



THE OCTAGON



Newsletter of the M.G. Owners Club

The Northern California Centre of the M.G. Car Club



North American MGB Register



Since 1957!



Sonoma Tour: Above pic by Andy Preston.

At right, Andy providing directions by Marty Rayman



December 2017

About *The Octagon* and the MG Owners Club

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 subgroup of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. The MGOC holds a business meeting each month at an event known as the "Natter and Noggin" in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the MG 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 2017

President: Andy Preston, andypreston@att.net
Vice President: Keith Shukait, shukait@me.com
Treasurer: Marla Preston, marlapreston@hotmail.com
Secretary: Pam Shukait, pshukait@me.com

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-234-3313,
mrcraigk@aol.com
Member-at-Large: Mike Jacobsen, 415-333-9699,
MikesMuseum@yahoo.com
Member-at-Large: George Steneberg, 510-525-9125,
j2george@pacbell.net

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
Photographer: Mindy Hungerman, 925-838-7773
MindyHungerman@yahoo.com
Registrar: Steve Kellogg, 408-355-4125,
webmaster@mgocsf.org
T Register Director: Jim Carlson, 408-224-3992,
mgjim@comcast.net
The Octagon Editor: Dan Shockey, 309-696-0803,
magnut_dan@hotmail.com
Webmaster: Steve Kellogg, 408-335-4125,
webmaster@mgocsf.org
Regalia: Andy Preston, 707-795-3480, andypreston@att.net

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: Steve Lilves, 415-924-3173,
slilves@sbcglobal.net

MGB 1974-1980: Ed Adams, 510-483-6821
AdamsEddie77@yahoo.com

MGB V8 Conversion: Tony Bates, 408-666-6174,
avbates@yahoo.com

MGC: Kent Leech, 925-253-9757, kent@kentleech.com

M.G. Midget: and Overall Auto Technician: 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. Carburettors: Craig Kuenzinger, 925-234-3313,
mrcraigk@aol.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or 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. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to 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.

MGOCSE.ORG

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

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Holiday Tea Party

And Toy Drive - Saturday, Dec. 9, 2017 In San Francisco!

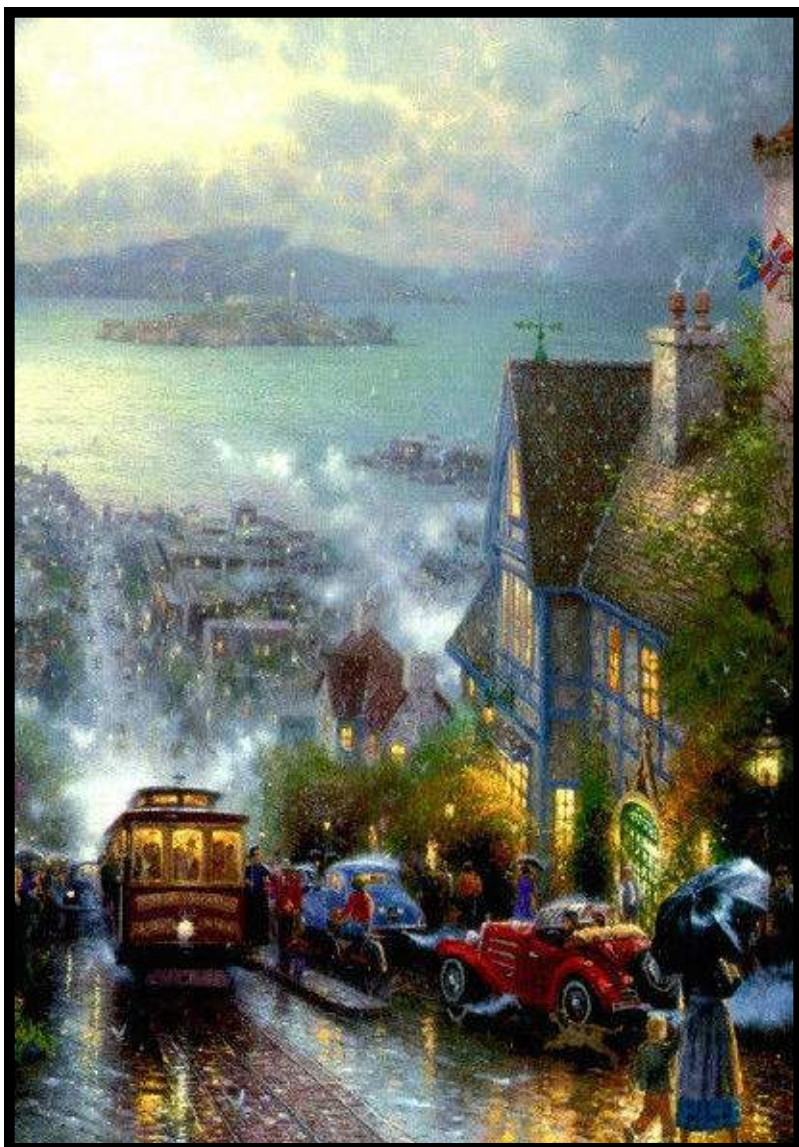


Hosted by Elaine Chan. Bring your favorite tea, teapot and favorite food treats (optional - come anyway!)

