

# 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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# June 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 2012

**President:** Tim Polidoroff, 650-342-6443, [polidoroff@comcast.net](mailto:polidoroff@comcast.net)  
**Vice President:** Steve Kellogg, [webmaster@mgocsf.org](mailto:webmaster@mgocsf.org)  
**Treasurer:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)  
**Secretary:** Randy Grossman, [grossran001@comcast.net](mailto:grossran001@comcast.net)

### BOARD OF DIRECTORS

**Member-at-Large:** Craig Kuenzinger, 925-899-1218, [mrcraigk@aol.com](mailto: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](mailto:j2george@pacbell.net)

### APPOINTEES

**Commercial Advertising:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)  
**Corresponding Secretary:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)  
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**Membership Development:** Bob Stine, 650-349-5128, [rbrtstine@gmail.com](mailto:rbrtstine@gmail.com)  
**Registrar:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)  
**T Register Director:** Jim Carlson, 408-224-3992, [mjjim@comcast.net](mailto:mjjim@comcast.net)  
**The Octagon Editor:** Felix Lee, 650-947-9282, [octagoneditor@mgocsf.org](mailto:octagoneditor@mgocsf.org)  
**Webmaster:** Steve Kellogg, [webmaster@mgocsf.org](mailto: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](mailto:martyray@cruzio.com)  
**MGB 1974-1980:** Ed Adams, 510-483-6821  
**MGB V8 Conversion:** Tony Bates, 408-666-6174, [Tony@BatesFamily.net](mailto:Tony@BatesFamily.net)  
**MGC:** Kent Leech, 925-253-9757, [kent@kentleech.com](mailto:kent@kentleech.com)  
**MG Midget:** Craig Kuenzinger, 925-934-3130, [mrcraigk@aol.com](mailto: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](mailto:mgpb36@yahoo.com)  
**T-types:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)  
**Pre-war Midgets-Magnas-Magnettes:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)  
**PA/PB Midget 1934-36:** Eric Baker, 510-531-7032, [mgpb36@yahoo.com](mailto:mgpb36@yahoo.com)  
**S.U. Carburetors:** Marty Ray, 831-475-6204, [martyray@cruzio.com](mailto:martyray@cruzio.com)

**COVER PHOTO:** Celebrating 20 years of MGs by the Bay, 1994 - 2013, Mike Jacobsen

## July MGOC Meeting Natter n' Noggin

The MGOC's third breakfast meeting! We're trying to increase MGOC member involvement by having Saturday breakfast meetings at alternating locations every other month. So come and join us for a chance to discuss upcoming events, organize new events, share issues, and most importantly socialize and talk shop with your fellow MGOC members. This month we also have a special post meeting event planned - a Tech Session with British Car Repair's Clint Wright (Clint's garage is within easy walking distance of the restaurant where we'll be meeting).

Don't Forget to record your Mileage! A free breakfast (not to e member who drives their MG the furthest to attend the meeting.

### When - Saturday, July, 6th:

Breakfast: 9: 00 AM to 9:30 AM  
 Meeting: 9:30 AM to 10:20 AM  
 Walk (or Drive) to the Tech Session: 10:20 to 10:30 AM  
 Tech Session: 10:30 AM to 11:30 AM

### Where:

Breakfast: Pier-15 Restaurant & Bar, 15 Harbor Street, San Rafael, CA 94901  
<http://www.pier15sanrafael.com/>  
 Tech Session: British Car Repair 142 Mill Street, San Rafael, CA 94901  
<http://www.britishcarrepair.com/contact.php>

### Directions

From San Francisco (via Hwy 101 North) and from the East Bay (via Hwy 580 West over the Richmond Bridge)

- Drive north on Hwy 101.
- Take the Central San Rafael exit, staying in the far right lane.
- Turn right onto 2<sup>nd</sup> St. (it's the first light very soon after the freeway turnoff).
- Go 1 block and then turn right at the light onto Grand Ave
- Go 1 block and turn left on Francisco Blvd. East.
- Go 3 blocks and turn left at Harbor Street. Go about a block; Pier-15 is on the left - you can't miss it.

### RSVP

Please RSVP your hosts Andy Preston and Bud Alderson by e-mailing Andy at [andypreston@sbcglobal.net](mailto:andypreston@sbcglobal.net) so that we know how many seats to reserve.



