

THE OCTAGON

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



October 2016

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 each month, after a Saturday Tour or 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 2016

President: Steve Kellogg, 408-355-4125, president@mgocsf.org

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Member-at-Large: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

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

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Webmaster: Steve Kellogg, 408-335-4125, 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: Craig Kuenzinger, 925-234-3313, mrcraigk@aol.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, 925-234-3313, mrcraigk@aol.com

MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125, j2george@pacbell.net

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

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COVER PHOTO:

5th Annual British Fall Classic Logo, Bill Hiland

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2015 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*.

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? The Club roster is available to members from Steve Kellogg upon request.

MGOC.SF.ORG

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

MGOC Notables

October 2 – Blackhawk, Cars and Coffee

October 7-9 – **River Ranch / North Lake Tahoe / Sea-Air-Ah Tour**, Steve and Cherryl Glenn

October 10 – William Morris' Birthday (10/10/1877)

October 14 – MG P-Type and N-Type introduced at Olympia Motor Show (10/14/34)

October 15 – All British Motor Show, Blackhawk Museum, Danville, CA

October 16 – MG Magnette introduced at Olympia Motor Show (10/16/36)

October 17 – MGB introduced at Earl's Court (10/17/62)

October 19 – MG Midget introduced at Earl's Court (10/19/61)

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

October 22 – **Pescadero Run**, Pescadero, Marsh

MG TA introduced at Olympia Motor Show (10/22/37), MG TC introduced at Earl's Court (10/21/45)

October 23 – Abingdon closes with last MGB (10/23/80)

October 25 – MG TF1500 introduced at Earl's Court (10/25/54)

October 29 – MGA introduced at Earl's Court (10/29/55)

October 30 – MG TD introduced at Earl's Court (10/30/50)

November 5 – **Natter & Noggin' Club Meeting**, Nation's Burger, El Cerrito, Kellogg

November 6 – Blackhawk, Cars and Coffee

November 12 – Reiff's Gas Station Museum Tour, Livermore, Dean and Raye Hansen, Bob And Susan Engelhart

November 18 – **OTRA Pub Night**, Morgan Hill, Bill Hiland

From the Editor...

... bring my boss ... on a Classic British Car Drive ...

In the 10 years since owning my MG TF1500, I've never been without a co-pilot. At first, when the kids were 5 and 1, it took some planning, but once a sitter was found, it was the perfect excuse for a romantic threesome getaway, for me, my wife Kimberly, and AAA. That's right, AAA! Up until I owned my MG, I never, ever, had a "red" light come on or had need for a "tow." But after two such experiences, the AAA Roadside Assistance and Premier Member Services, was the ultimate British Car ownership "No-Brainer!"

In fact, on our very first MG drive, Kimberly and I nearly missed hooking up with the MGOC on a Sonoma Wine Tour, because of MG "red" light, car trouble, as we approached the Golden Gate Bridge on-ramp. Although we called for a "tow," our MG, somehow, came back to life, and we made a late, first showing, and then managed to limp our way back home with no more "red" lights. Chalk that one up to "Beginner's Luck!"

The MGOC then got to know my eldest, Samantha, at age 6, when she took her first ride with me, to our very first MGs by the Bay in 2007, which we never made it to, because the "red" light came on, our fan belt broke off, the MG broke down, and the engine plug burst from over-heated and pressurized antifreeze, just one exit before Danville. That was the first, of many, subsequent "tows." In a quick fast-forward of 5 years, my youngest, Stephanie, was now my new

"tikopilot." For years, she couldn't wait to be big enough to be my "tikopilot." You see, "tikopilot" was her version, at age 3, of what she overhead Samantha and I say to each other, over and over, during our drives ... "pilot to co-pilot, come in co-pilot" But, alas, even with a new "tikopilot," she too, was not immune to the British Breakdown, as on our first return drive back together, the blue light came on, the car stalled, but this time, because I was out of gas. I know, chalk this one up to operator error.

