

THE OCTAGON

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



MT in "MG"

May 2013

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 2013

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

Vice President: Steve Kellogg, webmaster@mgocsf.org

Treasurer: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

Secretary: Randy Grossman, grossran001@comcast.net

BOARD OF DIRECTORS

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

Member-at-Large: David Wright, 510-653-3831

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

APPOINTEES

Commercial Advertising: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

Corresponding Secretary: George Steneberg, j2george@pacbell.net

Historian: George Steneberg, 510-525-9125, j2george@pacbell.net

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

Registrar: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

T Register Director: Jim Carlson, 408-224-3992, mgjim@comcast.net

The Octagon Editor: Felix Lee, 650-947-9282, octagoneditor@mgocsf.org

Webmaster: Steve Kellogg, webmaster@mgocsf.org

CLUB ADVISOR PROGRAM

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

MGB 1962-74: Marty Ray, 831-475-6204, martyray@cruzio.com

MGB 1974-1980: Ed Adams, 510-483-6821

MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net

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

MG Midget: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com

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

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

T-types: George Steneberg, 510-525-9125, j2george@pacbell.net

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

S.U. Carburetors: Marty Ray, 831-475-6204, martyray@cruzio.com

COVER PHOTO: Margaret Thatcher (October 13 1925 - April 8, 2013) in a 1984 Naylor TF1700

<http://www.autocar.co.uk/blogs/industry/margaret-thatcher-and-british-car-industry>

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2012 rates are presented *monthly* (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MGOC FINANCIAL INFORMATION

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

MGOC.SF.ORG

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

Forthcoming Events

MGOC Events in bold

- May 9 – **MGOC Club Meeting**, Natter & Noggin, The Englander, San Leandro, Tim Polidoroff
- May 11 – **Mount Hamilton Tour**, Ken Kittings
- May 18-19 – **Forestiery Garden / Fresno Tour**, Rod and Sue Schweiger / Michael and Mary Sindicic
- May 19 – Dixon All British, On the Road Again, Lee Sheldon
- May 19 – Marin Concours, Marin
- May 25-June 2 – British Car Week, A show for the road, Drive your British Car
- June 1 – **MGs by the Bay Packet Stuffing Meeting**, El Cerrito, George Steneberg
- June 2 – **MGs by the Bay**, The Livery, Danville, Tim Polidoroff
- June 10 – 14 – **NAMGAR GT-38**, Mike Jacobsen
- June 22 – Tune & Spoon, Jim and Annie Brady
- June 30 – Palo Alto Concours, San Mateo County Event Center, Rob O'Neill

From the Editor...

... MG, the official car
of the UK Prime Minister ...

William Morris, subsequently knighted as Lord Nuffield, founded the British automobile industry, in March 1924, when he introduced the world's first central chassis 4-door automobile. Among the many storied MG affiliations over the years, such as "Creator of the fastest vehicle in the world," "Best-Selling vehicle in the world," and largest owner's club in the world; perhaps the most impressive may read, "MG, the official car of the UK Prime Minister."

Legendary MG owners include past Prime Ministers Winston Churchill, Harold Wilson, and Margaret Thatcher. The recent passing of Margaret Thatcher, at the age of 87, prompts us to examine the personal automotive preferences and public policies of these past Prime Ministers, and the effects they would have on shaping the British automobile industry.



Sir Winston Churchill served as UK Prime Minister from 1940 to 1945 and again from 1951 to 1955. Following WW II, Britain's coffers were depleted and manufacturing for export was seen as England's best

strategy toward post-war recovery, "Export or Die." This phenomenon resulted in America's love affair with the British car, as British cars began showing up on U.S. roads in large numbers by the late 1940's. The last privately owned car by Churchill was a 1964 Morris Oxford (7,066 miles) which was recently auctioned off on March 9, 2013 at the Morris Leslie Vehicle Auction.

Harold Wilson, Labour Party leader, served as the Prime Minister of the United Kingdom from 1964 to 1970 and 1974 to 1976. His socialist policies and industrial planners formed British Leyland Motor Corporation by merging 18 British car companies, including MG, in 1968 and nationalizing it in 1975. This was done in order to stave off massive job losses in the engineering sector, compete in an international market, and reinforce the claim that "there was a common interest in maintaining a national car industry that was owned by the "British people." Under state ownership, British Leyland was given the financial ability to re-equip its factories and develop new models. However, the '70s political landscape was dominated by regular worker strikes under Trade Union power which decimated Britain as a major industrial power. As such, British Leyland was unable to live up to its lofty expectations and was brought to its knees by endless strikes and a tarnished reputation. The

British automobile industry continued to languish under the next two Prime Ministers.