Bring a toy to share through the Toy Drive

When: 1pm to 4pm, Board meeting at 12:30pm

Where: 115 Pinehurst Way, San Francisco



Real Englishmen drink tea! This is a popular annual event.

Do join us!

Art copyright Thomas Kinkade and cropped from a larger image. Mr. Kinkade did many "city-scapes" with automobiles and trolleys, and many San Francisco scenes. They are available from specialized art dealers in all media and price ranges, as low as \$20. His art captures the time and place and mood very well.

I have seen one featuring an MGA but cannot find it again. - Ed.

From da Editor



Merry Christmas!

I hope this season brings you peace - and MG goodies. I got myself a used-like-new luggage rack for the PA for my recent birthday. Time now to find something for myself for Christmas!

I don't have a lot to contribute personally this issue and need to squeeze in a ballot for the 2018 club officers. I shall do that here. Thank you to all the contributors this month. Thank you for the support and encouragement this past year. Joy to you!

Dan

MG

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

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Official Ballot

MG Owners Club - 2018 Officers

Please vote for the candidate suggested or write in another member's name. Please mail to Mike Jacobsen at 320 B Monterey Blvd., San Francisco, CA 94131. Or bring it to the Holiday Tea. You may also email Mike with your preferences.

President:

- [] Andy Preston, MG TF, MGA, MGB
 [] _____ (write in)

Vice-President:

- [] Kirk Prentiss, ZB Magnette, MGB
 [] _____ (write in)

Treasurer:

- [] Marla Preston, MG TF, MGA, MGB
 [] _____ (write in)

Secretary:

- [] Mike Jacobsen, MGA, MGB
 [] _____ (write in)



President's Ponderings



It's late November and raining outside so its time to take a break from working in the garage and start writing my column. Sometimes I wonder how many people actually read it; I know that Marcia does so thank you "my dear". I'm going to do a test here for John Hunt, our club historian who wrote a very interesting article last month; a remembrance of Brain Moylan and his lifetime involvement with MG. John if you're reading this send me an email and I'll buy you a drink at the Annual Brunch.

I didn't get any response to my request for additional nominees for MGOC Officers from last month so the final ballot for nominations is as listed later on in this issue. Thank you to Marla for continuing as Treasurer and thank you to Kirk Prentiss and Mike Jacobsen for volunteering to be VP and Secretary respectively.

Is the future of the Internal Combustion Engine (ICE) as we know it dead? I think it is, not in the short term but definitely in the future. Have you noticed how many car manufacturers are developing cars with either hybrid (ICE and electric) power trains or purely electric motors? Even Jaguar announced that their first all electric vehicle the I-Pace will debut in 2018 with a range of 220 miles. You can even buy an all electric E-type Jag from Jaguar Land Rover Classics. Volvo recently announced that starting in 2019 all of their vehicles will have some sort of electrified hybrid power. The British Government announced that starting in 2040 the Internal Combustion Engine will no longer be permissible as the sole source of power in new cars. Does all this tell you something? It definitely looks like the tide is changing and electrification will be the future of the car industry in the next decade or so.

Maybe we'll even see MGs back in the USA as SAIC develops the beautiful all electric "MG E-motion" which debuted at the Shanghai Motor show earlier this year. I love the design of this car which is a cross between the F-type and a Miata. This will give you something to think and talk about at our next event the Holiday Tea.

The Holiday Tea and Toy Drive this is one of my favorite events of the year and it's coming up fast on Saturday December 9th. There's always lots of food and everyone is in the holiday spirit. This is a great place to meet fellow MGers and catch up with what's happening or planned for next year. I was especially pleased with the number of new members or future members who turned up for the Sonoma Tour so I'd like to give a special shout out to them to come. It would be great to see you again and this is how you get involved with the club. The party is at Elaine Chan's beautiful Spanish Revival house in San Francisco so it's centrally located to everyone. I hope to see you there!

So what's coming up in the future? Our annual planning meeting is on Sat January 6th at Marcia Crawford's house at 150 Purdue St in Kensington at 10:00, tea, coffee and donuts will be provided by the club. This is one of

the most important meetings of the year when we discuss and plan activities for 2018, without which we'd have nothing to do. So please take a couple of hours and join us. You don't have to organize anything or lead a tour but new insight is always welcome, especially from new members. See the flyer for more info.