## Caravan to Corvallis for MG 2013 Oregon

Andy and Marla Preston will be leading a drive to the MG 2013 in Corvallis Oregon for MGOC and SSTs members who want to join them.

The trip will be divided into 2 days of easy driving arriving in Corvallis in the afternoon of July 17. Initial itinerary is shown below but subject to change.

**July 16** We will drive up 101 all the way to Crescent City for our overnight stop. We have reservations at the Anchor Beach Inn, 880 Hwy 101 South (800 837 4116) although there are several other motels in town. Please make your own reservations.

9:00 a.m. Depart Starbucks at 6277 Commerce Blvd, Rohnert Park.  
 12:30 p.m. Lunch stop in Fortuna Ca.  
 3:30 p.m. Arrive Crescent City, Ca.

**July 17** We will drive up Hwy 199 to Grants Pass where we join Hwy 5 (Hwy 199). We drive North on Hwy 5 to Eugene where we take Hwy 99W into Corvallis arriving in the afternoon.

8:30 a.m. Depart Crescent City, Ca.  
 12:30 p.m. Lunch stop in Cottage Grove, Or.  
 3:00 p.m. Arrive Corvallis, Or.

If you are interested in joining us please email me at [andypreston@sbcglobal.net](mailto:andypreston@sbcglobal.net). Note all times are approximate and flexible.

### 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](mailto: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](mailto:becker2226@astound.net). [Posted 05/13]

**Weber Downdraft Carburetor**: Fits MGBs, asking \$150, Contact member Tom Doyle at 520-220-6228 or at [widoyle@cox.net](mailto:widoyle@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](mailto: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](mailto:mark@marklange.org) or 415-297-3456. [Posted 05/13]



**For All Items Below**: Please contact: Member Ken Gittings 510-791-8445 [Posted 06/13]

**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 or Best Offer

**1 - Used MGB oil cooler thermostat kit**, with new holes. Moss # 235-840. When new \$50 or Best Offer

**2 - CSAA (AAA) License plate frames**, need restoration. Best Offer

**1 - Used Dual Weber intake manifold for cross flow head**, Best Offer

**1 - Used Trailer Hitch for chrome bumper MGB**, Best Offer

**1 - Used Rear Lowering Block**(1 inch) for tube axles, \$30 or Best Offer

**1 - Rebuild Kit, Weber 32/36 DGV Carb.series tune-up kit**, Moss #222-266, \$20 or Best Offer

### 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](mailto: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](mailto:don@napanet.net). [Posted 05/13]

### COMMERCIAL ADVERTISING IN THE OCTAGON

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com). 2012 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 10<sup>th</sup> 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 15<sup>th</sup> of the month preceding the issue in which you want them to appear. Please email all contributions to [octagoneditor@mgocsf.org](mailto: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.

### 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 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 D'Elegance, San Mateo County Event Center, Rob O'Neill

July 6 – **MGOC Club Meeting**, Natter & Noggin, Pier 15 Restaurant & Bar, San Rafael,

Tim Polidoroff

July 13 – Pet Tour & Picnic, Don and Maris Cowgill

July 13 – **Swanton Tour**, Swanton, Randy Grossman

July 17-21 – **NAMGBR**, Corvallis, OR, Andy Preston

July 21 – Hillsborough Concours D'Elegance, Crystal Springs Golf Course

July 21 – NorCal Auto Swap Meet, San Mateo County Event Center, Randy Grossman

July 31-August 4 – Rendezvous, Silverton, OR, (need a caravan leader)



# From the Editor...

## China or Platinum?

Any 20 year celebration is a big milestone, no matter how you look at it. This year, Kimberly and I turn 19 and MGOC's sponsorship of *MGs by the Bay* turns 20. The traditional celebration of an anniversary began with wedding anniversary celebrations which may have originated in medieval Germany, during the Holy Roman Empire. Husbands customarily crowned their wives with a silver wreath on their 25th anniversary and a gold wreath on their 50th anniversary. In the Commonwealth realm (the U.K. and 15 of its former colonies), which has Queen Elizabeth II as its reigning constitutional monarch, one can receive a message from the Queen for 60th, 65th, and 70th wedding anniversaries, and any wedding anniversary after that. One simply has to request this privilege by applying to Buckingham Palace. In the U.S., one can receive a similar greeting from the President, for any wedding anniversary on or after the 50th, with a simple request for this privilege by applying to the White House.

