

# THE OCTAGON

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



David Wright at a past, sunny Holiday Tea

## February 2017

## 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 2006

**President:** Andy Preston, [andypreston@att.net](mailto:andypreston@att.net)

**Vice President:** Keith Shukait, [shukait@me.com](mailto:shukait@me.com)

**Treasurer:** Marla Preston, [marlapreston@hotmail.com](mailto:marlapreston@hotmail.com)

**Secretary:** Pam Shukait, [pshukait@me.com](mailto:pshukait@me.com)

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**Member-at-Large:** Craig Kuenzinger, 925-234-3313, [mrcraigk@aol.com](mailto:mrcraigk@aol.com)

**Member-at-Large:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

**Member-at-Large:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)

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**Webmaster:** Steve Kellogg, 408-335-4125, [webmaster@mgocsf.org](mailto:webmaster@mgocsf.org)

### CLUB ADVISOR PROGRAM

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

**MGB 1962-74: Position Open!**

**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)

**M.G. Midget:** Kingsley Klarer, 707-226-1955

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

**Z-Magnette Saloon:** Marty Ray, 831-247-5863, [martyray@cruzio.com](mailto:martyray@cruzio.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. Carburetters:** Marty Ray, 831-247-5863, [martyray@cruzio.com](mailto:martyray@cruzio.com)

**Bodywork:** Bill Weissberg, 209-835-0428, [weissber@slip.net](mailto:weissber@slip.net)

## 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). 2005 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1<sup>st</sup>, 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*.

## 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 15<sup>th</sup> of the month preceding the issue in which you want them to appear. Please email all contributions to [magnut\\_dan@hotmail.com](mailto:magnut_dan@hotmail.com) or send them to: Dan Shockey, 10 Willis Rd., Scotts Valley, CA 95066.

## RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? The club roster is available 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

**MGOC in bold**, SSTS: Sorry Safari Touring Society,

**Sat, Feb. 4: MGOC 'Natter, Kensington. See back page.**

Sat, Feb. 11: 9th annual Valentine's Day Drive, North Bay British CC

Sat. Feb. 18 : Valentine's Day at Air Museum, SSTS, Alameda

**Sat. Mar. 4: MGOC 'Natter & 'Noggin, El Cerrito**

**Mar. 11: MGOC Tech Session, Walnut Creek, Craig Kuenzinger**

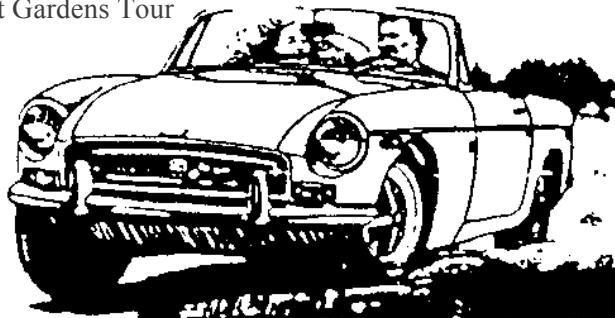
**Mar. 17 (Fri): St. Pat Tour, Marin Co., Andy Preston**

Mar. 18: SSTS 'No Idea' Tour

**April 1: MGOC 'Natter, El Cerrito**

April 1: SSTS Ruth Bancroft Gardens Tour

See pages 12-13.



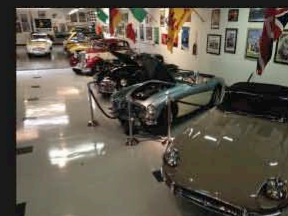
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## President's Ponderings...



Despite the weather we had a good turn out for the Planning meeting on January 7<sup>th</sup> at Marcia's house so thanks to everyone that weathered the storm and a very warm thanks you to Marcia & George for hosting again.

We have a full schedule of events for this year which are listed both here and on the website. Flyers and more details of each event will be posted closer to the date and expect "email blasts" from me as well.

The Annual Awards Brunch was a huge success so thanks to everyone who attended and see the write up on the following pages for more information.

In my garage I'm still trying to track down the problem with my GT that started on the Sierra Tour last year with an ignition problem and the "dangling wire". The car starts right up and idles for hours but as soon as I drive it one the road it coughs and splutters and dies. So far I've been lucky and able to make it home but it's not fun as you can understand.

