



THE OCTAGON



Newsletter of the M.G. Owners Club

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



North American MGB Register



MGOC Picnic with Ken Gittings.
The day started - and ended
foggy. Sun from Noon to 3pm.
Photo: Dan Shockey

September 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.

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CLUB ADVISOR PROGRAM

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

MGB 1962-74: Position Open!

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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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The MG Owners Club Presents:

A Mt. Hamilton Poker Run

Home of the world famous Lick Observatory
(Elevation, 4,900 feet.)

Saturday, Sept 23 2017

Enjoy views of Silicon Valley from the mountaintop
(providing there is no high fog.) See semi-wilderness areas.



Start: Taco Bell **2779 Aborn Rd, San Jose CA 95121**

(South Capitol Expy exit from Hwy 101)

Time: Check in in the parking lot, starting at 10 a.m.

Depart: 10:30 am (SHARP!) with a full tank of gas

Stop: Atop Mt. Hamilton, at the Observatory

Then Continue: Down "the back side" of the mountain
with a second stop at "The Junction"

Finally: Reward yourself at the finish

Finish: Livermore, CA



You'll need: A full tank of gas!!

A snack (if desired) for mid-route.

A warm jacket and sunscreen

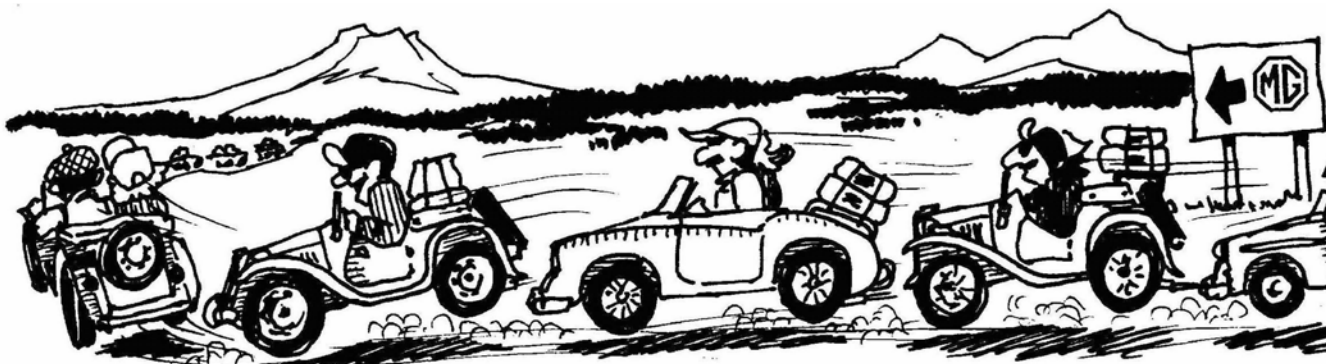


Everyone Welcome!

The Poker Run: You will be given a playing card at the start and at each stop along the way. The car with the winning hand will get a special prize and the joy of winning. (Ken says that second is "first loser.") No betting or stripping allowed.

This is a fun tour and a wonderful sports car route with reportedly 365 turns to the top. The road was built for the horse-drawn wagons that carried the building materials and telescope lenses to the observatory. The observatory from 1889 has a "Jules-Verne-was-here" feel to it. There are other interesting displays and a gift shop at the observatory.

RSVP: Leave Ken Gittings a message: (510) 791-8445. or Email aracingfan1@aim.com



From the Editor...

August 29, 2017



Days are shorter; school has started. Where has summer gone? The Year of our Marque 090 is receding behind in our rear view mirror. I hope you have been able to enjoy some hours gripping the cracked Bakelite steering wheel, breathing-in the sunbaked moldy carpet and the burnt oil of our time machines. I just love an aged ragtop roadster.

The club picnic is a favorite event and it did not disappoint this year. We used to have many more participants but that seems true at every turn. Our youngest cars are pushing 40 years old. O Lord, revive us, again!

Did you get to the Scottish Games in Pleasanton? That is really a fun event with so many things going on, wonderful music, dancing and pageantry, and a nice visit with the MG folks and all the people coming by. (Enthusiasm trumps sentence structure.)

We have many events coming soon. I always enjoy a tour up Mt. Hamilton and experiencing the observatory. (I used to be able to get there on back streets without going through a single stoplight.) I have never done a Poker Run, remarkably, so I look forward to that. Ken has made a special award for the winner. Steve and Vicky's Pebble Beach weekend should be great fun. Then we have the all-British show in Morgan Hill, followed by a Windmill Tour and our Sonoma Tour. Get them on your calendars!

My 1935 MG (P-type Midget) is rather sway-backed, not helped by the hard wreck I gave it in 2005. I have been busy taking measurements, doing research and studying photos. It really bugs me so I plan to try to straighten the frame using chains and a jack. Wish me luck with that!

Happy trails to you!