Margaret Roberts was born in October 1925 at Grantham, a small market town in eastern England. The Roberts' ran a family grocery and lived in an upstairs flat. Margaret attended a local state school and then studied Chemistry at Oxford. Conservative politics were a part of her early upbringing as her father regularly talked her through the issues of the day. The Roberts' family car was a British Racing Green MG Y-Type which was depicted in the recent movie, *The Iron Lady*. Margaret married a local businessman, Denis Thatcher in 1951 and while raising twins, trained as a lawyer, specializing in taxation.

Margaret was elected to Parliament in 1959, appointed to junior office as a shadow minister from 1964-1970, achieved cabinet rank as Education Secretary in 1970, and elected Conservative leader in 1975. By the winter of 1978/79, epidemic strikes and economic decline ushered Margaret and the Conservative party into power in 1979, as UK's Prime Minister, with a mandate to break the power of the Trade Union's control over government. As such, she brought an indomitable determination to stand firm against strikes. Margaret showed up for her first press conference as Prime Minister in her Harvest Gold MGB/GT, went on to win three successive General Elections, and served as British Prime Minister for more than eleven years (1979-90).

As a result of the slow economic turnaround, a large section of Britain's inefficient manufacturing industry closed down, spurring a renewed interest to re-privatize much of the British automobile industry.

In subsequent years, MG was passed along to BMW and then sold as MG Rover in 2000. Following the collapse of the MG Rover group, MG was then sold to Nanjing Automotive in 2005, which merged into the Shanghai Automotive Industry Corporation. According to current MG General Manager, Zhang Xi, MG in China stands for something new. "We want Chinese consumers to know this brand as 'Modern Gentleman,' ... (representing) grace and style." Oh well, ... as for the rest of us, "MG" will always be known as "Morris Garages," and perhaps, "the official car of the UK Prime Minister."

Safety Fast

Felix Lee
- RIP Maggie!



President's Ponderings...

Hello again. This month, on May 11th, Ken Gittings will lead the club on a drive to "Mount Hamilton" in honor of Sam Gearhart. It's a great drive; just don't forget to bring your sweater, as it can get mighty cold at the top. Next month we hold our annual "MGs by the Bay" car show. (Kudos and special thanks to Mike Jacobsen for a great job on our event poster) If you haven't already registered, you really owe it to yourself to do so. I think you'll find this a great way to catch up with old friends, meet new ones, and network with your fellow MG enthusiasts about their latest driving adventures, car projects, repair experiences, and car/parts finds. And, thanks to our vendors, who have provided a number of gift certificates and merchandise items to auction and raffle off. So don't miss it.

Recently, Bob Luebbert forwarded me, along with everyone else on his SSTS mailing list, the following YouTube video link for the BBC's Television Show "Magnificent Machines - The Golden Age of the British Sports Car" <http://www.youtube.com/watch?v=UzoolNs7sHQ&feature=youtu.be>.



If you haven't already seen it you owe it to yourself to do so ... not only is the film footage of our classic British cars terrific but you'll get to enjoy priceless British quotes, such as, "driving a (British) sport car is about a much fun as you can have with your trousers on" Check it out!

While on vacation back east, Molly and I joined the annual "Kimber Festival," held by NEMGTR in Bennington Vermont on April 13th at the Hemmings Motor News Museum. While there, we helped celebrate Cecil Kimber's 125th birthday. For those new to MG history, like me!, Kimber is remembered as the father of the MG sports car. He started the MG Motor Car (MG) company in 1924, while an employee of Morris Garages, with the approval of William Morris. Morris owned both Morris Garages and the Morris Car Company, Britain's largest car manufacturer at the time. Kimber was able to modify and re-sell Morris cars as MGs, by using lighter and more racing adapted bodies. Kimber was convinced that success in international racing, would bolster sales and make MG famous. And, it did. Moreover, Kimber was active in car design – he is noted for saying, "a sports car should look fast, even when it is standing still." He helped develop the MG J2, a landmark vehicle that set the pattern (i.e., exposed rear tank, folding windscreen, cutaway doors and rear-mounted spare wheel) that would later become world renown with the post war MG T-series cars. Unfortunately, after a management dispute, Cecil was fired from MG in 1941. In 1945 Cecil was tragically killed, at the age of 56, in a freak train accident, but was survived by the company he cared so deeply for.

Next, a shout out to our newest members ... Richard E. Butler, Dr. Conrad Rougeux (Dr. Rx, the proud owner of a black MG TD), and Ken Bottini.