I've replaced everything on the Ignition System over and over again and even had the distributor rebuilt by Jeff at "Advanced Distributors" but haven't been able to find the problem. I think its time to look at the fuel side but don't see the nexus there but what else can it be. Ideas welcome.

The problem with have more than one MG is that you multiply the amount of problems you might have by the number of cars. I was driving my MGA Coupe on a local drive on Boxing Day and noticed that the car would start moving forward even though the clutch pedal was on the floor. This is a problem when you come to a stop sign or are in a line of cars and the car starts to move on its own and you have to stall the car to prevent hitting the car in front of you!

When I got home I checked the fluid in the combination brake and clutch master cylinder and it was black. That's a sure sign that the rubber seals are perished and starting to leak. I was right and replaced the M/C with a new AP Lockheed one and all is well again. A top tip here only use OEM parts on the braking system. When you're going down a steep hill at 55mph and the brakes don't work, you'll wish you'd spent that extra \$200 on OEM brakes.

The first club meeting of the year is on Saturday February 4<sup>th</sup> at Nations Burgers in El Cerrito, 6060 Central Ave, breakfast at 9:00 and meeting at 10:00, so hope to see you there.

- Andy Preston



## From da Ed...

Jan. 30, 2017

Happy Valentines Day, MG Lovers. We had a wonderful Awards Luncheon with a packed house. Not quite a "free lunch" but a good deal. Great venue and lots of good food with other oddball MG folks.

Thank you for your support and encouragement as I start this job. Felix has passed along his files. It is difficult for me to always participate in the events, so the newsletter is a good way for me to contribute. If the newsletter is something you would like to take over or be part of, let me know. I believe in sharing!

Be sure to mark your calendars for the upcoming club events. Get them on your calendar before the significant others in your life schedule their activities. Two good events **are** in March.

We include some events from the Sorry Safari Touring Society. We often

invite the SSTS to our events and they to ours. Occasionally an event is shared when organizers belong to both clubs. The Sorry Safari is focused in the East Bay and Livermore. It is a smaller group but very active partly due to their geographical proximity.

I admit to being envious that I don't have such a good group close by. I make up for that by belonging to three MG clubs (considering a 4th) and choosing the events that are not so far away. I try to make it to a couple weekend events during the year that are further away. This year the NAMGAR GT-42, the NAMGBR MG2007 and the GOF West are all in California.

It isn't just distance, of course. Getting to some areas of the Bay Area involves fighting a lot of hard freeway traffic and rude drivers - no fun in an MG. I suppose the best solution is to stay overnight so we can drive to an event early on Saturday morning and return early on Sunday morning. Beat the heat that way, too. Or tote the MG on the back of a large diesel pickup! HHONNNKKK...

- Dan

p.s. Send articles and photos!

### MG

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## New Member: David Green

I'm originally from the UK; Yorkshire in England to be exact. I came from a family who had always done their own car maintenance and while at University, had a friend with an MG B. That was my first introduction to MG's as I helped him out with a few car fixes here and there and got to experience the thrill of driving around the narrow streets of Cambridge, England where the noise of an MG's exhaust reverberates magnificently and turns lots of heads!

After graduating, I then moved to Oxford, England and lived in Cowley for a while directly next door to the old Morris factory as it was converted by BMW to start churning out the new Mini. I also worked in Abingdon at the time and my boss had some links to the old Morris Garage in Abingdon through BMC and he had a collection of MGs, all the way up to the MG F which I had the pleasure to drive. I couldn't quite afford an MG myself at the time but vowed I would one day!

My wife and I then moved to Boston, MA in 2002 so she could pursue research work at Harvard and my links to MG cars were lost for a while until I happened upon a 1976 MG Midget for sale at a reasonable price and in good condition in Massachusetts. I was tempted enough to buy it as we were moving West through El Paso, TX for a while, to eventually land in Belmont, CA which is where we have lived since 2012. Little did I know of the (completely crazy) California smog laws and lack of sensible rolling age limit on smog tests and the like! The Midget had all emissions controls long removed, Weber carb added and had been tuned for performance and not for the environment. I looked at several options to get the car street legal and ended up concluding this would have been more than the car was worth and more than I wanted to invest. I continued to update it for bodywork and interior, the engine had already been overhauled, and managed to trade it as part exchange for a 1973 MG B GT (no smog testing, yay!). I am now the proud owner of a bronze yellow MG B GT which I can actually drive on the streets here.



