

THE OCTAGON

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



MGOC Octagon
If undeliverable, please return to:
320 B Monterey Blvd.
San Francisco, CA 94131

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May 2014

About *The Octagon* and MGOC...

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the corresponding secretary. The Club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. The MGOC holds a business meeting on the second Thursday of each month at an event known as the "Natter and Noggin" in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the M.G. Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

MGOC OFFICERS FOR 2014

President: Tim Polidoroff, 650-342-6443, polidoroff@comcast.net
Vice President: Steve Kellogg, 408-335-5899, webmaster@mgocsf.org
Treasurer: Marla Preston, marlapreston@hotmail.com
Secretary: Dan Shockey, magnut_dan@hotmail.com

BOARD OF DIRECTORS

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

APPOINTEES

Commercial Advertising: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com
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Webmaster: Steve Kellogg, 408-335-5899, 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 1962-1974 Marty Ray, 831-475-6204, martyray@cruzio.com
MGB 1974-1980: Ed Adams, 510-483-6821
MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net
MGC: Kent Leech, 925-253-9757, kent@kentleech.com
MG Midget: Craig Kuenzinger, 925-934-3130, mrccraig@aol.com
MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125
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, j2george@pacbell.net
PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com
S.U. Carburetors: Marty Ray, 831-475-6204, martyray@cruzio.com

COVER PHOTO:

Randy Grossman and Eric Baker descending Lombard Street during the San Francisco Tour, Janet Veatch

Club Meeting

Natter & Noggin

May 17, 2014

9:30 am - 11:00 am

Pier-15 Restaurant and Bar

15 Harbor Street, San Rafael, CA 94901

British Car Repair

142 Mill Street, San Rafael, CA 94901

A new process will be tried out this year will be to have all the Natter 'n Noggin Meetings to be held on Saturday Mornings in hopes of better attendance. As in last year, the venues will be changed throughout the Bay Area, North, South, East and West.

This meeting will be held at [Pier-15 Restaurant and Bar, San Rafael](#) on Pier 30 on the Embarcadero and hosted by Andy Preston and Bud Alderson.

No-host breakfast starts at 9:30 AM. As always, the member who drives their MG the furthest (to the meeting) gets a free meal, so be sure to record your mileage. The meeting will run from 9:30 AM to 11 AM, after which, we will leave for a 2 hour historic tour of San Francisco, finishing in the Presidio.



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13555 Depot St. PO Box 551 San Martin, CA 95046

408 686-1101 Fax 683-2447

Four painted wire wheels. Ran true and smoothly when last on my '61 A (in '2004) – stored since then. A couple will need some touch-up paint, otherwise fine. Michelin radials, functional with good tread, minor sidewall cracks. \$350 or best offer. Please contact: Mark Lange, mark@marklange.org or 415-297-3456. [Posted 05/13]

MGA transmission from a '61. Operated perfectly when I took it out of the car in 2002 (converted to a 5-speed). \$250 or best offer. Please contact: Mark Lange, mark@marklange.org or 415-297-3456. [Posted 05/13]

For All Items Below: Please contact member: Dave Loader at loader.dave@gmail.com [Posted 09/13]
 - MGB late overdrive transmission with gear lever and switch. This unit has been rebuilt by Quantum Mechanics and never used. \$500 ono
 - MGB PARTS. 5BRG crank, 4 pistons/rods, engine/trans plate, trans mount/stay rod, sump, engine block +.040 rebore, new pistons +.040, inlet manifold, pulley. Make offer.
 - MGA PARTS. 1600 camshaft, flywheel, generator, inlet manifold, front engine plate. Make offer.

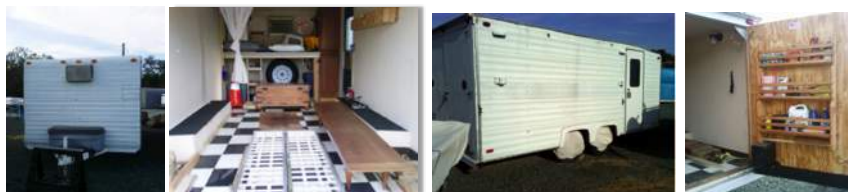
For All Items Below: Member Bob Luebbert at r.luebbert@sbcglobal.net [Posted 07/13]
MG TD Head Light Tie Bracket attaches to radiator, Moss Part # 451-100, used -- great shape!
 Price \$20 OBO
Two Headlight Stone Guard for MG T-Series, come with attachments, Moss part #222-150 \$30 obo
Gas Cap for 1975 MG/Sprite, never used, \$15 obo (thought it would fit on my 69 MGB - but will not)
MG TD chromed radiator shell, false nose, slates and medallion- total for sale at \$1000 USD obo



For All Items Below: Please contact member: Ken Gittings at aracingfan1@aim.com [Posted 10/13]
 - **Tourist Trophy 14" Black Leather Rim Wheel W/3 Matte, Drilled Spokes.** \$179.99. Moss Part# 489-030, Must use Tourist Trophy/Moto-Lita adapter hub sold by Moss

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

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2013 rates are: *monthly* (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MGOC FINANCIAL INFORMATION

Information on the MGOC finances is available upon request from the treasurer.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to octagoneditor@mgocsf.org or send them to: Felix Lee, 27330 Ursula Lane, Los Altos Hills, CA 94022

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine is in charge of new member recruitment and can send you flyers. The Club roster is available to members from 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>.