Ken used to live in the Bay Area (El Cerrito and Walnut Creek), but now hails from Bellevue, Washington where he's President of the MG Car Club North West. Ken owns 4 MGs all of which he has personally restored and rebuilt. Ken says that he's rebuilt/restored 39 MGBs over the years. For the past 20 years, Ken has been road racing his green 63' MGB with SOVREN-Vintage road racing group.

Regards,
Tim Polidoroff



The MG Owners Club presents the 20th Annual
MGs by the Bay
 A Special Tribute to Sam Gearhart

Sponsored by

On the Road Again Classics
 Classic & British Auto Restorations
 FOREIGN AUTO SERVICE
 510-886-2266

Collins
 BRITISH CAR REPAIR
 (415) 457-1707

UNION JACK
 WWW.UNIONJACK.CO.UK

moSS

Sunday, June 2, 2013 • The Danville Livery • Danville, CA
 For registration information visit www.mgocsf.org

Janet's First Car

By Gary Germano

My wife Janet's first car, a gift from her late father, was a new 1970 Pale Primrose (yellow) MGB with wire wheels.

I did not know Janet back then, which was probably good for me. I too graduated from a neighboring high school in San Mateo in 1970, and at the time had a 1968 Firebird 400....American Detroit muscle. Although a bit embarrassed to say this now, at the time small foreign cars for me and my close friends were largely ignored.



When I met Janet in 1979 she was driving her second car, a 1978 Volkswagen Scirocco. She can certainly take pride in knowing that it wasn't her car that impressed me!

Since Janet always takes very good care of everything she has, her MGB had been quickly bought by some good friends of her neighbors. Since my hobby those days was buying cars (all used), having fun fixing them, driving them, then selling them, I had already "gone through" 13 cars by then (to her two).



So since Janet and I have been married, we have had about 30 more cars (still all used...however many very nice ones), and all but one were American. But the buying and selling has significantly slowed down in the past 10 years. I just can't deal with new "dull" gas powered cars with plastic or non-existent bumpers (renamed face bars?) that have their way of being seen strung along the side of the freeway....and a lot of plastic everything else...including

the clips that were suppose to hold those lost bumpers on.

Throughout our marriage, every once in a while, Janet would say "I wish I had kept my MGB".

So when our 30th wedding anniversary was approaching (Does time fly, or what???), I thought it would be nice to do something different and "special" for Janet's complaint-less conformation to our heavy "Detroit steel" married life. Our



normal MO for anniversaries was a nice dinner out. I hadn't bought a car for a while, so starting around mid-year 2010, I began to diligently try to find her original MGB.

First, the only pictures we could find of her original MGB, which I had never seen until then, were taken when the car was brand-new in front of her old high school. Believe it or not, only the temporary dealer paper plate was on the rear of the car. Readable, but untraceable!



I tried to locate their old neighbors the Golightlys whose friends bought her car, only to find out they had both sadly passed away very young. I checked apartment buildings where my in-laws and Janet used to live for any parking records, her Junior College, as well as the DMV, hoping to get the license plate number. Nothing. The dealer in San Rafael that sold them the car new, B.F. Sweeney British Cars, was out of business. The Dealer that used to service her car in

Burlingame was no longer there. I made up some flyers and dropped them off at local MG shops in the area where she used to live. The proprietors were very nice to look through their records, but turned up nothing. I

3 months of communication, it was ready to leave for California. I carefully researched shipping companies and arranged to have it shipped here. Since the car had been driven very little in the past, I decided that trying to drive it



continuously watched Craigslist, put regular wanted ads on Craigslist, and was able to come up with two yellow 1970 MGB's, but not in any condition I would wish to purchase. Then one day under MG's on Craigslist, some nice and helpful person posted a listing with a link to searching for cars on a Mustang site that searches all of Craigslist throughout the United States. So I began searching for 1970 MGB's on this site: <http://ponyforums.com/craigslist.php>

One evening, up comes a great sounding original stock 1970 Pale Primrose yellow MGB with black interior and wire wheels in Virginia. I immediately emailed the ad, explaining that was exactly what I was looking for and the story with my wife, including a link to my detailed wanted ad on our local Craigslist. I was contacted promptly by the owner. He appeared a very sincere and true person, sending me an incredible number of pictures he took of the car, including specific places I asked him to



photograph (suspect rust areas.) Although counterintuitive to the "Mr. conservative and cautious" that I am, (to buy a car without seeing it with your own two eyes, hearing the engine run, driving it yourself, bringing an east coast car to the west coast, are you out of your mind, Gary?), the level of trust and sincerity exhibited by the seller plus the service records and history he graciously provided were all terrific, and were confirmed upon receipt. After about



back could in one breakdown put me at the mercy of some unknown repairman in some unknown place for some unknown amount of time, and likely cost me way more than the shipping. My conservative sense prevailed here and proved correct.