I wish everyone a Merry Christmas and Happy Holiday season and hope to see you all soon or on one of our activities next year.

Take care and drive safely, - Andy



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New Member!

Welcome back Gerald Bowles of
Benicia, with an MGA 1600
Roadster, a TVR Vixen 2500 and
a Land Rover Series 2A

Club Member Request

My name is Ron King, and
I'm currently an active member of
the MGOC. I have a 1971 MGB I
need to get running, and then sell.
Am hoping I can get some
assistance from the club to get it
back on the road, and would
consider giving the help a cut
from the sale.

Feel free to pass around to the
club, or instruct me how to move
forward with this proposal to club
members. Thanks in advance
Ron King

6768 Endmoor Dr., San Jose,
95119, 408.728.5144

ronking@sbcglobal.net



MGOC Planning Meeting

Saturday, January 6

Please join us!

We need you help to plan our events and activities for this New Year. Everyone is welcome especially new members and anyone who has any ideas for new or old events. All ideas are welcome and there are lots of people who are willing to help you.



Date: Saturday, January 6, 2018, at 10:00 a.m.

Location: Marcia Crawford's house at 150 Purdue Ave, Kensington, 94708

Event: At this time we'll be planning the dates and locations for our monthly meetings, tours and events.

The club will provide Tea and Coffee and donuts and pastries.

Please RSVP to Andy Preston 707 795 3480, andypreston@att.net

We look forward to seeing you.

Directions from the North or South Bay Area: Take Eastshore Freeway 80 or Highway 580 toward Golden Gate Fields. Exit at Albany/Buchanan. At light turn east (toward hills). Follow Buchanan east. Buchanan curves right and becomes Marin. Cross San Pablo Ave. and continue east on Marin thru several lights. Cross The Alameda (round fire house on your right) and continue to Marin Circle (fountain in middle) and around to The Arlington (only divided road).

Continue on The Arlington to stop sign. Pass stores on your right and continue three blocks, then turn right on Westminster. Turn right on Kenyon (at top of "T") and continue around and up to Purdue. Turn left on Purdue Ave and continue a short way to 150 Purdue, a white colonial house on your left. Continue up three to four houses to find parking.

Art copyright
Thomas
Kinkadee



Learn by Doing

by Mike Jacobsen

Some friends and I were recently swapping stories of dumb things we did when we first got our MGs. (We purposely avoided talking about dumb things we'd done recently; those were still painful.) You know the type of story, and you probably have some of your own. My own first story happened when I'd only had my MGA for a couple of months and was still learning about it.



One day the piston in the clutch slave cylinder traveled so far that it cocked at the end of the cylinder, letting out all the fluid and disabling the clutch. I knew from nothing here, and my Dad had never had a car with a hydraulic clutch before, so he didn't see anything wrong either. We put the cylinder back together, but it happened again a couple days later. Next we got a rebuild kit, but that didn't solve the problem, so we got a new cylinder (\$10 in 1974!). When it happened after that, we knew that the slave cylinder wasn't the problem, so we started looking at the other pieces down there.

When we'd disassembled the cylinder the first time, we noticed the grooves in the clevis pin, but thought it was made that way so it couldn't fall out.

We got a new pin and pushrod anyway, and were surprised to see that the new pin was a perfect cylinder. How about that! Sure enough, between the wear on the pin and the pushrod, there was enough extra travel for the piston to leave the cylinder.

I've kept the pin & pushrod all these years as reminders to never assume what's causing a problem and to look at all the parts before making a repair. At least it was an inexpensive lesson.

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From the Grid Iron to the Iron Horse

By John Hunt

Another reason to turn on and watch Monday Night Football and the Seattle Seahawks. Their star quarterback Russell Wilson is also a fellow MG owner. He has a 1959 white MGA roadster in his stable!

Who is Russell Wilson?

Russell hails from Richmond, Virginia. He played college football at University of Wisconsin. Since 2012, he has been the starting quarterback for the Seattle Seahawks. What has he been up to since then? NFL Rookie of the Year in 2012, 3-time Pro Bowl player in (2012, 2013, 2015) In 2014, he led his team to a 43 to 8 Super Bowl victory over the Denver Broncos. His completion percentage is 64.4% which is very impressive. He is ahead of a number of all-time greats such as: Tom Brady at 63.87%; John Elway at 56.87% and Johnny Unitas at 57.7% (However, our 49er favorite Joe Montana is slightly ahead of him at 64.97%. Although, Russell is still playing, so he could beat him in the end?) How are the Seahawks doing? They are looking good. As of October 30, 2017, they are in first place in NFC West!

