

THE OCTAGON

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



The British are Coming!
The British are Coming!

October 2013

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 2013

President: Tim Polidoroff, 650-342-6443, polidoroff@comcast.net

Vice President: Steve Kellogg, webmaster@mgocsf.org

Treasurer: Marla Preston, marlapreston@hotmail.com

Secretary: Randy Grossman, grossran001@comcast.net

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com

Member-at-Large: David Wright, 510-653-3831

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

APPOINTEES

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

Corresponding Secretary: George Steneberg, j2george@pacbell.net

Historian: George Steneberg, 510-525-9125, j2george@pacbell.net

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Registrar: Steve Kellogg, webmaster@mgocsf.org

T Register Director: Jim Carlson, 408-224-3992, mjgim@comcast.net

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

Webmaster: Steve Kellogg, 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 1962-74: 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, j2george@pacbell.net

Z-Magnette Saloon: Eric Baker, 510-531-7032, mgpb36@yahoo.com

T-types: George Steneberg, 510-525-9125, j2george@pacbell.net

Pre-war Midgits-Magnas-Magnettes: George Steneberg, 510-525-9125

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

S.U. Carburetors: Marty Ray, 831-475-6204, martyray@cruzio.com

COVER PHOTO:

The British are Coming!, The British are Coming!, 2nd Annual British Fall Classic, Morgan Hill, Felix Lee

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2013 rates are presented *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 Mike Jacobsen upon request.

MGOC.SF.ORG

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

Forthcoming Events

MGOC Events in bold

October 6 – Niello Concours at Serrano, Serrano, Brian and Michele Moore

October 12 – **MGOC Club Meeting**, Mimi's Cafe, Saratoga, On to Morgan Hill BBQ at Les Stuarts', Tim Polidoroff

October 19 – **Sonoma Tour**, Sonoma, Andy Preston

October 28–November 1 – GOF, Carefree, AZ

November 16 – Turkey Trot, Judy and Herb Guidry

November 16 – **Pigeon Point Lighthouse Tour**, Mike Jacobsen

December 7 – SSTS Holiday Party, Jeannie Haslam

December 14 – **MGOC Holiday Tea**, Mike Jacobsen

From the Editor...

Ain't No Stopping Us Now



"One if by land, Two if by sea ..." Three if by backroads through Morgan Hill. That's right, the British are Coming, The British are coming ... And for one glorious weekend, the British, took over Morgan Hill's downtown treelined streets and its environs, as part of the 2nd Annual British Fall Classic, hosted by Bill and Mary Hiland.

The festivities got off with a bang (someone's muffler) on September 14th, Saturday afternoon, as Joe Cain gathered about 60 little British cars (LBC) of all makes and models, at the Butterfield Station, in downtown Morgan Hill.

The visual of 60 LBC, taking up 2/3rds of each modern parking spot, was a prelude to the main event the next day, which would involve over 160 LBC. After the business of signing waiver forms, we all took to our LBC, revved up the starters, and took to the streets. As the drive-by cavalcade of LBC came chugging on through downtown Morgan Hill, not once, but twice (to raise awareness that the British are coming), it became pretty clear to everyone, driver, passenger and spectator, that there "ain't no stopping us now, we're on the move, ain't no stopping us now, we've got the groove."



We took several rural country roads which looped around Chesebro and Uvas (Spanish for "grapes") Reservoirs. Although the terrains are rolling, there were no serious hills, which was perfect for our LBC. We passed through a Sod Farm and made a midway stop at Guglielmo Winery. Our group of a hundred or more, were treated to a free tasting of their "uvas." We learned about their award winning wines and then packed into our LBC for some additional driving and took a big group picture of our beloved LBC at a rest stop along the reservoir. A mere 3 hours later, we found ourselves touring through downtown Morgan Hill, one last time, to signal a "Three," informing all the local gentry and town folk, that the British were indeed coming, by backroads through Morgan Hill.

Safety Fast!

Felix Lee

- "Please keep up with the leader car, because, if you do not ... You, are now, the new ... leader car."

