

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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September 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

Member-at-Large: Craig Kuenzinger, 925-899-1218, mrcraigk@aol.com
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
Corresponding Secretary: George Steneberg, 510-525-9125, j2george@pacbell.net
Historian: George Steneberg, 510-525-9125, j2george@pacbell.net
Membership Development: Bob Stine, 650-349-5128, rbrtstine@gmail.com
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The Octagon Editor: Felix Lee, 650-947-9282, octagoneditor@mgocsf.org
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, mrcraigk@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:

MGOC 2014 Annual Picnic Table Spread celebrating 90 years of MG (cake by Kimberly Lee),
 Samantha Lee

Club Meeting

Natter & Noggin
September 20, 2014
9:30 am - 11:00 am



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 the [Mimi's Cafe in Foster City](#) and hosted by Dan Shockey.
 2208 Bridgepointe Pkwy, San Mateo, CA 94404

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 (up to \$15 in value) so be sure to record your mileage.



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WWW.UNIONJACK.COM
 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 rluebbert@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 a_67_bgt@yahoo.com or 510-791-8445 [Posted 08/14]

- **Tourist Trophy 14" Black Leather Rim Wheel W/3 Matte,** Drilled Spokes. \$180.00. Moss Part# 489-030, Must use Tourist Trophy/Moto-Lita adapter hub sold by Moss.
 - **One pair front springs for rubber bumper MGB,** used less than 10 miles, way to low for my GT. \$40.00
 - **One intake manifold w/ceramic coating for 1 3/4" SU,** Just the manifold!
 - **7/8" front sway bar, also 3/4" rear sway bar for MGBs**
 - **Steel dash for early MGB (63-67),** dash has been repaired and has wrinkle powder coat finish. \$190
 - **Used "Bad Boy" air horn,** yes it works. \$15
 - **Dual Weber intake manifold for cross flow head.** Intake manifold only!
 - **Trailer hitch for an MGB.**
 - **Four 14x6 chrome Rostyle wheels.**

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 (415-341-1111) or Mike Jacobsen (415-341-1112) 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

September 7 – Blackhawk Cars and Coffee, Danville
 September 13-14 – **Third Annual British Fall Classic**, Morgan Hill, Bill Hiland
 September 20 – **MGOC Club Meeting, Natter 'n Noggin**, Santa Cruz
 September 21-22 – Danville Concours d'Elegance
 October 5 – Blackhawk Cars and Coffee, Danville
 October 10 – Niello Concours at Serrano
 October 17-19 – Sierra Lincoln Memorial Highway Tour, SSTs
 October 18 – **Sonoma Tour**, Sonoma, Andy and Marcia Preston
 October 19 – **Tour D'Oakland**, Oakland
 November 2 – Blackhawk Cars and Coffee, Danville
 November 8 – **San Francisco Tech Session**, San Francisco
 December 13 – **MGOC Holiday Tea**, San Francisco, Mike Jacobsen and Elaine Chan

From the Editor...

MG: Mac Generated

My first semester of freshman writing, at Cornell University, was spent struggling with 5 ¼ inch floppy disks, Corel WordPerfect, and an IBM workstation at a computer center, on the third floor of Goldwin Smith Hall, in the Arts Quad. The center was a half mile walk away from my dorm, which was quite a distance under sub-zero conditions, and made repeated late night edits, a literal, 1 mile roundtrip. The center consisted of a cramped room of 15 desks, 15 IBM Desktop PCs, and 1 hardwired dot matrix printer.

In the Fall of 1984, Apple Computer changed all that. With the introduction of the Apple Macintosh and its 3 ½ inch plastic covered high density diskettes, I was now able to type, to my my heart's content, in the privacy of my own room, and make instantaneous edits, without ever having to put on a coat. From that moment on, in my second semester, I have never looked back. Although, I had to put up with a lot of ridicule, from my engineering classmates at the time, I currently enjoy the last laugh, as they all own, and could not possibly live without, their Apple iPods, iPhones, and iPads.