The tradition of associating additional anniversaries, such as the 5th (wooden), 10th (tin), 15th (crystal), 30th (pearl), 40th (ruby), 60th (diamond) were subsequently added and thanks to twentieth century commercialization, all the in between years were subsequently assigned as well, in an effort to provide an "idiot-proof" guide, for generations of clueless husbands. (To which many of us are eternally grateful, but would never admit to it.)

Although known as the vicennial anniversary, the 20th anniversary has both traditional and modern names.

The traditional name for the 20th anniversary is "China," as in antique china dinnerware, platter or tea sets. It symbolizes the beauty, elegance, and delicate nature of one's love for another, to have lasted 20 years. However, any 20 year old relationship, probably has enough china to last a lifetime. An alternative "China" theme, can take the form of a simple picnic using China plates and cups, planning a trip to China, or buying a Chinese car, like a modern MG, for instance.

The modern name for the 20th anniversary is "Platinum," as in platinum jewelry, like matching rings, housewares, like candlestick holders, or a simple plaque. It symbolizes strength and endurance, just like a 20 year old relationship. An alternative "Platinum" theme can take the form of a party featuring music by only Platinum chart toppers, changing out all the chrome in your car for platinum, or simply paying for something with your Platinum credit card.

And if you cannot make up your mind and you wish to cover all the bases, how about platinum embellished china?

Now, if all of this gifting is sounding too rich, consider coming out to the Danville Livery on June 2, 2013 (tomorrow), and celebrate 20 years of MGs by the Bay for free. Yeah, you got that right. Free, nothin', zero, zilch, zip, nada, nunca, nil, nought, nowiht (old English), bupkis, diddly, squat, on-da-house, love, duck (cricket), "O," goose egg, a big sombrero. You get the idea. Whether you are traditional or modern, take in a parking lot full of MGs at no cost. Remember ... Free!!



Safety Fast

Felix Lee  
- Happy 20th  
MGsBTB!!



**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](mailto:mikeromomg@gmail.com) [posted 05/13]



**1978 MGB Roadster.** Maroon with beige interior. Vehicle has 43,000 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](mailto: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](mailto: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]



## 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](http://www.applehydraulics.com)

### APPLE HYDRAULICS

1610 Middle Road, Calverton, NY 11933  
631-369-9515, FAX 631-369-9516  
Toll Free 800-882-77753  
VISA, MD, DISCOVER, PAYPAL, COD

OC709

## Classified Ads

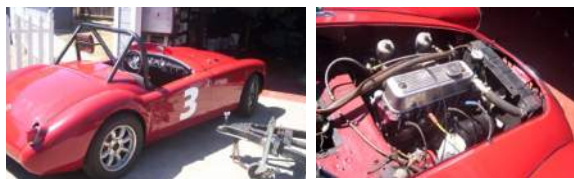
Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check **made payable to MGOC** if a non-member) to MGOC, 27330 Ursula Lane, Los Altos Hills, CA 94022. Members may also email ads to the editor at [octagoneditor@mgocsf.org](mailto:octagoneditor@mgocsf.org).

### 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](mailto: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](mailto: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](mailto:vriddersholm@yahoo.com), or Gordon Craig at [lismoregordon@sbcglobal.net](mailto:lismoregordon@sbcglobal.net). [posted 05/13]

**1965 MGB** A rusty donor car for my other '65. Will be parting out and/or sell remains. Always registered, clear title. Contact MGOC member Rich Upton at [richupton55@comcast.net](mailto:richupton55@comcast.net) or 510 534-1705 [Posted 06/13]

**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](mailto:sdhom@sbcglobal.net). [posted 05/13]



## President's Ponderings ...

Hello Again. On May 11<sup>th</sup> Ken Gittings lead the club on a fun tour up Mt. Hamilton. I had a little more excitement than most on that trip, as my new heat shield—made of a composite plastic/fiber material, partially melted during the drive. The good news is that the only collateral damage was to my air filter (whose rubber gasket melted). In late model MGBs, the heat shield protects the carburetors from the extreme heat of the catalytic converter, so failure can have far more serious consequences ... like engine fire. Since my original MG factory heat shield lasted over 33 years, before I elected to replace it for cosmetic reasons, and this new one lasted only hours, I wrote a complaint to the vendor. They pointed out that the problem could have been excessive heat, due to either a plugged catalytic converter, or an enriched fuel mixture. But, when I responded that my car was in good condition and that I'd recently had the mixture professionally adjusted by none other, John Twist, they promptly and courteously, agreed to a refund. What can I say?, "Name dropping" doesn't usually work, unless the name is John, John Twist! I also searched the internet to see what other solutions might be available and found Victoria British which, in addition to selling the same composite plastic/fiber heat shield, sold a far more robust stainless steel shield for double the price.