Joe Cain

- Photo of Steve Glenn's Mini's Roof



Photos by Samantha Lee

MG

TC-TD-TF-MGA-MGB-C-Midget

SHOCK ABSORBERS:	Front	Rear
MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
MGA, MGB, MGC, Midget.....	102.00	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	\$call	

BRAKES: sleeved and rebuilt

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1956-67.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinder sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$90
Front end A-arm (Midget).....	\$95.00

CARBURETORS: COMPLETE REBUILDING

Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves gaskets. FLOW BENCH TEST.....\$375-\$415/pair

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Core charges apply if items are ordered prior to
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OCT09

President's Ponderings...

Hello! Once again, I'd like to start with a thank you ... this time, for Morgan Hill "2nd Annual *British Fall Classic*," organizer Bill Hiland, and event coordinators Craig Kuenzinger and Steven Kellogg, for their countless hours of "yeomen's" work, in support of this wonderful event. Bravo! But that's not all ... when not working the event; Craig was out repairing member's cars from George Steneberg's Bugeye (which had a loose spark plug wire), to Bill Hiland's MGB (which had a failed fuel pump). What a guy! As for the event itself, it was very well attended, the weather couldn't have been better, and the Saturday drive preceding it was a lot of fun too. Even for those of us, like me, who got lost ... or at least "temporarily bewildered" part way through it. Ha ha! Thanks also, to the many MGOC members who supported the event by volunteering in various capacities. Finally, congratulations to the many MGOC members whose cars won awards at the show ... especially Bob Shaheen, who won first in class for his beautiful new (to him) Aston Martin DB7. See the follow-on article later in this newsletter for more event stories and details.

September's MGOC monthly meeting was a significant milestone in several ways. First and foremost, it was Mike Jacobsen's first meeting as a regular member in over a decade. Thank you again Mike for all your years of hard work in support of the club in so many different capacities. I hope that we'll see you back on the Board again soon. Second, it was our first Board meeting to feature a "virtual" attendee ... Marla Preston, our new Treasurer, who participated from her home in Rohnert Park. For those of us – like me – who are still trying to figure out how to use their cell phones it was an impressive tour de force of the wonders of modern wireless and video technology. Special thanks to Marla and MGOC technical wizard Steven Kellogg for making

this possible.

As promised in last month's Ponderings, this month marks the first installment of Clint Wright's (Owner/Sr. Mechanic at British Car Repair in San Rafael) new monthly Tech Q&A column in the Octagon. Thanks Clint for taking the time to share your knowledge with us in this way! And, thanks also to the many MGOC'er who submitted questions. I hope that all of you enjoy the column as much as I do. If you'd like to add your question to Clint's "queue" please send it to me at polidoroff@comcast.net.

Is anyone out there interested in a coupon for \$100 in free MG repair services (labor only) at Collins Classics (609 California Drive, Burlingame, CA 94010). We originally awarded this coupon to Bob Freitas as part of a new member promotion. However, as Bob does his own work he generously asked that we give this coupon to someone else. So, if you're interested e-mail me at polidoroff@comcast.net. The only conditions are that you be a club member, that you promise to use the coupon to service your own MG car (in other words the coupon cannot be re-sold), and that you're not already a regular Collins customer (i.e., you haven't serviced your car there in the last 6 months). I will award the coupon on a "first response" basis.

Finally, a reminder that on Saturday October 12th, we will host another MGOC Natter & Noggin "Breakfast" meeting. This time the meeting will be in the South Bay. Due to conflicting vacation plans I won't be there, however, your hosts, Steve Kellogg and Felix Lee will be, and I'm sure a good time will be had by all! Especially since after the meeting, member Les Stuart, has invited participants to his home in Morgan Hill, for BBQ lunch and an informal tech/garage work session. Check it out!

Regards,
Tim Polidoroff



Our very helpful Professor Kuenzinger has a new toy and can't wait to use it on you!