My original attraction to Apple's Macintosh was WYSIWYG (What You See Is What You Get). From its inception, one of Apple's biggest advantages for word processing and page layouts, was the fact that your printout actually, printed out exactly what you saw on your screen, without any need to use arbitrary markup

language to define code/tags. Prior to WYSIWIG, IBM screen resolutions did not match with printer resolutions. As such, you had no idea what your printout would look like, until you actually printed it (kinda like passing Obamacare). Therefore, with IBM, you got WYSIMOLWYG (What You See Is More Or Less What You Get).

The very first thing I did, when I took over as editor of *The Octagon*, was to recreate Microsoft Word WYSIMOLWYG templates over to Apple Pages WYSIWYGEPW (What You See Is What You Get Even With Pictures). Hopefully, the results have made *The Octagon* more visually enjoyable.

As you can imagine, my first reaction, when I heard that Kirk Prentiss was taking over SSTS's newsletter, *The Wind Machine*, was that I knew they would be in very good hands. You see, Kirk, after all, works for Apple. And, if the first three issues of *The Wind Machine* are any indication, SSTS members are in for a monthly visual treat as well. As a result, the current Northern California MG Car Club's newsletters, are truly **MG: Mac Generated!**



Safety Fast!

Felix Lee

- WYSIWYGFMGNALITBA
(What You See Is What You Get For
MG Newsletters, At Least In The
Bay Area)



Photo by Steve Kellogg

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

1974 MGB GT Chrome Bumper California car restored 10 years ago and always garaged since. Body is a modified Black Tulip (very deep purple) color with navy blue interior. It has been customized to create a "late model" car look with chrome pieces powder-coated black except for the bumpers. Car features custom wheels with low profile oversized tires. (205/45V16).

Engine and drive train are stock. Engine has less than 10,000 miles since rebuild; head was just done this year by On the Road Again with new valves and guides. Carbs rebuilt by British Sports Car center with new throttle shafts. Engine runs well with strong acceleration.

Restoration included many new parts and pieces. All quarter panels were replaced and rust removed from internal structural panels. new bumpers front and rear; door and window seals replaced; Brakes rebuilt with new master cylinder, wheel cylinders and calipers; new navy blue interior panels, headliner, carpets, dashboard, wood steering wheel, windshield, and seatbelts. Hatchback and Hood lifters replaced with gas strut versions. Seats are deep blue from a 1990 Honda Prelude.

Asking \$10,000. Contact member Jim Carlson carlsonconsulting@comcast.net 408 802 0599 [Posted 09/14]



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:

Dashboard for Mk2 MGA, any parts you might have Mk2 MGA, 14-inch wire wheels that are in good-excellent condition for MGB. Don Scott; 707 942 0546; don@napanet.net. [Posted 06/14]

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]



1967 MGB roadster. Original CA car with paperwork back to its first sale. I am 3rd owner. Odo shows 83,562 which I believe is accurate. Pale primrose w/black leather and contrasting white piping. Overdrive. New seats from Moss, new carpets professionally installed, new SU carbs, new exhaust, new bumpers. I cannot see any signs of rust on this car, nor rust repairs. \$10,500. Don Scott; 707 942 0546; don@napanet.net. [Posted 06/14]



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



Contact Robert chevaili@gmail.com (415) 441-7699 [Posted

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 \$5,000. Contact Robert Manino at 408-772-4354 or at ssbedlam@sbcglobal.net [Posted 04/14]



President's Ponderings ...

Hello! Once again, I'd like to start with some thanks and kudos. Specifically to Marcia Crawford and George Steneberg for organizing our General Meeting and Picnic at the Kennedy Grove Regional Park in El Sobrante on August 9th. Bravo! Special thanks also to Craig and Kim Kuenzinger who organized a wonderful tour to the picnic site. I unfortunately could not be at the event (I was in Nashville visiting my son), but I understand a great time was had by all.

