



THE OCTAGON



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



Since 1957!



Not So Rainy Day Tour, February, 2018
Eric Baker's ZB Magnette above. Rod Schweiger
equips the crews. Photos: Kirk Prentiss



March 2018

About *The Octagon* and the MG Owners Club

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

DIRECTORY of MGOC OFFICERS for 2018

President: Andy Preston, andypreston@att.net

Vice President: Kirk Prentiss, kirkprentiss@gmail.com

Treasurer: Marla Preston, marlapreston@hotmail.com

Secretary: Mike Jacobsen, 415-333-9699,

MikesMuseum@yahoo.com

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-234-3313,

mrcraigk@aol.com

Member-at-Large: Mike Jacobsen, 415-333-9699,

MikesMuseum@yahoo.com

Member-at-Large: 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

Photographer: Mindy Hungerman, 925-997-4410

MindyHungerman@yahoo.com

Registrar: Steve Kellogg, 408-355-4125,

webmaster@mgocsf.org

T Register Director: Jim Carlson, 408-224-3992,

mgjim@comcast.net

The Octagon Editor: Dan Shockey, 309-696-0803,

magnut_dan@hotmail.com

Webmaster: Steve Kellogg, 408-335-4125,

webmaster@mgocsf.org

Regalia: Andy Preston, 707-795-3480, andypreston@att.net

CLUB ADVISOR PROGRAM

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

MGB 1962-74: Steve Lilves, 415-924-3173,

slilves@sbcglobal.net

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

AdamsEddie77@yahoo.com

MGB V8 Conversion: Tony Bates, 408-666-6174,

avbates@yahoo.com

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

M.G. Midget: and Overall Auto Technician: 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. Carburettors: Craig Kuenzinger, 925-234-3313,

mrcraigk@aol.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2005 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to magnut_dan@hotmail.com or send them to: Dan Shockey, 10 Willis Rd., Scotts Valley, CA 95066.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? The club roster is available from Steve Kellogg upon request.

MGOCSE.ORG

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

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Pre - St. Paddy's Day Tour

Friday March 16, 2018

This is a Rain or Shine tour so if raining drive a car with wipers.

Date: Friday, March 16, 2018 Green is the color of the day.

Organizers: Andy and Marla Preston, 707 795 3480

Meeting Place: Bagel Street Café, 208 Northgate One, San Rafael

Time: Meet at 10:00 for a 10:30 departure

Tour: This year St. Patrick's Day falls on a Saturday so we're holding the tour a day early to avoid the Saturday traffic and cyclists. We will be driving to the Station House Café in Pt. Reyes Station for our St. Paddy's day lunch. The tour starts at the Bagel Street Café, in San Rafael so it's an easy meeting point from the east or south bay.

We will head out along Lucas Valley Road, past Sky Walker Ranch and through the small hamlet of Nicasio. Our first stop will be at the Marin Cheese Factory where we will take a short break and enjoy coffee, snacks and of course sample some wonderful cheeses.

We will leave the Cheese Factory, heading Northwest through Chileno Valley, which one of the most scenic areas of West Marin especially at this time of year. We will join Hwy 1 at Tomales and then follow the Tomales Bay shoreline through Marshall to Point Reyes Station for lunch. We will have a private dining room and open menu.

Lunch should be around 1:00 pm and please bring cash.

Please RSVP: to Andy or Marla Preston at 707 795 3480 or marlapreston@hotmail.com by March 12th so we can confirm lunch reservations. *Seating limit is 28 people so sign up early!*



HAPPY ST. PATRICK'S DAY



Step Out! with MG friends

New Members!

My parents rescued my TF in 1961 when they were attending graduate school in Phoenix. I was 7 at the time. The car has been through 2 restorations, the first in the late 60's in which my father and I basically just fixed things that needed some much needed attention. My claim to fame for this resto was the manufacture of a wiring harness, all out of yellow wire, which I did when I was 14 years old. Everyone was pleased as it worked and there were no fires. My mother then drove the car daily for the next 20 years.

The next resto came in the late 80's. This time the MG was completely torn down, the frame straightened, body painted, wiring harness replaced with a Moss original, etc. In 2008 my parents passed the MG on to me. My son will get the car someday.

I'm a retired software engineer from Lockheed Martin in Sunnyvale. My wife, Janine, and I travel a lot now

that we're retired. I've enclosed a picture of my MG in front of the Rengstorff house in Mountain View.

The picture of us was taken this last October at one of the Appalachian trail heads. No, we didn't hike the trail. We went to Nashville for the total eclipse and then drove the length of the Blue Ridge Parkway in a rental, not the MG.

Sincerely,
Dave Zempel, Sunnyvale

Welcome to the MGOC!

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: <i>sleeved and rebuilt</i>		
MGB, Midget caliper.....	\$85.00	
MGA, MGC caliper.....	\$155.00	
MGA, Midget twin master 1958-67.....	\$225.00	
MGB, Midget master 1968-80.....	\$125.00-145.00	
MGB brake booster servo.....	\$175.00	
MGC booster servo.....	\$445.00	
Cylinders sleeved only, brass or SS.....	\$50-\$95	
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Front end A-arm (Midget).....	\$95.00	
CARBURETORS: COMPLETE REBUILDING		
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OCT09



See MGOC members racing!

More info next page



CSRG

Classic Sports Racing Group - Vintage Racing Since 1968



Sonoma Raceway CSRG Club Corral and Parade Laps

When: Saturday & Sunday, April 7 - 8

MGOC focus day is Saturday but available both days.

