

THE OCTAGON

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



February 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 2014

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

Vice President: Steve Kellogg, webmaster@mgocsf.org

Treasurer: Marla Preston, marlapreston@hotmail.com

Secretary: Dan Shockey, magnut_dan@hotmail.com

BOARD OF DIRECTORS

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

Member-at-Large: John Hunt, huntsails@comcast.net

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

Membership Development: Bob Stine, 650-349-5128, rbrtstine@gmail.com

Registrar: Steve Kellogg, webmaster@mgocsf.org

T Register Director: Jim Carlson, 408-224-3992, mgjim@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 Midgets-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:

Table Setting, MGOC 2014 Annual Awards Banquet, Samantha Lee

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2014 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

February 5 – Blackhawk Cars and Coffee, Danville

February 8 – **MGOC Club Meeting**, Natter & Noggin, Mimi's Cafe, Hayward, Tim Polidoroff

February 20-21 – **British Motor Trade Association Meeting**, On the Road Again, Morgan Hill, Bill Hiland

February 21 – **Pub Night**, On the Road Again, Morgan Hill, Bill Hiland

February 22 – Carralitos Winery Tour, Kirk Prentiss

March 2 – Blackhawk Cars and Coffee, Danville

March 8 – **MGOC Club Meeting**, Natter & Noggin, Morgan Hill, Tim Polidoroff

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

From the Editor...

Happy Ninetieth!

2014 is going to be an exciting year for both MG and MGOs throughout the world. The annual MG Live event, held in June at Silverstone Circuit, UK, has been renamed **MG90**, to commemorate MG's 90th birthday. As such, the UK MG Car Club is planning a whole series of events, and promises a "Year of Celebrations," for our beloved Marque.

Since the Golden Age of motoring, hundreds of different makes of motorcars have travelled the world. Although, some have disappeared into oblivion, others, like our beloved MG, have attained instant success and are recognized across the world. MGs were never the fastest (except some specialized racing models), never the most technically advanced, never the roomiest, never the most reliable, never the most weather resistant, never the most stylish, never the most British, never the most safest, or never the most comfortable. But, they sure are fun. Fun then, and fun now. And this, in and of itself, is what has made MGs, amongst the most loved and coveted automobiles ever made.

And through some quirk of fate, we have been destined to become custodians of these MG motorcars. From Old No. 1 to the last MGB/GT, we are responsible for the proper maintenance and upkeep of these automotive treasures, so that generations after us, may also drive and appreciate them.

Is it normal to feel overwhelmed by the over reaching responsibility of caring for MGs? Why yes, absolutely. The emotional and psychological worries of desiring to do everything "right," for these otherwise helpless antiques, puts a great deal of pressure on MG owners. Try and take on things one day at a time, and find support from other MG owners. Reach out and talk to another owner, parent, friend, or family member about what you are feeling. But, more importantly, find time for yourself, in order to deal with your stress. As we become more comfortable with daily tasks of oiling, greasing, and bathing our MGs, we'll probably feel more confident and in control of our ownership situation. But at the end of the day, remember to have fun and resolve to get them through this next decade so that we can celebrate their Centennial, in 2024!

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..	108.00-125.00	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.....	\$115 -155
MGA, Midget twin master 1956-67.....	\$195.00
MGB, Midget master 1968-80.....	\$95.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinder sleeved only.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$108
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-\$425/pair

CARB BODIES REBUSHED
and new throttle shafts.....\$85 each

*Prices show are for Exchange or Yours Rebuilt.
Core charges apply if items are ordered prior to
(and are refunded after) our receiving old units.
Free catalog. www.applehydraulics.com*

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VISA, MD, DISCOVER, PAYPAL, COD

NOV13



Safety Fast!

Felix Lee

- Happy 90th Birthday to you,
- Happy 90th Birthday to you,
- Happy 90th Birthday dear MG-ee,
- Happy 90th Birthday to you!
- And Many Mooore (Jazz Hands)



President's Ponderings...

Hello again! Even though we didn't hold a General Meeting this month, January was still a very busy month for the club.

The Officers elected the "At Large Board" members for 2014; they are George Steneberg, Craig Kuenzinger, and John Hunt. Please join me in welcoming each of them, especially John Hunt, who is new to the Board this year. Former Board member David Wright decided not to run for office in 2014. However, he'll continue as our "Regalia" chair. Please join me in thanking David for his past Board service.