Finally, 2016 comes along, and everyone in the family is too busy, for the British Fall Classic Morgan Hill drive. So instead, of "winging" it alone, I bring my boss, Ayham Zoreikat, on a Classic British Car Drive. As you can imagine, before I even arrive at Good Samaritan hospital to pick him up, the "red" light comes on, but the car seems to drive fine. Turns out, mechanic, Andrew Noto, just happens to live within 5 minutes from the Hospital, and so a quick drive over to his house reveals, the voltage regulator is getting stuck and not charging the battery. A seemingly easy "tap" on the contact and *Voila*, back on the road again to Morgan Hill's *Back on the Road Again* shop. Thankfully, the rest of the drive went just fine, with no "red" lights. At least, right up until the very end, when a screeching sound started coming from under the bonnet. Not knowing what it was, we limped back to the hospital parking lot, pretending not to hear the screeching sound, exchanged good-byes and good-lucks, and I took off to Palo Alto, where mechanic Andrew Noto, just happens to have his shop. Two minutes later, I find out that I "lost" my tachometer "zerk" plug and needed my tachometer line "tightened," and lo and behold, no more "red" lights and no more screeching. No harm, no foul, no damage, and no AAA "tows!" But alas, the only "redness" we encountered was of the facial variety. Yep, courtesy of a level 2 UVA sunburn, from driving for over 5 hours, in and out along the back roads of Morgan Hill, with no sunblock, in an open-top MG Roadster. Too bad AAA does not cover sunburns. We'll chalk this one up to "operator" error, again.



Safety Fast!

Felix Lee

- So who want's to go for a British Car Drive and do you have a AAA card or sunblock ?

MG

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

SHOCK ABSORBERS:

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MGB, Midget caliper
MGA, MGC caliper
MGA, Midget twin master 1956-67
MGB, Midget master 1968-80
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MGC booster servo
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President's Ponderings...

Good Day Fellow MG'ers,

I cannot believe how fast this year is going by. Already into fall football season. Where did the summer go?

Fortunately, for us in Northern CA, there are plenty more driving days for us and our little British cars. Good luck to the folks that are going to the Sierra Tour next weekend and to the folks that went to the Vintage Races in Sonoma, I hope you have a good time.

Due to all the activities in the early part of October, we will not have a meeting this month. We will meet again in November on the 5th, at Nations in El Cerrito.

Interested in getting more involved with your club? Think about becoming an elected board member for the upcoming year. Nominations will be in November and the voting will be in December.

Here's your chance to become involved with more folks that share your MG passion, so let us know if you are interested.

Safety Fast,
Steve Kellogg



Unsuspecting boss, Ayham Zoreikat, happily posing before the 5th Annual British Fall Classic Morgan Hill Tour, just before the "RED" light / "RED" Face Brigade

GT-41 Report

NAMGAR's Annual Meet

By Mike Jacobsen

GT-41, NAMGAR's annual meet, was in Louisville, Kentucky this past June. This was also one of the all-register years and included every other MG register. If you went to Reno in 2011 you'll know what it was like, just bigger, with about 800 cars in attendance. The all-register events are great because they're so huge, so I decided to go. And of course I drove out, because it's no fun to be at one of these shows without your car.

West to East

Jennifer Orum decided she'd drive out too, and came down to San Francisco from Vancouver so that we could drive out together and provide mutual support. That meant she started with a thousand mile trip, but she's used to it and didn't even notice. We left San Francisco on Wednesday, June 8, at 4am. The early departure was to minimize our time in the desert and its high temperatures. And high they were – from Reno to St. Louis, everyone said that it was 10° to 15° hotter than normal. Still, we made good time, partly because we started early every day (think "dawn patrol") and because both cars had overdrive. OD is a wonderful thing in states with 75 and 80mph speed limits. We scorched our way across the country with stops in Wendover, NV; Laramie, WY; Lincoln, NE; and St. Louis, MO before reaching Louisville.

I just wrote that overdrive is a wonderful thing. I should have added "when it works." While crossing Nebraska, the OD started cutting out in Jennifer's car. We were almost finished for the day, so she just switched it out and we checked it the next morning, when the car was cool. You always check the simple things first, so we first checked the oil level. It didn't even register on the dipstick! We added five pints of oil – a lot since the gearbox holds seven. The leak was very slow, and we only added a few more pints over the course of the entire trip. This was our only problem on the way to Louisville.

Louisville

We arrived the afternoon of Sunday, June 12, about 15 minutes before an unexpected thunderstorm blew through. The forecast was for 90°+ every day of the week, with the chance of thunderstorms, also every day. I guess that's why it's so green there.