Dan



MG

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

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MGTC.....	185.00	185.00
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MGA, MGB, MGC, Midget.....	102.00	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	\$call	

BRAKES: sleeved and rebuilt

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MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1956-67.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
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Front end A-arm (Midget).....	\$95.00

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OCT09



President's Ponderings

First of all, many thanks to George and Marcia for planning and organizing a wonderful picnic at Tilden Park on August 19th. The location of the picnic site was in the middle of the park and the only people who got lost on the way up there were Marla and I. We got even more lost on the way back down the hill; time for an update for my Garmin. The picnic was well attended by many club members and the person who drove the furthest, once again, was Don Livingood who drove his British Racing Green MGA all the way from Medford, Oregon, top down all the way. Way to go Don! That just goes to show how reliable our little British cars really are.

And talking about long distance runners, congratulations to Jennifer Orum on receiving the Thornley Award at the NAMGBR event in San Diego in June. The Thornley award is named after John Thornley who was the long time General Manager of MG and the soul behind MG name.

As you may know Jennifer has driven her MGB from coast to coast many times (and often solo). Jennifer is from Vancouver, British Columbia, but also belongs to several car clubs including the MGOC. The Thornley award is presented to "Enthusiast of the Year" who exemplifies the spirit and enthusiasm of owning an MG, and Jennifer definitely fits that bill. Well done, Jennifer!

The next MGOC drive will be the Mt. Hamilton Poker Run on Saturday September 23, led by Ken Gittings. The tour will ascend Mt. Hamilton with a stop at the top at the world famous Lick Observatory where the views from the top are truly stunning. See the flyer in this addition for more information.

If you like over-nighters please join us for the weekend of Sept. 30 – Oct. 1 at Pebble Beach. Our hosts are Steve and Vicky Kellogg who have organized a wonderful Monterey weekend. They have blocked out 10 rooms at the Olympia Lodge at \$119 per night so make your own reservations prior to Sept. 15 to insure that rate. Marla and I are going so we hope to see you there.

Our next club meeting will be on Saturday, September 9th, and we will be returning to Nations Burgers in El Cerrito again. Breakfast will be at 9:00 and meeting at 10:00.

Take care and drive safely!

Andy

Photo: Dan Shockey





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New Members!

Welcome Paul Petersen of Petaluma.

I have a red 1974 MGB Roadster. It was a gift from my kids when I semi retired. They had heard me speak fondly about the 1972 MGB I had back in the mid 1970s, so surprised me with this one.

Most of my life I have worked in international development. Most recently I lived and worked with the US government (USAID) in and on Afghanistan for about four years. I am now doing some consulting in the development field.

Cheers, Paul



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**Welcome Stephan Meier of
Los Altos also owning a 1974
MGB Roadster!!**

Bill Traill spots an odd MGB

Yesterday evening I had dinner with Jack Nadeau at Harry's Hofbrau. After din din I spotted an MGB in the parking lot. Now that is a rare sight these days! Hummm, no gas filler! Odd specialty license plate, Look under and see a cog belt from the diff going up into the boot. Behind the seats is a housing with a window and I see an electric motor.

I somehow conveniently had 'TC's Forever More' with me and Jack wanted to check it out, so we tailgated on his truck. And, as I hoped, the MGB owner and friend soon returned.

Michael Bennett is an engineer guy and does electric conversions on autos; he has done same to a B/GT. www.SiliconProductions.com. Santa Clara, California Interesting web site with more details on the electric MGB and many other subjects.

[www.siliconproductions.com/
car/ElectricConversion/car.html](http://www.siliconproductions.com/car/ElectricConversion/car.html)

See photo next page

Welcome Jon and Robin Nicholls of Walnut Creek with a 1971 MGB Roadster

Here is “my MGB story” (See picture): I grew up in England with MGBs through my Uncle/ Godfather who had a ‘67 and later a ’73 Roadsters. My brother and I never missed an opportunity to ride in them and he would frequently have 5 or more of us kids in them – they always seemed a fairly large car as a result! To me, as a kid, there was nothing like the sound and feel of an MGB going through its gears and weaving through some tight bends usually with Mungo Jerry’s “Summertime” playing on the radio.

Fast forward XX years later to my 25th Wedding Anniversary in the US, and my amazing wife bought me a ’71 MGB Roadster (color Bedouin) with only three previous owners. After a new master cylinder and fuel pump (courtesy of Motor Car Garage in Maple Shade NJ where we used to live), my daughter learning to drive stick in it, and being shipped from New Jersey to Colorado it is finally with us in California! Like Bill Sharuhas’s dog our Pug “Sumo” is a great MG enthusiast! - Jon



Jon and Robin making the tough transition to California sunshine. Photo: Jon Nicholls