## David Green – Continued from page 7

From a trace of its history, the MG B GT has been driven in New Mexico and California only and is consequently in good shape from a rust perspective. The prior owner was a pilot and tinkerer in electronics in planes and completed several upgrades of electronics and generally looked after it well. I acquired the car in January 2016 and have since overhauled the brakes, replaced the rear tires and spare, fixed multiple electrical issues, added running lights, tuned the Weber carburettor (I'm sticking to the British spelling!), replaced door seals and several interior parts and enjoyed several drives around the Bay Area, including a few as a daily driver to work in Redwood City. I also splashed on a custom license plate which seemed to fit the car better than the old regular one



My next projects are to replace the door locks, address several dings in the bodywork, including a new bonnet, new front bumper, new grill, new rear seat, some performance improvements and several interior changes. I'm trying to get my two daughters, aged 6 and 8, interested in some of the projects and failing so far, I'll keep working on that!

I've attached a couple of pictures, including the new license plate in case any of the other club members spots me around town anywhere. I find it interesting how many people I meet who have had some history of owning or driving MGs. One of my neighbors bought an MG C GT new in the 70s and another used to own an MG B. I have also had numerous people approach me at gas stations, on the street and elsewhere when driving around to proclaim their love for MGs and tell a story about their past ownership or other encounter! There is definitely a spirit in MG cars that somehow stays with people and forms an emotional attachment.

I'm delighted to be part of the MG Owners Club and community.  
Cheers, Dave.

### Answers to MG Quiz

1. Oxford; 2. Morris Garages (also "Mighty Grand!"); 3. Monthery, Paris; 4. 33 (Bonus: How many replicas now exist?); 5. 254 mph; 6. Both use SU carburetors; 7. Thames; 8. Blue (Bonus: Who is the son?); 9. Kate Moss; 10. 1975, 1976, and 1977



## New Members: Paul Williams & Family

I am a new member: a British psychoanalyst who immigrated from the UK to San Anselmo, California with my two sons Oscar (18) and Luke (14) in August 2016. We brought with us a restored 1958 MGA Twin Cam (YD3/678) which I have owned since 2008 (originally exported new to Ontario), an MGA 1500 we found in a barn outside of San Diego which I had shipped to the UK, converted to RHD (+ MGB 1950cc fast road engine stage 2, Weber, 3.9 diff, five speed box) and then we discovered we were moving here and brought it back (!!).

I worked in the British National Health Service in Belfast for a good many years, and when I retired we moved to live in Hampshire.

We also have a 1963 Austin Mini with a 1360cc engine and twin SU's. We would love to see/do some vintage car racing: if any member can point us in the right direction we'd be grateful. We'll also be trying to get to some club meetings in what look like beautiful locations.

Paul Williams



## 'Winning' the Burnt Spark Plug Award

By Kirk Prentiss

**The tour began well.** The day was clear and bright, and all of the participants were ready for an exciting Sierra Tour. At our lunch stop, tour leader Steve Glenn, provided highly detailed plans for the three days. We knew where we were at, we knew where we were going, so the mission was to enjoy the ride.

For some, you may not be aware that the Sierra Nevada Mountains are, actually MOUNTAINS - not hills. HWY 88 was our route and at the summit of Kit Carson pass the altitude is 8,574 feet.

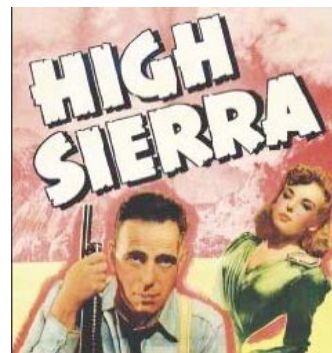
My B/GT, Mrs. Peel, was running strong on the winding way through Pine Grove, Pioneer and the wide spot in the road called Black Station Inn. But as is the case in many stories, things begin to change and what was previously "all is well" would change to "not so great."