It was a *big* event. We were all scattered among four large hotels, all within walking distance of each other, and there was no end to parking lot shows and tech sessions. I think the combined car show itself covered a few acres. After the show was when my MGA had its only mechanical mishap. It quit running on the drive back to the hotel. At first I thought the car had run out of gas, but then I noticed that nothing electrical worked except the starter. It turned out to be the wire from the regulator to the fuse box. The terminal was a lovely shade of British Racing Green, which is a great color for a car but a terrible color for a copper wire. Luckily I found it in a few minutes – it was hot out there.

Since there were so many cars, each register held its own awards presentation for everything except the first place awards. After that was done, we all trooped into the main dining room for dinner and the remaining awards. Jennifer and I both got fifth place in our classes, plus the Longest Distance awards, her for NAMBGR and me for NAMGAR. MGOC member Dave McCann was there too, and he received a special services award from NAMGAR. If you get one of the national register newsletters you can read all about it there.

Not having had enough of British car shows, we stayed over and attended the local club's annual all-British show on Saturday the 18th. This year, for the first time, they had a distance award. Jennifer won that, plus best in class, and we both got door prizes.



East to West

We tried to find the coolest way across the rest of the country, but there wasn't one. We were hoping for 80s, but it was all 90s or more. We ended up coming back the way we'd gone, mostly via I-80. (June19_WrightCityRestStopCoverShot.jpg)

We did take a side trip to New Harmony, IN. This was the site of a commune a hundred years ago. The commune didn't work out, but the town it created is still there, looking a lot like it did when it was first built. (June19_NewHarmony-MainSt.jpg)

The high point (literally) of the drive back was the Abraham Lincoln Monument at Sherman Summit, just east of Laramie, WY. It's at almost 9,000 feet. There's a nice memorial for the Lincoln Highway there. We drove this way on the trip out too, but didn't stop.

We also stopped by the Bonneville Salt Flats on the way back. The news was that they'll probably cancel Speed Week again this year, due to the poor condition of the salt. There are a lot of people upset with the companies that mine the salt, for taking so much and ruining the Flats. And what are the companies doing about this? Well, on the way out, I took a picture of the Morton Salt facility nearby. When we went by on the way back, the name and logo had been removed from the plant. I guess that's one way to handle it – don't let anyone know what your company is.

The trip back was five days, just like the trip out. We only had one mechanical issue on the way back: the brake lights quit working on Jennifer's MGB. It was the switch, but she had a new one in her box o' stuff, so we changed it in a parking lot. All better now! Yes, Jennifer has a tools & parts box too, and between us we could probably fix most anything that's possible to repair along the side of the road.

Notes

No matter how old your car is, there's always going to be something on the road that's even older. This lady was cycling along I-80, heading toward Salt Lake City.

You don't need a GPS system to travel cross-country. If you're using the Interstates, you don't even need much of a map. While Jennifer carries a main GPS system and a backup, I rely on more route instructions I write out the night before. I figure this is one reason why the MGA's steering wheel has spokes – so it can hold the directions for you. (June11_RouteInstructions.jpg)

What does a lady drink while driving across a desert in an old car without air conditioning? Why, Crazy Woman Water, of course. I am not making this up – the water comes from a spring of the same name near Elko, NV. (June23_CrazyWomanWater.jpg)

Have you ever heard anyone say that some place was in the middle of nowhere? I was there this trip. (June21_YouAreNowhere.jpg)

The hotels had a couple of signs I'd not seen before. I guess it makes sense – we build for earthquakes, while they have shelters. (June15_TornadoShelter-Men's/Women's.jpg)
It's amazing how much you can pack into an MGA's trunk.