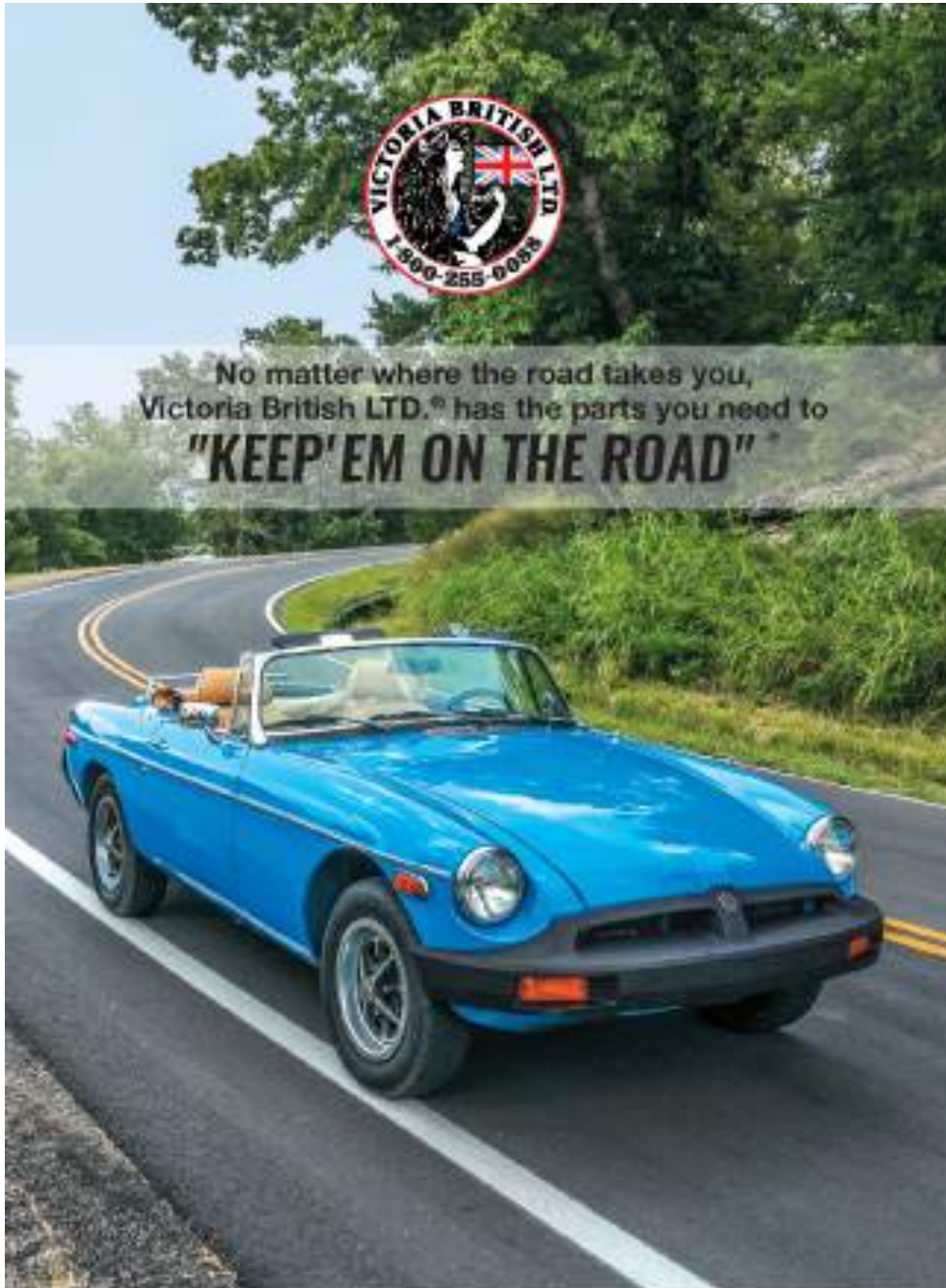
This is my 1969 **MGB** which I have now **converted** to a pure **electric** vehicle.
- Michael Bennett

Inexpensive MG Clothing & Driving Suits

By Dan Shockey

Military surplus providers can be a good source of clothing for RAF uniforms, driving suits and similar dress plus cold weather gear. I purchased an Italian air force uniform for \$30 that was readily badged to make a decent WWII RAF uniform. (See photo page 9.) WWII and 1930s army uniforms can be created as well. You might want to try for tropical uniforms for summer wear rather than wool!

Recently one supplier offered white coveralls made in England for \$15. These are heavy weight



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100% cotton and fire treated with Nomex. These have Velcro closures at the neck, wrists and ankles so provide real protection as well as a vintage look. Perhaps rather warm for a hot summer day, however. They weigh 4.5 pounds! These are brand new, still in vacuum-sealed packages, though made in the 1980s. (See photos.)



I also purchased a new Chinese riot helmet in fibreglass for \$20. These have a point at each side which makes them look wrong but that is easily sawn off. (See photos.) Since they are fiberglass, they can be modified with a larger sunshade or other adjustments. They are lightweight. I have long wanted a vintage racing helmet. These can provide some real protection as well. I wore a motorcycle 'lid' style helmet while driving the back roads of Illinois and neighboring states due to all the deer crossings. Dupli-Color Ford Wimbledon White paint looks great for vintage.

Once I picked up a lined canvas 1950s US Navy deck crew cap for \$15 that works great for those cold mornings. The heavy canvas bags are useful, too.