What: All-MG Club Corral in Paddock

Parade Laps (slow) at noon: No helmets required

Costs: \$12 per adult for entry (\$20 weekend pass)

Children 12 and under free! Students Free! Veterans Free!

Parade Laps: \$25 per car separate fee

Details: More info to come; Dan Shockey, magnut_dan@hotmail.com

CSRG David Love Memorial Races, April 7-8, Sonoma Raceway

For the spectator this is a chance to do a little time travel back to the '50s, '60s & early '70s to see the evolution of race car design & development in the wonderful environment of the Sonoma wine country. Bring a picnic or enjoy the excellent food and craft beer and wine that are available in the paddock.

The event is intended to be a family affair and children are enthusiastically welcomed. High school and college students as well as vets are admitted free with appropriate ID. You will find that the competitors are more than willing to put kids in their cars and let them try them on for size.

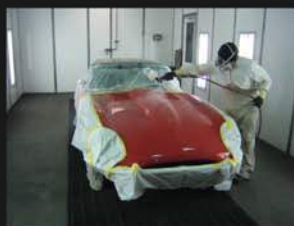
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What You Need to Know:

There are 8-9 Race Groups, most containing two to three classes of cars. The Saturday and Sunday schedules are more or less identical. There are 7-9 groups qualifying on Saturday morning, followed by 8 groups of races that start @ 11AM. On Sunday, instead of the morning qualifying, there's a race for each group, followed by afternoon races for each group.

Please engage the competitors in the paddock---unless of course they are about to go out on the track. The competitors love to talk about their cars.

Earplugs are not a requirement, though they are recommended, particularly for young children.

There will be an abundance and variety of food available for purchase in the paddock at the Race Track Café (near the main entrance). There is covered seating as well.

Bathrooms are available in a number of places in the paddock.

Though the paddock is where most tend to gather, you can drive the perimeter of the track and park at whatever corner you wish.

Admission tickets will be available for purchase at the gate.

Pets are allowed but they must be on a leash at all times. You are legally responsible if your pet harms anyone or anything on the premises.



President's Ponderings

Cars and Coffee. I was reading one of my many car magazines and came across an article about how to encourage the younger generation to get interested in our cars. I know that this is something that many of us feel passionately about; how to get younger kids interested in our cars and hobby when they never see them anywhere. It reminded me of something that happened at Cars and Coffee in Novato about 6 months ago.

Cars and Coffee in Novato is on the first Sunday of every month and was one of the first to start up and that was many years ago. At first there was a core group of us with mainly imported cars of the sixties and seventies and we met at 8:00 and kicked tires for a couple of hours. Over the last 4 years it has now grown to over 400 cars on a regular basis and unless you arrive before 7:00 you have to park in the back forty.

Well back to my story of 6 months ago; it was a cool but pleasant fall morning and I drove my 1967 mineral blue MGB with the top down and found a parking spot near the front row. Around 9:30 lots of people and families start to arrive to have coffee and check out the cars; it's a free car show. I was standing 20 feet away from my car, chatting to a friend, when I noticed this young family with a ten or so year old boy wandering around. They were busy looking at all the cars and the young boy seemed really interested in the older cars that he had never seen before.

After a while they came over to my car and the young boy said to this mom and dad "this is my favorite car in the whole place" pointing to my car. I was surprised and told them that this was my car and I was happy that their son liked it. I said to the boy "would you like to sit in it"? "Can I?" he said looking at his mom and dad. "Do you mind?" "Of course not" I replied "it would be my pleasure". I opened the door and the boy climbed in gripping the leather wrapped steering wheel and making car noises like little kids do. His eyes were wide open in disbelief and smiling from ear to ear. Of course I was just happy to be able to share an old car experience with a young boy.

I haven't been to Cars and Coffee for several months because it's being taken over by modern muscle cars and many of the original crowd no longer go. However if we are to introduce and share our cars with the younger generation we need to make a concerted effort to turn up at venues like Cars and Coffee and show our cars to everyone.

So, on first Sunday of the month I'll be getting up early again and driving down to the Novato Cars and Coffee and who know maybe that little boy will be there again.

The first club tour of the year is this month and it's the Pre-St. Patrick's day tour (lead by yours truly) on Friday March 16; see the flyer in this edition and I hope to see you there.

Take care and drive safely, Andy



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From the Editor

Greetings, Race Fans. We are heading back to the Track! New member Andrew Wait contacted us about the opportunity to see vintage sports cars in action and get a tour of the track. We'll witness club members and many MGs upholding the glory of MG's racing history. Tom Morgan will be there with his Morgan (of course). Scott Brown and Mark Cox will race their MGAs. This is April 7-8 at Sonoma Raceway (Sears Point). The club will focus on Saturday but you can come either day or both days.

I don't think I wrote anything myself for this issue. That is good news and means that others have been inspired to contribute.

Feb. 28, 2018



I have made some real progress with my 1935 MG P-type Midget. I determined that the DPO (darn prior owner) installed the short body mounts at the front and the taller ones at the back, opposite of what it should be. This led to a compounding of misalignments I am still working to correct. It has always looked sway-backed to me as a result. The good news is that I can fix it and that the frame is not bent.