5th Annual British Fall Classic

2016 1st Place Awards

Best in Show

Bentley, 4 ¼ liter Sports Saloon 1938

Austin and Barbara Kilburn

MG-TD 1952	Don Davis
MGB 1966	Donald and Janet Smith
MGA 1958	George Steneberg and Marcia Crawford
MGB-GT 1972	Warren and Kathy Pierce
MG-TF 1954	Marja Van Den Hende
MGB 1979	Norman Salom
MG-TA 1938 (Vintage Racer Class)	Robert Ford
Jaquar, E-Type FHC 1969	Andy and Maria Preston
Jaquar, XK150 Fixed Head Coupe 1958	Bob Schenck
Jaquar, F-Type SVR 2017	Brian Bowe
Austin, Mini 1967	Roger Quiring
MINI, Clubman JCW 2010	Joe Cain

Austin Healey, 100-4M 1955	Christopher Dawes
Austin Healey, BJ8 1964	Bruce Reilly
Austin Healey, Sprite Mark 1 (Bugeye) 1959	Brian Bliven
Ginetta, G4 1972	Dan Pitt
Sunbeam, Tiger MK1A 1966	Donald Whitley
Triumph, TR4 1964 (surrey top convertible)	Michael Gross
Triumph, Stag 1971	Steve Chase
Triumph, TR-6 1969	Steven Polkabla
Triumph, TR-8 1980	Raymond Liter
Triumph, TR3A 1961	Jack Flynn
Rolls Royce, Corniche 1989	David Wilson
Rolls Royce, 20/25 Delivery 1933	Lee Gatto

Heritage Classic Event

Trip Report

By Dan Shockey

"A four-wheeled adventure will soon bring you happiness." So said the fortune in my cookie recently. Jennifer Orum invited our clubs to attend "her" club event in Vancouver, B.C. Thuy has a best friend from college there, so we signed up.

We planned to drive the MGA coupe but we realized that we would only have time for a fast trip up and back on I-5. We drove the MG on a trip to Wayne Veatch's celebration in South San Francisco. That reminded us of how uncomfortably hot the car is on a summer trip. My improvements to cool the interior helped, but not enough. It was difficult for me to let go of driving the MG.

We left about 6am on Wednesday morning and took the most direct interstate route north. We decided to try to make it to Portland, Oregon, a 10.5 hour drive.

There was a Columbia Gorge MGA Club tech session that evening on the north side of Portland. When we got near Portland, we found there was bridge work on I-5. That contributed to a very slow trip through Portland. As a result we were late to make the meeting.

Seattle is not far from Portland, but heavy traffic starts about an hour south of Seattle. We got to Seattle about 11am, which seemed a good time to get through. However there was an accident that closed I-5. Our GPS took us off the freeway but other roads were badly clogged.

From Seattle, the distance is not far to our destination, in Vancouver. There was more road construction on another bridge, going into Vancouver. It was beautifully clear and even hot in Vancouver, as we arrived during their brief summer.

We unwound at dinner at a nice restaurant with Thuy's friends. On Friday, we drove to downtown Vancouver and explored the downtown waterfront (Vancouver Harbor) which is quite nice. After that we drove through Stanley Park to the Lions Gate Bridge and then to the Capilano Suspension Bridge. This is a beautiful park around the wooded gorge. From there we headed a short ways north to Grouse Mountain, a ski area that offers a lot of summer activities as well. We rode the Skyride tram high to the top.

Friday evening we attended the meet reception at a country club in another lovely area. The car show Saturday morning was at a beautiful waterfront park directly across from downtown. There is a wonderful outdoor/indoor market near by. We ate lunch there later.

We enjoyed the good turnout of Jaguars and MGs and other British cars and bikes. Thuy most liked an XK150 convertible. I enjoyed meeting Peter Tillbury who is active in the MGA groups. Most the MGA folks there plan to attend our GT next June.

Instead of valve-cover races, you build your small race car using the variety of vegetables provided. Even the wheels must be vegetable. Ours looked nice but spun out of control and rolled. A long purple eggplant with 6

wheels was the winner. We enjoyed English/Canadian tea and cakes at the show. Later we went to the banquet dinner that evening.

On Sunday we missed the car event activities and headed home taking a different route south to the border. This proved to be a very busy traffic day. Campers and RVs

clogged the roads.

The weather was cool coming down through Washington but warm later in Oregon. We had bad traffic in Seattle and again in Portland. We stopped for the night at Eugene and walked around the campus downtown (Univ. of Oregon where I once taught).

We still had a good ways to drive on Monday but little traffic to contend with until we reached the Bay Area at rush hour. We stopped for dinner in San Jose. We got a break in the traffic and arrived home about 6pm.

We drove over 1000 miles each way. I want more time if we head that way again, especially in an MG. We might try a different route. You can drive up the Olympic Peninsula and take a ferry from Pt. Townsend to end up north of Seattle. Or take ferries via Victoria.