Ride of Shame

Part I

By Andy Preston

Our first stop on our drive to MG 2013, in Corvallis Oregon, was at Fortuna for lunch. We met up with some more fellow travelers swelling our group to 10 MGs.

As a routine precaution I checked the oil level on my blue 67 MGB and WOW, where had the oil gone. We had only travelled 200 miles and I was down 1 1/2 quarts. Prior



to leaving home I had serviced the car, adjusted the valves, adjusted the timing and changed the oil and filter. Maybe I didn't fill the oil level correctly. I wasn't leaking oil under the car and wasn't blowing blue smoke from the exhaust so how could I use 3 pints of oil. And the car was driving great and pulling strong. I topped up the oil but only had 2 quarts with me.

Our overnight stop was in Crescent City, just under 200 miles up the road and again I was down another quart of oil. I bought another 6 quarts.

The next day we headed over Grant's Pass so I charged up and over the mountain to ensure that I made it. The car ran fine but missing a beat every now and again. Our lunch stop was in Cottage Grove Oregon, where Ken Gittings suggested I replace the rubber diaphragm in the PCV valve. Thanks to Mike Jacobsen, who carries a complete set of parts, in his Magnette, to build another one, provided the

new diaphragm. We arrived in Corvallis that evening and YES, the car was still burning oil at 200 miles to the quart. I spoke to John Twist at the barbeque that evening, and he thought that since the engine was original, and had never been apart, it probably needed rebuilding, even though I had 65 psi oil pressure.

The car ran great for the entire 3 day event and we even took a side trip up to Portland and the Aviation and Space Museum in McMinville, to see the Spruce Goose.

On the way home, we were 10 miles south of Crescent City on Hwy 1, climbing a steep grade, when the car suddenly lost power and was only firing on 2 cylinders. The temperature shot over 250F. We pulled over and thought "what now?" We were still over 300 miles away from home. Our traveling companions, Dennis Odea and Sheryl King, pulled up behind us in their 2 MGs. A word of advice here, it is always safer to travel in groups, on long trips.

The car was bubbling coolant so we let it cool down and thanks to Dennis, installed new plugs, and filled up the coolant. Two of the spark plugs looked strange and had green stuff on them.

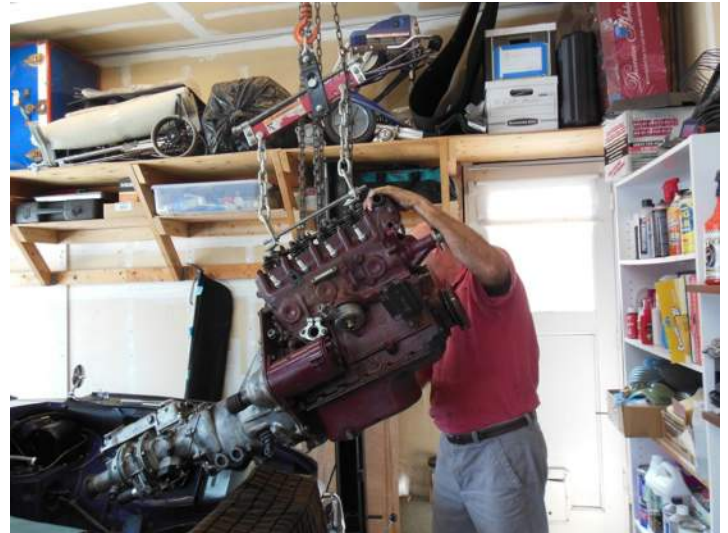
The car started right up when cool and we travelled



cautiously the next 50 miles to our overnight stop in Trinidad. The car coughed several times, but kept on going. The Inn keeper told us that Fortuna was 40 miles south along the coast and on fairly level roads, but after that, you get into hills and out of cell phone range. So our goal was Fortuna.

The next day we set off early, in the cool morning mist, and made it to Fortuna for breakfast. We ordered breakfast, and a flat bed tow truck, for the final leg back home. Although we were 207 miles away from home, our AAA allowance was only for a 200 mile tow. Alas, we only had to pay for 7 miles. What a bargain! Marla made me sit in the middle seat because she said, "I don't want the driver brushing his hand against my leg every time he changes gear."