On January 4th, we held our annual planning meeting. Many thanks to everyone who participated, especially those who so generously offered to organize events or tours. And, special thanks to webmaster Steve Kellogg for promptly posting the results on our MGOC events website at <http://www.mgocsf.org/Events.aspx>. In addition to own MGOC events, you'll also find Sorry Safari (SSTS) events, and other events of potential interest to members – like the annual British Fall Classic in Morgan Hill, Blackhawk Cars & Coffee (BC&C) in Danville, Friendship Day in Redwood City, etc. This year's MGs by the Bay event will be held again in Danville on June 1st. And, based on the success of last year's "Saturday Breakfast Meetings," we've decided to hold all of our MGOC Monthly General Meeting on Saturday mornings, at various locations around the Bay Area. The next MGOC General Meeting will be at Mimi's in Hayward, on February 8th. Bob Freitas is organizing the meeting and Jing Chai is organizing a post meeting tour through the Oakland Hills.

In a change to our previous "no (or minimal) spam policy," the Board decided to begin forwarding e-mails blasts regarding "MG related ads of interest," (e.g., MG cars for sale, etc.), if requested to do so by an individual (i.e., 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. If

you have such a request send it to Steve Kellogg at webmaster@mgocsf.org. We hope that this new policy will be a valuable addition to our existing *Octagon* advertising program. But we'll let you decide... in July we'll run a survey to see if you'd like us to continue or stop this practice.

On January 25th we held our annual MGOC Brunch. Congratulations to our award winners, especially Mike Jacobsen – who won our first "Sam Gearhart Achievement Award," (created to recognize and celebrate extraordinary efforts on the club's behalf over a substantial time period); Randy Grossman, who won our first "*Octagon* Author Award," and Andy Preston who won the annual "Burnt Sparkplug Award."

My thanks to everyone who participated and helped make the event a success, especially Marcia Crawford and Kim Kuenzinger – who organized the event, purchased awards, and spent countless hours working to make sure every detail was perfect. And, thanks and kudos also to Ken Gittings, who generously donated and awarded the event's door prizes.

Looking forward to another great year of MG related events and activities. I look forward to seeing each of you at one of them.

Regards,
Tim Polidoroff



WHAT'S ON YOUR ODOMETER?

WE'D LIKE TO KNOW

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

Please send to flee@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!

Juicing Your MG

By the Stage

By John Hunt

Our stock MGB's have solid all around performance for a vintage car. I've often heard people talking about Stage 1, 2, and 3 for the MG and wondered what that meant? The reference to tuning stages was and is used by many car manufacturers. However, there is no universal definition of the parameters for each stage. Below some general notes about what the different levels mean for novice like myself.

STAGE 1:

This type of tuning is designed for daily drivers. These types of part additions are created for owners who want to add individual parts to help "hot up" their cars. The idea behind these additions is that they are enough to give an extra boost without requiring rebuilding the whole engine. Not all upgrades are created equal. Some may only provide very marginal improvement. You should discuss with your mechanic to develop a plan to decide which combination of upgrades would make sense to optimize your investment. One should keep in mind, that the performance improvements can vary from car to car for a number of reasons. Please keep in mind that adding performance enhancing parts to varying degrees will put extra strain on other parts and could result in you having to replace other parts earlier than you had planned. In other words, there's no free lunch. Finally, to the lay driver (non-competition driver) the performance improvements at this level can be marginal. Although the power improvement might be debatable, the aesthetic factor for a number of these parts is not. What's cooler than having velocity stacks for your carburetors?

STAGE 2:

Here we are dialing it up more than a notch. These add ons are created to give your car a really noticeable extra punch. Anyone driving or riding in a Stage 2 car will notice that this

car has a special kick, that you do not find in a stock car. At this level, there is an added cost, since many times adding one new part will require you to upgrade or replace other parts for your new part to work. Keep in mind, just like in level 1, by adding these new parts, you can in the process shorten the life of other car parts since most of us are dealing with old not new engines. Also, for your car to work well at this level, it will require you strictly follow a maintenance schedule and frequently retune your car.

STAGE 3:

This level is designed for race cars that ride on tracks. Here everything is geared to get maximal power output. Here, your car will be ready for Silverstone, La Mans, or the Monte Carlo Rally. Street use is not possible with this level of tune for a number of reasons. For example, since the car is tuned for max power, it will only run smoothly when it's driven at top speed. In stop and go, low speed traffic, it will appear to be lumpy. Both you and the car will be frustrated. However, if you ever want to experience what it's like to ride in a Stage 3 MG, consider going to The Classic Sports Racing Group's Charity Challenge at Sonoma (Infineon) Raceway and take a "hot lap" around the track with one of the club's race drivers in exchange for a charity donation. For 2014, the Challenge takes place on October 3-5.