We did a lot and traveled a lot in a short time. It was a fun and memorable trip and a good vacation. It did bring me happiness.



SIERRA TOUR 2016 Fri Oct. 7 - Sun Oct. 9

Tour Leaders: Steve and Cherryl Glenn



The 2016 Sierra Tour will be unique in many ways, with two starting points. For our South and East Bay drivers, we will start in Pleasanton at the McDonald's at Santa Rita Road and I-580. Our North Bay drivers will depart from the square in Sonoma. Both groups will unite in Stockton for lunch at the Olive Garden Restaurant before beginning our less traveled route to Tahoe City and our base for the next 2 nights: River Ranch Lodge, www.riverranchlodge.com (530) 583-4264.

River Ranch is right on the Truckee River and has both a great bar and restaurant, so dinner Friday and Saturday nights will be in the Fireplace room. We have reserved the entire lodge, which has 19 rooms. Make your reservation ASAP, as it will fill up quickly.

Friday's drive from Stockton will be on two lane roads covering scenic countryside, mountain vistas and crossing both Carson Pass (El. 7960) and Luther Pass (El. 7740). We will drive the East side of Lake Tahoe to arrive at our lodge just North of Tahoe City. (246 miles)

Saturday: After breakfast at River Ranch, we will depart for Virginia City, NV, for coffee and sightseeing via Mount Rose (El. 8900). From Virginia City we will tour to Gardnerville, NV for lunch at J T's Basque Restaurant. Following lunch, we will return to River Ranch via the Kingsbury Grade and Daggett Pass (El. 7334) proceeding up the East side of Lake Tahoe to Tahoe City. Cocktails and dinner will be at River Ranch. (161 miles)

Sunday following breakfast and check out, we will head back over Luther and Carson Passes to Sutter Creek to regroup, have a milkshake and walk-about. From Sutter Creek, we will head down the hill to Lodi and our final lunch at the Lodi Beer Company, where the tour ends. (150 miles)

Total miles: 557 plus miles home from Lodi. This will be a rain or shine event covering some long and steep upgrades, downgrades and high mountain passes. Make sure your car and its brakes are up to the challenge, it could be difficult for TC's and TD's. The tour will be car optional; drive a car you are confident that can handle mountain driving.

To register: Make reservations at River Ranch Lodge (rooms average \$140, but vary). (530) 583-4264; tell them you are with the MG Club. After you have made your reservation, email Steve Glenn: stephencglenn@msn.com or Andy Preston: andypreston@sbcglobal.net. We will send you a confirmation with starting times and more information.

NATTER & NOGGIN'
AT NATIONS



BURNT SPARK PLUG AWARD

MIKE, LET'S
HEAR ALL ABOUT HOW YOU
GOT LOST ON THE ROAD TO
KENTUCKY!

GULP!

HEH, HEH,
HEH!

THIS
SHOULD BE
GOOD



FIRST OFF, I HAD TO WAIT FOR
JENNIFER TO COME DOWN FROM
CANADA (AKA, UK NORTH) ...



THEN WE HAD TO PACK THE MGA, BUT DID A
MUCH BETTER JOB THAN DENNIS O'DEA ...



WE HAD A SLIGHT PROBLEM WITH AN OIL
LEAK, IMAGINE THAT ??!



NEXT OFF, A WIRING ISSUE,
ANOTHER GIFT FROM LUCAS
THAT JUST KEEPS ON GIVING ...



SOME OF THE ROADS TURNED
OUT TO BE CLOSED ...



SEVERAL DRIVERS WERE
QUITE RUDE ...



AND A TORNADO WAS
COMING THROUGH THERE ...



JENNIFER WOULDN'T SHARE
HER WATER ...



AND FINALLY, MY GPS SYSTEM WAS KINDA
UNRELIABLE !!!



..... TO BE CONTINUED

Photos by Mike Jacobsen

MGOC Fill in the Caption

Top Nominees will be Listed in the Next Octagon



Photo by Felix Lee

“Now that looks like George’s!”

- Marcia Crawford

“Ken got the date wrong for the MGOC picnic, but had a great time anyway.”

- Dan Shockey

“So THAT’s where it went!”

- Bob Stine

“Mine”

- Richard Butler

But I like my hot dogs well done!”