Moving on, I'd like to extend a big "MGOC Welcome" to our newest members: Fred Davison (1969 MGBGT and 1977 MGB). Look for his "New Member Introduction" later in this issue of the Octagon.

If you haven't done so already, please don't forget to register for the "2014 Third Annual British Fall Classic," which is being held September 13th and 14th in Morgan Hill at <http://www.britishfallclassic.com/>. Registrations will close, without exceptions, on 9/10! As was the case last year, the MGOC continues to be an event sponsor.

Finally, a reminder that our next General Meeting will be in held at Mimi's Café at 2208 Bridgepointe Parkway, Foster City, CA 94404 (650) 574-8767 <http://www.mimiscafe.com/> on Saturday, Saturday, 9/20.

(NOTE, THE VENUE WAS CHANGED TO FOSTER CITY AS MIMI'S HAYWARD RESTAURANT IS CLOSING EFFECTIVE 9/8.)

As always, breakfast will start at 9:30 AM followed by our meeting from 10 AM to 11 AM. I hope you'll join me in attending.

Regards,
Tim Polidoroff
MGOC President



Recently spied 1934 NE at the Rolex Monterey Motorsports Reunion during Monterey Week

Photo by Suzy Savage

3000 Miles in Five Days

A Good Haul

By Mike Jacobsen



Recipe for Vapor Lock

6500' elevation
80mph posted speed limit
97°F ambient temperature
205°F engine temperature
1 tank of ethanol-laced fuel

Mix well, and wait for vehicle to sputter to a stop. Spend time checking for low fuel, a broken fuel pump, and leaking fuel lines because you know that cars with electric fuel pumps don't get vapor lock. After 20 minutes, the components have cooled, the vapor has condensed, and the car starts & runs. Repeat until a lower elevation or lower temperature is reached.

Canadian Food

I used to think that the closest thing to a Canadian national cuisine was Tim Horton's, but then I discovered poutine. Poutine consists of French fries topped with cheese curds and either a gravy-like sauce or spaghetti sauce. I did not have the chance to try any, but I saw pictures and that was enough.



Last year I wasn't able to drive to the NAMGAR GT in Asheville, North Carolina. I was able to share the drive back with Tim Polidoroff and Jennifer Orum, but that's not the same as driving your own car. This year I made sure I could take my MGA to the next GT, in Ottawa, Ontario, the Canadian capital. Yes, I was looking forward to driving across hundreds of miles of desert. Twice – I had to come back too.

I made up a to-do list of things the car needed done before I left. The biggest item was installing a 5-speed transmission, but the overdrive fifth would be worthwhile. The other items were simple after that: replace the front shocks, rebuild the windshield wiper linkage, put a new bearing in the generator, and connect a coolant overflow bottle. Easy!

Despite having a plan and a list, I still wasn't finished with the car until the day after I meant to leave. No problem; I'd built an extra day into the schedule, so after dinner on Tuesday July 8, I set out. The plan was to cross as much of the desert at night as I could, to avoid the heat. It worked, too. Thanks to the overdrive and 80mph speed limits outside of California, I was in Utah by dawn, and up in the Wasatch Mountains before it got hot that morning. What I didn't know was that it could get up to 100° in Wyoming, even at 7000 feet.

By the time I'd figured out that the car had vapor lock, it was late afternoon and I was somewhere west of Laramie – not too far from my first stop near Boulder, CO, where I arrived in time for dinner. Pretty good for the first day, I thought – over 1200 miles.

The next days were shorter: St. Louis, Indianapolis, and Port Huron were my destinations before entering Canada. The only problem that I noticed was the front of the car "floating" more and more over the highway expansion strips. I finally discovered that my newly rebuilt shocks were leaking. I filled them up every two days from then on, using a secret elixir that a friend suggested: half ATF stop-leak to swell the seals and slow the leaks, and half 20W motor oil to make up for the thin ATF.



Business Resolved Online Since the Last Meeting

- A measure - to approve the spending of a maximum of \$250 for additional door prizes for the Annual Picnic - was approved by the Board by a 6:0 vote (Craig did not vote).
- Craig withdrew his concern about the bank balances. Going forward Tim thinks we need some sort of budget process so that we can evaluate new ideas – especially expensive ones - on their merits and affordability.