Forthcoming Events

MGOC Events in bold

- May 2-4 – **North Meets South**, Pismo Beach, Andy Preston
- May 3 – Merced Cinco de Mayo Car Show, Merced
- May 4 – Blackhawk Cars and Coffee, Danville
- May 17 – **MGOC Club Meeting / Tech Session**, Pier-15 Restaurant / British Car Repair, Tim Polidoroff
- May 18 – Friendship Day 2014, Pacific Shores Center, Redwood City, MPOTAC
- May 18 – UBSCC All British Motor Vehicle Show and Swap Meet, Dixon Fairgrounds, Dixon, CA
- May 31 – **MGs by the Bay Prep Day**, El Cerrito, George Steneberg
- May 31 - June 8 – British Car Week, any road of your choosing with anyone you want
- June 1 – **MGs by the Bay 2014**, Danville, CA, Tim Polidoroff – Blackhawk Cars and Coffee, Danville
- June 7 – **MGOC Club Meeting / Canepa Museum and Restoration**, Scotts Valley, Tim Polidoroff
- June 15-19 – NAMBGR, French Lick, IN
- June 18-22 – NEMGT, Middlebury, VT
- June 21 – The Other Moss Tour, Don and Maris Cowgill
- June 22 – **49 Mile Drive - San Francisco**, San Francisco, CA, Mark McGothigan
- June 30 - July 3 – **Bay Area to Victoria BC**, Jennifer Orum

From the Editor...

Get your MG keys out ... Spring is Driving Season!

Spring is in the air, **Spring** ahead to daylight savings, and hope **Springs** eternal. As MG owners, we are all too familiar with this last quip which describes people who will continue to hope (their cars will run reliably well), even though there is a considerable history of evidence, that things will not turn out the way we would like (hence, AAA Premiere). So, before you get your MG keys out, just remember, your MG is no **Spring** chicken (and neither is 4/5ths of our membership). You cannot expect your MG to just **Spring** into action without **Springing** for a tune-up first. I hate to **Spring** this on you, but you cannot expect your MG to take care of you, unless you take of it, first. In addition to the fluids, pumps, and belts, what **Springs** to mind, is to also check out the leaf **Springs**, in order to ensure a smooth ride. Once performed, your MG will surely **Spring** to life. Otherwise, something may just **Spring** out at you, when opening the bonnet, and cause you to **Spring** to attention. The best Tours **Spring** forth from careful planning and preparation. After all, **Spring** is Driving Season!

MG

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

SHOCK ABSORBERS:	Front	Rear
MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
MGA, MGB, MGC, Midget.....	108-125	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	Scall	

BRAKES: sleeved and rebuilt

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$115-155.00
MGA, Midget twin master 1956-67.....	\$195.00
MGB, Midget master 1968-80.....	\$95-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinder sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$108
Front end A-arm (Midget).....	\$95.00

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NOV13

Although, the *Affordable Classic British Car Act* bit was an April Fool's trick, Dennis O'Dea took his Classic British Car ownership to heart, **Sprang** to his feet, entered the 50th Annual April Fool's Rallye, and took home 2nd Place in the Novice Class, with his Navigator, Sheryl King, Way to **Sprngboard** ahead of the rest of the MGOC pack!

For many of us, our first **Spring** ride will be the Biannual *North Meets South* ritual at Pismo Beach, hosted by the Paradise British Car Club. This event originally **Sprang** into being in November 1978 and was called *Paradise MGAs*. In 1990, the name was changed to *Paradise MGs*, with an invitation going out to all MG models. Pretty soon, other British marques wanted in as well, and in 1995, the name was changed, once more, to Paradise British Car Club ~ North Meets South. As such, consider making this your first sign of **Spring**, catch the **Spring** fever, and join us for this MG **Spring** break in Pismo.

Safety Fast!

Felix Lee

- **Spring** is nature's way of saying, "Let's Party!"



