to start. Obviously one would have to shut the choke off as soon



Photo by Clint Wright

as it starts otherwise it will stall out due to being too rich.

Ideally what one should do is eliminate the vapor lock. The intake and exhaust manifolds reside on the same side of the engine. This means the carburetors sit above the hot exhaust manifold. When an engine is turned off it actually rises in temperature for a short period which means float bowls are exposed to more heat and less air flow. This is what leads to the vapor condition. Several things can be done to alleviate this. There are some inherent design features that simply can't be overcome without considerable expense. The heat mainly comes from the exhaust. This can be reduced by insulation. If one has the manifold off for whatever reason consider having it thermally coated both on the inside and outside. Coating on the inside cannot be seen however external coating is obviously visible. Some owners crave the original look and this is not acceptable. Heat wraps also help. Fabricating a shield above the manifold/below the carburetors will help. Make a decision based on your budget, wants and effectiveness.

Other parts that contribute to vapor lock are the fuel hoses and fuel pump. Wrap the hoses with tin foil. If this works then braided fuel lines may be in your future. Is the fuel pump under the hood (Bonnet)? Try relocating it near the fuel tank above the rear axle so all the fuel it pumps up to the engine is cool and not percolating.

Many suggestions. What to do first? Remember if one changes more than one thing at a time they won't know the net effect of any given change. Many repairs to these cars can be performed by their owners if they are just willing to give it a shot. Who can't wrap tin foil around a manifold or fuel hoses? Initially the shielding may be crude, quick and cheap. If it does the job make a better one.

Back to just the facts. Do we know it is vapor lock? We do know it is heat related. What else can be affected by heat and starting? The valves could be set too tight. That could affect hot starts but would lead to much more severe engine problems. Still it's worth a look. How about the ignition? Points too tight? They will be even closer when the engine is hot. Not much but take a look. Is the condenser failing when hot? If it is the engine won't start. Does the ignition coil fail when hot? Compare its resistance when cold to when it is hot. Coil output can be viewed with an oscilloscope or some advanced timing lights, usually out of the scope of home repairs and I would not suggest replacing part just on a whim.

Heat is the culprit but just what or how many things is it affecting?

Got any Questions? Please submit them to polidoroff@comcast.net

MGOC Fashionistas



Bob Luebbert and B.J. Garrett showing off their MG inspired Hoodie Collection

If you have any outlandish MG Attire, send in a photo and be our MGOC Fashionistas for the month

Photo by Felix Lee



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Start Planning for 2014 ...

SPRING



RE-CHROMING / ROLLING TECH SESSION, 3/8
ST. PATRICK'S DAY TOUR, 3/17
SAN FRANCISCO TOUR, 4/5
PRIVATE COLLECTION TOUR, 4/19
PACIFIC COAST DREAM MACHINE, 4/27
NORTH MEETS SOUTH AT PISMO, 5/2-4
NORTH BAY TOUR, 5/17
CLINT WRIGHT TECH SESSION, 5/17
FRIENDSHIP DAY, 5/18

SUMMER



PALO ALTO CONCOURS, TBA
MGS BY THE BAY, DANVILLE, 6/1
NAMGBR AT FRENCH LICK, IN, 6/15-19
SF 49 MILE TOUR, 6/22
BAY AREA TO VICTORIA, BC, 6/30-7/4
MID PENINSULA TOUR, 7/12
VICTORIA, BC TO OTTAWA, ON, 07/4-7/14
NAMGAR GT-39, OTTAWA, CANADA, 7/14-18
HILLSBOROUGH CONCOURS, 7/20
OAKLAND AIR MUSEUM TOUR, 7/27
MGOC ANNUAL PICNIC, 8/9
GoF WEST, SAN DIEGO, 8/25-29
SCOTTISH GAMES, 8/31

FALL



SANTA CRUZ TOUR, 9/6
BRITISH FALL CLASSIC, MORGAN HILL, 9/13-14
DANVILLE D'ELEGANCE, 9/21-22
NIELLO CONCOURS AT SERRANO, 10/5
SONOMA TOUR, 10/18
TOUR D'OAKLAND, 10/19
SAN FRANCISCO TECH SESSION, 11/8
MGOC HOLIDAY TEA, SAN FRANCISCO, 12/13

ST. PATRICK'S DAY TOUR

Date: Monday, March 17th

Organizer: Bud Alderson

Meeting Place: Starbuck's - 127 San Marin Drive, Novato. Just North of Novato, take the San Marin Drive exit from Hwy. 101 and head West. A couple miles later, turn right into the large parking area for the Harvest Market and other mini-mall places, including Starbuck's.

Time: Meet at 10:00 - depart 10:15. Our trip will be rain or shine (light to medium rain, that is, not torrential).

Tour: Skip work and join us with St. Paddy. We'll take the traditional MGOC route for this trip that concludes at the Pelican Inn in Muir Beach. The route heads West and then North into Chileno Valley and through some scenic West Marin countryside, twisty too - a drive our MGs never tire of. We follow Tomales Bay on Hwy. 1, going through Marshall and on down to Muir Beach. This is about two hours of driving time, over 68 miles. There will be a couple of breaks. Afterwards, we are all invited to celebrate St. Paddy's Day with a pint or spot of great lunch at the Pelican Inn's English Pub, a cozy and cheery place. Lunch should be close to 1:00. Best be wear'n some GREEN!

Please RSVP: Bud Alderson at 415-497-7669 or iralderson@comcast.net.



Wanted

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

Please make submissions by the
15th of the a preceding the issue
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appear

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