The constant increase in altitude required the 1800 cc pushrod engine to make use of 3<sup>rd</sup> and 4<sup>th</sup> gears. Up shift, down shift. And then slowly, I noticed that shifting between gears was becoming more difficult. Immediately I blamed myself, "You are just not used to driving these roads," I thought. But when I couldn't get the shifter into any gear that sinking feeling of dread set in, I pulled over to a wide spot on the shoulder.

Amy, ever the optimist, reminded me that we can just call AAA and they can assist. Sure, however AT&T gave us no signal at 7,900 feet on HWY 88. Great. Later I would realize that we were actually quite fortunate. Our breakdown was before "Tragedy Spring" on HWY 88. I don't want to think what would have happened to us *there*.

Fortunately, George Stenberg and Marcia Crawford from the MGOC, were ahead of us in their truck loaded with tools, spare parts and a place for us to hunker down in case it began to snow. I instantly had visions of the Donner party...

Eventually many of the other MGs in the group came along and stopped to assist. I described my car's symptoms and we all put our heads together to solve the problem. Check for fluid leaks! None. Check the pedal! Working fine. Check the slave cylinder! The pin was in, so that was fine. Pressing the pedal felt like stepping on a bag of marshmallows.



Eventually many of the other MGs in the group came along and stopped to assist. I described my car's symptoms and we all put our heads together to solve the problem. Check for fluid leaks! None. Check the pedal! Working fine. Check the slave cylinder! The pin was in, so that was fine. Pressing the pedal felt like stepping on a bag of marshmallows.

The tow truck arrived and an unfriendly driver insisted that I not ride with him with my car. AAA suggested a shop in So. Lake Tahoe. The tow driver couldn't have cared less. By the time we arrived the shop was closed and

## Burnt Spark Plug - Continued

area was not somewhere to just leave our car. The driver was abrasive and accusatory and opted to drop our car off at a nearby gas station. This was little help since it was only a convenience store. Not happy about this location either, we decided to get the car off the tow truck and engage "plan B." That plan was being made up as the car was rolled off the truck.

Retrieving our things out of the back of George and Marcia's truck, I turned around and the tow truck driver drove off. WHAAAAT? No receipt, no handshake, nothing. Plan B was to limp over across the street to Motel 6 (*yes, Tom did leave the light on*), stay the night and see if we could find a mechanic on Saturday morning.



The elegance of the Motel 6 was an understated simplicity. However, it was a place to stay the night. We walked down the street, found a nice place for dinner and a couple of glasses of wine took the edge off the day.

The next morning we decided to make our way back to the Bay Area. The clutch was now working perfectly. Yet another phenomenon of vintage mechanical systems. But each mile was closer to home should we need a dreaded tow again.

So what was the problem? After a lot of head scratching, contemplation, and hunches, the idea was that a micro bubble in the system was the issue. At sea level, it might have already been there, but with the extreme change in altitude, heat and just damned bad luck, it made it's way between the M/C and slave cylinder. After inspection of the components, which looked to be original to my 1969 car, I decided to replace all old parts.

I would later hear that 50% of the group experienced car issues on the tour. Word to the wise: if you have AAA, make sure you have the premium account for a two hundred mile tow!

*Readers Digest version condensed from The Wind Machine of the  
Sorry Safari Touring Society*

## The Annual Awards Banquet Brunch

Andy Preston

The Annual brunch was held at Hs. Lordships on Berkeley Marina on January 21<sup>st</sup> and was a huge success with over 50 members attending and enjoying good food and conversation. Thanks again to Marcia and Marla for organizing the brunch.

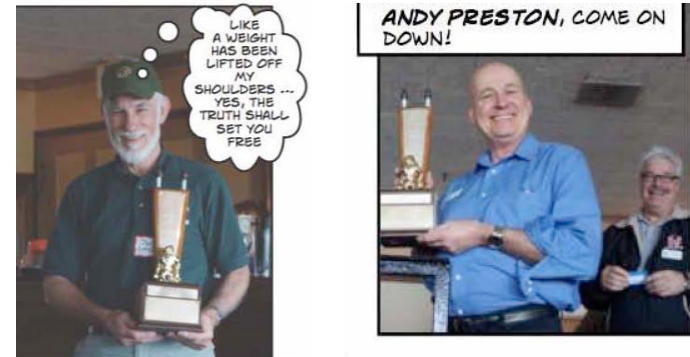
Even though the weather was cloudy and raining 3 members braved the elements and drove their MGs. The long distance award went to Don and Margis Cowgill who drove over 39 miles in their 1965 MGB; Don received a complimentary brunch.