1971 MGB GT New paint (red) and all body work done by a pro. Runs very well with an overdrive transmission. Overall condition is very good. Asking \$6,000. Contact Robert Manino at 408-772-4354 or at sbedlam@sbcglobal.net [Posted 04/14]



1974 MGB Tourer Rust-Free California car ready for the road.

Very straight, glacier white, chrome bumpers, custom dark gray carpets, original excellent black upholstery, dashboard top replacement, all instruments operational, Craig radio/cassette, aluminum "minilite" wheels, tires new (2011, 500 miles), new black vinyl top (Moss, professionally installed, tonneau (1 new, 1 original), car jack and equipment in original bags, mileage: 102,000, new calipers / pads / bushings / bearings / steering boots / alignment / fuel gauge sender / instrument voltage stabilizer / rear wheel bearings / belts / hoses / etc. No clear history on engine work. Compression average 136 lbs/cylinder. Runs great. Asking \$12,450. Contact member Jack Ford at jackrada@att.net.



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 tonneaus. AM/FM/CD stereo with removable face, remote control and MP3 interface. 15" PanaSport Aluminum Alloy hubs w/new tires. No rust and is fully restored to like new condition in and out. It is currently registered in California. Asking \$14,500. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net. [Posted 02/14]



Wanted:

Pre-1968 MGB roadster: Long-time MG nut seeking early B roadster. My preference is one that is a preserved original or one redone to original specifications; but I will consider most any steel-dash car, depending on its price and its needs. Contact Member Don Scott at 707-942-0546 or don@napanet.net. [Posted 05/13]

Parts for Sale:

MGB Parts: Autopower Roll Bar, SCCA Race Approved, 1.75" DOM. Roll bar has diagonal brace, horizontal seat back brace, and small restraint bar behind driver's seat. Asking \$150. Two Chrome Luggage Racks, trunk lid mounted. \$50 each. Contact Member David Wright at 510-653-3831. [Posted 05/13]

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

Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check made payable to MGOC if a non-member) to MGOC, 27330 Ursula Lane, Los Altos Hills, CA 94022. Members may also email ads to the editor at octagoneditor@mgocsf.org.

Cars for Sale:

1949 MGTC has a rebuilt engine with very few miles on it. The car has also been rewired with a new wiring harness. The car has been painted to the original color. The car has a new top and side curtains and original tool kit. The wood in the doors is in good condition. The compression in the engine is about 120 in each cylinder. I have been told that if it is driven more that number will come up higher. As to the value of the car depending on who you talk to, the price range is from \$25,000 to \$35,000. I will accept \$25,000 or more. Contact Member Larry Matthews at 415-999-2362 [Posted 08/13]



'64/'65 MGB Roadster Project Car. Up on blocks for 8 years and in DNO status. It doesn't look bad, but does have issues. Other photos are available and we welcome inquiries. In Livermore, CA Contact Wes Nelson at 925-447-4393 or WESNEL@ATT.NET. [posted 06/13]



1969 MGB Roadster owned for over 40 years. Mileage 69,200 (original). Overhauled in 2004: rebuilt drive train, engine, transmission, rear end, starter, wires, etc. New British Racing Green paint. New top. New seats. New tires. Runs great. Asking \$7,000. Contact member Jim Burgelin at joburgelin@yahoo.com [Posted 12/13]

1967 MG MGB Mark 1 Roadster (VIN: G-HN3-U / 138261-G) Built on September 22, 1967, this car features factory Laycock de Normanville overdrive, heater, packaway hood, wire wheels, and dealer optional BMC radio. From 2001 to 2002 this MGB underwent a rotisserie restoration at the hands of noted MG restoration specialist Mike Goodman of Mike Goodman's Sports Car Service Ltd in Van Nuys, CA. The car was stripped to its component parts, and every parts of the car was restored or replaced. Every mechanical component including the engine, transmission, Laycock de Normanville overdrive unit, hydraulics, suspension, fuel system, cooling system, differential, and axles were inspected, tested, rebuilt or replaced with NOS or UK sourced parts. Each nut and bolt was removed and correctly plated. The car was painted Tartan Red and fitted with a black fold down top. All new glass was installed. The interior was done in hand sewn black Connolly leather with correct red piping. The leather was hand picked and sourced from the UK, as was the correct Wilton wool carpeting. All the gauges and knobs were restored to new condition, and the original BMC radio was restored to perfect working order. To finish off the interior a very rare and beautiful period Les Leston wood steering wheel was fitted. The electrical system was completely rebuilt and restored including the generator, voltage regulator, starter, windshield wiper motor, and overdrive electrical switches. A new wiring harness from British Wiring was installed, and each circuit checked and bullet connectors soldered just as original. Every attempt was made to keep the car period correct down to the use of original Lucas headlamps and original Champion NY9 sparkplugs. When the car was complete it was kept primarily as a show car, and over the next decade it would go on to win multiple show. It graced the cover and interior of Classic Motorsports magazine in 2004 for the "MGB: The best sports car ever?" story. The car comes with complete documentation of its restoration both with receipts and photographs. For price and more information call Canepa (4900 Scotts Valley Drive Scotts Valley, CA. 95066) 831-430-9940



President's Ponderings ...