The vendor I have most used on-line is Sportsmansguide.com. They'll mail you catalogs. Read reviews carefully. They are good about returns and credits if required. Periodically they offer free shipping on orders of \$49 or more.



Shockey Photos except at left from sportsmansguide.com

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North American MGB Register

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Putting in the Pep

"It must never be forgotten"

By Maurice Sampson, **Autocar Magazine**, 1932

On a nasty bleak morning early in 1931 – February 16th, to be exact – Mr. G.E.T. Eyston, as is now well known, drove a British motor car with an engine of less than 750cc at 103.13mph over 5 kilometers. He kept up the remarkable speed of over 100mph for ten miles, over which distance he averaged 101.86mph. He was attacking International Class H records at Monterey track, near Paris.

Eyston did more than annex the record on that occasion; he was the first man to attain a speed of over 100mph with an engine of less than 750cc. He achieved this with an MG Midget.

The whole effort – car, driver, and organization – was purely British. This record had been the goal of designers and makers of what the public like to call baby cars for a long time. Whatever may be done in the future, it must never be forgotten that this achievement, perhaps one of the most remarkable in the latter-day history of motoring, was accomplished by the Midget. Since then, on October 17th 1931, Eldridge covered 5 kilometers on a 750cc Midget at 110.28mph, a speed exactly equal to that of Kaye Don on the water in Miss England II.

MG cars hail from almost as unlikely spot to house a motor car factory as any I can imagine. I always regard Oxford as an unlikely spot to find motor cars being produced; but, as all the world knows now, that always surprising person, Sir William Morris, and his associates, manage to turn out quite a number from the ancient city of learning. But if Oxford is unlikely as a motor car centre, how shall we regard Abingdon-on-Thames? Yet tucked neatly away in this little Berkshire town of just over 7000 inhabitants, is a modern, beautifully equipped, and marvelously clean factory, from which at least one hundred or more sports cars can be produced weekly.



The MG Sports

Safety fast !

8/33 M.G. Midget Sports Two-Seater, £185

No introduction is needed for this popular little car which is to be seen on the road in all parts of the country.

The astounding acceleration and road-holding qualities, coupled with perfect steering and dependable brakes, progressive in action, have been largely responsible for its reputation for a high performance and safety.

Proud owners of M.G. Midget Sports Two-Seaters have been carrying off coveted awards in trials and races in many parts of the world.

Try one out, and you will understand what "Safety Fast" means.

The body is finished in a choice of Pillar Box Red, Cerulean Blue, Monitor Grey or Ebony Black, with black pneumatic upholstery. The Ebony Black finish has Pillar Box Red wheels.

Abingdon-on-Thames

The history of what is known as the MG Car Company Ltd. is interesting because it shows how a single individual with a single mind fired with enthusiasm, and backed by a sympathetic and encouraging director, can from nothing, as it were, step right into the forefront of motorcar constructors who matter.

About seven years ago there was no such thing as an MG car, but soon afterwards it was very much alive, and this is how it came about. In Oxford, in addition to his great and growing establishment at Cowley. Mr. (now Sir William) Morris owned one or two garages. These were, and still are, known simply and appropriately as the Morris garages. The bright shining light in charge of them was one Cecil Kimber, who had already spent many years enthusiastically making fast motor bicycles faster and doing the same to cars when he got the chance. He prevailed upon his employer to let him get to work on the round-nosed Morris Oxfords of the period and he put the 'fluence on them to such purpose that they out-distanced every other Morris Oxford on the road.

The first year's production of these hand-made cars – and do not forget that they were produced only in the intervals of running busy garages, and more or less with the aid of the necessarily limited tool equipment available, Cowley merely supplying the chassis – amounted, I believe, to six in all. But these were six seeds that took root to some purpose, and next year things began to get busy. Then came the time when the round-nosed radiator of the Morris models gave way to the present rectangular type, and more ambitious plans were conceived.

The result was that only the essentials, such as the engine and its components, the gearbox and the back axle, and main frame were obtained from Cowley. These were then “specialized,” and the MG car began to take on an entity of its own. They began to be recognized in trials and became a usual mount for the sporting driver.

So things continued in a steady growing volume until a little over two years ago, when an opportunity came to purchase a very excellent modern factory, and a transfer of activities was made from Oxford to Abingdon, half a dozen miles along the Thames.

A new company was formed, Cecil Kimber placed in charge, still of course, with the sympathetic backing of Sir William, and a completely new line of cars evolved. There are three types of cars made at Abingdon - the six-cylinder of 17.7 nominal h.p., the Midget of 8 nominal h.p., and the Magna. The last was one of the greatest popular attractions at Olympia (*the motor show.*)

Their designer and maker has hit upon what I think are two of the cleverest and most opposite of slogans yet used in the industry. He boldly labels his cars “Faster than Most,” and adopts the motto of “Safety Fast.” I do not think a truer and more concise description could possibly be found.