As is customary members who organize and help out in MGOC events during the year receive a token of appreciation from the club. This year a personalized 60<sup>th</sup> Anniversary mug was presented to the following members in recognitions of their work; Marcia Crawford, Marla Preston, Kim and Craig Kuenzinger, George Steneburg, Mike Jacobsen, Dave Marsh and Steve and Cherryl Glenn. Thanks again to everyone.

Felix Lee and Steve Kellogg received a cut glass engraved Octagon award and commemorative mug for their service as Editor and President respectively.

The highlight of the day was the presentation of a "Lifetime Membership Award" in the shape of an engraved glass octagon to David Wright and George Steneburg for their continued service and dedication to the club for as long as anyone can remember. Well done guys!

The coveted Burnt Spark Plug Award went to Kirk Prentiss who was absent but will receive the award at the club breakfast and meeting on February 4<sup>th</sup>. (Recent winners of this coveted award below.)



## MGOC Schedule of Events 2017

All events and dates are subject to change. MGOC events in **Bold**

**Sat Feb 4: Club Meeting ('Natter & 'Noggin), Nations Burgers El Cerrito, breakfast 9am, meeting 10am**

Sat Feb 11: Valentines Day Tour, North Bay British CC, Dawson Church,

see website for flyer

Sat Feb 18: SSTS Valentine's Day Redux, 10am, Castro Valley, Judy Guidry

**Sat Mar 4: 'Natter, Nations Burgers El Cerrito, 9am /10am.**

**Sat Mar 11: Tech Session, Walnut Creek "Getting your LBC ready for the driving season." Craig Kuenzinger's garage, see flyer pp. 18 & 23**

**Fri Mar 17 St. Paddy's Day tour, Marin. Andy & Marla Preston, see flyer p. 21**

Sat Mar 25: SSTS 'No Idea' Tour, Keith & Pam Shukait

**Sat Apr 1: 'Natter, Nations Burgers El Cerrito, 9am / 10am**

Sun Apr 9: SSTS Ruth Bancroft Gardens Tour, Walnut Creek

**Sat Apr 22: San Juan Batista Three-Club Tour, MGOC, SSTS, Cypress CC, Dave Marsh**

**Sat May 6: 'Natter, Nations Burgers El Cerrito, 9am /10am**

Sat May 20: SSTS Windy Roads Tour, Don Cowgill

Sun May 21: \*Dixon Brit Meet & Swap by UBSCC. **Caravan to show from North and South Bay**

**Sat Jun 3: 'Natter, El Cerrito at George's Pub, envelope stuffing for MGsBTB**

**Sun Jun 4: MGs by the Bay, Danville Livery. MGOC host**

**Sat Jun 10: Half Moon Bay Tour. Dave Marsh**

**M-F Jun 19-23: \*NAMGAR GT42 Solvang CA, co-hosted by MGOC and Paradise Car Club. Mike Jacobsen**

Su-W Jun 25-28: \*NAMGBR 2017, San Diego CA

M-F July 10-14: \*GOF West, Santa Maria CA

**Sat Jul 22: Aptos St. BBQ, Santa Cruz. Meet in Sunnyvale. Dave Marsh**

Sat Aug 5: \*Little Car Show, Pacific Grove (SSTS participating)