Hello! Once again, I'd like to start with some thanks and kudos. First, to Wayne Veatch and Mike Jacobsen for organizing our April 5th monthly meeting at Red's Java House in San Francisco and the wonderful post meeting San Francisco Tour. And, then to John Bertolotti for inviting us to join the 356 Porsche Club on April 19th for their scenic drive and private car collection tour. For security reasons I can't share any details about the collection that we visited, however, I can say that the cars and the venue were simply amazing!

Moving on, I'd like to extend a big "MGOC Welcome" to our newest members Sue & Dennis Byron, Robin Sandberg, John M Ward, and Victor Perrella.

On Sunday, April 6th, I attended the "Cars and Coffee" event held monthly in the parking lot outside of the Blackhawk Museum in Danville. How fun! If you haven't been, you owe it to yourself to go.

Next a bit of trivia ... did you ever wonder about the origin of the color "British Racing Green?" Since I own a green MGA I did. Ok ... I was also having trouble with ideas for my "Ponderings" this month. Ha ha! Anyway, I checked the internet (You've got to love it!) and here's what I found. The color dates back to 1903. Back then, James Gordon Bennett Jr., the millionaire owner of the now long-defunct New York Herald, decided to organize a series of six car races ... the "Gordon Bennett Cup" for automobiles. The first race in the

series was run in 1900 - a 568-kilometre drive from Paris to Lyon, France. And, at the suggestion of race car driver, Count Eliot Zborowski, each car in the race was painted in a color from its nation's flag. In 1902, when Britain joined the races, it had a problem, as the colors of its flag (red, white and blue) were already taken by America, Germany and France, respectively. So, in honor of its highly regarded "olive green" trains, Britain painted its cars that color. In 1903, when it was Britain's turn to host the series, it had another problem: at that time racing was illegal in Britain. So, Britain chose to host its Bennet Cup race in Ireland instead. As a tribute/thank you to Ireland, Britain chose to paint its cars in the

Emerald Isle's "deep green". That color stuck and has remained iconic to this very day. Who would have thought ... we have Ireland to thank for "British Racing Green!" Remember that, come next St. Patrick's Day.

Our next General Meeting, hosted by Andy Preston and Bud Alderson, will be held in San Rafael at the Pier 15 Restaurant and Bar. The meeting will be followed by a Tech Session hosted by Clint Wright at his British Car Repair shop, located nearby. As always, breakfast will start at 9:30 AM followed by the meeting at 10:00 AM. I'm looking forward to seeing you there.

Regards,
Tim Polidoroff



Molly, John and Tim playing a friendly game of "Dodge" MG Car

photo by Mike Jacobsen

Meet Our Newest Member

My College Graduation Present

By Sue Byron



In the summer of 1970, I flew to Amsterdam to travel Europe, along with my sister, as well as to take delivery of my MGB, my UCB graduation gift from my parents. My dad had ordered it at SF AAA, so it was set up for export with the steering wheel on the left. After traveling by Eurail pass & ferries for a few weeks, I took the Tube, in London, out to Acton, to go to BLM to pick up my 1970 Flame Red MGB. During my drive back to Paddington, I found it very scary, remembering to stay on the left side of the road. Then I helped another gent rent a car (in my name) by driving the right-handed car with the gear shift to the left and the blinker to the right. That was really confusing.

I ferried the car back to Amsterdam and drove it all through the northern European countries. It was so fun and exciting. I wrote home that the overdrive was "... really neat, because I could travel at high speed and the car wouldn't shake." There were so many really fast drivers, that I could go 85 mph in the slow lane. And if I went 90 mph in the fast lane, I would still get honked at, to move out of the way. I loved driving the gorgeous country roads & staying at youth hostels. Once it was pouring rain on us and I somehow had the trunk "stuck" closed. Three boys in the restaurant overlooking the parking area were busting out laughing at me & my sister trying to shake the lid loose. We finally got it open, although drenched, just in time, to roll out our sleeping bags in the hostel and take a cold shower.

Many happy days followed and after a month, I delivered the car to Rotterdam, to be covered in cosmoline and shipped to San Francisco. We traveled for another month by Eurail in southern Europe. When my car arrived in SF I was so excited that I forgot to bring the keys. My friend drove from San Jose to Los Altos & then back to get the keys. It was a lot of work removing all that coating on the car. Soon, thereafter, I was going to modeling classes in San Jose across from Valley Fair. Dennis had a "counselor" job there (translation: salesman). He stopped me in the parking lot to ask if I'd like him to explain "RPMs," so down the street to Lyons Coffee Shop we went, where he graphed it out on a napkin. Our relationship started from there. He says he "went for the girl and got the car too," marrying in 1971. He's been my chief mechanic ever since. I almost fired him once when he put the front wheels on the wrong sides - there is a left and a right. My wheel spun off and sparks flew as it bounced down Hwy 87. We both learned something new.