At home I checked the compression and I had 165-125-125-165 across the 4 cylinders. I pulled the engine and next month, I'll tell you what I found ...



BTW, Andy Preston's photo of this same '67 MGB roadster, was taken on the way back from MG 2009, held in Colorado on Hwy 50 (the loneliest highway in America), won the MG Car Club Deutschland Photo Competition and was featured on the cover of "MG Kurier, Offizielles Magazin des MG Car Club Deutschland e.V."

(For the record, this was not taken by Andy, reaching over across the passenger seat, while holding the steering wheel with his feet. His son, John, accompanied him on the trip, and was driving at the time)

WANT SPARK PLUG AWARD

PRE CAR SHOW RITUAL



WAX ON, WAX OFF ...



A LITTLE MORE TO THE LEFT!

?!?



UH, OH!

QUICK, THE JUDGES ARE COMING!



TIME IS UP! SHOULD HAVE CLEANED EARLIER, LIKE WE DID!

YA! 'URLIER, YA!



WHAT A BUNCH OF ...



LATER, AT THE AWARDS CEREMONY ...

DIDN'T DO TOO WELL THIS YEAR GUYS, WHAT HAPPENED?

DARN, SHOULD HAVE WAXED MORE ...



WELL, AT LEAST THERES THE BSPA ...

GOOD THING WE DIDN'T BRING THE MGB ...



EXCUSE US, WINNER COMING THROUGH! MAKE WAY!

PSST, MARLA, TOMORROW, WE'RE SELLING THE MGB!

..... TO BE CONTINUED



MG 2013 Sonoma Wine Tour

Saturday, October 19, 2013

Organizers: Andy and Marla Preston 707 795 3480



Meeting Place: Sonoma Valley Bagel, 305 Rohnert Park Expressway, Rohnert Park, Ca 94928. Take 101 north and exit at Rohnert Park Expressway and head west for ½ mile. Sonoma Valley Bagel will be on your right.

Time: Meet at 9:00 for a 9:30 departure

Tour: This is a Rain or Shine tour and if raining bring a car with wipers. The first part of the tour will take us out through the backroads and pasture lands of Sonoma County and out to Bodega Bay and the Pacific Ocean. We will drive along the coast to Goat Rock Beach for our first stop and photo op. The weather at this time of year is chilly but normally clear so the visibility should be great.

We will head inland into warmer weather and stop at the award winning Armida winery for a wine tasting treat. Their tasting room overlooks the dry creek valley with stunning views. Wine tasting is complimentary for those driving MGs or other classic cars.

Our final destination and lunch stop will be at Adel's which is just down the road in Healdsburg. Adel's is a 50s type of diner which has an extensive reasonably priced menu and excellent food. We have reserved a special section at the restaurant for our group.

Following lunch it's a quick drive onto Hwy 101 and back home.

Please RSVP: to Andy or Marla Preston at 707 795 3480 or marlapreston@hotmail.com by October 16.

We look forward to seeing you.



Ask Clint ...

Got a Question? Query Clint's Queue ...

By Clint Wright

Question (Bill Becker bill.becker@comcast.net): I have a 1960 MGA 1600 and it, like I guess all MGA's, runs hot. Here is what I've done so far:

- The car came with a fan shroud which I removed. My mechanic, Dave Russ of British Motorsports in Campbell, said this would improve air flow through the radiator at highway speeds which is where the heating problem is the worst. This is because the shroud does block off a part of the radiator.
- The car came with an electric fan which I kept but moved it to the side of the radiator near where the filler cap is. (By the way, John Twist recommended I keep the shroud and remove the electric fan.)
- I twisted the vertical pieces in the grill out a bit to improve air flow through the grill
- Car timing and carb settings are per spec

The car has a radiator from Moss Motors. I understand that although these are good, they aren't as good as the original cell type radiators that the cars came with originally. There is a manufacturer back east that can provide these, but I understand that they are hard to keep clean etc.