What you need to know about the MGA

Production ran from 1955 to 1962

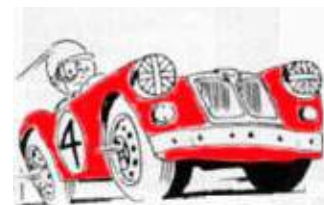
Assembled in Abingdon, England and in Enfield, NSW, Australia

Total Production: 58,750; Cost = 844 Pounds Sterling

Top speed = 98 to 114 mph; Gas mileage = ave. 25 to 30

Acceleration = 0 to 60 in 15 seconds (1500) to 13.7 seconds (1600 Mk II) and 13.3 seconds (Twin Cam) The 2016 Aston Martin Vantage GT Coupe did 0 to 60 in 4.4 seconds.

This car model has been a part of a number of movies, including Animal House (1978) with John Belushi and Tim Matheson.



<p>Register Your MGA With NAMGAR!</p>  <p>Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at http://www.namgar.com, or contact registrar@namgar.com.</p> 	 <p>North American MGB Register</p>
<p> Specialists in the Repair of English Automobiles (415) 457-1707 www.britishcarrepair.com</p> <p>British Car Repair Established 1960</p> <p>142 Mill St. San Rafael</p> <p>      </p>	<p>SU Fuel Pumps 1604 Harley St. Calistoga CA. 94515 707-225-1336</p> <p>Mark Medynski www.sufuelump.com sufuelumps@aol.com</p>

Sonoma Tour Success!

By Andy Preston

"We drove on some roads I've never been on before" Marty Rayman

The Sonoma Tour was a huge success with 17 cars. Only 5 were non-MGs which included my favorite car, the new F-type Jag, a 1966 Porsche 911 and a Morgan. We had 32 people for lunch and Dinucci's were fabulous.

You're always taking a chance when you organize a tour in early spring or late autumn with the weather. Even though you make it "rain or shine" or drive your "daily driver" it's never quite the same as taking your 50 year old MG for a drive in the country. It had rained for almost everyday in November but on the 11th the sun came out as Helios drove his chariot across the skies and 12 MG arrived in Novato along with 5 chariots of other makers.

West Sonoma is fast becoming one of my favourite places for driving and car tours. It's mainly unspoilt farmland and looks now like it did over 100 years ago. The roads aren't cut into the hillsides but follow the gentle contours of the land. There aren't any vineyards or wineries so the roads are un-crowded and take us back to simpler times. They remind me a lot of the rural roads in the Britain so are perfect for our little cars. You just have to look out for cyclists who are seeking the same type of roads as we are.

We all started off in Novato and circumvented Petaluma to arrive at our first destination the Petaluma Creamery to sample some of their delicious cheeses or enjoy a cup of coffee or early ice cream. We left Petaluma heading out through the Chileno Valley and into real old farmland country. We drove by farms and barns that have stood the test of time and give you a perfect photo opportunity over every crest. Many of the roads are sheltered by eucalyptus trees planted by the early settlers as wind breaks. We even drove through a real "ford" where a stream or brook crosses over the road. It was only an inch deep but gets much deeper in the winter. Our final destination and lunch stop was Dinucci's Italian restaurant which dates back to the 1908 when it was built as a hotel for travelers on the NWP narrow gauge railroad that ran from Sausalito to the Russian River. The restaurant was enlarged in 1944 and still retains in old world charm and you can still stay there.

There were 32 of us for lunch and the staff couldn't have been more efficient and courteous. We able to order off the open menu and the food came up fast and was delicious. This is a place that I will definitely use again for a tour destination spot.

Thank you to everyone who came and I know that many of you drove a long way from the south and east bay and it was especially nice to see some new members. *Photo below from Andy Preston*





"Parking NYC Style"

Left and below photos by Naomi Rahman
Above from Marty Rayman



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No-Rosion for MGs

By Dan Shockey

A range of products seems most applicable to our cars with their advanced age, and often, low usage. I have used the original No-Rosion product some several years now. They continue to increase their product range with other useful liquids.

No-Rosion Cooling System Corrosion Inhibitor. Prevents gels, scales and deposits that cause overheating. Protects all metals including aluminum. Four bottle packs are \$36 (plus shipping).

No-Rosion Cooling System Flush. Removes gels, rust particles, water hardness and sediments. Ideal for copper/brass radiators. Four pack is \$29.

HyperKuhl Radiator Super Coolant. Recommended for all aluminum radiators. Reduces engines temps by up to 25 degrees. Contains three separate surfactants. Also aids in rapid warm-up in cooler months. Four-pack is \$44.

These three are the ones that appear most useful. They offer other products including test packets for your radiator coolant protection.