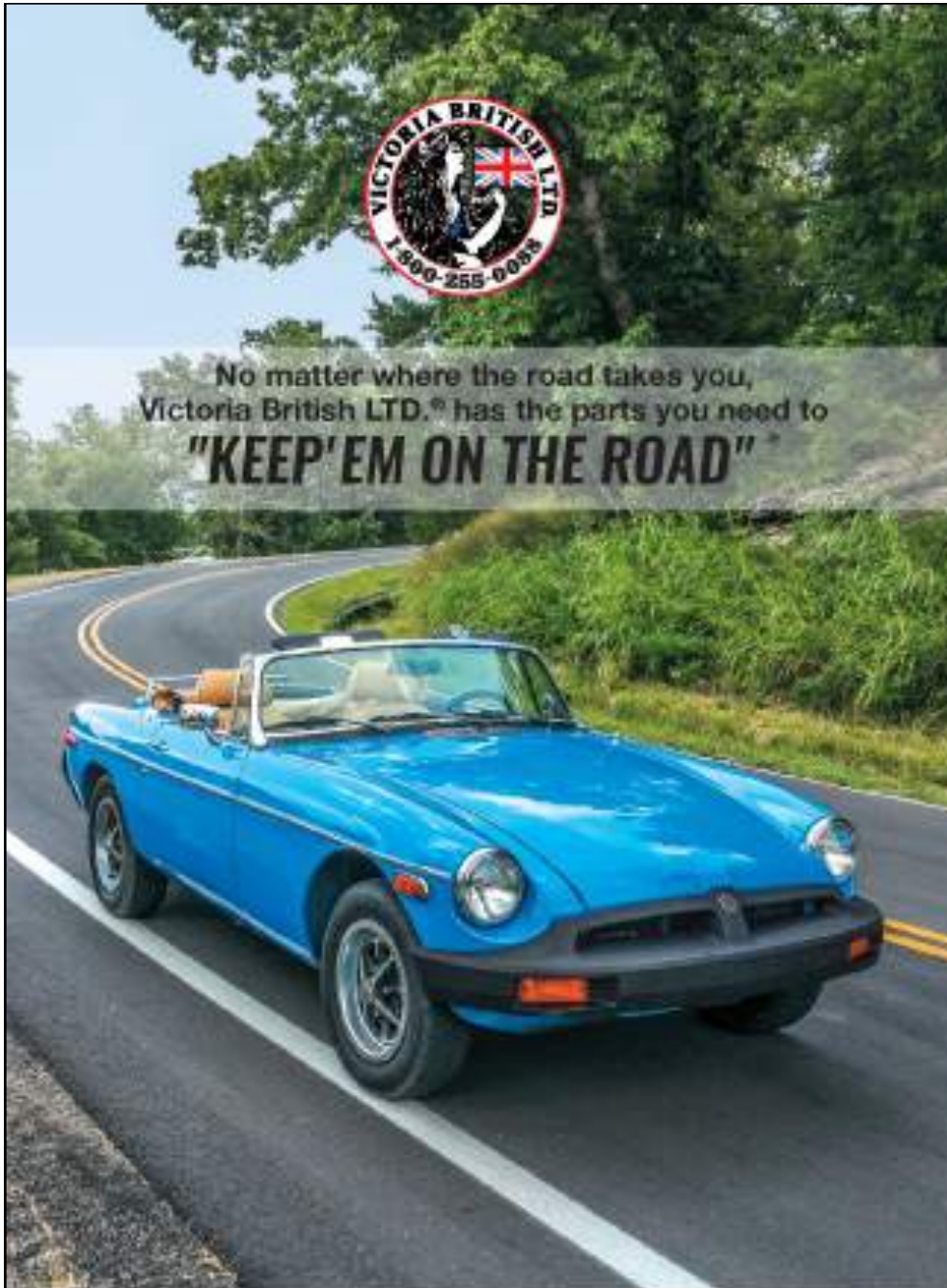
I am dreaming that I may tow the Midget to the MMM & GOF meet in Wisconsin in June. Lots to get done before that can happen.

Get your MG ready to tour with Andy & Marla on March 16. Or seek the emerald hills yourself. It isn't often that the world celebrates a Roman Catholic Christian evangelist! Make March 16 & 17 **Drive Your MG** days.

I am the guy who has traded in his lederhosen for a kilt. Not quite since I have little or no Scots, Irish or Welsh DNA but Ancestry tells me I am 59% English. So it's okay that I love rainy days, chips and MGs.

All the best....

Dan



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The 25th Annual:

MGs by the Bay!

Sunday May 6, 2018

at the Danville Livery

400 Sycamore Valley Rd, Danville, Just West of I-680



**Peoples Choice Awards - Restaurants on Site
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\$25 Entry Fee in Advance - \$30 day of event
Register by Mail or On-Line - MGOCsf.org**



Announcing the 25th Annual MGs by the Bay



Sunday May 6, 2018 at The Livery in Danville

400 Sycamore Valley Road, Danville, 94526 – One block west from the I-680 exit



All MGs are welcome, from daily drivers to complete restorations. Advance registration is \$25 (\$30 on the day of the show). Additional cars registered to the same owner are \$10 each. Event T-shirts are \$10 and must be pre-ordered. The deadline for advanced registration and pre-ordering T-shirts is April 21.



The show starts at 10:00 a.m., rain or shine, and awards are presented at 2 p.m. Popular vote judging, with awards for People's Choice, Best Daily Driver, Most Customized, and others. The class awards are determined by the number of cars registered.

Return the form below with the entry fee, or fill it out and pay online at www.MGOCSF.org. One form is required for each MG.

Mail before May 1, 2018 to:

MGs by the Bay
320 B Monterey Blvd.
San Francisco, CA 94131-3141

Make checks payable to **MGOC** or use PayPal on our website

For information call
415-333-9699
or visit www.MGOCSF.org

Show Use Only		
\$	/	#

Please print:

Name: _____

Address: _____

City: _____

State: _____ Zip code: _____

Email address: _____

Daytime phone: () _____

MG model: _____ Year: _____

Body style: q Coupe q Roadster

q Saloon q Race car

q Other: _____

Car color: _____

T-shirt size: q M q L q XL q XXL

T-shirts are \$10 each. There will only be a limited number of shirts available at the show.