New Business:

- We voted to send a gift of \$50 to the Oakland Air Museum as a token of our appreciation.
- Site for Sept. 20 business meeting and natter. We voted to combine with Cars & Coffee, SF. If we get 20 cars we get a special parking area and free t-shirts. Easy walk to shopping and the Ferry Building. Dan Shockey will coordinate.

Next Meeting Sept. 20th, 9:00am At Cars & Coffee, Pier 32 in San Francisco.

Meeting Adjourned At 10:55 am

Submitted By Dan Shockey



Collins

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MGOC Business Meeting Minutes

Club Picnic, Kennedy Grove El Sobrante
August 9, 2014

Call to Order: Steve Kellogg. Also attending: Craig* & Kim Kuenzinger, George Steneberg*, Marcia Crawford, Marla* and Andy Preston, Naomi & Stephen Born, Dan Shockey*, Thuy Nguyen, Mike Jacobsen, Elaine, Samantha & Felix Lee*, Joanne Hogate, Vern Lindsey, Kirk Prentiss, Margaretta Lovell, Suzy Savage, Brian Linke, David Wright*. (* - denotes Board Member)

Mileage Winner – Steve Kellogg, San Jose (no free breakfast this time!)

Previous Minutes - Approved the June minutes (thank you to Marcia and Tim)

Reports

Treasurer's Report: Marla Preston

Account	August 2014	July 2014
Checking	10,810.65	10,054.26
Savings	3,461.90	3,461.82
Total	14,272.55	13,516.08

We had numerous renewals via check and PayPal and sent \$200.00 to On The Road Again for the Fall Classic

Registrar's Report: Steve Kellogg

234 Regular Members, 64 Family members = 298; 17 Corresponding, 46 Members Still Owe Dues.
Dues are payable on-line (with PayPal) or by check (by mail).

Secretary's Report: Dan Shockey, Present! No news.

Corresponding Secretary's Report: George Steneberg. Renewed our club membership in the MG Car Club Regalia: David Wright. No change.

The Octagon: Felix Lee. No report.

Website: Steve Kellogg, Site is a bit slow on weekends.

Past Events

- Hayward British Car Show & Field Meet, Several MGOC members participated. Good event. In the MGB class, Ken Gittings took 1st place and Andy Preston 2nd.
- Oakland Aviation Museum, George Steneberg & Marcia Crawford. Fun day.

Upcoming Events

- Tech/Help Session, Sat., Aug 16:** Member Mark Cox in San Carlos is hosting an informal session to install his rebuilt engine into his restored MGA.
- Gof West, San Diego, 8/25-29** – SSTS tour group. Leaving Saturday, 8/23, from Fremont.
- British Fall Classic, Morgan Hill, 9/13-14:** Bill Hiland, Pre-registration required!
- MGOC Club Meeting, Natter 'n Noggin, Sat. 9/20:** Dan Shockey. Cars & Coffee San Francisco, 8am to 11am
- Cars and Coffee of San Francisco, Sat. 9/20:** MGOC members invited to participate in their show held every other Saturday morning at Pier 32 in San Francisco. The cost is \$5/car exhibited (free to the public) which includes coffee.
- San Mateo/Half Moon Bay Tour, SSTS, Sat. 9/20:** Jan & Ben Lenci
- Jim Carlson offered to host a future MGOC meeting at his Pajaro Dunes beach home. The club will work with Jim to identify a date this coming Spring.

Old Business

- Very nice tour to the picnic site. Thank you to Kim.
- Gift for Danville Livery group. Not sent yet.
- Donation as sponsor for the Fall Classic. Sent. Be sure to pre-register your car.

In Michigan I met up with a group that was going to take two days to tour through Ontario and part of Quebec to reach Ottawa. We had a great time driving along Lake Huron and then through the countryside in the middle of southern Ontario. We did the last hour or two on the Quebec side of the Ottawa River, and so crossed the river to enter Ottawa. The Parliament Buildings sure were impressive on their bluff as we drove into town.