Stainless Steel Heat Shield

That shield uses two layers of steel, kind of like a thermopane window, to insulate / protect the carburetor and other systems from heat. I asked the first vendor why they didn't offer this product, their response was, "most customers won't buy it," (i.e., customers typically chose the least expensive part). So, I guess the point of this story is that the cheapest part is not necessarily the best value ... especially in a critical safety system. If any club members have had a similar experience with other parts please share them with me at [polidoroff@comcast.net](mailto:polidoroff@comcast.net). I'd like to establish a link on our MGOC Web site listing parts

customers have had trouble with along with recommended alternatives.

The John Twist Tech Session in April was terrific. What an amazing wealth of knowledge he has about our cars. And, what a gift for presenting that knowledge in an accessible and entertaining way. If you missed the event you owe it to yourself to see the video (produced by member Bill Glatzel). It will be sold by the club at cost (see the Twist article later in this Octagon for ordering details).

Once again, this month we have new members to introduce. John Keady, who just bought a red, 1971 MG B with 69K plus miles. He purchased the car from a private owner in San Rafael. His inspiration for buying the car was the great memories he had of riding in his grandfather's 1953 MG TD. It was also red and his family use to call it the "red ding-a-ling". John never owned a classic car before, but he is thoroughly enjoying this one — as are the kids (ages 10, 7 and 6 years), as you can tell from the photo.



John Keady and the kids

Andrew Mayo joined because he wants to sell his late model MGB. Andrew and his car will be at MGs by the Bay. Unfortunately I didn't get a picture by press time. If you're interested contact him at [andrew@matrix.com](mailto:andrew@matrix.com).

In closing, don't forget our *MGs by the Bay* event which will be held in Danville at the Livery on Sunday, June 2nd. It will be a great way to connect with your fellow club members. I hope to see you there.

Regards,  
Tim Polidoroff





## Meet Our Newest Member

By Ken Bottini

My interest in MGs goes back to when I was thirteen. My uncle, who was an airline pilot, gave me a ride in his new 1952 MGTD. Wow, top down, riding in the Napa valley, what a thrill! In 1954, he purchased an Austin Healy 100/4 Le Mans. That was a double wow for a fifteen year old. From the roar the engine to the wind blowing by to the smell of the fuel – I will never forget those moments.

Years later, while living in El Cerrito, and going to college, I purchased a 1964 MGB (Old English White with Red interior). It was a year old and in great condition. Now, I could drive around the East Bay – top down ... the wind ... the smells. In fact, the interior had its own “MG smell.” When my son and daughter were quite young, my wife and I would take them for rides in the car. In the mid 60’s, I did some auto crossing at the Pleasanton Fairgrounds, which was great fun.

In 1977 Reynolds Metals transferred me to Seattle, WA. When my daughter, Mindy, turned 15, I purchased a 1971 MGB for her. I had her learn the good and bad points about the car. At 16, she began driving the car to high school, then, on to college. To this day, she still has that same car, living in Danville, driving it regularly, and is a member of the MGOC.

In 1983, I learned of a MG car club in the Seattle area. I joined only to learn that the membership was suffering. A fellow member and I, then set out to increase the membership. I am proud to say, by the late ‘90s, we were up to a membership of 500 for the MG Car Club Northwest Centre. Though, in recent years, it has declined somewhat.

Through the 80s and 90s, I began rebuilding MGBs – hobby only. That number to date is 39 MGBs. Some were race cars, some were drivers, and others were “show cars.” It has truly been a fun hobby. My garage serves as a classroom for tech sessions for the club, as well as being home for a few MGs that keep me busy. For the past 20 years I have been a member of the Society of Vintage Race Enthusiasts and have participated in vintage racing with my 1963 MGB in the Pacific Northwest, as well as Northern California.

I have made many wonderful friendships in the MG community, whether at national meetings or GOF’s or local events and, that is the plus side of owning a MG. I am looking forward to attending some of MGOC’s future events.