**Sat Aug 19: MGOC Annual Picnic at Tilden Park, Marcia, and George**

Sa-Su Sep 2-3: \*Scottish Games, Pleasanton CA. Kirk and Amy Prentiss

Sat Sept 16: SSTS Tour, Carl & Dian Brown

**Sat Sept 30: Pebble Beach Tour, Steve Kellogg**

Sa-Mo Oct 7-9: Sierra Tour, SSTS & MGOC. Kirk and Amy Prentiss

Sa-Su Oct 14-15: \*British Fall Classic Morgan Hill, Bill Hiland

**Sat Oct 21: Windmill Tour Livermore, Dave Marsh**

**Sat Nov 4: Sonoma Tour, Andy and Marla Preston**

**Sat Dec 9: Holiday Tea and Toy Drive, San Francisco, Elaine Chan's home**

**Sat Jan 6 2018: Planning Meeting, Kensington, Marcia Crawford**

**Sat Jan 20 2018: Annual Awards Brunch, Hs Lordships, Berkeley, Marla and Marcia**

\* Group Events supported by the MGOC

***Can anyone do them all?***

## 2017 M.G. Quiz by John Hunt

(Answers on page 8)

- Where was the M.G. Car Company founded and started?
  - Manchester**
  - Birmingham
  - Oxford
- What does the name MG derive from?
  - Modern Gentleman**
  - Morning Glory
  - Morris Garages
- In the 1930's the MG factory developed a land speed car called, The Magic Midget. In 1931, it broke land speed records at what track?
  - Brooklands, United Kingdom**
  - Norsring, Nuremberg, Germany
  - Monthery, outside of Paris.
- MG's most legendary race car of the 1930s was the K-3. How many K-3's where built?
  - 33**
  - 35
  - 40
- The MG land speed car, EX 181, was driven by Phil Hill. What was its top speed?
  - 222 mphb.**
  - 252 mph
  - 254 mph
- What does the World War II fighter plane, the Spitfire have in common with MGs?
  - Parts of the Spitfire where designed in Abingdon**
  - Both use SU carburetors
  - Spitfires where built near Abingdon
- What river goes through Abingdon?
  - Tigris**
  - River Clyde
  - Thames
- Prince Philip courted Queen Elizabeth in an MG TC, naturally. His son's first car was an MGC GT. What color was his son's MG?
  - Tartan Red**
  - BRG
  - Blue
- What famous model drives an MG Midget?
  - Christie Brinkley**
  - Kate Moss
  - Gisele Bundchen
- Huffaker MGB built racecars won the SCCA E-Production national championship in what years?
  - 1971, 1972, and 1973**
  - 1975, 1976, and 1977
  - 1974, 1978, and 1979



# DRIP PAN

News and Articles from the Peninsula T Register

## Pre-preparing for Summer: Staying Cool!

MGOC Member John Hunt

England is the land of fog, rain and the occasionally brilliant sunny day. Our MG's were designed and built on the island in the North Sea where the average year round weather temperature in the UK is 56 degrees Fahrenheit. That being said, our MGs prefer cool weather to hot. We are fortunate to live in sunny San Francisco Bay area of which some parts can get temperatures over 100 degrees.

As much as possible, you want to keep your car engine running right around normal. Each movement beyond normal on our Smith's temperature gauge is a red flag for us. Aside from stopping and steaming, there are a variety of things that can happen when a car overheats. Among the many different problems you can have include: a burst hose, the head can become warped or cracked. In other words, the end result is costly repairs.

However, there are a number of steps you can take to help keep you MG cool and help reduce the risk of overheating. Number one, have your mechanic annually test your temperature gauge for accuracy and your to make sure your radiator cap works properly and you have the right pressure value number for an MG. Next, of course is using coolant in your radiator. Those are the basic minimums.

After the basics, there are a number of steps you can take to help your car run on the cool side. Our cars are set up with an overflow tube when the radiator overheats. This is an effective tool, however, it does have one drawback. Each time it overflows, you lose fluid so there's less liquid in your radiator. There's a solution to help keep your coolant in your radiator and not on the road, installing a radiator overflow tank system. What it does is collect coolant that is heated by the engine and when it overflows, it goes into a tank which circulates the coolant when it cools back into the radiator. This is a simple repair where parts and labor should run well under \$200.

When your coolant runs low, rather than adding water, try using Red Line WaterWetter. According to the firm's website, it will: "reduce or eliminate bubbles or vapor barrier that form on hot metal surface to reduce coolant temperatures by up to 20 degrees. Improves heat transfer and reduces cylinder head temperature." I use it and have been pleased with it so far.