They present many concerns about the use of the new “waterless” coolants for our classics. They quote scientists’ claims that the waterless coolants cause engines to run hotter and have a long-term affect on hoses, seals and gaskets.

More info at www.NoRosion.com. Applied Chemical Specialties, P.O. Box 241597, Omaha, NE 68124.



What is it?

From the BBS

The MG YT for sale in these pages recently made me wonder if many members are not familiar with the model.

R Taylor, United Kingdom

For the past four years I have had the honour of being a member of The Goodwood Revival Transport Corps. Part of my duties is ferrying VIP guests from the hotel to the showground, and back. Just three passengers came up with the car's model name and only one knew that there were three Y Types (YA, YB, YT). One odious character did describe the car as a TD donor. There were many, despite the octagon dashboard dials, despite the octagon radiator cap, who registered great



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What is it? (continued from page 13)

surprise that MG made cars other than two-seater sports models. I have sent them all home enlightened. Have you ever been to a non-MG event where members of the public ask what your car is? Do you have a story to tell?

Terry S., Wolverhampton, United Kingdom

Not quite the same thing but at the Himley Hall classic car show on Sep 3rd where my YT was displayed one chap looked at the car for a few minutes without speaking and then glanced at me and said 'MG TD, right?'. Another chap wandered up towards the end of the show and engaged the owner of the next car along from me (a Mini) and said 'do you know what that is?', indicating my car. He replied 'no idea, never seen one before' and the original enquirer then stated 'I think it's based on a Y type but this one has obviously been converted from a saloon by the owner into a convertible'. I thought I'm standing here, why don't you ask me? At that point I interjected and fully informed the enquirer of the history of the car. Must get a sign board done for next year!

Paul B., Washington, USA

Hilarious stories!! Love them all. One time I had someone tell me (over here in the US) that I had a early Jaguar and MG never made anything like that! My English accent (and my other protestations about running the IMGYTR) fell on deaf ears. In the end I said to him he could carry on thinking it was a Jag if that made his day!

P B., United Kingdom

It happens a lot as Paul knows. Whenever a Y is on a Club Stand I guess 7/10 folk have no idea what it is. The YT is even less well known and in some respects I guess that it is not surprising. However, the lack of awareness of the marque amongst MG owners is a little more worrying/sad perhaps.

Willem v. d. V., Y5888, Netherlands

On our trip through France two men were inspecting the radiator closely and said "aha! c'est une GM!". In Holland the most common comment is that it looks like a Citroën Traction Avant. A comment you don't hear in France BTW. The nicest comment (mind you, made at an MG event..) was: "is that an MG too?"

R Taylor, United Kingdom

There have been a couple of occasions when on first glance an open tourer VA made me look again. The YT, of course, has solid wheels not wires and the VA has its spare wheel housed in the nearside front wing. But in dimension, the two models can appear similar. When we were on Poole Quay, where the model was photographed, the one that made the front page of the German MG club MG Kurier, a chap said "Is your car the one that appeared in Foyle's War?" He went on to explain that he knew it wasn't a Wolseley, but was convinced that he had seen it in the background. No amount of history briefing would shift his opinion. In the end I just said: "If you say so."



How MG Helped Fight Polio

By MGOC member, Richard M. Rocco, Alameda, CA

In 1938, an Australian biomedical engineer named Edward Both (1908-1987) was on a visit to London, England. He heard on the radio that the Radcliffe Infirmary hospital in Oxford, was in desperate need of an iron lung. Polio was epidemic at the time in England. In less than three weeks in November 1938, there were 26 reported cases of infantile paralysis in the city of Oxford alone. Iron lungs were needed to treat acute ventilator failure from paralytic polio. Both rented a machine shop and built an iron lung. His mechanical ventilator incorporated many of his own designs and improvements over the existing Drinker commercial units, imported at great expense from the United States (US). He donated his unit to the Radcliffe hospital. His iron lung worked so well and saved the patient's life that the hospital made a short documentary film. It was shown to a prominent benefactor of the hospital, William Richard Morris (1877-1963), the founder of Morris Garage (MG) and Morris Motors, Ltd. On November 24, 1938, Morris announced that his company would work with Both to mass produce his iron lung. Morris' goal was to manufacture the iron lungs and provide them free of charge to every major hospital in the United Kingdom.

Morris converted a portion of the plant in Cowley, in an industrial section of Oxford, to iron lung production in assembly line fashion. Morris was the first automobile manufacturer to introduce the Henry Ford assembly line technique to car production in England. Workers were diverted from assembling the MG VA, SA and WA saloons (sedans) and the MG TA and MG TB open two-seater sports cars to the production of iron lungs. Morris engineers worked with Both to incorporate his design innovations into the production model. It was called the Both-Nuffield iron lung after the village of Nuffield near Oxford where Morris and his wife lived. He 1938 Morris received the title Viscount Nuffield by the British government in recognition of his philanthropy and after that, he was always referred to as Lord Nuffield.