Short description of your car: _____

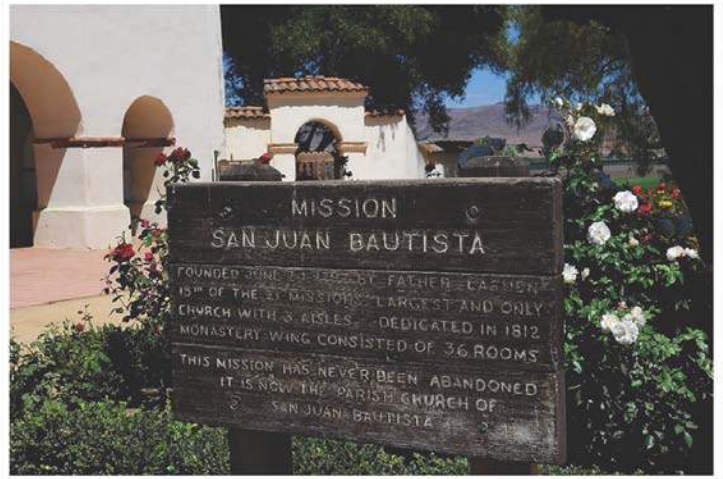
Has this car ever won First in Class at *MGs by the Bay*? q Yes

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, my party, or my vehicle, while engaged in this event or traveling to and from this event.

Signature: _____ Date: _____

Signature: _____ Date: _____

San Juan Bautista Tour



Saturday, April 21

Backroads Tour through Three Valleys

Lunch at Jardine's in San Juan Bautista

Departs from Almaden Expy. in South San Jose

Organizer: Dave Marsh, (650) 964-2341

Full Info in April Issue!

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One Thing After Another!

By Marja van den Hende

Making a repair to an older vehicle is never what it seems. My late husband Rick had the knowledge and experience; having re-built our TF from the frame up, he knew the vehicle intimately and he made repairs seem much easier than I'm sure they were. I always supplied the spare set of hands and although I- the assistant /observer- witnessed what Rick faced as he tackled projects on the TF, I am now encountering these "rabbit-hole" repairs myself.

Last summer it was pointed out to me that the water pump was a wobbly and needed replacing. I had assisted Rick with this task years ago, but to do it solo – I was intimidated, but determined that I could manage. I read through the MG Workshop Manual, looked on-line to see what I could find. I even called Moss to see what their suggestions were before I started.

After verifying the needed parts, I rummaged through our spare parts bin and found Rick had two spare water pumps among the horde– you just never know ...

Next, to start the wrenching ...

First the bonnet needed to come off. Fold the two sections up like butterfly wings with some towels wadded up in between - not something easily done solo. With the bonnet off I decided to replace the battery as it was 7 years old and easy to access without the bonnet– I figured it would be one less item to cause problems in the future. The radiator was drained, the generator loosened to release the fan belt... next, the fun part and I quickly determined that the manual gives guidelines which are over simplified.

The fellows at Moss had told me the only way to replace the water pump was to remove the radiator – which meant the grille and loads of other "stuff" had to come off the vehicle. I knew we had not done any of that the last time -so I gingerly began the disassembly. The radiator hoses were in the way- they were removed and I replaced all four (again, not knowing how old they were, they should not cause issues in the future)...

The fan had to come out: I found a piece of cardboard to place along the radiator to prevent damage and rummaged through the wrenches... slowly, with care and patience, I loosened the four fan bolts (smaller hands and patience recommended.) With just a few millimeters of space, the fan with bolts in place could slide up along the radiator.

The radiator stay-bar which spans between the two side panels of the engine compartment had to be loosened to shift it out of the way: one arm under in the wheel well with a socket, the other stretched to reach up and over the side panel right next to the radiator- success, but this would have been so much easier with orangutan arms or an assistant...

Then the fan belt, spacer, and pulley could be removed. Loosening the water pump bolts was another challenge. The TF has an engine stabilizer link that is secured to the two lower water pump bolts and spans to the right side panel, which also had to be removed. I now know why Rick adapted one of his box end wrenches – the end was welded on at a slight angle... I hope I never lose it!

The bushings on this stabilizer link were crumbling so I wound up replacing them as well (I ordered these and

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gaskets!) The water pump slid out without issue -Yay!

Now to reassemble everything. Tried to slide the new pump in place and it would not seat properly – ah yes I remember this – one edge of the pump flange had to be modified. I do not know if this is just our TF, but I marked the flange using the failing one as reference and took it to a friend for modification... the modified pump slid into place a day later. The stabilizer linkage was a bear to get re-situated due to the need to center the turnbuckle and the lower radiator hoses were awkward to fit (great strength needed), I had trouble with the replacement hose clamps (original style) that I received from Moss – they were too large and would not tighten – so I had to pry them off and reused the ones Rick had had on the hoses. Everything went back together and the car ran fine... for about 200 miles (I told you it was a “rabbit-hole”).

And Another

...The ignition light came on at the dash and stayed on.

I was about 30 miles from home and grateful for the new battery with a good charge. Although I had been careful, figured I had overtightened the fan belt and had messed up the generator...

Having tackled the water pump, I thought at least the generator is easier to get to...

So I pulled out the Workshop Manual again and read up on generators and voltage regulators (VR), I watched videos, I learned about polarization and what the VR does, I contacted all sorts of knowledgeable folks... and I let the TF sit – for months! I hate things electrical. Oh, I can change a light bulb, but I figure there's a reason I became a Mechanical Engineer -emphasized by the GPA lowering “D” I got for the mandatory EE course!