Three more MGBs were purchased due to admiration of my car: my ex-boyfriend, my new boyfriend, and a girlfriend....yellow, orange, green. My red one has been the only car I have owned, and a daily driver until about 10 years ago. Now we treat it a little more gingerly, but not much. After all, it's only a young 44 years old!

Photo by Sue Byron

Business Resolved Online Since the Last Meeting

Dan Shockey asked about spending more for a nicer T-shirt for MGs by the Bay. Discussion and decision deferred until the meeting.

Old Business

MGs by the Bay:

- We'll use last year's car counts to lay out the new parking area in a different section of the parking lot. Craig Kuenzinger will have the new parking plan ready by May 1. Craig also asked for volunteers to help set up for the show, arriving as early as 6 a.m.
- Dan Shockey prepared a draft poster and asked for comments. Regarding poster size, the decision was to create 8½×11 posters for promotion and a larger size, possibly 11×17, for sale and as gifts for event donors at the "Sponsor" level. Regarding comments, the group asked that logos from other clubs and the small picture at the left bottom of the poster (with the MGAs, etc.) be removed.
- Dan also asked about T-shirt layout, and the decision was place the traditional picture on the back and the text on the front, with possibly the Club logo on the left breast, depending upon cost and appearance. The show date will not be on the shirts and the membership asked that we purchase better-quality shirts than in past years.

New Business

Tour notifications: Discussion about notification for events. At Wayne Veatch's suggestion, the group agreed that all event flyers, blasts, etc. should include the tour leader's e-mail address for RSVP purposes, in addition to the current on-line registration option via the MGOC website. Steve Kellogg asked for event flyers to be sent to him for posting, and that all event info include who to contact about the event. Steve will also send out an email blast to remind members how to use their MGOC website accounts.

Next Meeting

May 17th in San Rafael at the Pier 14 restaurant.

Meeting adjourned at 11 a.m.

Submitted by Mike Jacobsen for Dan Shockey

Collins

CLASSICS

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by
**Tom Collins
&
Tyrone Revelo**



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(650) 685-4477
collinsclassics@comcast.net

MGOC Business Meeting Minutes

Red's Java House on Pier 30, San Francisco
April 5, 2014

Call to Order: President Tim Polidoroff* called the meeting to order at 10:20 a.m. Also attending were Eric Baker, Dennis Byron, Sue Byron, Jing Chai, Elaine Chan, Marcia Crawford, Ed DeMayo, Rowena DeMayo, Barbara Garrett, Ken Gittings, Randy Grossman, Herb Guidry, Judy Guidry, Mike Jacobsen, Steve Kellogg*, Craig Kuenzinger*, Brian Linke, Ed Loughrey, Bob Luebbert, Janelle McCormack, Jesse Markham, Kirk Prentiss, Andy Preston, Marla Preston*, Suzy Savage, George Steneberg*, Rich Upton, Wayne Veatch, Janet Veatch, Trevor Winter, and Sandy Winter (* denotes Board Member)

April Mileage Winner

The Byrons won this month's free breakfast for driving their MG the farthest to the meeting.

Previous Minutes

The Saturday, March 8, 2014 minutes were approved as printed in *The Octagon*.

Reports

Treasurer's Report: Marla Preston reported on the balances of the checking and savings accounts:

Account	March 2014	April 2014
Checking	10,425.50	10,046.66
Savings	3,461.56	3,461.58
Total	13,887.06	13,508.24

There were expenses for the March meeting and April *Octagon*, and income from new members, renewals, and MGs by the Bay entry fees.

Registrar's Report: Steve Kellogg reported the following membership numbers:

Category	March	April
Regular	263	260
Corresponding	15	15
Total	278	275

The decline in membership is due to people moving away.

Secretary's Report: No report; Dan Shockey could not attend the meeting.

Corresponding Secretary's Report: George Steneberg reported no new communications.

Regalia: David Wright was absent, but Steve Kellogg reminded everyone that all Club regalia is available from the Club website.

The Octagon: Felix Lee was unable to attend, but all commended him for the excellent job he's doing.

Website: Steve Kellogg reported that the website now has color coding for events, to easily identify who is sponsoring what events.

Past Events

March 8 General Meeting: Craig Kuenzinger, Steve Kellogg, and Bill Hiland were congratulated for the breakfast meeting at the Grinds, Vines, and Automobilia Café in Morgan Hill, followed by a tech session led by Craig at Bill's shop On the Road Again.

St. Patrick's Day Ride March 17: Thanks to Bud Alderson for organizing the event.

Upcoming Events

San Francisco Tour, April 5: Following today's meeting, led by Wayne Veatch and Mike Jacobsen.

Pub Night, April 18: Sponsored by Bill Hiland at On the Road Again in Morgan Hill.