The Both-Nuffield iron lung respirator improved on the standard Drinker unit in a number of significant ways. First, it was made mostly from plywood which reduced its weight to 400 pounds compared to 3000 pounds for the all iron metal Drinker unit. This made shipping significantly less expensive. The Both-Nuffield unit was a clamshell design which made patient entry easier and had casters which provided mobility. The pump that drove the bellows could be operated by hand should electricity fail. The Thackray Medical Museum in Leeds, England has a Both-Nuffield iron lung on display (Fig 1). In the background are photos of the assembly line at the Morris



factory.

The Drinker iron lung made in the US sold at a cost of about \$2000 each in 1930's dollars. A new two-bedroom home in the 1930's could be purchased for about \$2800. The Both-Nuffield iron lung in comparison, was manufactured for about \$612 in 1939 and then donated free. A new MG TA in 1939 cost \$1388. Drinker units had to be shipped back to the US for repairs. Morris instead, contracted with a British and Australian biomedical repair company to provide on-site service at less than \$10 per unit per year. Morris was criticized by some physicians for rushing into production of the unit before it was perfected. Morris considered the need for iron lungs as an acute crisis in the middle of a polio epidemic. He claimed, "If I had waited to produce a perfect car, I would now be bankrupt." The British medical journal *Lancet* reported in August 1947 that a total of 1755 Both-Nuffield iron lungs had been donated in the past eight years. Recipient hospitals beyond those in England, included donations to Canada, Australia, New Zealand, India, Africa, and Burma (Myanmar). The hospital had only to pay the shipping costs however, many rail and ocean shipping services offered to deliver them free. Morris said in 1939, at the start of production of the Both-Nuffield lung, "It (would be)...tragic to think that a life is lost because I have not spent £25,000 or £30,000 (\$156,000 or \$187,000)."

In his lifetime, William Morris donated more than \$570 million in today's dollars to philanthropy. In 1939, the Nuffield Trust was established to fund medical and health care research. In 1943, Morris started the Nuffield Foundation which funds research in education. Its Nuffield Council examines and funds issues in biomedical ethics. The Nuffield Trust and the Nuffield Foundation are multi-million dollar philanthropies still active to this day.

Further Reading:

- (1) Ronald V. Trubuhovich, *Notable Australian contributions to the management of ventilator failure of acute poliomyelitis*, Critical Care and Resuscitation 8(4): 383-393 (2006)
- (2) The Guardian (London), "Iron Lung" For Every Hospital in the Empire, Lord Nuffield's Latest Benefaction, November 24, 1938, pg 11
- (3) The Sydney Morning Herald (Sydney, Australia), *Nuffield's Historic First Cycle*, January 29, 1955, pg 8.
- (4) *Notes and News*, The Lancet 250(6466): 193-194 (2 August 1947).

Ed. Notes: Fascinating topic. William Morris wanted to be a surgeon but his family could not afford the schooling. He also saw a need for portable anesthesia machine for use on the battlefields of WWII. He designed, manufactured and gave away thousands of these machines. He is credited by some with donating 5000 iron lungs! Thankfully these are only found in museums today.

Also a Canadian Connection to the Story?

My grandfather, who I was named after, was the carpenter for the Montreal's Children Hospital. Dr. Howard Mitchell came to him one day with a sketch of what would become the iron lung and asked my grandfather if he could construct it. He did, out of wood, and from what I gather, the design was used by William Morris to send out across the UK and to the world!

I just wanted to pass along this tidbit of fact surrounding this wonderful story.

Tom Wright



Keep Planning for 2017 & 2018 ...



FALL- WINTER

MGOC Holiday Tea & Toy Drive, Elaine's House in San Francisco, 12/9/17, See page 3

Pub Night, On the Road Again, Fri., 12/15, page 19

MGOC Planning Meeting, Sat., 1/6/18, at Marsha's, Berkeley, See page 7.

MGOC Annual Dinner, Hs Lordships, Berkeley, 1/20/18, See page 10



2018

NAMGAR GT-43, Richmond, VA, 6/13-17

NAMGBR MG2018, Gettysburg, PA, 6/17-22

GOF West, South Lake Tahoe, Sept. 10-15, 2018



*Merry
Christmas
to All*

Celebrity Wheels

Well, who knew - here's Caitlin Jenner, the former Bruce, in her Bugeye Sprite!

Wire Wheel - Worn Hub Splines

By Dan Shockey

One common issue with on old British cars is the wire wheel splines – and rear end knocks that may or may not result. The following exchange from the BBS discusses this problem, how to measure the wear, and what to do about it.