And, to think, this all started with my uncle giving a ride in his new MG TD.



Photo by Ken Bottini

4. Equipment purchase – A motion was made to let Craig Kuenzinger purchase up to \$100 worth of equipment as needed in

support of the show. Motion passed.

### Business Resolved Online Since the Last Meeting

The Board authorized \$833.03 to pay Randy Grossman in reimbursement for 25 copies of the 20<sup>th</sup> Anniversary of MGs by the Bay Poster photo album. (The cost without taxes was \$820.25.)

### New Business

#### MGs by the Bay

1. T-shirts – Last year’s T-shirts will be sold for \$2.00 each. New T-shirts will be ordered by Mike.
2. Awards – Now being produced. Mike is handling this item.
3. Program – A program for 20<sup>th</sup> anniversary event will be done. Mike to handle.
4. Volunteers – Mike will write volunteer email blast to be sent out by Steve Kellogg.
5. Parking map – To be made by Craig for The Livery before the show.

Resolving outstanding publishing bills for The Octagon – The new publisher is Mike and he is still resolving the final bill with Jeremy.

Flyer for the Next Meeting – We need a flyer drafted for the July meeting in the North Bay. It must be completed by May 15<sup>th</sup>. Tim will handle this.

### Next Meeting and Packet Stuffing

The next meeting is Saturday, June 1 at the home of George Steneberg, 9 Pomona Ave., El Cerrito, CA 94530-4134. The meeting will begin at 9:30am. RSVP to Marcia at [marciacrawford7@gmail.com](mailto:marciacrawford7@gmail.com) or 510-529-9194 if you’re attending. Following the meeting we will stuff the packets for MGs by the Bay.

Meeting adjourned at 8:16pm.

Submitted by Randy Grossman



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# MGOC Business Meeting Minutes

## May 9 2013

President Tim Polidoroff\* called the meeting to order at 7pm. Also attending were Steven Borne, Marcia Crawford, Ken Gittings, Randy Grossman\*, Bob Hultman, Mike Jacobsen\*, Steve Kellogg\*, Molly Polidoroff, John Riordan, George Steneberg\*, and Rob Wamstad. (\* Board member.)

The Saturday, April 6 minutes were amended to show the correct meeting date. They were then approved.

### Reports

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

Account	May	April
Checking	11,914.69	13,597.23
Savings	3,461.23	3,461.14
Total	15,375.92	17,058.37

The lower balance is due to the paying of expenses related to the Twist Tech Session. The Twist event was profitable and the \$500 event contingency fund previously established by the Board was not used.

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

Category	May	April
Regular	199	197
Auxiliary	56	56
Corresponding	12	12
Associate	3	3
Total	270	268

**Secretary's Report:** Randy Grossman received two pieces of communication this month:

1. Email was received from Robin Wilson, the Car Registration Manager for the Palo Alto Concours, inviting our member to this year's concours on June 30th at the San Mateo Event Center. The cutoff date for entries is May 17th. Details and applications can be obtained from their Website at <http://www.paconcours.com/>.
2. Randy received a raw copy of two DVDs of the John Twist tech session made by Bill Glatzel. Bill has authorized us to make copies of the discs and provide them to MGOC members who want to see this video. No editing has been done. Our copies are now with Tim Polidoroff. Tim will produce 20 copies and make copies available to our members (at cost) on a first-come, first-served basis.

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

**Regalia:** No report.

**The Octagon:** Mike is still waiting for the final bill from Jeremy Palgon.

**Website:** Steve Kellogg reported that the Website had a problem with the new member application form, which is now fixed.

### Past Events

**John Twist Tech Session at OTRA:** Weekend of April 27-28, Tim Polidoroff –The session made a profit and was well received. We will try to do this again next year if John Twist can work it into his schedule.

### Upcoming Events

**Mt. Hamilton Drive:** Saturday, May 11, Ken Gittings – Five people are scheduled for tour.

**Dixon show:** Sunday, May 19 – <http://www.ubsc.org/CarShow.htm>

**MGOC General Meeting:** Saturday, June 1 – Also the MGs by the Bay package stuffing event. See discussion under “Next Meeting”.