To further add insurance to help stay and keep cool, consider adding a Fan Shroud to your car. Rather than having a fan blow air everywhere, a fan shroud concentrates wind flow on the engine that will help cool it.

These are a few starting thoughts about staying cool for the summer. For a more in-depth look, google: "hot blooded - tips to avoid overheating - moss motors" or use this link:

<http://www.mossmotoring.com/hot-blooded-tips-to-avoid-overheating/>

Enjoy the open roads!

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## MG Success in \$2016 Challenge

Grassroots Motorsports magazine reported that a 1969 MGB finished third overall in their hotly contested low-buck race & show event. Not new to the competition, the Razorback Racing MGB, "keeps getting faster and better." Contestants are required to keep their cash outlay below \$2016 – though I think a lot of creative accounting goes on here.

The MGB is powered by a V8. It sported a new vivid orange paint color, the result of mixing together cans of different color paint from a paint shop going out of business.

The little MG posted the "alarming" quarter mile time of 11.957 seconds, third fastest of the competition. The MGB is fielded by Steve Griffiths and Lon Zeigler. The next challenge is Oct. 21-22, 2017 at Gainesville Raceway in Florida. Still time to enter. By Dan Shockey





## MGs in Cuba

I am just back from a tourist visit to Cuba and I was surprised to see how many MGs are out there. Unfortunately, I didn't see any classic MGs. Instead, they are all MGs made since 2013. Lots of MGs like the MG3 pictured below.

I posted more photos of Cuban cars here if you are interested. Lots of vintage Detroit iron of course but lots of new Korean and Chinese cars as well.

<http://felixwong.com/2017/01/cars-in-cuba/>

Yes, MGs are some of the few things Cubans can get but Americans can't. Otherwise there seems to be a scarcity of many basic things like food, toilet seats and toilet paper.

In other MG news, MG was recently ranked as the "5<sup>th</sup> Best Auto Manufacturer" in the UK after Tesla, Lexus, Skoda and Dacia. I was surprised.

<http://www.autoexpress.co.uk/best-cars/driver-power/91289/best-car-manufacturers-2016>



Felix Wong  
MGOC Special  
Correspondent in  
Colorado & Cuba



Instructor Craig K. at a previous Tech Session. Don't miss the next one, Saturday, March 11.





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## MGs that Rock!

By John Hunt (Not edited by Sharon)

If you grew up during the late 1970's and 1980's and enjoyed music that had a thundering beat, you would know AC/DC and it's lead singer, Brian Johnson. Just this year, he had to retire from music industry, since he was about to lose his hearing. I guess all those concerts on the road would do that to anyone. What is not as widely known, is that he is a fellow motor head. In 2015, he produced a TV series called Cars that Rock that featured 12 iconic car producers or car model which are: Alfa Romeo, Bentley, Bugatti, Ford vs. Chevy, Jaguar, Lamborghini, Land Rover, McLaren, MG, Mini, Porsche, Rolls-Royce.

My favorite quote of his about MG's was, "If it's not fun to drive, it's not an MG." Unfortunately, the DVD is currently only available in European format and not North America format. There are a few partial, short clips on U-Tube and they are a kick, his passion for cars makes each clip entertaining to watch. He also, wrote an accompany book to the series which you can find on Amazon which is a fun read as well.

We know MGs rock, how about a short list of MGB owners that rock as well. Here's a few famous people that realize there's nothing more fun or cool than an MGB: actress Sharon Stone (MGB), musician Gordon Sumner, aka Sing (MGB GT), actress Emma Thompson (MGB GT).

Hope you have a rocking 2016 and many great adventures in your MG!

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# St. Paddy's Day Tour

Friday March 17, 2017



The MGOC & SSTS welcome you to join us

*This is a Rain or Shine tour so if raining drive a car with wipers.*

**Date:** Friday, March 17, 2017 Green is the color of the day.

**Organizers:** Andy and Marla Preston 707 795 3480

**Meeting Place:** Bagel Street Café, 208 Northgate One, San Rafael

**Time:** Meet at 10:00 for a 10:30 departure

**Tour:** We will be driving to the Farmhouse restaurant in Olema on the Pt. Reyes Seashore for our St. Paddy's day lunch. The tour starts at the Bagel Street Café, in San Rafael so it's an easy meeting point from all over the Bay Area.