Art P., Ontario, Canada

I'm getting a metallic click from the rear hubs most times I reverse drive. There is a 3/16" rotational play at the tire tread with the handbrake on and the spinner snugged but not tight. Please examine the pics of the splines attached and give me your expert advice. I want to order new wire wheels but don't really want to change the hubs as well unless I have to.



Mick A., New South Wales, Australia

Once the wheel splines begin to mark the taper on the hub you will have this problem of the wheel not locating properly and it cannot be correctly located and tightened.

However, I disagree that it is caused by wheels not being tightened enough. The taper on the wheel is in fairly light material and the taper is easily spread in diameter by the much harder hub taper if over tightened.

You then get the problem that you have so you tighten the spinner more and make the problem worse. As mentioned it would be best to try a good wheel first. But do not over tighten!

I have attached an image of a severely over tightened wire wheel. The pitch of the spinner thread gives a vey high mechanical advantage when being tightened. This spreads the diameter of the taper on the lighter metal of the wheel compared to the harder metal of the taper on the hub. A loose spinner will damage the splines but it will not cause the wheel splines to be forced against the hub taper.

Spinners are self tightening. I normally gave them two light taps to ensure they are seated then one moderate hit only. After a few laps on the racetrack they needed heavy hits to remove them.

Yes, grinding away the indentations on the hub will allow the taper of the wheel to move forward (inward) and again contact the taper on the hub. This may solve Art's problem and save a lot of money.

It must be remembered that doing this more than once will keep moving the wheel forward (inward) and reducing the length of the meshing length of the splines..

Del R., Alaska, USA

Yeah, changing the rear hubs is a bit of a pain but it's not the worst thing, either. Art's hub looks pretty worn to me... The peaks shouldn't be getting thin like they appear to be; there should be a definite flat on the top of each spline. If you don't have a press it is fairly standard shop work that you should be able to get done easily enough. The hardest part is getting the expansion plug out of the old hub. Best way I have found to do that is tack weld a long bolt to it using a MIG unit and then it will usually lose its grip and pull right out.

Dave Q., Michigan, USA

My advice would be to measure the hubs. Actually I do mine every couple years. It's best to use a vernier caliper to measure the hubs:

New part: 2.450 " Good part: 2.440 "

Operative: 2.430 " Borderline: 2.425 "

Dangerous: 2.410 "

I recommend taking the average of four measurements on each hub as you can sometimes find flat spots.

Art P., Ontario, Canada

Just got new rear hubs from Moss. OD is 2.430. *Hmmmm.*



MG PB - Note all the fun details.

The wise men appear from US, France & UK?



The Stable Service – with acknowledgement to Gustaf Ruberg in Sweden



Left: Richard Wheatland
Used with permission



Classified Ads

Ads are free to MGOc members and \$6.00 per month for non-members.

Vintage Luggage: Suitcase with decals from around the world. Size is: 16" x 13" x 5". Would look great on your MG luggage carrier. Vinyl & leather. \$25. Don Davis, fstcobra@hotmail.com (Posted 12/17)

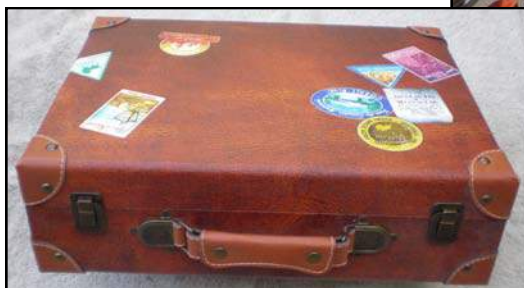
Chrome Trim Rings: Five new 15 inch chrome plated stainless steel, \$40. Look great on TD/TF/MGA steel wheels. 5 are available, for the spare, too. Don Davis, email: fstcobra@hotmail.com (Posted 12/17)

MGA parts: Front frame extension, 5 Hoods (bonnets), 2 Trunk lids (boots), 4.88 rear end, Driveshaft for 1500 cc motor, Gas tank, Oil cooler, Fiberglass racing valance, Brooklands racing windscreen, Misc. "trinkets." Call Tom Morgan at 650-740-4116 for details. (Posted 12/17)

1972 MGB. Lovely MGB you can drive anywhere. (Bottom left) Blue with gray top & interior. 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 (Posted 10/17)

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. Eric Baker (510-517-2165)

We list ads for 3 months. Advise if you want them extended. 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,



Pub Night! Dec. 15

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, December 15th. Please join us for an evening of fun and fellowship!

Please bring some wine or beer to share and we will provide snacks.