(To be continued)



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HOW MUCH! AN INVESTIGATION INTO PERIOD MG COSTS

By John Emmett

There was little inflation in the UK in the years from 1925 until at least 1939, so we can roughly translate prices from the Triple-M spare parts lists to equivalent 2016 values by simply multiplying by the inflation rate of 60. Then there are other sources of motoring costs from the motoring magazines of the time, particularly Light Car, who did articles in October 1932 and again in April of 1934 on the costs of owning an M Midget. The advertisements aimed at our New Motorist give an interesting slant on the rapidly expanding market, too.

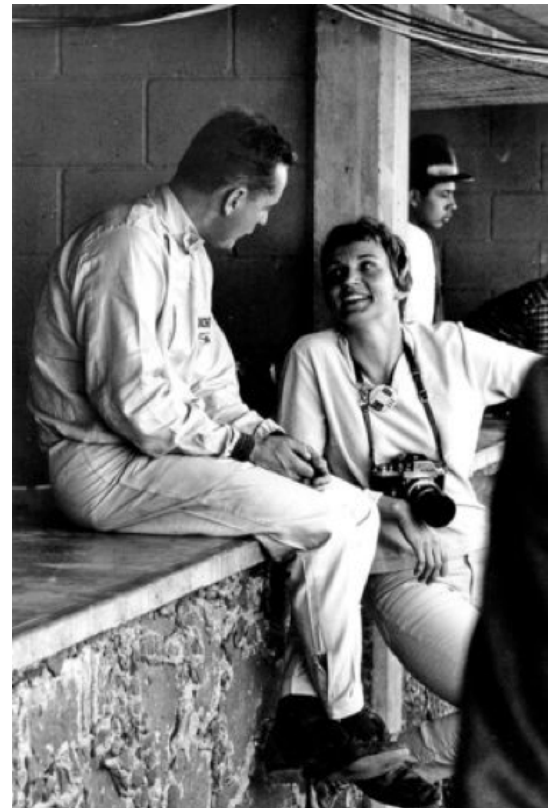
Converting prices to the 2016 equivalent makes for interesting comparisons. Thus a new M-type could be bought for £11,100 and, after a year and 8000 miles, it could be sold secondhand for £8500. A new four seat D tourer would set you back £12,600, and a six cylinder F-Magna saloon was £17,000. If you thought about a supercharged C type, you would need nearly £40,000, although you could add a factory Powerplus supercharger to your D for £4100.

You then had UK road Tax and Insurance to pay, but no annual test, driving licence or other charges. UK road Tax was then linearly dependent on an artificial HP rating derived from the bore and stroke of the engine. The M-type was rated at 8HP and cost £480 per year, whilst the F-type Magna at 12HP cost £720 to tax. Insurance seems to have followed tax costs, as the Light Car author paid £700 in the first year for his M, then £520 for the next year, but the reduction may have just been the no-claims bonus.



The Morgan was popular since it was taxed lower as a 3-wheeler. This one seems to have reproduced. It offered a lot of sporting fun but even less protection from the elements than the M type Midget. From the period dress, you can tell this photo was taken at Goodwood.

Denise McCluggage -
See story page 15



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Come to Pebble Beach in an MG!



Friday – Sunday

September 29 – October 1,

They say that once Labor Day is over and all the tourists have gone, the Monterey Peninsula's weather is glorious. So make it a weekend trip to the home of the AT&T Golf Pro Am, Pebble Beach Concours d' Elegance, Laguna Seca, Monterey Bay Aquarium, Cannery Row, Carmel by the Sea, Monterey Jazz Festival and the home of your hosts, Steve and Vicky Kellogg.

Our Weekend will start Friday evening at the Crown and Anchor British Pub in downtown Monterey.

The following morning, we'll all meet up at the Kellogg's house in the Monterey Pebble Beach Forest and take a leisurely drive along the breathtaking World Famous 17 Mile Drive and include a trip around the SCCA Road Race Course used in the early 50s. Then we'll head out to Carmel Valley via Carmel's Scenic Drive and points east, loop north stopping at the Mission Soledad and then heading north through the Salinas Valley fields. The afternoon is yours to enjoy however you like in Monterey, Pacific Grove or Carmel Village.

In the evening, Vicky and I would like to invite you to our house for a reception with guest speakers in attendance.

On Sunday, you're welcome to come back over for a little nosh before you leave for home.





The Olympia Lodge

There are 10 rooms reserved at \$119.00 per night at the Olympia Lodge on Lighthouse Avenue in Pacific Grove.

When making the reservation, let them know you are with the MGOC and Sorry Safari group.

Make your reservations before September 15th to insure you get the above rate.

Where is the Lodge?

1140 Lighthouse Avenue

Pacific Grove, CA 93950

831-373-2777

Refer to MGOC/Sorry Safari when making your reservation.