I decided to start with some of the easy things... like testing the voltage regulator (which seemed easy enough) until I opened ours up to find Rick had installed a solid state VR not electro-mechanical. So how do you test that? Instead I swapped it out with a new electro-mechanical VR (-thank you Rick for having spare parts). I checked the wiring diagram verified everything was ok.

No change to the issue: The ignition light came on at turning the ignition switch – as expected. It turned off at low RPMs, but as idle went above about 1200 RPM the light would come on – and stay on. So, not knowing what else to do (remember I'm electrically challenged), I took the generator out and had it tested - I was told it was working fine. Generator is re-installed, polarized, A friend comes by and we test things. The generator is generating nicely. The new VR is doing its thing... We stare at the wiring diagram then fumble doing not much but checking stuff on the TF. I start the car – light on with key turn, off at start, but on again as RPMs increase. Dan suggested I look at the wires for the ignition lamp. The trim panel is removed from under the dash and I pull out the bulb – the wires look secure... Start car- same result. I have a holiday party to attend so I leave the TF and head off.

A few days later I get back to the TF -in the interim I have decided to re-install the original solid state VR as I have heard from various folks that it is quite reliable (and I figure that's why Rick installed it in the first place). I recheck all the wiring to ensure it is correct and start the car. Light on with the turn of the key, then off at low idle... and it stayed off. As the RPMs increased, the lamp no longer illuminates.

So what was it that caused the problem and how was it resolved? Good questions. The original parts are back in place, so I'm ruling out bad parts. Wires were tampered with – so perhaps a short: at the VR or perhaps at the little bulb in the dash. Your guess is as good as anyone's. If I were not electrically challenged I might have figured this out much earlier, saved myself a lot of aggravation and worry, but mostly, I would not have missed the many lovey autumn drives.

In any event I have worked through two issues. With a 60-plus year old car I'm sure there will be many more repairs and I'll try to tackle the “manageable ones” that arise. Drive Safe!





MGOC Minutes – February 10, 2018

Nation's Burgers, El Cerrito

Call to Order: Andy Preston at: 9:55

Attending: Marcia Crawford, Ken Gittings, Mike Jacobsen, Don Malcolm, Andy & Marla Preston, Dan Shockey, George Steneberg

Approval of Minutes of Previous Meeting:

December 9, 2017: *Motion:* Mike Jacobsen, *Second:* Marcia Crawford

REPORTS

President's Report: Andy Preston: The Annual Brunch went well and we were able to cover the minimum required by the restaurant, although we may need to reconsider a different venue for next year due to increasing costs.

Vice President's Report: Kirk Prentiss: Apologies, absent.

Treasurer's Report: Marla Preston:

Account	Feb 2018	Dec 2017
Checking	13,112.58	14,156.48
Savings	3,457.08	3,456.90
Total	16,569.66	17,613.38

Since the last Treasurer's Report we have paid for the December *Octagon* mailing and printing charges, and the awards for the Annual Awards Brunch.

Secretary's Report: Mike Jacobsen: Nothing to report.

Registrar's Report: Steve Kellogg: Absent, report by email.

166	Regular Members
57	Regular Family Members
223	Total Regular and Family Members
10	Corresponding Members
2	Corresponding Family Members
12	Total Corresponding and Family Members

235 Total Members

Corresponding Secretary's Report: George Steneberg: Nothing to report.

Regalia Report: Andy Preston: We now have seven glass beer mugs for sale for \$15 each, leftover from the Awards Brunch.

The Octagon Report: Dan Shockey: I am curious how many members read the *Octagon* on their screen vs. printing it and reading a hard copy (or a mailed copy). That might affect how I size things. I think we could cut pages without losing any quality by making print smaller and photos smaller in some cases. Individual pages may not look as well but that may not

matter if most people view it on screen, and can adjust the screen size for comfortable reading.

Website Report: Steve Kellogg: Absent report by email: Website – All events added from the MGOC Calendar and any that have hard dates from SSTs. Please make sure folks send me their flyers so I can add them in. I got Dave Marsh's.

PAST EVENTS: The Holiday Tea and Annual Brunch

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

Tues Feb 13 - SSTs Rainy Day Tour, Sue and Rod Schweiger

Fri Mar 16 - St. Paddy's Day Tour, Andy and Marla Preston

April 7-8 - CSRG Sonoma Raceway

Sat April 14 - Club Meeting, Nations Burgers, El Cerrito

Sat April 21 - San Juan Batista Tour, Dave Marsh

Sat April 28 - SSTs Lenci and Pesek Tour

Sat May 5 - Club Meeting at George's Pub and envelope stuffing for MGsbTBay

Sun May 6 - MGs by the Bay, Danville Livery

OLD BUSINESS: None

NEW BUSINESS

MGs by the Bay 2018 – 25th Anniversary

Location: Danville Livery

Date: May 6, 2018

Registration: Mike Jacobsen

Publicity and contact other clubs: Mike Jacobsen; Dan Shockey will create "newsletter" sized ads, Mike will send invites to past attendees and to local clubs.

Layout: Mike w/ Craig Kuenzinger

Awards: Marla Preston, similar to 2017's

Dash Plaques: No, but Mike will investigate pins instead

Tee shirts: At \$10 additional, white, image TBD.

Setup: Mike & George Steneberg

P.A. system: George Steneberg

Sonoma Raceway CSRG Club Corral and Parade Laps

Dan Shockey coordinating.

Date: Sat April 7

Cost \$25 plus \$12 per adult entry to track.