And from the very moment we both saw it when it arrived in the shipper's yard, we've been as happy and thankful as we could be. I have "brought it up to roadworthy" due to its lack of use, personally servicing it from brakes to tune up to new tires, etc. (The old Dunlaps had lots of rubber, but the purchase receipt was dated 1988!)

The original pictures you see are pictures of Janet (in the brown coat) at Hillsdale High School in San Mateo, taken when she was a Senior with her first "new" MGB in 1970.



The current pictures were taken in the same area of the school with a very slightly "more mature" Janet and her current very slightly "more mature" 1970 Pale Primrose MGB. (Note that the school front has had a significant addition, but you can see the same tree configuration and backgrounds, only with "larger, more mature" trees) The MGB is a breath of fresh air to work on! Now if Detroit could just start making something like this....

BLUNT SPARK PLUG AWARD



PARDON ME, DEAR SIR, WHAT ARE YOU COLONISTS WORKING ON TODAY?

I DARE SAY, MY GOOD MAN, WOULD THAT BE A T-SERIES OR B-SERIES?

ONE OF OUR MEMBER'S MG KEEPS BREAKING DOWN ...

WHY YES ... AND YES ...

DON'T TOUCH THIS ... ?

JOHN TWIST TECH SESSION



GOOD, NOW THAT MR. KELLOGG IS OUT OF THE ROOM, LET'S GO OVER WHAT NOT TO DO ...



DON'T TOUCH THIS!



DON'T TURN THAT!

DON'T TURN THAT ... ?



DON'T DRINK THIS!

DON'T DRINK THIS ... ?



GOOD GOD! BLOODY, NEVER SHOULD HAVE ALLOWED THOSE ROADSTERS TO CROSS THE POND!

SHEESH?!

..... TO BE CONTINUED
Photos by Felix Lee

MGOC Tax Day 2013

MGOC Tax Day Submission by Dan Neu

When: April 15, 2013

What: I bought a new sunroof for my MGB/GT

Who: Dan and his 5 year old son

Where: My (hopefully) temporary home garage in Wilmington, NC (I miss the SF Bay Area)

Why: The old one leaked



MGOC Tax Day Submission by Mike Jacobsen

When: April 15, 2013

What: Stripped my GT so it could be painted, then yanked the engine and transmission out of the MGA prior to installing a 5-speed

Who: FOM (Friends Of Mike)

Where: MG (Mike's Garage)

Why: Ongoing projects

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British Car Specialist
Andrew Noto







vintage to modern
service repair restoration
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650.965.9689 noto.veloce@gmail.com

The 20th Anniversary

MGs by the Bay

Sunday June 2, 2013 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, **plus many new classes**. The class awards are determined by the number of cars registered.

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 15, 2013 to:

MGs by the Bay
320 B Monterey Blvd.
San Francisco, CA 94131

For information call
415-333-9699 or 925-899-1218
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 I nor my heirs 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: _____

On the Road Again

7 Customers took Awards at the
2012 MGs by the Bay

Austin Healey
Jaguar
MG
Triumph
Rolls/Bentley
Lotus



Come Visit our Showroom of
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408.782.1100 Fax: 408.779.0938

bhiland@ontheroadagainclassics.com www.ontheroadagainclassics.com

St. Patrick's Day Pub Night @ On the Road Again

TBD

Free evening of darts, air hockey,
music, and vintage racing movies

Munchie bits will be provided as well
as mixers and ice

Please bring your own beverage of
choice

Significant others are welcome to
attend, but please leave the young
ones at home

Please RSVP to Bill Hiland at
408-782-1100 or
bhiland@ontheroadagainclassics.com

The MG Owners Club
Presents:

The Sam Gearhart Memorial

A run over Mt. Hamilton
Elevation, 4,900 feet.

Home of the world famous Lick Observatory.

Saturday, May 11, 2013

Enjoy views of Silicon Valley from the mountaintop.
(Providing there's no high fog.)

See semi-wilderness areas.

Finish, 85 miles later, with a fresh-made pizza.

This 'adventure' starts in San Jose, finishes in Fremont.

You'll need: A full tank of gas.
A snack (if desired) for mid-route.
A warm jacket and sunscreen.