<http://www.theolympialodge.com>



Please RSVP to:

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Call 408-355-4125

Or e-mail: sfkellogg@verizon.net

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Denise McCluggage — Gone but not Forgotten

Posted: Saturday, May 6, 2017 by Jan Schlain, *The Santa Fe New Mexican*

I miss my friend, Denise. She died two years ago today. Although I had the pleasure of knowing her for only a few years before she died, more than anyone, she taught me about life. She was an attentive, artful, skilled observer, and used the first person in her writing like a tuning fork, picking up the vibrations of the world she was living in, and sharing them with us.

After graduating from Mills College in 1947 Phi Beta Kappa with a degree in philosophy, economics and politics, she got a job as associate editor of *This World*, the Sunday magazine section at the *San Francisco Chronicle*. One night, she'd just put it to bed — “a lonely, usually late job.” She wanted to hear live jazz, her favorite. She got into her “tiny black MG” for a solo night ride through San Francisco's Fillmore District, to the Blackhawk nightclub to hear Vernon Alley, “one of the great bass players of all time. I'd sit at the bar and have a Coke and I knew he has spotted me when he played ‘Exactly Like You,’ a favorite of mine.”

When she left the club to head for home, she saw a dark Mercury with a couple guys in it who seemed to have more than a casual interest in her and her car.

“Well, an MG-TC was still damned rare,” she wrote in her March 1987 *AutoWeek* column. “But I kept a wary eye on them, anyway.”

She knew what to do. Growing up in Kansas, she wrote, “We had a game called Ditch 'em. At Go! You took off over fences, through backyards, to ‘ditch’ those in pursuit ... what fun!

“Around a corner, up through the gears ... cornering fiercely,” she wrote. They overpower her MG going up. “Back to those short blocks again. Screech! Should I be scared? Probably.” Did she ditch them? Of course she did. “I can hear my pursuers pause at the corner. Choosing. Then they head uphill on the search. Gone! And I'm in a heap — giggling.”

Until her death on May 6, 2015, Denise was that fearless girl jumping over fences. Whatever the endeavor — writing, motor racing, skiing — she set it up and then allowed it to happen. That's what I learned from Denise. To enjoy the journey, the dance, the vibration of life. Being both relaxed and alert. Staying centered.

“Beauty is a tremor of the spine,” she wrote. She was drawn to sport because she liked to experience “those clear neon-lined moments of being truly tuned in.”

She drew on her life experiences to co-write a “Take Care!” guide for women who drive. “It is terrible to think that in a free world we are not free,” she wrote. “Free to come and go as we please, wear what we please, drive what we please. Actually, we are. However, we must keep in mind that our actions have consequences. ... Our safety is our own concern. We must do what we can to secure it, on foot or on wheels.”

Denise McCluggage, smart, fearless and beautiful, knew many good yet seriously flawed men. Some were forces in her life, and she used those experiences, as she did the ditch 'em game. She hoped they used their experiences of her well, too. One was actor Steve McQueen, not yet famous when they met. He was leaning against his MG-TC, holding a new leather-covered racing helmet. They were in front of a luncheonette in Greenwich Village. “Being a TC owner myself and interested in racing,” she wrote in another *AutoWeek* column, “I stopped to listen and stayed to talk.” She was touched by his “almost waif-like” quality, the “incongruity in Steve's vulnerability and in his cock-of-the-walk posturing and jive talk. If there's anything I've always been a sucker for,” Denise wrote, “it's incongruity.” Me, too.

Denise heard of McQueen's death years later on her car radio. “He was 50 years old, the announcer said. Fifty. That had no meaning to me. It was far too young. It was far too old.”

I was holding Denise McCluggage's hand as she died. She died far too young, far too old. She was suddenly there, and just as suddenly gone. She will never be forgotten.

Jan Schlain is letters editor at The Santa Fe New Mexican. She met Santa Fean Denise McCluggage through writing about cars and the people who love and drive them.

Keep Planning for 2017 ...



FALL

MG Display at Baconfest, Lathrop, 9/9

SSTS Tour, Dian & Carl Brown, 9/16

Mt. Hamilton Poker Run, MGOC Ken Gittings, 9/23

Pebble Beach Tour, MGOC, Steve Kellogg, 9/30

Sierra Tour, SSTs, 10/7-9

British Fall Classic, Morgan Hill, 10/14-15



WINTER - 2018

Windmill Tour, MGOC, Dave Marsh, 10/21

Sonoma Tour, Marla & Andy Preston, 11/4

MGOC Holiday Tea, 12/9

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

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

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

MG Cakes Above, PB and
PA Midgets; Topper Below



Classic MG Hydraulics - Solution

An interesting condition has been noted recently relating to the operation and efficiency of braking systems on classic MGs that seems to affect a quite large number of cars when work is being done on their braking systems and clutch systems.

When it's time to bleed the system, pumping via the pedal proves difficult or in some cases impossible to get a good fluid flow. Even pressure bleeding to evacuate all air from the lines and cylinders, is ineffective. Afterwards there is a poor pedal and very often poor operation

This condition clearly indicates poor sealing within the master cylinder and it can apply following the fitting of a brand new cylinder, new seals to an existing cylinder or even when the master cylinder is not worked upon, just having a period of time when the fluid is drained and air is around the seals.