We will invite other clubs.

Club corral in paddock area.

Slow "no helmet" parade laps for attendees.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING: None

ANNOUNCEMENTS: None

NEXT MEETING:

The next Club meeting will be Sat. April 14 at Nation's in El Cerrito, breakfast 9:00, meeting 10:00am.

Meeting adjourned at: 10:30

Submitted by: Mike Jacobsen

MG TC Completes Classique Rallye Monte Carlo

John Lomas, the owner of Blue Diamond Riley Services and its sister company the MG Automobile company, and his navigator Dan Hunter should be on their way back home now after their Monte Carlo Rally adventure in a TC.

They set off OK from Bicester Heritage on Tuesday 30 January and appeared at the Banbury Control Point at lunchtime on Friday 1 February. Banbury Council made a bit of a splash of the event and John and his TC team had a servicing centre there.

They had snow in Scotland and a small electrical fire caused by a short in the nearside side light, which put all their lights out – and that was during a snow white-out! The light was repaired at the Banbury Passage Control and off they went again heading for the Channel Tunnel.

They had fog and rain in France near Calais and then snow again in Dijon and nearly got written off by a boy racer in Lyon! However by the time they reached Valence, the weather had improved and they had sunshine all the way to Monaco. And the TC seems to have not missed a beat except for the earlier lighting problem.

You can see the tracking blog of their daily travels, and there are two videos, one of them setting off from Bicester Heritage and another of the Passage Control at Banbury, and an album of more photographs on the T Register's Facebook Page.

<http://locatoweb.com/map/single/0915125488>

The company are pre-war Riley and MG specialists located at Bicester Heritage and the TC was prepared in their workshop.



Keep Planning for 2018 ...



SPRING



Pub Night, On the Road Again, Morgan Hill, Fri 3/9
 Pre St Paddy's Day Tour, Marin, Fri 3/16
 Vintage Car Races Corral, Sonoma, Sat 4/7
 Club Meeting, Nation's Burgers, Sat 4/14
 San Juan Bautista Tour, Dave Marsh, Sat 4/21
 SSTS Lenci & Pesek Tour, Sat 4/28
 Club Stuffing Meeting, George's Pub, Sat. 5/5



SPRING - SUMMER



MGs by the Bay, Danville, Sun 5/6
 Dixon All-British Show & Swap, Sun 5/20
 Friendship Day, Redwood City, Sun 5/20
 Sonoma Historics Festival, Fr-Su 6/1 - 6/3
 NAMGAR GT-43, Richmond, VA, June 13-17
 NAMGBR MG2018, Gettysburg, PA, June 17-22
 GOF West, South Lake Tahoe, Sept. 10-15.
 Register now at GOFwest.org

Pub Night! March 9

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

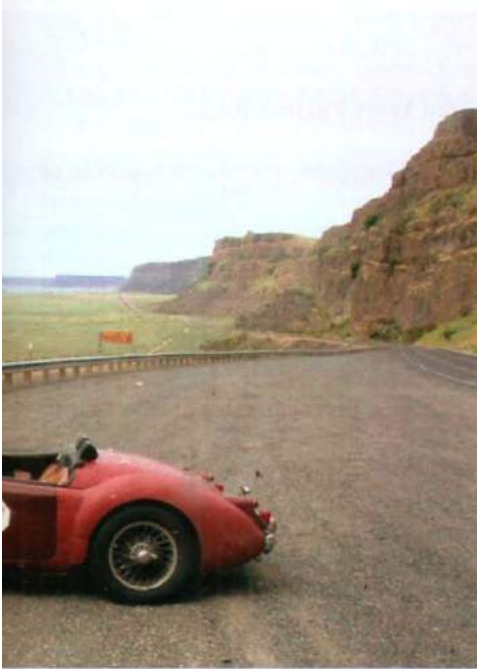
Our next Pub Night of the season will be Friday, March 9th. Please join us for an evening of fun and fellowship!

Please bring some wine or beer to share and we will provide snacks.

By Bill & Mary Hiland



Famous Dave's Massacree - Continued from the February *Octagon*



I had called ahead to the people in the apartment, but only left a message.

When I walked back to the garage, all the cars were out of the way (even more than at the best of times, usually) and I had a clear path to put the MGA in there. However, when I went to open the locks my key didn't work. I had replaced the locks in April because they were getting gummed up, and I had not put the key

on my key ring and still had the key to the old locks. Unbelievable! I still had the drive the MGA plan as a backup, but my travelling bags, my computer bag, and my catch all bag were in the MGA, so there was a chance that the key was in one of them. I walked back to the car and pulled out everything in both bags. With the entire contents of both bags spread out on the MGA from one end to the other, while parked on a major street in South San Francisco, I finally found the key. But now I needed to get everything back in the car so I could get the tonneau cover back on to cover up all my stuff. It was about 2:30 a.m. at this point, but I was able to get the MGB out and drive it down to where the MGA was. It was a bit of a chore to transfer everything over to the MGB, and more-so because it was no longer properly packed.

Also, you would think an MGB was significantly larger than an MGA, but you would not have known it based on how I had the stuff packed in the MGB. It barely fit. (It fit better later when I repacked it all.)