Start: Carl's Jr, White and Quimby Roads, San Jose

Time: Sign-up in Carl's Jr. parking lot, starting at 10 a.m.

Depart: 10:45 a.m. (*SHARP!*) with a full tank of gas.

Stop: Atop Mt. Hamilton, at the Observatory.

Then continue: Down "the back side" of the mountain.

Finally: Reward yourselves with a tasty pizza in Niles.

Request Electronic Delivery of *The Octagon*

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

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

Wanted

Submissions of articles / photos / anecdotes /
repairs

are always welcome

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

Email Felix Lee at octagoneditor@mgocsf.org.

- RSVP: Leave Ken a message: (510)791-8445 -

POINT REYES TOUR



1st stop at the Rancho Nicasio



Looking back on the road to Drakes Bay Oyster Co.



And, there it is!



We had a personal tour



Some people imbibed, Aw shucks!



Alternative transportation

Start Planning for 2013 ...



SPRING

MT. HAMILTON, 5/11
 FORESTIER GARDEN / FRESNO TOUR, 5/18-19
 DIXON ALL-BRITISH, 5/19
 MARIN CONCOURS, 5/19
 BRITISH CAR WEEK, 5/25-6/2
 MGS BY THE BAY, DANVILLE, 6/2
 NAMGAR GT-38, 6/10-14
 TUNE & SPOON, 6/22
 PALO ALTO CONCOURS, 6/30



SUMMER

SWANTON TOUR, 7/13
 PET & PICNIC TOUR, 7/13
 NAMGBR, CORVALIS, OR, 7/17-21
 RENDEZVOUS, SILVERTON, OR, 7/31-8/4
 HAYWARD FIELD BRITISH MEET, 8/4
 MGOCC ANNUAL PICNIC, 8/10
 SCOTTISH GAMES, 8/31-9/1



FALL

BRITISH FALL CLASSIC, MORGAN HILL, 9/14-15
 ORINDA CLASSIC CAR SHOW, 9/20-22
 DANVILLE D'ELEGANCE, 9/21-22
 WINE TOUR, 9/28
 SONOMA TOUR, 10/19
 GOF WEST, CAREFREE, AZ, 10/28-11/1
 PIGEON PT. LIGHTHOUSE TOUR, 11/16
 TURKEY TROT, 11/16
 MGOCC HOLIDAY TEA, SAN FRANCISCO, 12/14

MGOC Fashionistas



Kim Kuenzinger shows off her love for MG Earrings

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



Sorry Safari Touring Society, LTD

*Invites MG Owners Club to join us on an overnight to:
Forestiery Underground Gardens (1906-1946)*

Meeting: Jack In The Box 6020 Industrial Way, Livermore

Time: Gather at 8:30 am ; .Depart at 9:00 am

Dates: Saturday, May 18, 2013- Sunday, May 19, 2013

Hotel: Garden Inn & Suites

(559) 277-3888 or (800) 335-1868 <http://www.gardeninnandsuites.com>

Make sure you mention MG car club when booking your room. Our special group rate is \$99.00

On Saturday, prior to our 3:30PM garden tour, bring a lunch to eat on the grounds of the hotel. There are also fast food restaurants nearby. We are not stopping to EAT while driving to Fresno.

Forestiery Tour \$12.00/per person please send check for tour to Rod & Sue Schweiger 444 Almanor Ave. South San Francisco, CA 94080

RSVP Rod & Sue Schweiger (650)871-7921 rodschweiger@gmail.com or

Michael & Mary Sindicic (925) 606-0355 smiata91@att.net

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.....	102.00	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)		\$call

BRAKES: *sleeved and rebuilt*

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$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
Cylinder sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$90
Front end A-arm (Midget).....	\$95.00

CARBURETORS: COMPLETE REBUILDING
Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves gaskets. *FLOW BENCH TEST*.....\$375-\$415/pair

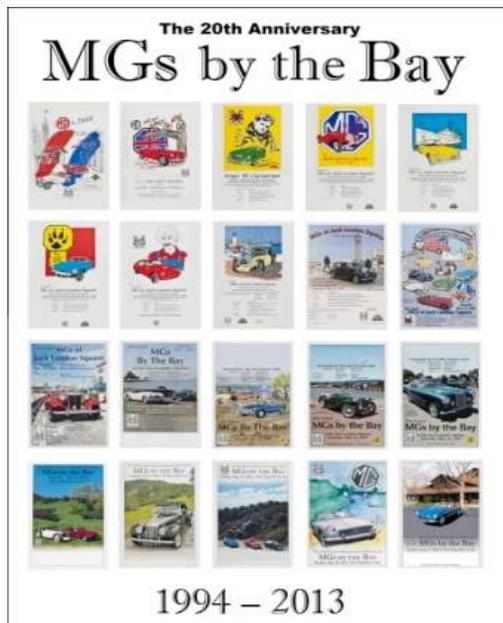
CARB BODIES REBUSHED
and new throttle shafts.....\$85 each