- Samantha Lee

“Our MGOC meets are at Nations! NOT “Nathans!”

“And the Burnt Hot Dog Award goes to ”

- Felix Lee

Each month, we provide a photo in need of a caption. You, the reader, submit your caption to flee@hancmg.com.

The MGOC Board will chose the top finalists, which will then be revealed in the following month’s edition of *The Octagon*

Photo by Dan Shockey



5TH ANNUAL BRITISH FALL CLASSIC

2016 - 1ST PLACE AWARDS



1952 MG TD
Don Davis



1966 MGB
Donald & Janet Smith



1958 MGA - George Stenberg &
Marcia Crawford



1972 - MGB GT
Warren & Kathy Pierce



1954 MG TF
Maria Van Den Hende



1979 MGB
Norman Salom



1938 MG TA Vintage Racer
Robert Ford



1969 Jaguar E-Type FHC
Andy & Maria Preston



1958 Jaguar XK150 FHC
Bob Schenck



2017 Jaguar F-Type SVR
Brian Bowe



1967 Austin Mini
Roger Quiring



2010 Mini Clubman
Joe Cain



1955 Austin Healey 100 4-M
Christopher Dawes



1964 Austin Healey BJ8
Bruce Reilly



1959 Austin Healey Sprite Mark 1
Brian Biiven



1972 Ginette G4
Dan Pitt



BEST OF SHOW
1933 Bentley 4 1/4 Liter Sports Saloon
Austin & Barbara Kilburn

Photos by Felix Lee



1961 Triumph TR3A
Jack Flvnn



1964 Triumph TR4
Michael Gross



1969 Triumph TR6
Steven Polkabla



1971 Triumph Stag
Steve Chase



1980 Triumph TR8
Raymond Liter



1966 Sunbeam Tiger MK1A
Donald Whitlev



1933 Rolls Royce 20/25 Delivery
Lee Gatto



1989 Rolls Royce Corniche
David Wilson

Finish Planning for 2016 ...



FALL - WINTER

RIVER RANCH TOUR, NORTH LAKE TAHOE, 10/7-9
 PESCADERO RUN, 11/22
 REIFF'S GARAGE TOUR, 11/05
 SAN FRANCISCO HISTORIC TOUR, 11/19
 MGOC ANNUAL HOLIDAY TEA, 12/10
 MGOC 2017 PLANNING MEETING, 01/07/17
 MGOC ANNUAL AWARDS BRUNCH, 01/21/17

For your official MGOC 2016 Tour Planner link here: <http://www.mgocsf.org/Portals/0/DOCUMENTS/Events%202016/MGOC%202016.compressed.pdf>

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MGOC Business Meeting Minutes

Nations Hamburgers – El Cerrito, CA

September 10, 2016

Call to Order: By Steve Kellogg at 10:03am

Attending: Marcia Crawford, Ken Gittings, Mike Jacobsen, Steve Kellogg, Felix Lee, Don Malcolm, Brian Penman, Kirk Prentiss, Andy & Marla Preston, and George Steneberg. Members were further categorized into the groups Old, Old-Old, Seasoned, Average, Above Average, and Curmudgeon.

Mileage Winner (and recipient of a free breakfast): Brian Penman won after the Prestons withdrew from competition.

Approval of Minutes of Previous Meeting: Aug 6, 2016: Approved

REPORTS

President's Report: Steve Kellogg: Getting settled into the new home. Loving the cool weather and the 2 car garage!!

Vice President's Report: Andy Preston: The Picnic was a success, thanks to George & Marcia, and the Club's deposit was refunded in full because we left the site clean.

Treasurer's Report: Marla Preston:

Account	September 2016	August 2016
Checking	\$12,134.94	\$11,632.30
Savings	\$3,464.08	\$3,463.99
Total	\$15,599.02	\$15,096.29

Received 36 renewals. Made a \$700 deposit at Hs Lordship's for the January 21, 2017 Annual Brunch. The Club will again subsidize meals. We have a minimum of 50 and we'll require payment in advance.

Secretary's Report: Mike Jacobsen, acting: I was unable to attend Wayne Veatch's service, but other members did and it was standing room only.