The GT itself was fun. We toured the Center Block of the Parliament Buildings, parts of the city's historic district, and had a driving tour through town and a rallye through the surrounding area. Many of us also went down to Byward, which is an old marketplace district that's now a dining and shopping area for town. Being old, Ottawa has many historic buildings, and being the capital, it has many museums. Luckily, we had time to go through some of them. There were also the car-oriented events you expect, like tech sessions, a car show, and a funkhana, along with some other events that you wouldn't expect, like a drive-in movie and a river cruise. We were busy.

The Awards Banquet was the final evening. I sat with the other MGOC folks who had come out (Randy Grossman, Melissa Johnson, and Jennifer Orum), Jim & Joann from Tennessee, and Russ & Paul from New Jersey. Between us we won third in MGB, second in MGA 1500 with wires, fourth in MGA 1600 with wires, second in MGA 1600 with discs, the NAMGAR Distance Award, and the overall Distance Award. It was a good haul for one table! After that, it was time to head home.

I drove back with Jennifer in five days, stopping in Flint, MI; Des Moines, IA; Laramie, WY, and Elko, NV. That worked out to about 600 miles a day, which is a lot, but it gave us an extra day in case there were problems on the way. Well, it gave me an extra day, since I was the one that had to be back at work.

The MGA had only one new problem on the way back: the wipers. Rebuilding the windshield wiper linkage didn't keep them working. When we encountered a thunderstorm in Nevada the wipers worked for a couple minutes, and then the motor bound up, so it's a future project. Oh, and after refilling the shocks every two days, those will get replaced right away. All in all it was a relatively trouble-free trip, and proved again that you can take an old MG on a long trip and live to tell the tale.



Beating the Heat

So your car doesn't have air conditioning and you have to drive about a thousand miles across chaparral and desert? Here's what you do:

- Put up the top – it's cooler in the shade than in the sun.
- Fill water bottles and freeze them the night before you leave.
- Keep a cooler in the passenger footwell so you can reach the thawing water bottles while you drive – drink water constantly.
- Leave as early as possible (5am is good) and drive two hours before stopping for breakfast.
- Take breaks for cold drinks at every gas stop. Fast food places have great air conditioning and are located by the gas stations.
- Since you may not know where you'll end up for the day, stop before the motels fill up so that you can get a room. 4pm seems to be optimal.



BURNT SPARK PLUG AWARD

MGOC ANNUAL PICNIC



..... TO BE CONTINUED

Photos by Samantha and Stephanie Lee



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THIRD ANNUAL BRITISH FALL CLASSIC

August 13, 2014: Saturday: The Drive

- 12:20 - 3:30 pm: Please arrive at 12:00 pm sharp for sign-in at Butterfield BLVD CalTrain Station parking
- 4:00 pm: Wine Reception hosted by show sponsor, *On the Road Again*

August 14, 2014: Sunday: The Car Show

- 8:00 - 10:00 am: Arrive at the corner of East 2nd Street and Depart in downtown Morgan Hill
- 10:00 am - 3:30 pm: Public Viewing / Awards - Closing Ceremony

ORGANIZERS:

On the Road Again, Bill and Mary Hiland, bhiland@ontheroadagainclassics.com, mary@hiland-assoc.com

DRIVING DIRECTIONS

From wherever you are: [DIRECTIONS](#)



SONOMA TOUR 2014

October 18, 2014

- meet at 9:30 am for a 10:00 am departure

This is a Rain or Shine tour and if raining bring a car with wipers. This year we will be heading east over Sonoma Mountain and down into the Napa Valley. We'll drive through the Valley of the Moon, Glenn Ellen and then gradually climb Sonoma Mountain on one of my favorite Sonoma county roads, Trinity Rd. The views as we descend Oakville Grade of the Napa Valley below are fabulous. Our first stop will be in Yountville where we will have time for a coffee or browse the shops.