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

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MGs by the Bay 20th Anniversary Poster Photo Album Book



In honor of the 20th Anniversary of MGs by the Bay, the MG Owners Club has published a photographic album featuring the history of this event through a complete set of the MGs by the Bay posters and a narrative history of each of these events. The album is a handsome 12”x12” hardcover coffee-table-style book with large replica posters of each of our past 20 events. The album is \$35.00 per copy. At this time we are taking orders for the album, which can be picked up from the MGOC table at the 20th Annual MGs by the Bay show on June 2, 2013 at the Danville Livery. If you can’t attend MGs by the Bay, you can pick up your copy at the MGOC July Board meeting or we can arrange to mail your copy to you. If there are extra copies of the album available, they will be sold at the 2013 event, but we cannot guarantee how many copies will be left over, so help us out now by completing this form, and we will be able to gauge how many copies to produce.

Yes I am ordering ___ copy(ies) of the 20th Annual MGs by the Bay Poster Album @\$35 per copy for a total cost of \$___. My check or money order, **payable to MGOC**, is enclosed. Sorry, but we cannot accept credit card payments.

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El Cerrito, CA 94530-4134

If you have any questions, please contact either:

Marcia Crawford at 510-529-9194 (email: marciacrawford7@gmail.com) or
Randy Grossman, MGOC Secretary, at 415-518-5210 (email: grossran001@comcast.net)

Thank you for your cooperation. We look forward to seeing you at MGs by the Bay!



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MGOC Business Meeting Minutes

April 16, 2013

President Tim Polidoroff* called the meeting to order at 9:30. Also attending were Marcia Crawford, Tom Doyle, Randy Grossman*, Mike Jacobsen*, Craig* & Kim Kuenzinger, Felix & Samantha Lee, Molly Polidoroff, Bob & Edie Shaheen, George Steneberg*, and David Wright*, plus new members Rob Wamstad and Mark McGothigan. (* Board member.)

The Thursday, March 14 minutes were amended to remove the duplicated tech session entry from the Coming Events section. They were then approved.

Reports

Treasurer's Report: Mike Jacobsen reported on the balances of the checking and savings accounts:

	April	March
Checking Account Balance	13,597.23	10,215.03
<u>Savings Account Balance</u>	<u>3,461.14</u>	<u>3,461.14</u>
Total	17,058.37	13,676.17

Mike reported that the increase seen in the April balance reflects the revenue collected for the John Twist event, and when those expenses are paid it will decrease to the March level.

Registrar's Report: Mike Jacobsen reported the following membership numbers:

Category	April	March
Regular	197	190
Auxiliary	56	56
Corresponding	12	12
<u>Associate</u>	<u>3</u>	<u>3</u>
Total	268	261

Six new members plus one renewal in the past month.

Secretary's Report: Randy Grossman reported no new communications.

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

Regalia: David Wright reported that Tim will sell one of the remaining owner's manuals on eBay, but instead it was sold at the meeting.

The Octagon: Felix Lee reported nothing new, but received international recognition for his April Fool's Day article.

Website: Steve Kellogg was unable to attend. Randy will call Steve to send out new email blast regarding MGs by the Bay Poster Album.

Past Events

Mt. Tam Tour: Saturday, March 16, Andy & Marla Preston were given great Kudos for this event.

St. Patrick's Day Tour: Wednesday, March 20, Steve Lilves & Bud Alderson – Cancelled due to rain.

Upcoming Events

John Twist Tech Session at OTRA: Weekend of April 27-28 – Tim Polidoroff reported that the event and dinner are now sold out.

Mt. Hamilton Drive: Saturday, May 11 – Ken Gittings This event is still on.

Old Business

MGs by the Bay

1. Insurance requirements – Craig Kuenzinger: This issue is still in progress.
2. Sponsor requests – Tim Polidoroff: Contacted 40 potential sponsors, and we have seven new event sponsors providing \$200 in a combination of cash and/or gift certificates. There are five award sponsors. A motion was made to recognize award sponsors donating less than \$200 on the MGs by the Bay poster. The motion failed.
3. PA system – Craig Kuenzinger: A motion was made to allow the purchase of additional equipment (a stand for the PA system) as long the total cost remains under \$200. The motion passed.