What else do you recommend I do about my overheating issue? I know that the basic design of the car is faulty and that the air flow is pretty poor, let alone a marginal engine and water pump design for heat dissipation. Should I look into a copper core radiator or something similar? If so, is there one you recommend?

Answer: Identifying when the car overheats is as important as how to fix it. This car runs hot at speed as opposed to idle. The radiator is a device that dissipates the heat developed by the engine. More heat is developed when driving faster and under load than at idle. While the water pump is spinning faster at speed and moving more water the radiator needs the help of greater air flow to cool the system sufficiently so as to not overheat.

A properly designed fan shroud should force all air through the radiator and not around it. Air that hits a radiator without a shroud will take the path of least resistance which is around it and not through it. An electric fan installed on the radiator will actually decrease the ability of air to pass through it. That being said electric fans are more efficient at dissipating heat than the stock, water pump mounted blades. These however have their greatest positive effect at lower speeds

and idle. Unfortunately the generator on these systems cannot sufficiently provide the required current for the electric fans to run without, often draining the batteries, so one cannot start the engine after prolonged low speed running. Especially if other electrical circuits, such as the lights, are concurrently in operation. I am a proponent of electric fans but the system should have a manual switch which the driver can use to override any automatic operation of the fan.

Unfortunately the generator on these systems cannot sufficiently provide the required current for the electric fans to run without often draining the batteries so one cannot start the engine after prolonged low speed running, especially if other electrical circuits such as the lights are concurrently in operation. I am a proponent of electric fans but the system should have a manual switch which the driver can use to override any automatic operation of the fan.

The state of engine tune is important too. Richer fuel mixtures run cooler than lean. If the ignition timing is too "retarded," it will run hot. Therefore, are the centrifugal and vacuum advances working properly? Don't overlook the possibility of the crankshaft damper having "spun" and the timing marks are off. Remove the #1 spark plug, rotate the engine to top dead center, and inspect to see if the timing mark on the pulley lines up with pointer.

The radiator must be clear and free of restrictions to operate properly. A quick test one can do on their own, is to warm the engine up and feel for any cold spots on the radiator. The radiator should be approximately the same temperature all over. Any cold spots indicate a restriction. Don't do this with the engine running. Radiators of different materials will dissipate heat at different rates. Aluminum will dissipate heat more efficiently than stock.

Use the proper thermostat. What many don't understand is, the purpose of a thermostat is not to prevent overheating, but rather to maintain a minimum engine temperature. We need to get the engine up to proper operating temperature, and that minimum temp is determined by the

thermostat. I would suggest between 165 to 185 °F, depending upon where, how, and when you drive the car.

So it is a balancing act to get it all right. Before changing parts, make sure the engine is set up right - Timing, fuel mixture, fan belt tension. The cooling system shouldn't be leaking. Ensure your radiator is in good shape. Make sure the fan shroud is routing all the air through the radiator.



2nd Annual British Fall Classic

and the envelope please ...