At the end of the day, the question really becomes, is all the time, money and effort worth it to Special Tune your car? That's a personal question. For myself, I am perfectly happy with my stock MGB. For those that want more, an excellent starting resource for more information about tuning can be found at www.enginetuningtips.com, books include MGB Special Tuning: Owners Manual by Brooklands Books, Ltd.; How to Power Tune the MGB 4-Cylinder Engine by Peter Burgess.



Meet Our Newest Member

The One that Almost Got Away

By Ken Shapiro

Hi, my name is Ken Shapiro and my wife is Jackie Turnshek. We have always been into cars, she as her Dad's helper, and myself as a Professional auto mechanic since 1969. For the past 41 years we have owned and operated a repair shop in Berkeley.

Our first MG was a 1973 "B," which we owned from 1980 to 1993. We drove that car everywhere. Our friend Tom, purchased the TD in the early 60's. He doesn't remember all the details, but it was put together with a Volvo engine and transmission, MG front brakes, and a later MG rear end with B rear brakes. It was his daily driver and made many trips to their Cottage in Mendocino. It was a family tradition for his kids to drive the MG on their wedding day from the ceremony to the reception. We always regretted selling that car.

Sometime later, about 15 years ago, it broke down and was put away. We kept bugging him, "Hey Tom, when are

we gonna fix the MG?" Finally, 3 years ago he agreed to sell it to us with the understanding that it will be used by his Grandchildren for their weddings. So far there have been two. Between our and their grandchildren, there will be many more.

We only had to do a mechanical restoration, once the dust was washed away, her paint and chrome sparkled. I drive the car daily and we have driven to local car shows. Last August we trailered the car down to Monterey for car week. We did a grueling 70 mile rally out the back roads of a Carmel and over the Tassajara Grade in 100°F temperatures. She did great. The car may look like a TD, but drives with the power and braking of a B. We also did the Pacific Grove Concours Rally and a Cars and Coffee event. We just started a complete instrument and dash restoration. By the way her name is Pandora.



BURN SPARK PLUG AWARD

BERKELEY MARINA, HOST TO THE ANNUAL, INFAMOUS, BSPA TRANSFER



CAN'T BE ME, THAT'S WHY I BRING THE JAGUAR TO ALL THE EVENTS ...

PSST, I KNOW WHO IT IS! I KNOW WHO IT IS ...

BSPA, ANY PREDICTIONS?

SO WHO DO YOU THINK WILL TAKE HOME THE BSPA?



COULD BE ANYONE, AFTERALL, WE ARE TALKING ABOUT MGS HERE ...

COME ON SURVEY MONKEY, CEREMONY'S ABOUT TO START ...



LIKE, THE BSPA, IS THE MOST EMBARRASSING THING EVER!



TOTALLY ...

AND SURVEY MONKEY SAYS ... ANDY PRESTON, COME ON DOWN!



GREAT JOB POPS, LIKE, GREAT FAMILY TRADITION YOU'RE STARTING HERE ...

GULP, JUST SMILE EVERYONE, A YEAR IS NOT THAT LONG!



Corrosion Prevention in the MG TC/TD Cooling System

By Del Aquila

If your TC-TD has had its original cast iron thermostat housing replaced with a commonly available aluminum unit, you have undoubtedly experienced the horror of Electrolysis Corrosion! Since a picture is worth a thousand words, take a look at the two housings shown in the two photos below. Guess which unit is of the aluminum variety!

The preferred unit (the unit on the right for you folks that flunked HS Chemistry) has recently been put on the market by Tom Lange at MGT Repair (mgtrepair.net), and has many desirable features. For starters, it is made of good 'ol Stainless Steel with fine machine finishing, and uses a standard internal snap ring for ease in thermostat changes. Also, its flange outlet to the bypass elbow has been reduced in size to ensure a greater flow of coolant back through, rather than bypassing, the engine.

The final photo shows the unit as it now is installed in my TD. How I wish this unit was available when I needed it a couple of years ago!

For more information on this and other products, contact Tom Lange at: tlange@acadia.net.



Ask Clint ...