We will head out along Lucas Valley Road, past Sky Walker Ranch and through the small hamlet of Nicasio. Our first stop will be at the Marin Cheese Factory where we will take a short break and enjoy coffee, snacks and of course sample some wonderful cheeses.

We will leave the Cheese Factory, heading Northwest through Chileno Valley, which one of the most scenic areas of West Marin especially at this time of year. We will join Hwy 1 at Tomales and then follow the Tomales Bay shoreline through Marshall and Point Reyes Station to Olema for lunch. We will have a private dining room and open menu.

Lunch should be around 1:00 pm. Please bring cash.

**Please RSVP:** to Andy or Marla Preston at 707 795 3480 or [marlapreston@hotmail.com](mailto:marlapreston@hotmail.com) by March 14<sup>th</sup> so we can confirm lunch reservations.

We look forward to seeing you.



Olema Farmhouse



## Classified Ads



1972 MGB. Very nice MGB you can drive anywhere. Overdrive, roll bar. new tires; engine overhauled 5 years ago; replaced clutch 3 years ago. Recent: alternator, exhaust, starter, top, Pertronix. \$15,000 or offer. Contact Bob Luebbert at 510-912-4239 or [r.luebbert@sbcglobal.net](mailto:r.luebbert@sbcglobal.net) (Posted 2/17)

1967 MGB. Red. Completely gone through – new wheels, exhaust system, improved front brakes, new battery, new Weber carburetor (old SU carbs come with it too) and many more new parts. \$14,000. Contact Bruce, 707-762-4107. [Posted 12/16]



1977 MGB \$7000.00 or Offer. Green. 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. Paper work from the day I bought it. Call member Laura Ortiz, anytime 831-809-1777. [Posted 11/16]

165-80x15 tires with 200 miles on them: Nankang, \$120 all. Dan (309) 696-08903. (Posted 10/16)

Logitech Create, Backlit Keyboard case with Smart Connector for iPad Pro 12.9 inch. Best offer to Ken Gittings, 510-791-8445. [Posted 10/16]

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt Electric Winch. Reasonable rates. Randy Grossman (415-518-5210) or Eric Baker (510-517-2165)

For additional ads, see prior issues of The Octagon. Prior issues of The Octagon and other classified ads may be found on our web site, [mgocsf.org](http://mgocsf.org)

## Club Meeting 'Natter & Noggin'

Date: Saturday, Feb. 4, 2017

9 a.m.: Breakfast

10 a.m.: MGOC Club Meeting

Nation's Giant Hamburgers

6060 Central Avenue, El Cerrito

510-528-8888

More Info: Andy Preston

[andypreston@att.net](mailto:andypreston@att.net)

*We look forward to seeing you!*



## *Tech Session, Kuenzinger Garage*

### *Getting your LBC ready for the driving season*

Member Craig Kuenzinger invites you to a tech session on preparing your car for the upcoming year. Craig is an ASE Master Technician in electrical (as well as other areas of automotive repair) and has been a technical instructor since 1974. He will discuss and demonstrate how to perform the necessary maintenance and services items required get your car on the road. This will be a "hands on" learning experience and will be geared to the level and interest of participants.

**Date:** Saturday, March 11, 10 a.m. - 12 p.m.

**Location:** 1751 Lilac Drive, Walnut Creek, CA

**Please RSVP to:** Craig Kuenzinger at [mrcraigk@aol.com](mailto:mrcraigk@aol.com) or call him at (925) 234-3313

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## INSIDE THIS ISSUE

Notable Dates.....	3
President's Ponderings .....	5
From the Editor .....	6
New Member David Green .....	7-8
New Member: Paul Williams .....	9
Winning the Burnt Spark Plug Award .....	10-11
Brunch Report .....	12
2017 Full Schedule .....	12-13
John's MG Quiz .....	14
The Drip Pan: Staying Cool .....	15
\$2016 Challenge .....	16
MGs in Cuba .....	17
Tech Session .....	18, 23
MGs That Rock .....	19
St. Patrick's Day Tour .....	21
Classifieds .....	22
Natter & Noggin .....	23