<u>CLASS</u>	<u>MARQUE</u>	<u>1ST PLACE</u>	<u>2ND PLACE</u>	<u>3RD PLACE</u>
A	Jaguar E-Type	Gary Smith '65 XKE	Madison Red Coupe	Boris Gruzman '67 XKE Coupe
B	Jaguar XK / Saloons	Geoffrey Horton XK140 FHC	Gabe Lanusse Saloon Mark 2	Peter Madsen Saloon Mark 9
C	Jaguar through '96	Paul Petach '85 XJS 12 Conv	John Varela '96 XJ6	William Baum '88 XJS Coupe
D	Morris Minor / Minis	Steve Glenn Mini	Gene Diccio Minor Woodie	Mike Larro Mini Sedan
E	Austin Healey Bugeye	Steven McHarris '59 Sprite	George Steneberg '59 Sprite	
F	Austin Healey 3000	Robert Blair 3000 Mark III	Mike Naughton 3000	
G	Austin Healey 100	John Batterton 100M	Bill Putnam 100-4 Le Mans	John Grosso 100-6
H	Not Assigned / Motorcycle	Jim Weisenborne '77 Triumph Bonneville 750		
I	TR2 - 4A / Spitfire	Mike Gross TR4 Surrey Top	Bill Meade TR3	Lloyd Bedeger TR3
J	TR 250 / TR6	Frank Bauman TR6	Annabelle Pugh TR6	Steven Polkalba TR6
K	TR7, TR8, Stag	Steve Chase '71 Triumph Stag	Edward Gorzynski Jr. TR7/8	Michael Hart TR7
L	MG TD	Susan Burnett '53 TD Mk2	Molly Polidoroff '52 TD	Robert Luebbert '53 TD
M	MG TC/TF	Richard Baez '54 TF	Victoria Kellogg '55 TF1500	Felix Lee '55 TF1500
N	MGB pre '74	Ian Hunter '70 MGB	Tobin Dougherty '67 MGB	Dan Shively '69 MGB
U	MGB post '74	Michaela Stites '74 MGB	Jim Lucas '78 MGB	Melinda Mongelluzzo '79 MGB
P	MGB GT	Michael Romo '73 MGB GT	Carl Biaggi '72 MGB GT	Jim Perell '71 MGB GT
O	MGA	Andy Preston '60 MGA Coupe	Bill Becker	Tyson Gyuire
Q	British Racing	Dan Pitt Ginetta	Jim Weisenborne MGA Race	Dan Wardman QWDF2 Formula Ford
R	Jensen / Nash / Riley	Robert Lamar '53 Alvis TC21/100	Pete Synders '66 Anglia Ford	Bret Hollingsworth '74 JH MK2
S	Morgan	Susan Loesche Plus 4 Roadster	Elsa DaCosta 4/4	Jesse Bregman Plus 4
T	British Luxury Saloon	David Wilson RR Corniche	Michael Hughes '68 RR SS	David Wilson '74 SS
V	Hillman / Sunbeam Tiger	Bob Petrokas '65 Tiger	Doug Lyle '59 Hillman Husky	Doug Lyle '54 Hillman Minx
W	Winners Circle	John Carey RR 20 HP		
X	Midgets / Non-Bugeye	Scott Martindale '65 Sprite	Bob Freitas '73 Midget	
Y	Lotus pre '86	Harvey Lasky '85 Turbo Esprit	Dan Wardman '67 Elan S3 SE	Dan Wardman '67 Europa S1 Race Car
Z	Modern British post '97	Bob Shaheen '97 Aston Martin DB7	Joe Cain Mini Coachman	Phil Endlis '02 Jaguar XK8

Photo by Felix Lee
Please turn the page for our 1st Place Winners

2ND ANNUAL BRITISH FALL CLASSIC 2013 WINNER'S CIRCLE



Dan Pitt Ginetta



Frank Bauman Triumph TR6



Steve Chase '71 Triumph Stag



Scott Martindale '65 Austin Healey Sprite



Bob Shabehn '97 Aston Martin DB7



Mike Gross Triumph TR4 Surrey Top



Best in Winner's Circle
John Carey '34 Rolls Royce Shooting Brake



Richard Baer '54 MG TF



John Battinon '56 Austin Healey 100M



Susan Burnett '63 TD Mk2



Best in Show
Gary Smith '65 Jaguar XKE



Michaela Stites '74 MGB



David Wilson '89 Rolls Royce Corniche



Steven McHarris '59 Austin Healey Bugeye Sprite



John & Sarah Hesketh Morgan Plus4



Michael Romo '73 MGB GT



Steve Glenn Mini



Jim Weisenborne '77 Triumph Bonneville



Harvey Lasky '85 Lotus Turbo Esprit



Andy Preston '60 MGA Coupe



Jeffrey Horton '55 Jaguar XK140 FHC



Paul Potach '85 Jaguar XJS V12 Convertible



Ian Hunter '70 MGB

Photos by Andy Preston and Felix Lee

Start Planning for the rest of 2013 ...