**MGs by the Bay:** Sunday, June 2, All – See discussion under “Old Business” and “New Business”.

**Palo Alto Concours:** Sunday, June 30 – <http://www.paconcours.com/>

### Old Business

**MGs by the Bay**

1. Insurance certificate – Mike Jacobsen sent in the request for proof of insurance. Mimi from The Livery is indisposed due to an accident and their insurance requirements are being handled by a new person.
2. Sponsor requests – Tim Polidoroff said we have 12 sponsors. Half are “Event” sponsors (i.e., they donated \$200 and their logos are listed on the Event poster) and the other half are “Award” sponsors (i.e., they donated between \$25 and \$200). The five most valuable items will be included in the silent auction. The rest of the items will be in the raffle at the Show.  
**Action Item:** Tim to send final spreadsheet to Mike.
3. PA system – Craig Kuenzinger purchased the new system and it works fine.

# Dixon All British Car Show

By Tom Doyle

Earlier this year, I saw in a newsletter that there was an All British Car Show in Dixon, CA on 19 May 2013. I looked up the show's web site and since it isn't too far to travel I decided to send in my entry fee of \$30 and signed up. This particular event is a bit different than other car shows I have attended, as it includes any car claimed to be, all or in part, British of any vintage. The structure of this show allows for many more entries than just an MG or Triumph show and it subsequently had over 250 British cars of various makes and models signed up. There were over 30 categories of cars competing against one another in separate categories from Coopers to Morgans and everything in between. Plaques were awarded to the first, second, and third place finishers in each car category. There was also a Winners Circle competition, where first place winners from the previous year's show competed against one another. I thought this was a great idea because it assured one vehicle wouldn't win its category year-in and year out and gave another deserving car a chance for glory.

My 1978 MG B was placed in the 1974 ½ to 1980 MG category. I arrived in Dixon at around 9 am on a bright sunny Sunday morning. When I arrived at Mayfair Grounds, on the south side of Dixon, I entered through the rear gate and the attendant pointed me to my assigned spot. Unfortunately, I was directed to park right next to an MG of a very similar color and so I requested to move and was readily reassigned to a spot about 10 feet to the right. The parking area for all the cars was about the size of a football field, which was divided by a paved road, where the 50-yard line would have been. Cars were parked by make and model. To the far south were the Triumphs, then came the Austins, then came the MGs, etc. On the other side of the pavement were the Rolls Royces, the Jensens, the Jaguars, a variety of race cars, etc. To the far north of the field, beyond the show cars, was a Swap Meet of used parts and various vendors selling their wares, plus the all important food stands.

In the middle the field, a PA system and host table were situated, where the MC would make various announcements. In between announcements, they played British Rock and Roll music to get those in attendance into the mood. Just to the rear of the MC, was a raffle for 20 or so auto products and services. Each prize had a paper sack whereby you would place your ticket inside if you were interested in that prize. There was also a raffle for just the car entrants where ticket were spun in a chicken drum prior to being plucked out. This raffle had only 250 tickets, representing each entrant, whereas for the paper sack raffle, you could purchase as many raffle tickets as you wished and stuff them in one of the paper bags to

increase your chances of winning that particular prize.

Each entrant was given a voting card and was allowed one vote for car in each of the 30 or so vehicular categories. Total votes placed for a car determined how the car placed. Each car was numbered and mine was numbered “PP-140.” After parking my car and doing a little sprucing up, I began the chore of voting for a car in each of the categories. I took my task seriously and compared cars, judging them on their condition and their originality. This process took about 90 minutes to complete, as I went category to category, talking to each owner, and inquiring about various aspects of their entry. When I finally finished I dropped my ballot in a plastic tub located near the MC table.



After I placed my ballot I browsed the vendors, chatted with other car owners, and got something to eat at one of the food vendors. After lunch I hung out at my car and continue to chat with other MG owners in my neighborhood, waiting for the voting to be completed and the winners to be announced.

At around 1:00 pm, they started to announce the raffle drawing winners of which there were quite a few. At around 1:30 pm, they began to announce the winners of each car show category. Given 30 categories and 3 winners per category, this amounted to handing out a lot of plaques. Each plaque was made of simulated marble with a logo of the event and a description of the place and car show category. The MC stated one of their members sells the simulated marble and ergo the mounting process. They do look very nice.