A simple approach can restore normal operation, usually over a period of days. Simply rapidly pump the brake or clutch, whichever has been worked on, for as long as your legs can stand it or say 10 minutes. Then leave the car and return a while later and test if the pedal has returned to normal on a single initial press. It often takes several sessions before the pedal operates properly, sometimes several days. If a week passes with no change then it's time to consider replacing the master cylinder.

What may be occurring is that the internal master cylinder seals may not be as flexible as when new or that a previously working normally cylinders seals lose some flexibility when exposed to air. The seal's impaired efficiency allows fluid to leak between the seal lip and the master cylinder bore wall to give the long pedal travel. Being immersed in fluid and the 'exercising' brings about a softening and greater flexibility within the seal and then it starts to make better contact with the bore wall.

This is not a common problem, just sufficiently frequent and found to be affecting owners and professionals alike to have been able to suggest this odd process that does seem to have been quite effective.

Roger Parker



Speed Bleaders

Compiled from the MG TD/TF BBS by Dan Shockey

No, not the sort that opens up your knuckles, common enough for our hobby – and the source of the cringe when I hear these words. These bleeders are intended to make brake bleeding an easy, one-person job. Your spouse will appreciate not having to climb into your dirty garage to help with this chore.

“The special sauce is the ball valve... but more important is the seal on the threads. We've all heard air being drawn into the system

past those damned threads. This looks like a mod that's worth its bother.”

The MG applications are on this web page: http://speedbleeder.com/automobile_applications.htm#MG
Reviews:

- Don, Georgia: “They work like a charm. I can now bleed my brakes or flush in 5 to 10 minutes by myself.”
- Guenter, Hamburg, Germany: “Works excellent, a clever engineered item. Bleeding is now a task of minutes.”
- Bud (TD), Massachusetts: “You want their SB3820 3/8 x 20.”
- Tom, Illinois: “Sounds like a great product... As a counter point.. If you don't have speed bleeders and you need to bleed the brakes. use it as an opportunity to give a neighbor kid or niece or nephew the opportunity to "work" on an old car. I've done this twice just with bleeding brakes. Their eyes were like saucers.. They were fascinated and talked about it for weeks.”

MGOC Minutes – Aug 19, 2017

Padre Picnic Area Tilden Park, Berkeley, CA

Call to Order: Andy Preston at: 11:34 a.m.

Attending: Marsha Crawford, George Steneberg, Amy & Kirk Prentiss, Dave Loughlin, Don Livingood, Ken Gittings, Stephen Born, Carole & Walter Kilick, Dan Shockey

Mileage Winner (and choice of the first raffle prize): **Don Livingood from Medord!**

Approval of Minutes of Previous Meeting: July 22, 2017: *Motion: Marsha, Second: Kirk*

REPORTS

President's Report: Andy Preston: Many thanks to Marcia and George for organizing the picnic. I thought the last Octagon was the best yet and thanks to Dan or his continued hard work.

Vice President's Report: Absent. Taking his offspring to college!

Treasurer's Report: Marla Preston:

Account	August 2017	June 2017
Checking	15,031.22	11,250.80
Savings	3,456.55	3,464.80
Total	18,487.77	14,715.60

Since the last Treasurer's Report we have paid for the August Octagon printing and mailing charges and received most of the 2017 renewals. We also paid for food & prizes for the picnic. We made the large deposit to hold His Lordships for the annual dinner.

Marla proposed that we pay next years' dues for 10-year or more members in honour of our 60th anniversary!

Secretary's Report: Pam Shukait. Absent with the VP!

Registrar's Report: Steve Kellogg: absent report by email.

This morning the membership looks like this:

184	Regular Members
62	Regular Family Members
246	Total Regular and Family Members
13	Corresponding Members
3	Corresponding Family Members
16	Total Corresponding and Family
262	Total Members

However 30 Regular and 7 Family Members and 3 and 1 Family Corresponding are coming off due to not renewing their dues. The numbers will then look like:

154	Regular Members
55	Regular Family Members
209	Regular Members Total
10	Corresponding Members
2	Family Corresponding Members

12 Corresponding Members Total

221 Total Members.

The drop off was better than in the past. - about 16%

Corresponding Secretary's Report: George Steneberg:

Regalia Report: Andy Preston: Regalia was available for sale at the picnic

The Octagon Report: Dan Shockey:

Website Report: Steve Kellogg: absent report by email; the website appears to be running fine. Domain Charge of \$15 was due which is legit. Andy noted that Steve won 3 awards at a major car show.

NAMGAR GT-42: Marla has prepared the final accounting for the event and sent that off to the Board for their review and approval. Dan has prepared a short article for the MGA magazine. Thanks to both.

The event made \$3500 in profit. We get 30% of this so about \$1000.

Andy brought an award given to us by NAMGAR for hosting the event.

PAST EVENTS: Dave Marsh and the Aptos BBQ run. The turnout and food were good.