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

By Clint Wright

QUESTION: High beams do not flash on an MGB but turn signals work and lights toggle between high and low beams.

ANSWER: The left hand switch on the MGB has the turn signals and high beams as part of a combination switch. Some models also have the horn switch integrated into it. The high beam flash is a sprung switch, which means it only stays on when the operator holds the switch against the spring tension. If the lights can toggle between the high and low beams the circuitry is intact. Most likely the contacts in the switch when pulled together for high beam flash are dirty or not touching when the switch is applied. If one were to remove the steering column shroud access to the switch will allow cleaning and visual inspection of the switch contacts. Bending the brass tabs (Don't break them), cleaning with a light solvent or light sandpaper will allow the current to flow and the lights to flash.

QUESTION: What is the word on engine cleaning products like SeaFoam?

ANSWER: High beams do not flash on an MGB but turn signals work and lights toggle between high and low beams. I'll generalize that all products automotive that come in a can or jar that claim to fix things are like rumors – There is usually an element of truth to them. Some work and some don't. Those that do work are specific in as much as they can't fix everything but rather they can fix something. Of those that do work some are better than others.

Let's start with leak sealers. Generally oil or water leaks. The oil leaks can be reduced if the rubber seals that have hardened and lost their elasticity to conform to rotating components can be softened and "restored." These additives can't repair gaskets or seals that are torn or nicked. And if they do work it will most likely only be temporary. Cooling system sealers are also temporary. Depending upon the nature of the leak they can patch something up for a while but they are not a repair. A worn part needs to be replaced to fix the problem. They buy time.

Internal engine cleaning products are a different story. If an engine is loaded with sludge, usually due to infrequent oil changes, these products can flush the stuff out. It is a short question with a long answer. Some products will loosen the crud up and suspend it in solution so an oil change can drain it away. Others will let it simply drop to the bottom of the pan to be picked up by the oil pump and circulated through the engine.

Read the fine print on these products. Some are actually quite dangerous to use due to inhalation of fumes or combustibility. Depending on the degree of sludge and the use of a cleaning agent the oil pump pick up may become restricted. This would require removal of the oil pan to clean. Basically you shouldn't require

removal of the oil pan to clean. Basically you shouldn't have let the engine get that dirty. It may have been the previous owner's fault. Let your mechanic advise you about what to do before just dumping something in the crankcase and hoping.

Products that remove carbon from the intake valves or in the cylinder head are very effective. Carbon build up can cause hot spots that contribute to engine run on when the engine is shut off. Excess carbon effectively raises the compression of the cylinder and then the available gasoline is not of a high enough octane to properly combust the fuel mixture. Carbon that builds on the back of the valves can prevent the valves from shutting properly which can lead to misfires. Imagine the atomized fuel being drawn into the cylinder past the intake valve. Now put a lump of charcoal in its path that absorbs the fuel like a briquette on the BBQ. Out goes the engineering and now the engine doesn't run well. The best products I've used suck the cleaning solution through a vacuum hose on a warm engine until the carbon is saturated. Leave the engine to sit over night and continue to soften the carbon deposits. When you start the engine the next day everything that has been loosened will be blown out the exhaust. Dirty engines can make a tremendous amount of smoke.

Most chemicals are not going to fix things but can buy time before the needed repair is performed. They are usually a one time shot. The idea of if a little helps a lot must be better can lead to additional problems.

QUESTION: Parking the car over winter.

ANSWER: Many owners do not drive their cars over the winter months. Leaving them in the garage is fine but there are a few things one should do.

If the car is going to sit for extended periods leave it with a full tank of gas. This will help prevent moisture from getting into the fuel system. Additives can be added to the tank to help prevent the fuel from degrading and moisture from accumulating but in California cars usually don't sit for more than a few months.

The tires should have enough air in them to help prevent flat spots. Again a few months isn't long but enough air or a bit more than usual is better than not enough.

A battery can go flat after a while so either charge it up or better take it for a drive on that sunny, rain free day. It will keep things in order and it's fun. Take a thermos of tea on a cold day.

Most of the "Lucas" problems that are the butt of all jokes are due to poor electrical connections, whether they are fuel pumps, ignition points or light switches. Condensation and corrosion builds more with lack of use than actual use. Get out and drive it.



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 Starbucks.

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 MGO 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 irdalderson@comcast.net.



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.