Registrar's Report: Steve Kellogg:

156	Number of Regular Members
52	Number of Regular Family Members
208	Total Regular and Family Members
10	Number of Corresponding Members
3	Number of Corresponding Family Members
13	Total Corresponding and Family Members
221	Total members

Still getting in some renewals. Lost approximately 40 members this year which was about the same last year. Four new members have signed up since the last meeting.

Corresponding Secretary's Report: George Steneberg: Nothing to report.

Regalia Report: Andy Preston: Brought some regalia along.

The Octagon Report: Felix Lee: Still planning on the "MG Love" book, based on the articles members write about their cars. Felix would like to have enough content to assemble the book this year. Next year we will need a new editor, as Felix's job responsibilities are increasing and taking more time.

Website Report: Steve Kellogg: Upgraded our Web hosting service to better block spam at a cost of \$5/month.

NAMGAR GT-42 Mike Jacobsen: We're using the logo that Dan Shockey and Andy Preston developed and that Mike presented at GT-41. NAMGAR plans on holding their annual Board meeting at the GT-42 host hotel this coming January.

PAST EVENTS

None since the last meeting.

UPCOMING EVENTS (MGOC sponsored events are in **bold text**)

September 11 – Niles run with Dave Marsh

September 17-18 – Morgan Hill, Fifth Annual British Fall Classic

September 17-18 – Danville, Danville d'Elegance

October 7-9 – Lake Tahoe, Sierra Tour by the Glenns. Starting points in Pleasanton (led by Kirk Prentiss) and Sonoma (led by Steve Glenn). Taking Carson Pass to River Ranch Lodge, which is the home base for day trips.

October 22 – Pescadero Run with Dave Marsh

December 10 – Holiday Tea – Marcia Crawford's home

January 14 – Annual Planning meeting

January 21 – Annual Awards Brunch

OLD BUSINESS

None

NEW BUSINESS

A motion to make a \$200 contribution to this year's Fall Classic was approved.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING

None

ANNOUNCEMENTS

None

NEXT MEETING

Saturday, November 5th at 10am at Nation's Burgers in El Cerrito at the corner of San Pablo and Central Avenues.

There is **no** October meeting.

Meeting adjourned at 10:50am

Submitted by: Mike Jacobsen



Date: Saturday, October 22, 2016.

Tour Leader: David Marsh, 650-964-2341

Meeting Place: Starbucks 1291 S. Mary in Sunnyvale at the corner of Fremont Ave

Time: Meet at 10:00 AM to sign in **Depart:** 10:30 AM with a full tank of gas

Tour: We travel up Steven's Canyon, Mt. Eden Rd., Pierce Rd., SR9, Skyline Blvd., SR84, and Pescadero Rd. to Pescadero. Total route length is about 50 miles. If you brought a two way radio, we will be on channel 5. Stops at Alice's (corner of Skyline and SR84) – park across the street if necessary. End at Duarte's Tavern in Pescadero (menu at www.duartestevern.com)

RSVP PLEASE: **RSVP with Dave Marsh by October 15** so reservations can be made at Duarte's

DISCLAIMER: While I make every effort to ensure the route is open and safe, I DO NOT PRE-RUN THE ROUTE.

SUGGESTIONS: I'd like ideas for future runs. If you have any, or comments on the runs we've had, please let me know. Dave Marsh – email: marshes1@yahoo.com, phone: 650 964 2341

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. For sale at \$26,500. Contact member Larry Matthews at 415-999-2362 [Posted 03/15]



1952 TD, Convertible. Exterior- red. Interior- biscuit (tan). Condition: Excellent. Price \$20,999. Runs great. Complete off frame rebuild. Low mileage after rebuild. Bright red with a biscuit interior, tan convertible top, tonneau cover and side curtains. Detailed records available. Call (925) 947-1076 for more info. [posted 08/16]



1954 TF 1250, British Racing Green with Tan Upholstery , Mileage 28,600, Fully rebuilt from frame up. Excellent condition inside and out. 5 speed transmission New tires and spare. Original service manual. Call (714) 469-7077 stewharvey@cox.net [posted 07/16]



1961 MGA1600, runs great and has new paint and interior. Black exterior and tan interior. I have the hardtop repainted also, but the soft top is not restored. I have records of all improvements over the last 10 years. Stored in Berkeley. Price \$12,500.