MGOC 'Natter – Nov 11, 2017

Dinucci's Restaurant, Valley Ford, CA

Call to Order: Andy Preston at: 1:40pm

Attending: Eric & Victoria Baker, Gary & Janet Germano, Steve & Cherryl Glenn, Randy Grossman & Melissa Johnson, Steve Hollander, John Hunt & cousin Cathy, Mike Jacobsen & Elaine Chan, Bob Leubbert & Jeanie Haslam, Dan Morgan, Paul & Vicky Petersen, Kirk & Amy Prentiss, Andy Preston, Marty & Naomi Rayman, Steve & Andrew Rogers, Barbara & Richard Tapp, and Bill Thompson & Jean Beshe.

Mileage Winner: NA

Approval of Minutes of Previous Meeting: Sept 9, 2017: *Motion:* Eric Baker, *Second:* Mike Jacobsen

REPORTS

President's Report: Andy Preston: Many thanks go out to Steve and Vicky Kellogg for the Pebble Beach tour and Kirk and Amy Prentiss for the Sierra tour last month. Both events were extremely well organized and great fun. I know that a lot of hard work goes into organizing a 2 night/3 day overnight tour. Well done. And thanks to Dave Marsh for running his fourth tour of the year, The Windmill Run in Livermore.

Vice President's Report: Keith Shukait: Absent

Treasurer's Report: Marla Preston:

Account	November 2017	September 2017
Checking	14,542.42	15,845.83
Savings	3,456.82	3,456.64
Total	17,999.24	19,302.47

Since the last Treasurer's Report we have paid the deposit for the Annual Brunch of \$700.00, had website-related maintenance and paid for next year's web hosting. We subsidized the Pebble Beach weekend for \$265.13 and paid two month's of *Octagon* printing and mailing charges.

Secretary's Report: Pam Shukait: Absent

Registrar's Report: Steve Kellogg: Absent; report by email.

- 159 Regular Members
- 58 Regular Family Members
- 217 Total Regular and Family Members
- 11 Corresponding Members
- 2 Corresponding Family Members
- 13 Total Corresponding and Family
- 230 Total Members**

Corresponding Secretary's Report: George Steneberg: Absent

Regalia Report: Andy Preston: Nothing to report.

The Octagon Report: Dan Shockey: Absent but wanted to remind everyone he needs articles for the *Octagon*.

Website Report: Steve Kellogg: Absent; report by email: All is well, website is running fine.

PAST EVENTS: The Pebble Beach tour, SSTs Sierra tour, Windmill run, British Fall Classic.

UPCOMING EVENTS (MGOC sponsored events are in bold text)

- Sat Nov 11, Sonoma Tour, Andy and Marla Preston
- Sat Dec 9, 1pm, MGOC Holiday Tea & Toy drive, Elaine Chan's home, 115 Pinehurst Way, SF
- Sat Jan 6, 2018, MGOC Planning meeting, Marcia Crawford's home, 150 Purdue Ave, Kensington
- Sat Jan 20, 2018, MGOC Annual Brunch at Hs Lordships at Berkeley Marina

OLD BUSINESS: None

NEW BUSINESS

Nominees for MGOC Officers for 2018 are open to all members and if you're interested in running for any position please contact me before Nov. 28. Nominees thus far are: President; Andy Preston, VP; Kirk Prentiss, Secretary; Mike Jacobsen and Treasurer; Marla Preston. A ballot with all nominees will be in the December *Octagon* for voting by all members.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING

The Board voted to reimburse Steve and Vicky Kellogg 50% of their costs for hosting the Pebble Beach weekend much of which took place at their house, excluding alcohol in the amount of \$265.13.

ANNOUNCEMENTS: None

NEXT MEETING

The next Club/Board meeting and tallying of the votes for Officers will be at 12:30 at Elaine Chan's house prior to the Holiday Tea and Toy Drive. 115 Pinehurst Way, SF.

Meeting adjourned at: 1:45pm

Submitted by: Mike Jacobsen



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MGOC Awards Brunch

Saturday January 20, 2018



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



January 20, 2018

Saturday

11:00 am–3:00 pm

Hs Lordships Restaurant

199 Seawall Drive, Berkeley, CA 94710

\$ 25 / person paid in advance

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

Marla Preston

7305 Rebas Way

Rohnert Park CA, 94928

Marla: marlapreston@hotmail.com, or (707) 795 3480

Thanks, Marla!





MGOC *The Octagon*
320 B Monterey Blvd.
San Francisco, CA 94131-3141



Club Meeting *'Nosh 'n Natter'*

Date: Saturday, Dec. 9, 2017, 12:30pm

Peace
On
Earth

Preceding the Holiday Tea

More Info: Andy Preston
andypreston@att.net

*We look forward to seeing
you!*

Art by Richard Wheatland for the 2017
BEN charity Christmas cards
(with permission)