Private Collection Tour, April 19: With the Porsche Club, in Los Gatos, organized by John Bertolotti.

West Coast Dream Machines, April 27: Recommended by the Winters.

Drive Your MGA Day, May 3: "Official" NAMGAR holiday. Drive any MG!

North Meets South, May 2-4: Pismo Beach, sponsored by the Paradise British Car Club. Friday tours from Santa Rosa to Pismo Beach organized by Andy Preston (to sign up, contact Marla Preston, marlapreston@hotmail.com), and from Fremont organized by Bob Luebbert.

General Meeting, May 17: In San Rafael at the Pier 14 restaurant, followed by a tech session at Clint Wright's shop, organized by Andy Preston, Bud Alderson, and Tim Polidoroff.

Packet Stuffing Session May 31: To prepare the registration packets for MGs by the Bay, at George Steneberg's in El Cerrito. Details to follow in the May *Octagon* and on the MGOC website.

MGs by the Bay June 1: At The Livery in Danville.

Ride of Shame

Part Trois

By Andy Preston

At the end of Part 2, I had just dropped the engine from my 1967 MGB off at Norm's auto machine shop in Petaluma for a complete rebuild. The machine shop is small and run by Norm Sr. and Norm Jr. only so they do all the work themselves and have been in business for around 40 years; they're wonderful. In addition to a complete rebuild to factory specs, I also had them balance the engine, which I really recommend because it's runs so much smoother. I picked up the rebuilt engine in December 2013.

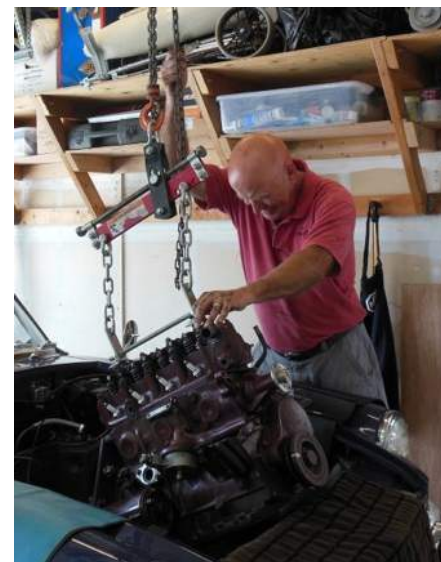
While the engine was out at Norm's I sent the distributor off to a professional rebuilder and it came back looking better than new. The only parts I didn't replace were the water pump and heater valve because they were less than 4 years old (that was a mistake).

After painting the engine I put it back in the car, primed it with "Break in oil", got oil pressure, fired it up and it came back to life again. That's a wonderful feeling. I drove it around the local area for about 30 miles and everything was looking good and I was gaining confidence. I couldn't believe how smooth the car ran.

Brimming with pride I drove it 20 miles to "Cars and Coffee," in Novato, the first Sunday in January. Everyone loved it and I was again the proud owner and driver of my Mineral Blue MGB. Driving back home the unthinkable happened. The car started to "miss" occasionally, so I drove around Novato and it didn't clear up. What a Bummer! I didn't want to drive back on the freeway because there was construction for most of the way and nowhere to pull over on the shoulder. So I had to endure a second "Ride of Shame," with only 50 miles on the new engine. These tow truck drivers are getting to know me by my first name.

What could be problem be? I started swapping over parts; distributor cap, spark plug wires, plugs, re-checked the timing, but it still "missed a beat," every now and then. I re-checked the valve clearances, fuel pump delivery, float valves, re-tuned the carbs and it still "missed". What could it be? The distributor was brand new, so that couldn't be the problem or could it? Just in case I replaced it with a complete spare one that I have, and "voila" the miss was gone and the engine was back on song. I replaced the points, rotor and condenser on the rebuilt distributor and I'm back on the road again with a great running car. Or am I?

After a few more miles I heard a small rattle at the front of the engine. OMG, what can be wrong now! I said early that I didn't replace the water pump and that was making the noise. Back on the phone to Moss Motors and a new one arrived in 3 days. The car on the pump where the generator attaches was too wide so I had to grind that back 1.5mm so all the pulleys aligned, but that's not unusual with parts made in China.



The Original "Ironman"

Back on the road again, and after a few more miles I hear a squeal/squeak from the front of the engine, I'm getting used to this by now. I thought it must be the fan belt, so I bought a new one but that didn't fix it. However running the engine without the fan belt there was no squeak, so the new water pump was making the noise, no less. I tested it one the workbench and it squeaked when turned.

By this time I'm getting smarter and buy a NOS genuine MOWOG water pump on eBay, which is a perfect fit, no grinding required and no noise and no leak. So I'm back on the road again and the car is running so good, that I decide to drive to the Tech Session on March 8, in Morgan Hill, which is about 120 miles each way for me.