We will then head back towards the Town of Sonoma through vineyards and less travelled roads to our lunch stop at the Palm's Grill. We have a private dining room and can order off the open menu. The menu is extensive and the food is reasonably priced.

After lunch feel free to stroll around the historical Town of Sonoma where you can shop, visit historical sites or do some wine tasting at the numerous winery tasting rooms.

ORGANIZERS:

Andy and Marla Preston: 707-795-3480, RSVP by October 15 marlapreston@hotmail.com

MEETING PLACE

Starbucks, 3100 Lakeville Hwy, Petaluma, S.E. corner of Lakeville and S. McDowell BLVD

- Take 101 north and exit at the Lakeville Hwy exit, (E 116 towards Sonoma Napa), turn left at the traffic lights onto Lakeville Hwy. Starbucks is 1 mile on the right.

From wherever you are: [DIRECTIONS](#)

Where in the World is BSPA?



**Andy and Marla Preston and BSPA
at the
Space Needle, Seattle, WA**

Photo by an Anonymous Frenchman
visiting the Space Needle

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MGOC Fashionistas



Don Livingood and his newest best friend Samantha Lee
at the
MGOC 2014 Annual Picnic
showing off his Vintage MG ID Badge Collection
Don also gets recognition for traveling the furthest
to our annual picnic from Medford, OR

Photo by Stephanie Lee

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Start Planning for the rest of 2014 ...



LATE SUMMER - 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

Santa Cruz Sentinel

Classic Car Week: Little Car Show in Pacific Grove Cuter than a Bug

By Dennis Taylor, posted 08/13/14 05:34:32 PM PDT

Marja Van Den Hende of Boulder Creek said her husband, Rick Harvie, found their 1954 MG-TF as a rust heap in the Nevada desert. "You wouldn't recognize it as having been an MG," she said. "It was just frame rails, with body panels so horribly rusted that you couldn't tell what it was. It was in pretty bad shape." Harvie restored the car 25 years ago - a three year process - turning it into the gleaming, cream-colored showpiece it is today. "It's lovely to drive," she said. "It's a little tough on heavy freeways with a lot of trucks - with mechanical brakes you don't stop too fast, and it can be challenging on some of the hills - but it's a lot of fun." http://www.santacruzsentinel.com/santacruz/ci_26332053/classic-car-week-little-car-show-pacific-grove

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

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to switch.

Meet our Newest Member

By Fred Davison

I was born in County Down Northern Ireland. I owned and operated an auto repair business in Northern Ireland (Near Belfast) for over twenty two years. Along with my love of cars, I was very involved in motor bike racing in Ireland, as was my eldest son, Robert. Most of our social life revolved around traveling to all parts of Ireland and Europe to observe and race in motor bike Enduros, or cross country motorcycle racing.

In 1987 I moved my entire family to the United States, and we settled in Sonoma CA. I then purchased an auto repair business in Glen Ellen, which I named "Shamrock Service Station", because I thought my new American clientele would like the name! I had a successful business here for over 17 years. I have since sold the business and retired, however I still do a few things for old customers.

My eldest son Robert, and his wife and family returned to live in Northern Ireland, and he's in the auto repair business there. He and his family have continued to be competitive but have changed their focus to cross country bicycle racing.



My daughter, Lisa, lives in MN. with her husband and three children. When she lived in Sonoma she met her husband, who was a professional wine salesman and wine enthusiast. They married and settled near his hometown in Stillwater MN. My youngest son, Richard, is married and lives in Sonoma, and is probably one of the best golfers in the area!

I have always loved MG's. I bought a British racing green 1969 MGBGT in 1988. It is partially restored but not drivable. Earlier this year, a dear friend of mine, gave me his beautiful red 1977 MGB convertible. He was the original owner, and it's in great condition. I have been working on it for a few months and she is ready to go! I thought it might be great fun to join the MG club and tour around with all of you!

2014 ANNUAL MGOC PICNIC

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