About halfway through the award ceremony, they announced the winners of the 1974 ½ -1980 MGs, and low and behold, I was fortunate to win first place. Imagine my surprise when they made the announcement. I immediately sprang out my chair to the MG booth, shook hands with the Sacramento Club president, and then slowly meandered my way back to my chair. I stayed a little while longer to listen to other award winners, but decided that I would begin putting things away and head back home to Emeryville. I departed around 2:30 pm and headed west on I-80, with my plaque prominently placed on the passenger-side seat, for all to see. On the long drive home, I realized that I would have to come back next year in order to compete against all the other winners in the Winner Circle Category, and I am already looking forward to returning and competing my little MG B again, next year.





.... TO BE CONTINUED

Photos by Marty Rayman and Jim Carlson



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If you have any questions, please contact either:

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

## MGOC Memorial Day 2013

MGOC Memorial Day Submission by Mindy Hungerman

**When:** May 27, 2013

**What:** MGB camshaft after rebuilding the engine (with testing and display rack)

**Who:** Mindy Hungerman

**Where:** High School Mechanics class

**Why:** In '82, after prompting by my shop teacher, I used a magnetic micrometer to test how worn the lobes were. I then made a walnut stand in wood shop to display it and a metal baseplate so the micrometer could attach in front of each lobe. It now resides in my dad's house in Bellevue, WA. The same batch of walnut was used to make replacement door trim for the MGB, which is still functioning today



MGOC Memorial Day Submission by Steve Kellogg

**When:** May 27, 2013

**What:** Replaced top corner bracket on MG TF1500's windshield and all of the windshield screws

**Who:** Steve Kellogg and partner in crime Master Mechanic and Dojo Craig Kuenzinger

**Where:** Where else, but in the best Garage around in Walnut Creek

**Why:** Because the old one broke and it doesn't have anything to do with electronics!



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Email Felix Lee at  
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## MG OWNERS CLUB

If you joined the MGOC since October 1, 2012, you're probably wondering where your name badge is. There's a minimum number of badges we need to have before ordering, but our last order was placed on March 20. In late May I contacted our supplier and learned that they've had some sort of production problem. They claim that's fixed now, and the badges for everyone that joined up to mid-March should be here in early June. After that we'll send in the order for the remaining badges, from mid-March to now, and those should arrive in the usual two to three weeks. So if you're waiting for your badge, please hang on a little longer, and thank you for your patience.

Mike Jacobsen  
MGOC Registrar

## MGOC Fashionistas



Stephanie & Samantha Lee and Ken  
Gittings shows off their love for MG Style  
after winning the  
1st Annual Sam Gearhart  
Mount Hamilton Memorial Run  
Rest Stop Poker Contest  
with a "3 of a Kind"

(Nevermind, this was Samantha's first time  
at playing poker  
In fact, she was quite disappointed that for  
her first three cards,  
she kept drawing "4s," because she really  
wanted "face" cards,  
thinking King / Queens / Jacks  
are worth more ...)

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



## Dixon Annual All British Show

George Steneberg and Marcia Crawford  
1st Place MG J2



Bob and Edie Shaheen  
2nd Place MGB



Lee and Valerie Sheldon  
1st Place Jaguar XJS  
(That other British Car Company)



## Start Planning for 2013 ...

### SPRING



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  
MGOC 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  
MGOC HOLIDAY TEA, SAN FRANCISCO, 12/14

## On the Road Again

7 Customers took Awards at the  
2012 MGs by the Bay

*Austin Healey*

*Jaguar*

*MG*

*Triumph*

*Rolls/Bentley*

*Lotus*



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On the weekend of April 27<sup>th</sup>, MG “Guru,” John Twist of University Motors, flew out to the Bay Area from his home in Grand Rapids, MI to hold a two day MGOC Tech Session at Bill Hiland’s *On the Road Again Classics*, in Morgan Hill. Special thanks and kudos to Bill for make this venue available for the club’s use.

The first day John did a lubrication system “deep dive,” pretty much “everything you ever wanted to know about lubrication, but were afraid to ask.” Later that evening, as the participants feasted on an “all you can eat” barbecue meal from Mansmith’s BBQ LLC, John shared his MG experiences. The next day John discussed tune tips and ran his now famous “Rolling” Tech Session during which he evaluated participant’s cars and made recommendations for repair / performance improvement.

#### ***Falling in Love with MGs (or how John became an MG Guru)***

John hails from Marshall, MI. He saw his first MG, a TC, while he was a Boy Scout on an exchange trip to England. However, his love affair with MGs didn’t blossom until high school, when he saw an MG TD and decided he had to have one. He eventually bought a red MG TD and began restoring it. It was during this restoration that John experienced an epiphany, and decided to combine his passion for business and cars, by becoming an MG Dealer.