FALL - WINTER

NIELLO CONCOURS AT SERRANO, 10/6
 SONOMA WINE TOUR, 10/19
 GOF WEST, CAREFREE, AZ, 10/28-11/1
 PIGEON PT. LIGHTHOUSE TOUR, 11/16
 TURKEY TROT, 11/16
 MGOc HOLIDAY TEA, SAN FRANCISCO, 12/14

Sunday, September 15th, 2013 British Fall Classic car featured exquisite British revered marques such as Rolls MG, Morgan, Triumph, Austin 160 classic cars lined the Hill and the public was out in all!

The Saturday before the show saloon cars roamed the countryside. After the tour, the Sponsor, On the Road Again Classics, held a reception (featuring local generously donated Guglielmo wines) for over 150 show registrants and their guests at their shop and showroom.



By Mary Hiland

was a gorgeous day for the show! This wonderful event classic cars representing Royce, Aston Martin, Jaguar, Healey and many more! Over streets of downtown Morgan record numbers enjoying them

over 60 British sports and beautiful hills and event organizer and Title

This wonderful event would not have been possible without the support of the sponsors: **Title Sponsors:** Ladera Grill and On the Road Again Classics, **Silver Sponsors:** Heritage Bank of Commerce, California Quality Printing, and **Bronze Sponsor:** Hagerty Insurance. We also want to thank the board and members of the MGOc for their support and contribution! All of the net proceeds from the event will benefit Community Solutions, a nonprofit organization serving vulnerable youth, seniors, and adults in south Santa Clara County.

Relive this great event! Mike Hennessey, The Car Guy, narrates a video of the entire show and all of the cars! This DVD is now available for \$20 (proceeds go to Community Solutions). Just send your name, address, and a check made out to: British Fall Classic to On the Road Again at 16840 Joleen Way, G4, Morgan Hill, 95037 and we will send your copy!

MGOC Fashionistas



Joyce and Stuart Locke

Check Joyce's Midge Embroidery
representing their Midge
radiator ornament

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

Photo by Felix Lee

noto motors

British Car Specialist

Andrew Noto



vintage to modern
service repair restoration
now in palo alto

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650.965.9689

noto.veloce@gmail.com

On the Road Again

Customers took Awards at the 2013
MGs by the Bay, Dixon British Car Meet and Marin Concours

Austin Healey

Jaguar

MG

Triumph

Rolls/Bentley

Lotus



*Come Visit our Showroom of
Classic British Cars.*

Distributors:

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ARP Performance Fasteners

Glasurit Paints

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MGOC Business Meeting Minutes

September 12, 2013

Call to Order: Present: President Tim Polidoroff* called the meeting to order at 6:58 P.M. Also attending were Stephen Born, Marcia Crawford, Ken Gittings, Randy Grossman*, Mike Jacobsen, Steve Kellogg*, Craig* & Kim Kuenzinger, Kirk Prentiss, Marla Preston* (teleconference), Bob and Edith Shaheen, George Steneberg*, and David Wright* (* Denotes Board Member)

Approval of Minutes of Previous Meeting, August 10, 2013: Minutes approved.

Reports

Treasurer's Report: Marla Preston:

Account	September	August
Checking	11,503.66	11,669.63
Savings	3,461.32	3,461.32
Total	14,964.98	15,130.95

Expenses were for *Octagon* printing and mailing, and the purchase of Quicken 2013.

There was a discussion of implementing a budgetary procedure, but it was decided that current reporting with explanation of expenses would be sufficient.

Registrar's Report: Steve Kellogg:

Category	September	August
Regular	270 ¹	273
Corresponding	19 ²	16
Total	289	289

¹ Includes 57 additional family members.

² Includes one additional family member.

Secretary's Report: Randy Grossman: Nothing to report

Corresponding Secretary's Report: George Steneberg: Getting insurance for officers through NAMGAR. Renewed our nonprofit status with the State of California.