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

Sat Aug 19, MGOC Picnic at Tilden Park

Sept 2-3 Scottish Highland Games, Kirk Prentiss, Two free \$50 tickets to attendees.

Danville D'Elegance, Sept. 16-17, Will have an MG class if enough register

Sat Sept 23, MGOC Mt. Hamilton Poker run, Ken Gittings

Fri-Sat Sept 30-Oct 1, Pebble Beach Tour, Steve Kellogg

Oct 7-9, Sierra Tour, SSTs Kirk and Amy Prentiss
Oct 14-15, British Fall Classic, Morgan Hill, Bill Hyland

Sat Oct 21 Windmill tour, Dave Marsh, #4 for Dave in 2017!

OLD BUSINESS

NEW BUSINESS

BUSINESS RESOLVED ONLINE SINCE LAST MEETING None

NEXT MEETING:

Sept 9 at Nation's in El Cerrito

Meeting adjourned at: 12:02 p.m.

Submitted by: Dan Shockey

Classified Ads

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

1974.5 MGB roadster: Original Tundra paint. Rubber bumpers but dual SU's and NO catalytic converter. Soft-top, original hardtop with electric de-fogger, & tonneau. Rebuilt engine, new shocks, brake system refresh, new fuel pump make this a daily driver. Has original A/C - nonfunctional. 2in HIF4's carbs! 114k miles. \$2500. Non-member Jon W., SF Bay Area. See MGexperience web site for contact. Photo upper left. (Posted 9/17)

1967 MGB: Roadster, green, wire wheels, original condition, 125,000 miles, BRG, bought from first owner in 1978, \$5000. Non-member Mike Aubin at michaেলাubin@sbcglobal.net or 925-754-4541 (Posted 8/17)

TF1500: Contact Ed Browder, 408-268-9682, ednbettyb@sbcglobal.net for details and history. Trailer may be included. (posted 8/17)

1972 MGB: (Photo below left) Blue. Pretty much needs everything. Been sitting covered a good 20 years or so. I'm the second owner, since 1977. Speedometer says 26k miles. I'm asking \$3k, OBO. Needs to be picked up with trailer. It's a sweet ride but she's a dirty girl! Lori Holetz, Boulder Creek, 415-444 6505, onetribespirit@gmail.com (Posted 7/17)

1976 Midget: Time to part with my beloved Midget. Owned since 1994, 2nd owner. 38,000 original miles. All original including paint and interior. Passes smog. To a good home. \$7900. David Richardson, San Francisco, 415 699-4934. dnr1169@hotmail.com (Posted 7/17)

1935 MG PA: Complete project. New body tub. All the rare bits. Restored trafficators New wings, tires, fuel tank, radiator, much more. Rich Saylor, Monterey, 831 372 9215, saylor@redshift.com (Posted 7/17)

1995 Camaro 3.4L Engine and 5-Speed to sell. Also several hard tops for MGB's, a roll bar and miscellaneous parts. Diane, Napa, 707.287.8866, dianekramer@sbcglobal.net (Posted 7/17)

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. Randy Grossman (415-518-5210) or 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, mgocsf.org



MGOC Club Picnic



Poker Run award created by Ken Gittings. Pres Andy with the award from NAMGAR for organizing the GT. Member Don drove down from Medford in his MGA.

Shockey pics





This excellent cartoon by Rob Waller from Australia is probably closer to the truth than many of us would care to accept but family and friends will, no doubt, be nodding in agreement. However, for those for whom it is too late, Elaine Richards has provided the following parody of a well known verse:

*The kiss of the sun for sunburn,
A shower of rain for mirth,
You are nearer to God's humour in a sports car,
Than anywhere else on earth.*

The cartoon was commissioned by Richard Hinton for a recent MG event that he organised. Many thanks to Richard for permission to reproduce the cartoon and to Elaine for the verse.

Muphry's Law, from Wikipedia

Muphry's Law is an adage that states: "If you write anything criticizing editing or proofreading, there will be a fault of some kind in what you have written." The name is a deliberate misspelling of Murphy's Law.

Similar laws have also been coined, usually in the context of online communication, under names including Umhoefer's Rule (or Umhöfer's Rule), Skitt's Law, Hartman's Law of Prescriptivist Retaliation (or The Law of Prescriptive Retaliation), and The Iron Law of Nitpicking.

Further variations state that flaws in a printed or published work will only be discovered after it is printed and not during proofreading, and flaws such as spelling errors in a sent email will be discovered by the sender only during rereading from the "Sent" box.

I am a firm believer in Mupgrey's Law - Ed.



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

Club Meeting *‘Nosh ‘n Natter’*

Date: Saturday, Sept. 9, 2017

9 a.m.: Breakfast

10 a.m.: MGOC Club Meeting

Nation’s Giant Hamburgers

6060 Central Ave.

El Cerrito

(510) 528-8888

More Info: Andy Preston

andypreston@att.net

We look forward to seeing you!

Cartoon courtesy Road & Track magazine. Created by ‘our own’ Phil Frank of San Francisco.