I leave early on a cold Saturday morning and after driving 30 miles, I just knew something wasn't quite right. I pull over in San Rafael, lift the bonnet, and see the water valve which is strategically placed over the distributor leaking coolant. The worst thing for the ignition system is water so I abandon my journey and drive home. Remember the other part I didn't replace was the heater valve.

Now with a new heater valve in place the car is now running great and we did the St. Paddy's Day tour without incident, so hopefully that's the sign of things to come.

The lesson I've learned through this experience is don't expect everything to work perfectly straight away and that it takes some time to get a rebuilt engine or car sorted out, running right, and never give up!

And I'll be happy to pass the "Burnt Spark Plug Award" (BSPA) onto another worthy recipient next year; I think it might be cursed.

BURNT SPARK PLUG AWARD

SOMEWHERE HIDDEN, IN A NEARBY GARAGE ...



BSPA OVERLOOKS THE REBUILD OF AN MGA



I HAVE A BAD FEELING ABOUT THIS ...

THOSE WERE THE DAYS ...

37 YEARS EARLIER



HEY, WHY AREN'T YOU GUYS PULLING YOUR WEIGHT?

YOU TALKIN' TO ME?

YOU TALKIN' TO ME??

THEN WHO ELSE ARE YOU TALKING ... YOU TALKIN' TO ME???

WELL, WE'RE THE ONLY ONES HERE

WHO DO YOU THINK YOU ARE TALKIN' TO?

165 PSI

125 PSI



THIS IS EMBARRASSING, ONLY GETS 200 MILES / QUART



DON'T LOOK AT ME ...



YOU TALKIN' TO ME?

HERE WE GO AGAIN ...

..... TO BE CONTINUED

Photos by Andy Preston



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MGs by the Bay

Celebrating the 90th Anniversary of MG!

Sunday June 1, 2014 at The Livery in Danville

400 Sycamore Valley Road, Danville, 94526 - One block west off I-680

All MGs are welcome, from daily drivers to complete restorations. The \$25 entry fee includes a dash plaque, an event T-shirt, and special items from our sponsors. Additional cars registered to the same owner are \$10 each, which includes a dash plaque only. The show starts at 10:00 a.m., rain or shine, and awards are presented at 2 p.m.



Popular vote judging, with awards for People's Choice, Best Daily Driver, Most Customized, and others. The number of cars registered determines the class awards.



Return the registration form below with the entry fee. Photocopies of this form are acceptable. One form is required for each MG.

Mail before May 21, 2014 to:

MGs by the Bay
107 Wilder Ave.
Los Gatos, CA 95030-5923

For information call
408-335-5899
or visit www.MGOCSF.org

Make checks payable to **MGOC**

Show Use Only		
\$	/	#

Please print:

Name: _____ MG model: _____ Year: _____
 Address: _____ Body style: ☐ Coupe ☐ Roadster
 City: _____ ☐ Saloon ☐ Race car
 State: _____ Zip code: _____ ☐ Other: _____
 Email address: _____ Car color: _____
 Daytime phone: (____) _____ T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL
 Short description of your car: _____

Has this car ever won First in Class at *MGs by the Bay*? Yes ☐ No ☐

Release: Neither my heirs nor I will hold the MG Owners Club or The Danville Livery Shopping Center liable for any loss, damage, or injury done to me, or my party, while engaged in this event or traveling to and from this event.

Signature: _____ Date: _____

Signature: _____ Date: _____

Where in the World is BSPA?



Andy Preston and BSPA
at
The Lodge at Pebble Beach

Photo by an Anonymous Frenchman
visiting Pebble Beach

Can You Guess?



Question:

At the recent MGOC - Porsche 356 combined gathering there was a car that failed to start. Can you guess which one?

(hint: not the blue one)

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Light Blue Cars are the Best

By Stephanie Lee

In April 19th 2014, I went to a car display shown by one of John Bertolotti's friends. I had a huge croissant for breakfast. After I had breakfast, we listened for directions on how to get to John's friend's house. I was driving in my mother's SUV, a pretty big car, so we drove behind the long group of MG's and porsches. There were many cars in the display.

There were cars of blue, yellow, pink, brown, and British Racing Green. I liked seeing the light blue cars, since my favorite color is light blue, which reminds me of the sky. I petted a white dog for a really long time, which was really soft. The dog just had surgery and was feeling better.

MGOC Fashionistas



John Hunt showing off his
"MG" inspired
Cap Collection

Randy Grossman showing off
his, well ...
"M" only, inspired
Cap Collection

(but the jacket is an authentic
MGOC Jacket, which he won
for
BEST 2014 Octagon Article
by popular vote)

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

Photo by Felix Lee

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Start Planning for 2014 ...