Regalia: David Wright: No new sales.

The Octagon: Felix Lee: New column with Clint Wright starting soon. 15 questions have been submitted so far and we are waiting for his first column.

Website: Steve Kellogg: Changed membership page. All memberships go through Website manager. Steve also changed the application page. We are setting up a PayPal account for the Club.

Past Events

Car Week in Monterey, Aug. 12-18. Reports on Carmel on the Ave. Show and Little Car Show in Pacific Grove. Great events and Steve and Vicky won an award at the Little Car Show.

Upcoming Events

British Fall Classic Morgan Hill Sept. 14-15

Orinda Classic Car Show Sept. 20-21

Wine Barrel Creations Tour Sept. 28th

Marinwood Classic Car Show and BBQ San Rafael Sept. 28th

Preston's tour in Sonoma Oct 19th

Coffee & Cars at 7:30am on the first Sunday of every month at the Blackhawk Museum

Old Business

Steve Kellogg still needs judges for the British Fall Classic.

Business Resolved Online Since the Last Meeting

A motion was made and approved to allow Marla Preston, the new Treasurer, to spend up to \$50 for Quicken software

New Business

Need participants for the Wine Barrel Creations Tour in Livermore and a motion proposed and approved to spend \$25 for Randy and Melissa to buy refreshments for participants if the event is held.

Next Meeting

October 12th at Mimi Café in Saratoga, followed by an optional tour to Les Stuart's garage.

Meeting adjourned at: 7:35 PM

Submitted by: Randy Grossman

Wanted

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

Please make submissions by the 15th of
the month preceding the issue in which
you would like it to appear.

Email Felix Lee at
octagoneditor@mgocsf.org.

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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 Member Mike Apcar 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 Member Mike Apcar mapcar1@mac.com or 530-268-8539. [Posted 07/13]



1964-65 MGB Roadster is a 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 at WESNEL@ATT.NET [Posted 06/13]



1965 MGB A rusty donor car for my other '65. Will be parting out and/or sell remains. Always registered, clear title. Contact MGOC member Rich Upton at richupton55@comcast.net or 510 534-1705 [Posted 06/13]

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 06/13]



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 jackrada@att.net. [Posted 07/13]



Wanted:

Electrical Help: I am new to the world of MG, and am in the process of improving a 1959 MGA Roadster. I have replaced the wiring harness and need the expertise of someone with electrical know how to help me make sure I do not burn anything up when I put a battery to it. I will pay for their time and knowledge. Can you help me? I live in Walnut Creek. Contact Harry at 925-934-4973 or TipTot@astound.net. [Posted 05/13]

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]

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]



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]

Weber Downdraft Carburetor Fits MGBs, asking \$150, Contact member Tom Doyle at 520-220-6228 or at widoyle@cox.net. [Posted 05/13]

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: Please contact: Member Bob Luebbert at r.luebbert@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 Black, Drilled Spokes.** Moss Part# 489-040 and Moss price \$249.95 -- Make an offer that will make each of us happy.
- **Tourist Trophy 14" Black Leather Rim Wheel W/3 Matte, Drilled Spokes.** Moss Part# 489-030 and Moss price \$249.95 -- Make an offer that will make each of us happy.
- **The Steering Wheels do NOT come with the adapter hub!**

Club Meeting

Natter & Noggin

October 12, 9 a.m.

1200 EL PASEO DE SARATOGA, SAN JOSE

Click here <http://goo.gl/maps/va6rp> for a Google Map



Afternoon Session 11:00 a.m. - 3:00 p.m.

After the meeting we will drive down to MGOC Member Les Stuart's house <http://goo.gl/maps/R6PhI> in Morgan Hill. Les has a super garage with a lift and we can work on our cars there. Bring your tools and bits and pieces you may want to add onto your LBC. There will be many peers there willing to give you a hand. In the afternoon we'll have some refreshments. Please RSVP to webmaster@mgocsf.org by Oct 10 or use our new event enrollment button on the website. Check it out.



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