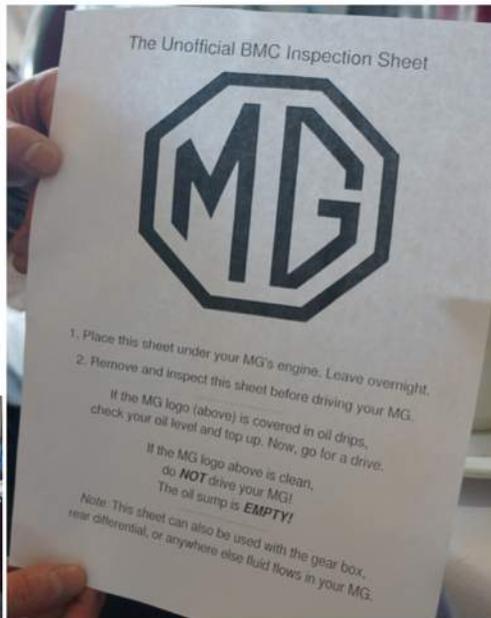
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Get *The Octagon* faster,
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while saving trees,
and club funds.

Email Mike Jacobsen at
MikesMuseum@yahoo.com to switch.

MGOC ANNUAL AWARDS BANQUET 2014 (OR PRE-VALENTINE'S DAY)

BY SAMANTHA LEE



Start Planning for 2014 ...



SPRING

OAKLAND HILLS TOUR, 2/8
 BRITISH MOTOR TRADE ASSN MEETING, 2/21
 RE-CHROMING TECH SESSION, 3/8
 ST. PATRICK'S DAY TOUR, 3/17
 SAN FRANCISCO TOUR, 4/5
 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
 MGOE 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
 SONOMA TOUR, 10/18
 TOUR D'OAKLAND, 10/19
 SAN FRANCISCO TECH SESSION, 11/8
 MGOE HOLIDAY TEA, SAN FRANCISCO, 12/13

MGOC Fashionistas



**Sheryl King and Dennis O'Dea
showing off their
MG inspired Polo Collection**

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

906 Industrial Ave., Palo Alto, CA 94303

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



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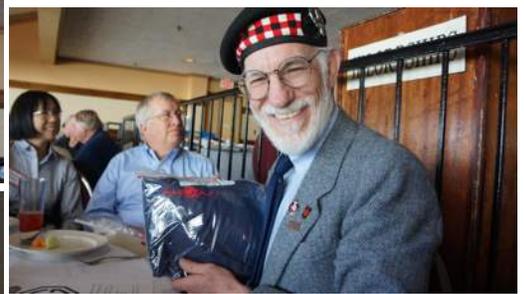


SUNBEAM

MGOC Business Meeting Minutes AKA Annual Awards Banquet

January 25, 2014

No Business. Just happy people eating and laughing. And the Envelope Please



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



Drive 3,639 mi, 61 h

- ▲ This route has tolls.
- ▲ This route includes a ferry.
- ▲ This route crosses through United States.



Join
Jennifer Orum
on a transcontinental
US to Canada
Tour de MG Force
and you too, may one day be
the MGOC Odometer Award
Winner



Collins

CLASSICS

Repair • Restoration • Parts

by

**Tom Collins
&
Tyrone Revelo**



609 California Drive
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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]



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]

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]

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 02/14]



1976 MGB Roadster Orange with black interior (Giants colors). Vehicle has 22,000 original miles. 1800cc engine with Stromberg carburetor and 4-speed manual with electronic overdrive. Soft-top with tonneau. AM/FM/CD stereo with removable face, remote control and MP3 interface. 15" PanaSport Aluminum Alloy hubs w/new tires. No rust and is fully restored to like new condition in and out. It is currently registered in California. Asking \$14,500. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net. [Posted 02/14]



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]

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 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 12/13]

- **Tourist Trophy 14" Black Leather Rim Wheel W/3 Black, Drilled Spokes.** Moss Part# 489-040, make offer we can live with. Use Tourist Trophy/Moto-Lita adapter hub sold by Moss

- **Tourist Trophy 14" Black Leather Rim Wheel W/3 Matte, Drilled Spokes.** Moss Part# 489-030, Make offer we can live with. 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

Club Meeting

Natter & Noggin
February 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 **Mimi's Cafe in Hayward** and hosted by Bob Freitas. 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 (up to \$15 in value) so be sure to record your mileage. The meeting will run from 10 AM to 11 AM after which there will be a ride through the East Bay Hills that will be wagon mastered by Jing Chai.



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