SPRING



NORTH MEETS SOUTH AT PISMO, 5/2-4
NORTH BAY TOUR, 5/17
CLINT WRIGHT TECH SESSION, 5/17
FRIENDSHIP DAY, 5/18

SUMMER



MGS BY THE BAY, DANVILLE, 6/1
NAMGBR AT FRENCH LICK, IN, 6/15-19
SF 49 MILE TOUR, 6/22
BAY AREA TO VICTORIA, BC, 6/30-7/4
MID PENINSULA TOUR, 7/12
VICTORIA, BC TO OTTAWA, ON, 07/4-7/14
NAMGAR GT-39, OTTAWA, CANADA, 7/14-18
HILLSBOROUGH CONCOURS, 7/20
OAKLAND AIR MUSEUM TOUR, 7/27
MGOC ANNUAL PICNIC, 8/9
GoF WEST, SAN DIEGO, 8/25-29
SCOTTISH GAMES, 8/31

FALL



SANTA CRUZ TOUR, 9/6
BRITISH FALL CLASSIC, MORGAN HILL, 9/13-14
DANVILLE D'ELEGANCE, 9/21-22
NIELLO CONCOURS AT SERRANO, 10/5
SONOMA TOUR, 10/18
TOUR D'OAKLAND, 10/19
SAN FRANCISCO TECH SESSION, 11/8
MGOC HOLIDAY TEA, SAN FRANCISCO, 12/13

MGS BY THE BAY

SUNDAY, JUNE 1, 2014
THE DANVILLE LIVERY • DANVILLE, CA



Photo: Mindy Hungerman



21st Annual Event Hosted by the MG Owners Club
For information: www.MGOCsf.org



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

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octagoneditor@mgocsf.org

Request Electronic Delivery of The Octagon

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A SUNNY TOUR OF SAN FRANCISCO

BY WAYNE VEATCH



Thanks to the local knowledge of Mike Jacobsen and myself, and our annotated Tour Guide, 26 MG owners, navigators plus two dogs in 16 cars enjoyed a comprehensive and entertaining tour of San Francisco on Saturday, April 5, 2014. The day commenced with car talk in the pier parking lot, also known as the probably-never-will-be-Warriors-stadium-site, followed by a hearty breakfast and efficiently run meeting by Your President, Tim Polidoroff, in the adjacent, historical Red's Java House on The Embarcadero.

The tour commenced in a northerly direction along the Embarcadero, past the Ferry Building thence left into the Jackson Square district, which used to be the shoreline, around the Transamerica Pyramid Center building, built on top of one of several scuttled ships, along Market St. past Lotta's Fountain, where a car sans top was an advantage to appreciate the excellent architecture, to the Civic Center, noting Willie Brown's gilded City Hall dome. Speaking of the dogs, Brian and Susie's companion [Kirk's photo] remained on good behavior in their "mostly 67" BRG B and Ed and Rowena's seasoned traveler, Enzo, enjoyed the ride from his dog box in their B "pickup truck," protected from the wind by his "doggles".

On to Alamo Square and the Painted Ladies, down to the Castro District past the famed Castro Theater, east to Dolores Park, past the "little giant" gold fire hydrant, up to Mission Dolores where all but Wayne and Janet, along with three other unwitting lambs thinking the tour leader knew the way ("I Told You We Were Lost") correctly turned left on 16th Street where, unfortunately, Bob Luebbert had to exit due to a sticking brake caliper (now rectified; details available upon request). Janet, myself, and said lambs, did a do-si-do along Guerrero, zipping up to the top of Twin Peaks to catch up to the rest of the pack gazing at a fantastic fog-free view.

Then a tour of Golden Gate Park, past the 1878 Conservatory of Flowers, the oldest building in the park and the oldest municipal wooden conservatory remaining in the United States; past the pen where the Buffalo roam, Speedway Meadow, the windmill (yes, it was turning) at the Tulip Gardens, a right along the Great Highway, past the Cliff House to Lincoln Park, the official end (or start) of the Lincoln Highway. Past views of the GG Bridge, through ritzy Seacliff and into and through the Presidio, where some participants left the crowd at the Parade Grounds for points north and south.

Those masochists ready for more adventure followed Wayne through Crissy Field, past the Palace of Fine Arts, along the Marina, past Fort Mason then up the "first gear only" Hyde Street grade (yes, Randy tried to change up to 2d then had to revert) to a scenic descent of crooked Lombard St., to be photographed by many tourists, then down to North Beach (which was a beach before that part of the bay was filled in), Washington Square, Broadway, and south along the Embarcadero past Red's. Past AT&T Park, W and J introduced these hardy souls to a delicious late lunch at The Ramp Restaurant.

The final piece was a zip up and down Potrero Hill, and an introduction to the truly crookedest street in San Francisco, Vermont St., south of 20th St. Those few still able to push a clutch climbed Bernal Hill and took a potty break at Wayne and Janet's place in Bernal Heights before calling it a great day.

Link to video <http://vimeo.com/91411910>



Photos by Kirk Prentiss