NAMGAR GT-42 in 2017 – Mike added Randy Grossman and George Steneberg to this committee which is now formed.

Business Resolved Online Since the Last Meeting

On 3/19/2013 the Board voted 5 to 2 to approve the following:

1. Change the date of the June General meeting from Saturday, 6/8 to Saturday, 6/1
2. Consolidate the 6/1 General Meeting with the planned "MGs by the Bay Packet Stuffing" event
3. Hold the combined 6/1 event at George Steneberg's home at 9 Pomona Ave in El Cerrito. The North Bay General meeting previously planned for 6/8 will be re-scheduled to Saturday, 7/6. The venue is to be decided, and the meeting is sponsored by Andy Preston and Bud Alderson.

New Business

Annual Brunch – Review proposals for the January 2014 Annual Brunch. The brunch to remain at Hs Lordship's via motion.

Classified Ads – Proposal to add a "posted date" to member ads and charge members an "ad posting" fee of \$1/month after the third free month that their ad is listed in *The Octagon*. The intent of this proposal is to clear obsolete ads from *The Octagon* and help flag older ads to interested buyers.

Motion was made and passed that after three months member is required to email the *Octagon* Editor to continue his/her ad, otherwise the Editor is directed to drop the ad. There is no fee.

Newsletter Publisher – Mike Jacobsen to email and call Jeremy Palgon to send bill for publishing last year's *Octagon*. Mike Jacobsen will take over publishing of *Octagon* as of May until a permanent Publisher can be found.

Octagon to Sponsors – Tim Polidoroff to send a copy of *The Octagon* to existing and potential sponsors as a token of thanks for their support.

Breakfast Prize – A motion was made and passed to have the Club pay for the breakfast of the member that drove an MG the longest distance to the meeting. Randy Grossman won. (Felix would have won but he arrived after the award was made.)

Next Meeting and Natter

7pm, Thursday, May 9, 2013 at The Englander Sports Pub, 100 Parrott St., San Leandro.

Meeting adjourned at 10am.

Submitted by Randy Grossman



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Classified Ads

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

Cars for Sale:

1952 MGTD Time to let go of my first car—same owner since 1968. Asking \$21K. This yellow bird has been garaged for the last 44 years, has no rust and just over 69K original miles, original engine. Recent mechanical work: valve job; new fuel pump; brake hoses, speedometer and front suspension arm replaced. Top is in very good shape, side curtains are somewhat foggy. Tires, tuck & roll black leather upholstery, paint, front & rear bumpers all new about two years ago—only driven 160 miles since then. (Needs exhaust system.) More pictures available—email bijou20@pacbell.net or call BJ at 415-399-1310 [posted 05/13]



1959 MGA roadster vintage racer with a fresh 1622cc motor and brand new paint. Asking price \$14,000. See it run at local racetracks. Call Tom Morgan 650-740-4116 for details and racing schedule. [Posted 05/13]



'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 05/13]



1961 MGA Coupe 1600 cc engine, 5 speed gearbox. California car, completely restored by third (and present) owner in 2002, rust free, body straight, no accidents, 7,800 miles since rebuild. Original body panels, new front spoiler below bumper. All good original chrome, new rubber gaskets for body and glass. Painted "Paprika Red" (Jaguar color). Asking \$25,000. Contact Member Viggo Riddersholm at 650-341-9064 or vriddersholm@yahoo.com, or Gordon Craig at lismoregordon@sbcglobal.net. [Posted 05/13]

1967 MGB with overdrive. Original owner, has all maintenance records, Bay Area car since new. 121K original miles and less than 2K miles since full mechanical rebuild. Excellent condition. Looking for owner that will continue to give it TLC. Asking \$15K OBO. Contact Stephen at 415-722-0556 or sdhom@sbcglobal.net. [Posted 05/13]



1967 MGB/GT I bought this car from an MG fan in Washington state in 2005 and it is registered in California. I replaced the engine and transmission that were in the car when with a rebuilt engine and transmission. Corte Madera British and European in San Rafael did the engine (Webber carburetor) and transmission replacement work. At the same time, I had an aluminum flywheel installed, along with new shock absorbers, a 12-volt battery, an alternator, seat belts, a Peco exhaust system, and a new grill. I also had an AM/FM radio/CD player that is removable for security installed, along with good quality speakers, one in the center console and one in each of the rear corners. I have had the car maintained by Righetti Automotive in San Rafael the last several years. Righetti made and installed a stronger alternator bracket just before Christmas and did tune-up work along, with installing a new accelerator cable. On the Road Again evaluated the car for restoration on January 10, 2013. There is some rust and the car needs work but it is fun to drive. The car is in On the Road Again's showroom in Morgan Hill and ready for your inspection. I will be glad to answer questions. Asking \$6,500 OBO. Contact Member Mike Romo at 415-509-8304 or mikeromomg@gmail.com [Posted 05/13]