I got the MGA into the garage, locked up, walked back to the MGB and at 3 a.m. took off for Solvang. The night before when I was making hotel reservations for Portland, I considered heading down I-5 at that point, but I did not feel up to it. This night however, I was still up to driving even at 3 a.m. Also, I wanted to get out of the Bay Area as it was Monday morning and traffic would be more trouble. I considered getting a hotel around Gilroy, but there is an issue with all the on-line reservation sites, both hotel and independent, in that they will not rent a room after midnight. Calling the hotel directly still works, but you can't easily determine who has availability and I didn't feel like calling around. Plus, I figured I might be able to get into the host hotel early enough to get a nap if I got all the way down there that morning. I ended up stopping on the side of the road and getting about three hours of sleep (the MGB has Miata seats and they recline well and are quite comfortable) and then got to the hotel about 10 a.m. As is typical, I ran into friends right away and I had quite a tale to tell.

The MGB was entirely suitable for the GT, and for the NAMGBR meet in San Diego that followed the GT it was even more appropriate. I'd not driven the MGA to Louisville last year, so I didn't have a streak to break by switching cars (the MGA had been driven to GTs 35 through 40). As an aside, the reason I didn't drive the MGA to Louisville is that I had a different streak of sorts in that I'd had a different MG at each of the four previous All MG meets, and I had a new to me fifth MG that I could drive to Louisville. I actually wanted to take both cars so I could keep both streaks alive, but I couldn't work that out.

After the NAMGBR meet I drove the MGB back to the Bay Area, parked it in a friend's garage and flew home. Now I just need to get more work in San Jose so I can have some weekends to work on the MGA. After that it's a matter of finding the time to drive it home. And I've still got to drive through Oklahoma. I suppose many of you will use this tale as justification for not embarking on long road trips in your car, but I think if you drive your car on a regular basis and get a feel for how it works, when things come up you will have a better idea of what to do and what your options are.

With regard to my nickname: I received that honestly, from a good friend about a dozen years ago when we were comparing GTs and other MG and British car events we'd been to. Based on the conversation we were having, I'd been to so many in so many different places, it was decided that I "must be famous." I've been Famous Dave ever since. The Famous Dave's BBQ restaurants were not involved.



The Sequel

by Mike Jacobsen

I keep thinking about Dave's massacre story. He glossed over the weeks it took to get his car back to him. Just getting the MGA from his garage in South San Francisco to Elaine's garage in San Francisco was a challenge.

After a drive all over Creation (or so it seemed) to avoid having to start from a stop on a hill, we got Dave's fourth-gear-only MGA to within a block of Elaine's house. But then we had to buy a tow strap and use my daily driver to pull his MGA up the last hill. It was too steep for 4th gear and Dave wasn't able to get a run at it.

That was in mid-July. We got the engine & gearbox out that weekend and it was pretty obvious that the flywheel needed machining. That meant the car couldn't go back together until the next weekend. We also had to get a clutch alignment tool so we could install the clutch disc. Dave suggested disassembling the broken gearbox to use its input shaft in place of the tool. While the gearbox was already toast, taking it apart seemed like a lot of extra work, plus he needed the old unit as a core. We left it alone.

We got the engine & gearbox back in the MGA that next weekend, but what a pain. Somehow Dave got the motor out of the engine bay with the harmonic balancer in place, but to put it back we had to remove the balancer. We didn't find that out until the motor & gearbox were dangling over the front of the car. Then when the motor was in we discovered that the clutch lever's pushrod was on the wrong side of a frame crossmember, and there wasn't enough room to flip it over. We removed the pushrod & reversed it, which should have been easy, except there wasn't much clearance and everything was dirty & greasy under the car. Then we discovered that the slave cylinder wouldn't fit unless one specific bellhousing-to-engine bolt with a shaved head was used near the cylinder. Not knowing that bolt was special, we'd installed it elsewhere, of course. We also needed a new motor mount. I don't know what happened to cause us to need a new motor mount, but it probably had something to do with shoving the engine around so I could get the last two bellhousing bolts installed. But at the end of the weekend the car was drivable.

By now Dave had used up all the time he had for driving back to Ohio. No problem – I figured I could drive it back. He didn't tell me about suspect coil or other problems he'd had on the way out to California. Why make me worry, right?

After Dave left, I started getting the car ready for the trip. Problems started as soon as I got in. I couldn't reach the pedals, and couldn't find the seat adjustment. I called Dave to ask if I could relocate the seat, but he told me how to adjust it. I missed the seat adjustment because both seats are passenger seats, and their adjustment lever is on the right. The driver's seat lever is normally on the left so it isn't buried against the driveshaft tunnel. Since the gas pedal was an aftermarket hot rod unit, Dave also told me how to adjust that, so I got it to where I could reach it.

All the fluids were OK and there was air in all the tires, but there was a lot of stuff in the car. If you've ever looked in one of Dave's cars, you'll know what I mean. I cleared out the doors, footwells, behind & under the seats, and the trunk. I found things from car shows two years ago. I vacuumed out all those areas, picking up a lot of loose hardware on the way. I hoped none of it was important. Then I started cleaning up and repacking.

Oh, but before repacking I put up the top, not wanting to travel cross-country in August and sit in the sun all day. But before I could do that, I had to go get some screws to reassemble the top frame, since it was missing about half its screws. Once the complete frame was assembled, then I could try erecting the top. I'd have thought that the top had never been up, except you could see tape residue on the header. After some fiddling around, I got everything positioned. If I didn't have an MGA myself I'd have never figured it out. The middle of the top's header missed the top of the windshield by a half inch, and the car doesn't have its center clip. Now I understood why there was tape residue on the front edge of the top – it has to be taped to the windshield.