Contact member Josh Oliver joshholiver@gmail.com or 510-710-7883 [Posted 04/15]



1967 MGB GT. This is pretty much an all original, (except for the first two years) a one owner car. Purchased new in San Rafael, CA, from the local British Car Dealer. I purchased this car about a year ago, and have receipts for about \$6,500 of various items repaired by my mechanic, including a rebuilt transmission. The car had not been driven much for the past several years. I bought the car as a gift for my Brother, but, due to his extremely bad tennis hips, he has extreme difficulty getting in and out. Price \$8,375.00* Contact Robert chevaili@gmail.com (415) 441-7699 [Posted 09/14]



1970 MGB GT for restoration or parts. Overdrive transmission, 5 powder -coated wire wheels, new rear leaf springs, approximately 50K miles on complete engine rebuild (block rebored only one). Car was driven regularly through 2006, maintained by R. H. Reddy at MG Service in Kensington. Needs body work. \$3K or best offer. Contact Glenn Fieldman at glenn@sfsu.edu 415-570-1738 [Posted 06/15]



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:

MGA Mk II and MGB Mk I, also interested in purchasing parts for MGA and early metal-sash MGB. Please contact member Don Scott; 707 942 0546; don@napanet.net. [Posted 05/15]

MGA MKII Gearbox, this is the late model MGA gearbox with the ribbed housing (not to be confused with the, almost identical, early model MGB housing). Needed for my MGA MKII restoration project where I am trying to keep things as original as possible. Please contact member Mark Cox at 415-341-4169 or at mark_cox@sbcglobal.net [Posted 02/16]

Parts for Sale:

MGA Parts: Pair of SUH4 carburetors with linkage, need to be rebuilt. \$50

MGA Parts: Four 15"x48" spoke wire wheels with tires, \$200 for all four

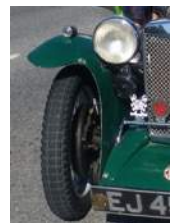
Contact member Dave Loader at 408-910-4022. [Posted 12/15]

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]

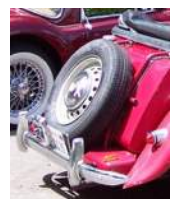
MG Midget Rolling Chassis Body Shell No VIN No Title. No engine, transmission, differential, front bumper, or windscreen. Not crashed but rough. Rubber bumper car. Make Offer. Contact member Nick Becker at 925-932-9778 or becker2226@astound.net [Posted 05/13]

Chrome Wheels: Five chrome, spline-type 15x4.5 wheels with Dunlop tires. Wheels have 48 spokes. 14,000 actual miles. Two wheels need a couple of spokes each. They were on a TF with MGA front and rear axles. Asking \$950. Contact member Elliott Sopkin: elliottsopkin@gmail.com. Posted 05/15]

Five 400x19 tires: mounted on side-laced prewar or TA tires, from my P-type. These are Dunlop "sidecar" tires, made in England, with perhaps 5000 miles on them (one was the spare and is unused). Knobby tread. Wheels are solid and fairly round and true. Excellent for road use or interim use on car being restored. \$200. Dan (309) 696-0803. Scotts Valley. [Posted 10/16]



Four 165-80x15 tires with 200 miles on them: Purchased in 2015. Nankang CX668 made in Taiwan. Amazon review: (on a Triumph TR4A): "They handle very well at hard cornering. I can't get these tires to squeal, and I am driving hard in the corners at road speed. I even had the car at Summit point, and they were holding on perfectly through the Carousel." \$120. Dan (309) 696-08903. Scotts Valley. [Posted 10/16]



Logitech Create, Backlit Keyboard case with Smart Connector for iPad Pro 12.9 inch. Won at Danville d'Elegance. Retail for \$149.99 (plus tax). Make best offer to Ken Gittings, 510-791-8445. [Posted 10/16]

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

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Club Meeting

Burger Natter & Noggin'

Date: Saturday, November 5, 2016

Time:

9 a.m.: Breakfast

10 a.m.: MGOC Club Meeting

Location:

Nation's Giant Hamburgers

6060 Central Avenue, El Cerrito, CA 94530

510-528-8888

Event: Club Meeting

Please RSVP: to Steve Kellogg at 408-355-4125 /
president@mgocsf.org

We look forward to seeing you.



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