1978 MGB Roadster Maroon with beige interior. Vehicle has 45,000 original miles. 1800cc engine with Stromberg carburetor and 4-speed manual with electronic overdrive. Soft-top with two tonneaus. AM/FM/CD stereo with removable face, remote control and MP3 interface. Luggage rack, new tires, many extras. Currently registered in California. Asking \$10,500. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net. [Posted 05/13]



1970 MGB GT has just had the high performance engine refreshed by On the Road Again British Restorations in Morgan Hill. Any parts needing replacing or repairing was done. The engine has a new high performance cam, new hardened lifters, rockers, and valves with a ported aluminum head and Weber Side Draft carburetor. A header with a Peco exhaust is also on the car. The overdrive transmission was serviced as well as a new clutch was installed. Documentation for the work that was done is available. All the electrics are in working order and the speedo was rebuilt and a new cable was installed. The overall condition is excellent. The Bedouin Beige paint is almost new. The grill and bumpers are new. The VTO mini lite style wheels as well as the Yokohama tires are also new. The brake system was checked over and wheel cylinders installed, as well as a new master cyl. The interior is also in excellent condition with new carpet and insulation, new leather seat covers and wood steering wheel. Billet pedal covers and footrest are also installed. Included is an Alpine Bluetooth, CD, MP3 USB port stereo with dual speakers and power booster. The GT is lowered so it handles very well. It starts every time no matter how long it has been sitting. It also has a battery cut off switch. Sales price is \$17,750 or best offer. Contact member Myles Taketa at M_Taketa@yahoo.com. [Posted 05/13]



1980 MGB disassembled and about 40% reassembled. Have all the parts and many additional that I have accumulated since the project began. \$3000.00 Contact Pete Jaarsma, 510.232.8160 [Posted 05/13]

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 05/13]



Parts for Sale:

Four 15" chrome 72-spoke wires, suitable for an E-type or other "large hub" wire wheel car. They're not perfect, but a couple would be decent road wheels. The other two have plating issues and would be spares. These have the "easy clean" style hubs, not the OEM rolled hubs. Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com. [Posted 05/13]

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]

Weber Downdraft Carburetor Fits MGBs, asking \$150, Contact member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net. [Posted 05/13]

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



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



For All Items Below: Please contact: Member Ken Gittings 510-791-8445 [Posted 05/13]

4 -14x6 chrome Rostyle wheels, had wheels made at Stockton Wheel about 10 years ago, Never used them! \$200 or offer.

2-Front springs. To lower your MGB 2in., NOT good on a chrome bumper car (too low). \$30

1 - Used MGB oil cooler thermostat kit, with new holes. Moss # 235-840. When new \$359.95, make offer!

2 - CSAA (AAA) License plate frames, need restoration. Best offer!

1 - used dual Weber intake manifold for cross flow head, \$50.00

1 - Used trailer hitch for chrome bumper MGB, Best offer!

1 - Rebuild Kit, Weber 32/36 DGV Carb.series tune-up kit, Moss #222-266 when new \$57.00 sell \$20.00

Wanted:

Electrical Help: I am new to the world of MG, and am in the process of improving a 1959 MGA Roadster. I have replaced the wiring harness and need the expertise of someone with electrical know how to help me make sure I do not burn anything up when I put a battery to it. I will pay for their time and knowledge. Can you help me? I live in Walnut Creek. Contact Harry at 925-934-4973 or TipTot@astound.net. [Posted 05/13]

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]

Club Meeting

Natter & Noggin

May 9, 7 p.m.

The Englander Sports Pub & Restaurant
101 Parrott Street, San Leandro
<http://www.englishpub.com>
(510) 357-3571

The Englander is an enjoyable place where we have our own cozy room.

The food is good, so bring your appetites.

Dinner Starts at 6 pm

Directions to The Englander:

From Northbound I-880, take the Washington Ave. exit within San Leandro and turn right on Washington St. Travel 2.2 miles until you see Parrott St. Turn right on Parrott Street. You will see The Englander on your right.

From Southbound I-880, take Davis St. exit and turn left on Davis. Travel 1.3 miles, then turn right on E. 14th St. Travel 0.3 miles, and then turn right on Parrott Street.



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