Following my usual plan for cross-country trips, I left after dinner so I'd cross Nevada & Utah at night and avoid the heat. Things were fine until around midnight, 50 or so miles east of Reno, when the Ignition light started flickering. Great, I thought, the alternator is going or there's a problem with the belt, and I don't have another belt. Then I noticed that the light only came on over bumps. Ah-ha! Probably a loose connection, and that I could fix. I

Continued on page 21

Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Some ads this month are from other clubs. May be of interest to members:

Two Project TDs: in Arnold, 150 miles east of the Bay Area. Rough shape. One has TC wheels. With extra parts. Info from Allan Chalmers, (415) 566-9796, allanchalmers@yahoo.com (Posted 2/18)

MGA Disk Wheels: (4) wheels, (4) hub caps and (3) tires. Late 1500 style. Recently replaced. \$140 for all. Member William Charuhas, williamcharuhas@gmail.com, 925-462-1565 (Posted 2/18)

1960 1600 MGA Roadster: Red with steel wheels; Was owned by a woman in the Oregon clubs. Asking \$18,000. Sale by son-in-law Bryant, 503-803-2454; bryant.jackson@comcast.net (Posted 1/18)

1936 MG NB: Two-tone Cambridge/Oxford blue combo. Frame off restoration. Very rare 6-cylinder MG. In California. Asking \$95,000. (Email Dan for contact info. Posted 1/18)

1971 MGB GT: One owner. Original blue paint (see below), 100k miles. Sell for health reasons. \$8000. Vern, Oregon; 503-705-5200; vern@riferdev.com (Posted 1/18)

MG TF Replica: Black with tan. Custom frame, Moss parts, MGB drivetrain, Wire wheels, Photo below. Bend. Oregon, \$9000. Clarence, 541-947-4362 (Posted 1/18)

MGA parts: Front frame extension, 5 Hoods (bonnets), 2 Trunk lids (boots), 4.88 rear end, Driveshaft for 1500 cc motor, Gas tank, Oil cooler, Fiberglass racing valance, Misc. "trinkets." Call Tom Morgan at 650-740-4116 for details. (Posted 12/17)

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt Electric Winch. Reasonable rates. Eric Baker (510) 517-2165

We list ads for 3 months. Advise if you want them extended. For additional ads, see prior issues of The Octagon. Prior issues of The Octagon and other classified ads may be found on our web site,



A Historic Win: MG TD Beats SS100, All Comers

A few weeks ago I obtained an old b&w photograph off e-bay. As you can see it shows a small ceremony going on with an MG TD as centre of the activities. A bit of research on the internet made it clear the photo was taken at the 1950 MCC Daily Express 1000 Miles Car Rally held from 8th to 11th November 1950. Unfortunately I couldn't find anything on the driver and navigator of this TD. Maybe one of our UK members can shed some light here? Thanks beforehand.

- Nick (TD3232)

This is the TD of Sheila van Damm. She was navigated by her sister and finished third in the ladies class. It was her first ever car rally. (She wrote a nice account of the event in chapter three of her biography "No Excuses") What is more important though is that the event was won outright by Geoff Holt navigated by Stan Astbury in "FMO885" the TD Mk2 prototype (starting number 420). Probably the only time a TD won a National Rally outright.

(This doesn't explain the notable absence of Sheila from this photo. I'll bet that is Geoff and Stan at left. Looks like they grabbed the wrong car for the shot!

My theory is that the mechanics had taken no. 420 off to the pub already. - Ed.)

Second was Ian Appleyard in a SS100 Jaguar, with Len Shaw/Doug Lawton third in a MGY saloon registered "OWL543" (The ex-Betty Haig Monte Carlo Rally car). MG also won the Team Award.

Yes EFE151 is indeed in New Zealand. I restored this car some years back. it is now Clipper Blue. I need to get out the restoration file and look for the images taken as the rebuild took place. I will contact the new owner and advise him. We did not know of any UK history.

- Rod Brayshaw, New Zealand

Hi all, I'm the owner of EFE 151 or no. 419 which now resides in OZ. It had an extensive restoration by Rod Brayshaw to the 2000s before we purchased it in 2007. It's affectionately known as Clementine by the family and has featured on the front cover of a Moss Catalog. I'm very interested in the history you guys have uncovered so if you have anything to add or that I can obtain for her file it would be greatly appreciated.

Kind regards, Ross

- R F Armstrong, New Zealand



EFE151 today,
Photo from owner



The Sequel - Continued from page 18

got off at the next exit and found a place with a lot of light in their parking lot. I disconnected the battery and starting wiggling wires on the charging circuit. The only one that seemed marginal was one at the alternator. I gently squeezed the connector and put the wire back on. That seemed to take care of the charging issue.

After another 20 miles I was starting to relax when poof – the gauge lights went out. They were only off for a few seconds and came back on before I could stop. That happened just once more, a few hours later, so I never looked for that bad connection.

The only other problem was when starter quit at the last gas stop, but since the engine was hot and it was my last stop, I just push-started the car and drove to Dave's house. After the engine cooled off we reattached the wire that had come off the starter solenoid.

That's all that went wrong. Dave's coil fix held up, and the top hung together. The car used only one quart of oil for the whole 2,500 mile trip too, even after running at 3500~4000 rpm most of the time. And he got it back clean!

Mike sent this photo of Famous Dave's MGA at speed. It shows:

1. Mike should keep his eyes on the road.
2. Both tach and speedo appear to work, both at once!
3. The calming effect of the 5-speed overdrive transmission.
4. All of the Above.
5. None of the Above. This is correct says Mike. The speedo was stuck at that speed when he took the photo, at rest.



Winter Bonus: Here's a Pathe News video from 1950, about a skier heading off from the MG factory with a new TD

<https://www.youtube.com/watch?v=2KKBKgw5Cvz8>

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All MGs Welcome!
Details page 9



MGs by the Bay - 25th Anniversary!
Sunday, May 6