Dealerships, then, as now, are comprised of three departments: Sales, Parts, and Service. All three are important, but John recognized that service was the “really tricky part.” Back then, as now, many customers hated their dealers’ service department. John figured that if he could get that part of the equation right, he would have a successful dealership. So, John wrote to British Leyland and asked if they had any service training programs. They didn’t. Next, John tried to get hired as a mechanic at some local dealers. No luck there either, as he didn’t have the needed work experience. Finally, John got the idea of getting a job as a mechanic in England. He figured that with overseas experience on his resume he’d be a top candidate for the job of “foreign car mechanic,” once he got back to the States.



# 

BY TIM POLIDOROFF



In England, after sharing his story and his passion for cars, John got a job on the spot, as a mechanic with University Motors – then, not only, England’s largest MG dealership but the world’s. However, governmental regulations and delays kept John from actually taking the job for months. Once John was finally on the job, he completely immersed himself into the workforce and he learned a great deal about MGs. However, once he returned to the States, John never did open that MG dealership. Instead, in 1975, after a couple of short term jobs, including a stint working for a VW dealership (Go figure?), John opened a full time MG auto repair shop, University Motors Ltd., in Grand Rapids, MI. When John told his former co-workers in England he’d adopted the University Motors name for his shop they retorted, “*rather cheeky of you.*”

Early on, John wanted to share his vast technical knowledge with others. He began by writing technical articles. His first, “Proper Use of the Choke,” appeared in *MG Magazine* in 1979. Soon he was writing a regular feature in that magazine. Then John started offering seminars at his shop to educate enthusiasts on all aspects of MG repair and restoration. Later, John started running his now famous, “Rolling Tech Session,” which have become a staple, and favorite program item, at most National MG Car meets. Today John is the author of over 200 technical and instructional videos which detail everything from setting up wheel bearings to pulling a steering wheel ... all of which you can find on the University Motors WEB site @ <http://universitymotorsltd.com> or YouTube.

#### ***A Thousand Stories...***

As mechanic John got a lot of distress calls. Once, a customer called asking for help inflating his tires, he couldn’t get the pressure up to the 450 lb. limit he thought was required. John asked, “What pressure are you at now”. The customer answered “80”. John said, “Sir... please put your tools down and step away from the car.”

Another time a customer came in complaining that his car was

Photos by Marty Rayman

overheating and asked for water. When he came back asking for more water, John asked, “Where are you putting it?” Turns out the customer was adding the water to the crankcase, instead of the radiator, and by then there was oil everywhere (as it floated out of the engine via the dip stick hole).

#### ***Twist Tips...***

**Buying an MG:** When looking to buy an MG (or a house, or a wife, etc.) look at six before you buy one. Buy the one you want (if you want a red one buy it - it will only cost you more later to repaint it). Avoid rust. And, always buy the most expensive car you can afford.

**Jacking:** Always jack, as in “lift,” not steal, your car from the front first. Place the car in neutral and don’t block the tires... let the car roll forward as you jack it up.

**Storage:** Change the oil before you store your car ... there is leftover acid in used oil, which may then damage the engine during storage.

**Tire pressure:** John recommends 30 psi for front and 32 psi for rear tires for MGs.

**Oil Changes:** Do it every 3000 miles

**Oil Pressure:** At road speeds your oil pressure should be at 60 psi or higher (this is higher than the 40 to 60 psi range typically recommended in the manuals). If you need to adjust the oil pressure see John’s videos on how to do it.

**Carburetor Oil:** Add 90 wt. oil to your SU and Zenith carburetors. (This is a much heavier oil than typically recommended in the manuals and by most garages.)

**More Tips** - Contact Tim Polidoroff ([polidoroff@comcast.net](mailto:polidoroff@comcast.net)) for a copy of John’s MGOC Twist Tech Session Videos. Copies of the 2 disc set are \$10 for mail delivery and \$5 for “will call,” at the MGs by the Bay Show... checks should be made out to “MGOC”. There are 20 copies available for sale. Special thanks and kudos to club member Bill Glatzel for taking these videos and allowing the club to copy and distribute them at cost.

#### ***Twist Q&A...***

TP: What’s your favorite MG car?

JT: The MGA!

